Technical Memorandum No. 1

Project Need Statement

Site Feasibility Study for Truck Parking and Park-and-Ride Lot

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1 Introduction

1.1 Objective

The purpose of this technical memorandum is to document existing conditions and deficiencies that establish the need for a truck parking facility, park-and-ride facility, and possibly a municipal facility for the City of Sweetwater on the northwest quadrant of SR 836/Dolphin Expressway and SR 821/Homestead Extension of the Florida's Turnpike (HEFT) interchange. The report presents existing conditions including crash data, transit data, pedestrian and bicycle facilities, roadway data, access management data, and traffic data. Other data regarding project related documents, environmental features, land use, utilities, and railroad crossing were also collected and are presented herein.

1.2 Project Description

In 2010, The Miami-Dade Metropolitan Planning Organization (MPO) conducted a *Comprehensive Parking Study for Freight Transport in Miami-Dade County* Study[1]. The study showed a severe truck parking shortage of approximately 12,000 short and long-term parking spaces, an additional 1,177 acres of land, for long haul interstate drivers who transport into and out of the region. With an expected increase in demand due to the expansion of the Panama Canal, the dredge of Port Miami and the construction of an intermodal terminal in the City of Hialeah, parking demand for trucks is expected to increase. The study recommended interagency cooperation for implementation of potential truck parking sites in Miami-Dade County and identified proposed locations.

In 2010, the Lehman Center for Transportation Research also conducted a *SR-836 Express Bus Service Study*[2] that investigated the feasibility of a bus system along SR 836 in Miami-Dade County. The study recommended the implementation of the bus route and provided the supporting components for implementation, operations and maintenance. As part of the recommendations, the study suggested the development of park-and-ride facilities to support the proposed route.

In 2012, the Miami-Dade MPO conducted the *Development of Truck Parking Facilities in Miami-Dade County Phase II: Options for Implementation Study*[3], with the purpose of creating a guide for implementing truck parking facilities already identified in the Comprehensive Parking Study for Freight Transport. This document is being used as a base for the development of this feasibility study.

[1] http://miamidadempo.org/library/studies/comprehensive-parking-study-for-freight-transport-final-2010-09-30.pdf
[2] http://cake.fiu.edu/TIGER2012/drop/FIU-SR836ExpressBusStudy_revised_final_draft_Dec2010.pdf
[3] http://miamidadempo.org/library/studies/development-of-truck-parking-facilities-phase-ii-options-for-implementation-final-2012-08.pdf

1.3 Purpose

The purpose of this project is to conduct a site feasibility study, develop and evaluate alternatives, and recommend a layout for the construction of a new truck parking facility and a park-and-ride facility in this area of Miami-Dade County. These facilities are planned to increase the supply of truck parking spaces and enhance the current operations of transit to satisfy the provisions identified in Miami-Dade MPO studies and the needs already identified by Miami-Dade Transit (MDT). The project will focus on maximizing access and use of all modes of transportation, preserving future expansion needs for multimodal transportation facilities, enhancing mobility of the adjacent corridors, including movement of freight and goods, and conducting intergovernmental coordination with emphasis on communication with key decision makers and stakeholders.

1.4 Study Limits

The study focuses on the area bounded by NW 25th Street to the north, SR 90/SW 8th Street to the south, NW 137th Avenue to the west, and SR 985/NW 107th Avenue to the east. Figure 1-1 graphically depicts the project site location and study limits. These limits were selected based on the land use surrounding the project site.

The interchange between SR 821/HEFT, SR 836, and NW 12th Street is located about one mile west of NW 107th Avenue and two miles east of NW 137th Avenue. These interchanges act as the main portal to an area that has seen significant growth in the last decade with the development of low and medium density housing southwest of the project site and industrial warehouses and Dolphin Mall north and northwest of the project site. Additionally, it provides eastward access to Miami International Airport, PortMiami, Downtown Miami, and potentially, it will serve the south-westernmost area of Miami-Dade County as potential southbound HEFT-to-westbound SR 836 and eastbound SR 836-to-northbound HEFT ramps are developed. These factors are especially important to transit development as well as freight operation.

The intersections that were considered in this study are:

- NW 12th Street and NW 137th Avenue
- NW 12th Street and NW 127th Avenue
- NW 12th Street and NW 124th Path
- NW 12th Street and southbound SR 821/HEFT On/Off-Ramp
- NW 12th Street and northbound SR 821/HEFT On/Off-Ramp
- NW 12th Street and NW 107th Avenue
- Westbound SR 836 Off-Ramp into northbound NW 107th Avenue
- Eastbound SR 836 Off-Ramp into NW 107th Avenue
- NW 25th Street and NW 117th Avenue
- NW 25th Street and NW 114th Avenue
- NW 25th Street and NW 112th Avenue
- NW 25th Street and NW 107th Avenue
- NW 122nd Avenue and NW 6th Street
- NW 122nd Avenue and SR 90/SW 8th Street

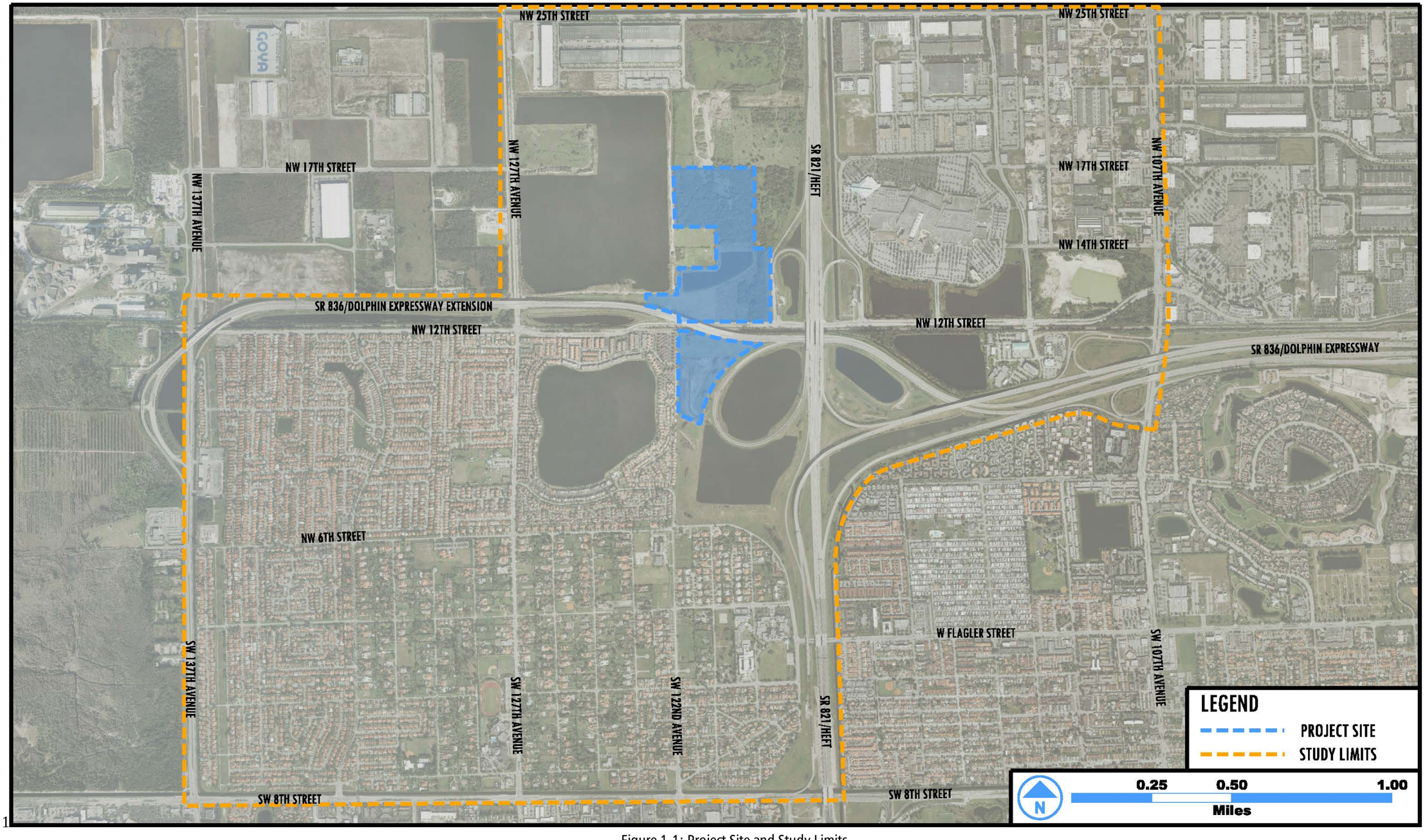


Figure 1-1: Project Site and Study Limits

1.5 Relevant Plans/Projects

The Transportation Improvement Program (TIP) and the Miami-Dade 2035 Long Range Transportation Plan (LRTP) from fiscal years 2013/2014 to 2017/2018 were reviewed to identify projects within the study area.

1.5.1 Miami-Dade MPO 2035 Long Range Transportation Plan (LRTP)

The Miami-Dade Metropolitan Planning Organizations (MPO) Long Range Transportation Plan (LRTP) for the year 2035 is required activity of Miami-Dade County to meet federal and state requirement of updating of the Transportation Plan every five years. Federal law requires that the LRTP addresses a minimum of a 20-year horizon from the date of the MPO adoption. The 2035 LRTP was adopted in 2009. The following projects located within the study area were identified in the 2035 LRTP.

- NW 107th Avenue from NW 41st Street to NW 25th Street – Widening from four to six lanes
- SW 107th Avenue from SW 8th Street to Flagler Street – Widening from four to six lanes
- NW 25th Street from the SR 821/HEFT to NW 89th Court – Traffic signals improvements, improve intersections to accommodate truck movements, and provide connection from NW 25th Street to SR 821/HEFT

1.5.2 Transportation Improvement Program (TIP)

A Traffic Signal Update Pilot Project along SR 90/SW 8th Street (435506-1) was found within the limits of this study. The project's goal is to demonstrate improvement in traffic flow of SR 90/SW 8th Street from SW 67th Avenue to SW 142nd Avenue by updating and replacing traffic signal system components at 29 intersections that no longer meet the operational needs of the corridor.

1.5.3 Miami-Dade County

1.5.3.1 Miami Dade Comprehensive Master Plan

All parcels within the study are completely inside of the Urban Development Boundary (UDB) due to a resolution by the Miami-Dade County Board of Commissioners. The UDB distinguishes the area where urban development may occur.

By Florida Statute, Miami-Dade County prepares, adopts, and implements a Comprehensive Development Master Plan (CDMP). The CDMP serves as a guide to meet specific requirements for transportation needs for existing and proposed projects within the County while maintaining consistency with the local plan, applicable regional plan and the State Comprehensive plan. The following policies may apply to this study:

Policy TE-1D of the Transportation Element of the CDMP
Within the time-frame of the CDMP, Miami-Dade County will actively pursue development of intermodal facilities where opportunities arise, including, but not limited to:

- Miami Intermodal Center (MIC);
- Downtown Miami Transportation Center;
- Northeast Miami-Dade Terminal;

- Douglas Road Transit Center; and
- Park-and-Ride Facilities, where feasible opportunities present themselves along bus/rail corridors.

Policy TE-3B of the Transportation Element of the CDMP

Miami-Dade County, in the manner that financial and technical assistance of the FDOT will enable, shall analyze planned land use patterns and intensities in planned rapid transit station areas and shall identify transportation and land use plan changes needed to improve interrelationships. This analysis shall address, at a minimum, the existing MetroRail corridor, the planned initial segment of the East-West corridor, the planned North corridor, and the South Miami-Dade Busway corridor and its planned extension. This analysis shall identify locations where planned transit facilities are not supported by the planned land use or development intensity with consideration of mitigating benefits of planned transit rider feeders such as major park-and-ride or bus terminal facilities in the corridor. Where such locations are identified, alternative land uses or intensities will be analyzed, and potential land use or transportation plan amendments will be identified. The information produced by this analysis shall be provided to the MPO, the Board of County Commissioners, and the directly affected municipalities having comprehensive planning and zoning jurisdiction in the immediate vicinity of these planned transit corridors for their consideration. It is the policy of Miami-Dade County that the affected municipalities consider local plan amendments to reflect the findings of this analysis.

Policy TC-1F of the Traffic Circulation Subelement of the Transportation Element of the CDMP

The County shall implement a transportation demand management (TDM) program to reduce overall peak-hour demand and use of single occupant vehicles (SOV). This program will include such TDM strategies as the following:

- Van pooling and employer-based carpooling;
- Employer-based staggered and/or flexible work hours;
- Parking management;
- Telecommunicating;
- Congestion pricing;
- Park-and-ride facilities;
- High occupancy vehicle lanes;
- Trip reduction ordinances;
- Transportation management associations (TMA's); and
- Subsidies for transit riders.

Policy LU-2B of the Land Use Element

Priority in the provision of services and facilities and the allocation of financial resources for services and facilities in Miami-Dade County shall be given first to serve the area within the Urban Development Boundary (UDB) of the Land Use Plan (LUP) map. Second priority shall support the staged development of the Urban Expansion Area (UEA). Urban services and facilities which support or encourage urban development in Agriculture and Open Land areas shall be avoided, except for those improvements necessary to protect public health and safety and which service the localized needs of these non-urban areas.

Policy LU-9C of the Land Use Element

Miami-Dade County shall continue to encourage and promote the transfer of Severable Use Rights (SUR) from lands which are allocated SURs in Chapter 33B, Code of Miami-Dade County, to land located within the Urban Development Boundary as designated on the LUP map. When revising development regulations such as may be required to comply with Chapter 163, F.S., the County shall seek to create additional incentives for acquisition and use of SURs. As recommended in Miami-Dade County's State Housing Initiatives Partnership (SHIP) Program Housing Incentives Plan, the receiver area density bonuses in Dade's SUR program should be increased to improve the effectiveness of the program and the production of affordable housing. The County shall consider modifying the SUR program to provide for the transfer of development rights from land acquired by government for uses other than residential or commercial purposes to development sites inside the UDB.

1.5.3.2 2014 Miami-Dade County Freight Plan

Miami-Dade County Freight Plan recognizes the issue of truck parking availability and identifies the land adjacent to the intersection of SR 821/HEFT, SR 836 and NW 12th Street as a potential site for truck parking development.

1.5.3.3 Comprehensive Parking Study for Freight Transport Phase I

Findings in Phase I of The Comprehensive Parking Study for Freight Transport suggest a severe shortage of overnight parking for interstate trucking operations within Miami-Dade County. As shown in Table 1-1, the study identified 13 vacant parcels greater than 10 acres and within 1 mile of a freeway interchange for potential full-service overnight truck parking facilities. These potential sites met Miami Dade's legal requirements for truck parking facilities that include:

- Locations must be within Urban Development Boundary (UDB)
- Sites must have "Industrial and Office" or "Business and Office" land use designation on the adopted year 2015 and 2025 land use plan maps
- Locations within unincorporated areas of Miami-Dade County must be zoned as IU-1, IU-2, IU-3, or BU-3
- Locations within incorporated areas of Miami-Dade County are regulated by local land development codes

Truck Parking Location	Parcel Folio Number	Jurisdiction	Acreage	Potential Truck Parking Capacity	Land Use Category	Zoning District
A	3030150010410	Unincorporated	9.58	96	Industrial and Office	IU-3
B	2530310290014 (3030310290014)	Unincorporated	14.67	147	Industrial and Office	IU-1
C	3020310010040	Unincorporated	42.96	430	Industrial and Office	IU-3
D	3040140110010	Unincorporated	11.22	112	Industrial and Office	IU-3
E	3530270460060	Doral	11.73	117	Industrial and Office	I
F	421320390010	Hialeah	19.11	191	Industrial and Office	Communications, Utilities, Terminals, Plants
G	2720190010660	Hialeah Gardens	9.80	98	Industrial and Office	IN-1
H	2720190010580	Hialeah Gardens	10.03	100	Industrial and Office	IN-2
I	2720190010590	Hialeah Gardens	9.79	98	Industrial and Office	IN-2
J	2720190010600	Hialeah Gardens	10.06	101	Industrial and Office	IN-2
K	2720190010610	Hialeah Gardens	9.66	97	Industrial and Office	IN-2
L	2230050010510	Medley	15.04	150	Industrial and Office	M-1
M	2230050010010	Medley	83.82	838	Industrial and Office	M-1
N	2220320040310	Medley	9.73	97	Industrial and Office	M-1

Note: IU-1 and IU-3 = Industrial
I = Industrial
IN-1 = Light Industrial
IN-2 = Heavy Industrial

Table 1-1: Potential Overnight Parking Site

1.5.3.4 #GPC IV-21 Development of Truck Parking Facilities Phase II

The goal of The Comprehensive Parking Study for Freight Transport Phase-II is to develop options for implementing overnight truck parking for Miami-Dade Dade County. The information provided in this phase is expected to assist the partnerships likely to be required to advance the development of these facilities.

Input was obtained from the Freight Transportation Advisory Committee, Miami-Dade County Public Works Department, and Florida Department of Transportation having as our target audience the private sector, specifically land owners and potential developers of truck parking facilities.

Three (3) screening processes were used to analyze vacant parcels within the County. These included a preliminary screen, initial detailed screen, and in-depth detailed screen. Prototype sites illustrating truck parking layouts and amenities were developed for 5-acre, 10-acre, and 40-acre locations.

Estimates of financial capital required for development was also prepared. In order to identify financing options, attract private investment, and outline strategies aimed at creating a viable facility business models examined and eventually developed. These included private sector/private sector partnerships and public sector/private sector partnerships.

Finally, action plans were developed providing an overview of the requirements of the development process depending upon the political jurisdiction of each site.

1.5.3.5 MPO Southeast Regional Freight Plan

The MPO Southeast Regional Freight Plan has identified the need for truck parking with amenities for overnight truck parking in the surrounding area of SR 821/HEFT and Okeechobee Road as a Top 25 priority in South Florida and Top 10 priority within Miami-Dade County.

1.5.3.6 MDT's Transit Development Plan (FY 2014-FY 2023)

The Transit Development Plan for the 2014-2023 ten year expansion has identified the land adjacent to the intersection of SR 821/HEFT, SR 836 and NW 12th Street as a strategic location for a Transit Hub with a park-and-ride facility. The goal of this transit hub is to support the "SR 836 Express Enhanced Bus Service project and provide a potential terminus or stop for several local bus routes serving Dolphin Mall and nearby cities of Sweetwater and Doral".

2 Existing Conditions

2.1 Aerial Photographs/Maps

High resolution raster images were obtained from US Geological Survey's earth explorer website.

2.2 Area Demographics

Based on the year 2010 Census data, Miami-Dade County's total population was estimated at 2,496,435. The census data also shows a population of 45,704 and 13,499 in the City of Doral and Sweetwater, respectively. These cities are in close proximity to the proposed site and were estimated to increase their population between April 2010 and July 2012 by 5.3 and 3.0 percent, respectively. Additionally, unincorporated Miami-Dade County contributes a high concentration of residents in the area between NW 12th Street, SR 90/SW 8th Street, just southwest of the proposed project.

2.3 Crash Data Analysis

Crash data from 2009 to 2012 was obtained from the Miami-Dade Police Department. At the time this crash analysis was performed, crash data from 2013 was not available yet. Therefore the study proceeded as a 4-year crash data analysis. The crash data review and analysis concentrated on those crashes that occurred on:

(1) NW 25th Street from NW 127th Avenue to NW 107th Avenue
(2) NW 12th Street from NW 137th Avenue to NW 107th Avenue
(3) SR 836 Off-Ramps at NW 107th Avenue

Since these three roadways are not part of the State Highway System, "dummy" Mile Posts (MP) were assigned to each roadway to facilitate the crash data analysis. The "dummy" mile post assigned to the intersection of NW 25th Street and NW 127th Avenue was MP 0.000, NW 12th Street at NW 137th Avenue was MP 10.000, and NW 107th Avenue at eastbound SR 836 Off-Ramp was MP 20.000. Crash data summary tables and "dummy" mile post diagrams are included in Appendix A.

2.3.1 NW 25th Street from NW 127th Avenue to NW 107th Avenue

A total of 24 crashes were documented during the 2009-2012 period on NW 25th Street from NW 127th Avenue to NW 107th Avenue. The frequency of crashes is eight crashes in 2009, 11 crashes in 2010, four crashes in 2011, and one crash in 2012. The predominant types of crashes were collision with fixed object (29.2%), angle (16.7%), and left-turn (16.7%) crashes. Table 2-1 presents a summary of the crashes that occurred within the study segment of NW 25th Street from 2009 to 2012.

Type	2009	2010	2011	2012	Four-Year Total Crashes	Mean Crashes per Year	%
All Other	0	1	0	0	1	0.25	4.17%
Angle	2	2	0	0	4	1.00	16.67%
Collision with Fixed Object	2	2	2	1	7	1.75	29.17%
Left-Turn	1	2	1	0	4	1.00	16.67%
Pedestrian	1	1	0	0	2	0.50	8.33%
Rear-End	2	1	0	0	3	0.75	12.50%
Right-Turn	0	2	0	0	2	0.50	8.33%
Sideswipe	0	0	1	0	1	0.25	4.17%
Grand Total	**8**	**11**	**4**	**1**	**24**	**6.00**	**100.00%**

Table 2-1: Four-Year Crash Summary for NW 25th Street from NW 127th Avenue to NW 107th Avenue

Based on crash severity, a total of nine crashes (37.5%) resulted in an injury and 15 crashes (62.5%) were property damage only crashes. Approximately 33 percent and 29 percent of the crashes occurred under dark conditions and wet pavement conditions, respectively. The statewide average values for dark conditions and wet pavement conditions are 34 percent and 13 percent, respectively. Dark condition crashes are around the state average while wet pavement conditions crashes are more than twice the state average.

Most of the collisions with fixed objects occurred at the intersection of NW 25th Street and 127th Avenue. There were two crashes involving pedestrians during the four-year period. One of the pedestrian crashes occurred at the intersection of NW 25th Street and NW 110th Avenue and the other pedestrian crash occurred near NW 107th Avenue. Both pedestrian crashes occurred during dark conditions. In both crashes, the pedestrians sustained injuries, one minor and the other had to be transported to the hospital.

Among the contributing causes documented in the crash data, careless driving (37.5%) and failed to yield right-of-way (21%) were the highest.

2.3.2 NW 12th Street from NW 137th Avenue to NW 107th Avenue

A total of 99 crashes were documented during the four-year period with 21 crashes in 2009, 33 crashes in 2010, 22 crashes in 2011, and 23 crashes in 2012. The predominant types of crashes were rear-end (28.28%), angle (17.17%), and collision with fixed object (17.17%) crashes. Table 2-2 presents a summary of the crashes that occurred within the study segment of NW 12th Street from 2009 to 2012.

Type	2009	2010	2011	2012	Four-Year Total Crashes	Mean Crashes per Year	%
All Other	0	0	1	1	2	0.50	2.02%
Angle	2	5	2	8	17	4.25	17.17%
Collision with Fixed Object	5	2	4	6	17	4.25	17.17%
Guardrail	0	1	0	0	1	0.25	1.01%
Left-Turn	2	7	4	3	16	4.00	16.16%
Median Crossover	1	0	2	0	3	0.75	3.03%
Overturned	0	1	2	0	3	0.75	3.03%
Rear-End	6	12	5	5	28	7.00	28.28%
Right-Turn	0	4	0	0	4	1.00	4.04%
Sideswipe	5	1	2	0	8	2.00	8.08%
Grand Total	**21**	**33**	**22**	**23**	**99**	**24.75**	**100.00%**

Table 2-2: Four-Year Crash Summary for NW 12th Street from NW 137th Avenue to NW 107th Avenue

Based on crash severity, a total of 32 crashes (33.3%) resulted in an injury and three crashes resulted in a fatality. The three fatal crashes resulted from one collision with a fixed object, one angle crash, and one illegal left turn. One of these fatal crashes occurred at the intersection of NW 12th Street and NW 124th Avenue where the driver lost control of the vehicle, spun, and collided with a traffic signal mast arm assembly. The crash occurred during dark and dry pavement conditions, and the contributing cause was listed as unknown. The remaining two fatal crashes occurred at the intersection of NW 12th Street and NW 127th Avenue. These two crashes are described under the NW 12th Street and NW 127th Avenue intersection analysis section.

The angle crash involved one vehicle traveling northbound on NW 127th Avenue and another vehicle traveling westbound on NW 12th Street. The vehicle traveling northbound on NW 127th Avenue ran the traffic signal red display. This angle crash occurred during dark and dry pavement conditions and the contributing cause was listed as careless driving. The left-turn crash involved a vehicle traveling westbound on NW 12th Street and another vehicle traveling eastbound on NW 12th Street. The vehicle traveling westbound made a left turn into the path of the vehicle traveling eastbound.

Approximately 33 percent and 22 percent of the crashes occurred under dark conditions and wet pavement conditions, respectively. The statewide average values for dark conditions and wet pavement conditions are 34 and 13 percent, respectively.

Among the contributing causes documented in the crash data, careless driving (50.5%) and failed to yield right-of-way (18%) were the highest.

Exhibit 2-1 depicts the number of crashes that occurred during the four-year period along the study segment of NW 12th Street.

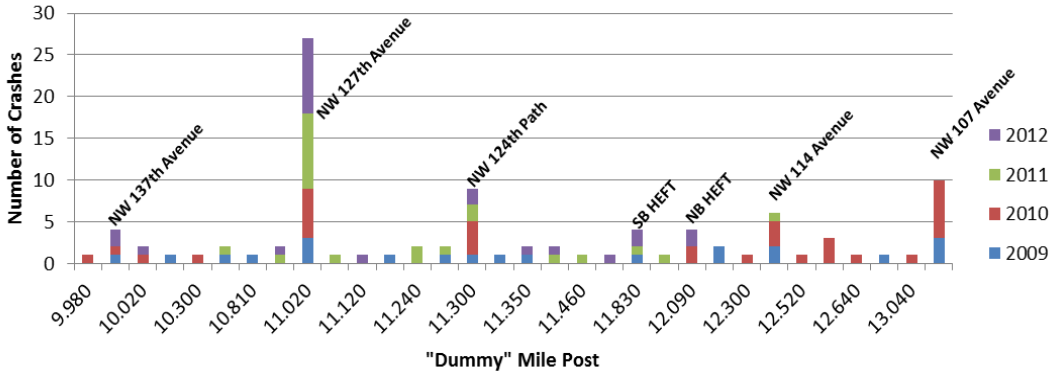


Exhibit 2–1: Frequency of Crashes along NW 12th Street Study Segment from 2009 to 2012

The histogram shows a high concentration of crashes at the intersection of NW 12th Street and NW 127th Avenue. This is a four-legged signalized intersection. Table 2-3 presents a summary of the crashes that occurred at this intersection from 2009 to 2012. The predominant types of crashes were angle (37.04%) and left-turn (33.33%) crashes. The crash data indicate that approximately 26 percent of the crashes occurred during dark conditions, and 15 percent occurred during wet pavement conditions. There were no crashes involving pedestrians or bicyclists at this intersection.

As previously described, two fatal crashes took place at this intersection; one was an angle crash and the other was an illegal left-turn.

The Expected Value Analysis indicates that the number of collisions with fixed objects at the intersection of NW 12th Street and NW 127th Avenue is abnormal at the 99th percent confidence level

Type	2009	2010	2011	2012	Four-Year Total Crashes	Mean Crashes per year	%
Angle	2	2	1	5	10	2.50	37.04%
Collision w/ Fixed Object	1	0	0	1	2	0.50	7.41%
Left Turn	0	3	4	2	9	2.25	33.33%
Median Crossover	0	0	2	0	2	0.50	7.41%
Overturned	0	0	1	0	1	0.25	3.70%
Rear-End	0	0	0	1	1	0.25	3.70%
Right Turn	0	1	0	0	1	0.25	3.70%
Sideswipe	0	0	1	0	1	0.25	3.70%
Grand Total	**3**	**6**	**9**	**9**	**27**	**6.75**	**100.00%**

Table 2-3: Four-Year Crash Summary at Intersection of NW 12th Street and NW 127th Avenue

A review of angle crashes reported revealed that 30 percent involved vehicles traveling on the eastbound and northbound approaches to the intersection, 20 percent involved vehicles traveling on the westbound and northbound approaches, 40 percent involved vehicles traveling on the eastbound and southbound approaches, and 10 percent involved vehicles traveling on the westbound and southbound approaches. Also, a review of the left-turn crashes revealed that most of the reported left-turn crashes involved vehicles turning from NW 12th Street.

2.3.3 Eastbound and Westbound SR 836 Off-Ramps at NW 107th Avenue

A total of six crashes were reported from 2009 to 2012 at the study intersections located along NW 107th Avenue. Table 2-4 presents a summary of the crashes that occurred within the study segment of NW 107th Avenue from 2009 to 2012.

Type	2009	2010	2011	2012	Four-Year Total Crashes	Mean Crashes per Year	%
Left Turn	2	0	0	0	2	0.50	33.33%
Rear-End	1	1	0	0	2	0.50	33.33%
Right Turn	0	1	0	0	1	0.25	16.67%
Sideswipe	1	0	0	0	1	0.25	16.67%
Grand Total	5	6	0	0	6	1.5	100.00%

Table 2-4: Four-Year Crash Summary for Eastbound and Westbound SR 836 Off-Ramps at NW 107th Avenue

2.4 Transit Data

Miami-Dade Transit (MDT) provides several bus routes within the study area. Route 137 comes within the study area at SW 137th Avenue and SW 8th Street and approaches International Mall and Dolphin Mall via SW 132nd Avenue, NW 6th Street, West Flagler Street and NW 107th Avenue. Route 212 (Sweetwater Circulator) serves West Flagler Street and SW 4th Street, between NW 117th Avenue and SW 107th Avenue. Other routes servicing the study area include Routes 7, 36B, 51, 71, and 238. Table 2-5 presents the average headways for each of the seven routes based upon the MDT route schedules. Detailed maps and route schedule for each of the bus routes are included in Appendix B.

Route	Service Day	Direction	Peak Average Headway (minutes)	Non-Peak Average Headway (minutes)
7	Weekday	Eastbound	35	50
		Westbound	35	45
	Weekend	Eastbound	40	40
		Westbound	40	40
36B	Weekday	Eastbound	60	60
		Westbound	60	60
51	Weekday	Eastbound	15	30
		Westbound	15	30
71	Weekday	Northbound	30	60
		Southbound	30	60
	Weekend	Eastbound	60	60
		Westbound	60	60
137	Weekday	Northbound	35	45
		Southbound	35	45
	Weekend	Eastbound	45	45
		Westbound	45	45
212	Weekday	Circulator	30	30
238	Weekday	Eastbound	40	60
		Westbound	40	60
	Weekend	Eastbound	60	60
		Westbound	60	60

Source: Official Miami-Dade Transit Route Schedules http://www.miamidade.gov/transit/routes. Accessed December 2013.

Table 2-5: Study Corridor Bus Routes Average Headways

2.4.1 Bus Stop Amenities

Table 2-6 summarizes bus stop amenities observed within the study area. No bus routes currently serve NW 137th Avenue, NW 127th Avenue, NW 12th Street, and NW 25th Street within the study area.

Stop Location	Near Side / Far Side	Bus Bay	Shelter	Bench	Trash Receptacle
Northbound NW 107th Avenue					
NW 107th Avenue at NW 12th Street	Far Side	No	No	Yes	Yes
NW 107th Avenue at NW 14th Street	Far Side	No	No	Yes	Yes
NW 107th Avenue at NW 15th Street	Far Side	No	No	Yes	No
NW 107th Avenue at NW 19th Street	Far Side	No	No	Yes	No
NW 107th Avenue at NW 24th Street	Near Side	No	No	Yes	No
Southbound NW 107th Avenue					
NW 107th Avenue at NW 14th Street	Far Side	No	No	Yes	Yes
NW 107th Avenue at NW 15th Street	Near Side	No	No	Yes	Yes
NW 107th Avenue at NW 19th Street	Far Side	No	No	Yes	No
NW 107th Avenue at NW 24th Street	Far Side	No	No	No	No
Westbound NW 14th Street					
NW 14th Street at NW 107th Avenue	Far Side	No	No	No	Yes
Eastbound NW 14th Street					
NW 14th Street at NW 110th Avenue	Far Side	No	No	No	Yes
Eastbound NW 17th Street					
NW 17th Street at NW 112th Avenue	Far Side	No	No	No	No
Dolphin Mall					
Dolphin Mall at NW 117th Avenue	N/A	No	No	No	No
Northbound SW/NW 132nd Avenue					
SW 132nd Avenue at SW 6th Street	Far Side	No	No	No	Yes
SW 132nd Avenue at SW 2nd Street	Far Side	No	No	Yes	No
SW 132nd Avenue at NW 2nd Street	Far Side	No	No	No	No
Southbound SW/NW 132nd Avenue					
SW 132nd Avenue at SW 2nd Street	Far Side	No	No	No	No
SW 132nd Avenue at NW 2nd Street	Far Side	No	No	No	No
SW 132nd Avenue at NW 6th Street	Mid-Block (South of NW 6th Street)	No	No	Yes	No
Eastbound NW 6th Street					
NW 6th Street at NW 132nd Avenue	Far Side	No	No	No	No
NW 6th Street at NW 130th Avenue	Far Side	No	No	No	No
NW 6th Street at NW 128th Place	Mid-Block (East of NW 128th Place)	No	Yes	Yes	Yes
NW 6th Street at NW 127th Avenue	Far Side	No	No	No	No
NW 6th Street at NW 124th Avenue	Near Side	No	No	Yes	No
NW 6th Street at NW 122th Avenue	Far Side	No	Yes	Yes	Yes
Westbound NW 6th Street					
NW 6th Street at NW 128th Place	Far Side	No	Yes	Yes	Yes
NW 6th Street at NW 127th Avenue	Near Side	No	No	No	No
NW 6th Street at NW 124th Avenue	Mid-Block (East of NW 124th Avenue)	No	No	No	No
Southbound NW 118th Avenue					
NW 118th Avenue at NW 2nd Street	Near Side	No	Yes	Yes	Yes
Northbound Walsh Boulevard					
Walsh Boulevard at SW 4th Street	Near Side	No	No	No	Yes
Southbound Walsh Boulevard					
Walsh Boulevard at SW 5th Street	Near Side	No	No	No	Yes

Table 2-6: Bus Stop Amenities within Study Area

2.5 Railroad Crossings

CSX railroad tracks run on the north side of NW 12th Street from NW 137th Avenue to approximately 300 feet east of the intersection with NW 124th Path, where the railroad crosses NW 12th Street and continues on the south side of NW 12th Street. The CSX railroad tracks also cross NW 137th Avenue, NW 127th Avenue, and NW 107th Avenue. The CSX railroad tracks are located approximately 25 feet south of NW 12th Street near the area where the truck parking and park-and-ride facilities are proposed.

2.6 Pedestrian Facilities

Sidewalks are provided within the study area. The location and width of sidewalks were obtained from existing aerial photographs and corroborated through a site review. The following paragraphs describe the existing sidewalks within the study area.

- NW 25th Street (from NW 107th Avenue to NW 137th Avenue): Sidewalk is provided along the south side of NW 25th Street from NW 107th Avenue to NW 127th Avenue, and from NW 129th Avenue to NW 137th Avenue.
- NW 17th Street (from NW 127th Avenue to NW 137th Avenue): Sidewalk is provided along the north side of NW 17th Street from NW 127th Avenue to NW 132nd Avenue. From 132nd Avenue to NW 137th Avenue, sidewalk is provided on both sides of the roadway segment.
- NW 12th Street (from NW 107th Avenue to NW 137th Avenue): Sidewalks are not provided on either side of NW 12th Street from NW 107th Avenue to NW 111th Avenue. Sidewalk is provided on the north side of W 12th Street from NW 111th Avenue to NW 124th Path. From NW 124th Path to NW 127th Avenue, sidewalks are provided on both sides of the roadway; and from NW 127th Avenue to NW 137th Avenue a sidewalk is provided on the south side of the roadway.
- SR 90/SW 8th Street (from NW 107th Avenue to NW 137th Avenue): A sidewalk is provided on the south side of SR 90/SW 8th Street.
- NW/SW 107th Avenue (from SR 90/SW 8th Street to NW 25th Street): Sidewalks are provided on both sides of NW/SW 107th Avenue from SR 90/SW 8th Street to eastbound SR 836 Off-Ramp. From eastbound SR 836 Off-Ramp to NW 14th Street, a sidewalk is provided on the east side of the road; and from NW 14th Street to NW 25th Street, sidewalks are provided on both sides of the roadway. There are two segments where a sidewalk is not provided: (1) 190 feet north of NW 19th Street on the west side of NW 107th and (2) 300 feet north of NW 21st Street on the west side of NW 107th Avenue.
- NW 122nd Avenue (from SR 90/SW 8th Street to NW 6th Street): Sidewalk is provided on the west side of the roadway from SR 90/SW 8th Street to SW 2nd Street, and on both sides of the road from SW 2nd Street to NW 6th Street.
- NW/SW 127th Avenue (from SR 90/SW 8th Street to NW 25th Street): Sidewalks are provided along both sides of the roadway from SR 90/SW 8th Street to NW 17th Street. Sidewalk is provided on the east side of the roadway from NW 17th Street to NW 25th Street.
- NW/SW 137th Avenue (from SR 90/SW 8th Street to NW 25th Street): Sidewalks are provided on the west side of the roadway from SR 90/SW 8th Street to NW 12th Street. Sidewalks are not provided from NW 12th Street to NW 25th Street.

2.7 Bicycle Facilities

Bicycle facilities consist of shared use paths and designated bicycle lanes. Overall, few roadway segments within the study limits have designated bicycle lanes or shared use paths. Bicycle facilities are provided at the following locations:

- Shared Use Paths: NW 117th Avenue from NW 58th Street to NW 25th Street along the east side of the C-2 canal
- Designated Bicycle Lanes:
  - NW 25th Street from NW 117th Avenue to NW 127th Avenue on both sides of the roadway
  - NW 17th Street from NW 127th Avenue to NW 137th Avenue on both sides of the roadway
  - NW 127th Avenue from NW 12th Street to NW 25th Street on both sides of the roadway
  - NW 137th Avenue from NW 12th Street to NW 25th Street on both sides of the roadway

2.8 Right-of-Way

The existing available right-of-way (ROW) information of the parcels where the truck parking facility and the park-and-ride facility are proposed was provided by the FDOT. Figure 2-1 depicts ROW of the proposed vacant lots. The ROW information is included in Appendix C. CSX Railroad and study roadway ROW varies throughout the study area.

2.9 Land Use

The existing land use directly adjacent to the study area is predominantly industrial, office, commercial, and medium density residential. A generalized existing land use map of the project corridor is presented in Figure 2-2.

2.10 Roadway Data

Existing roadway features were identified based on site visit observations and aerial photographs.

2.10.1 Functional Classification

The functional classification of the roadways within the study area is as follows:

- NW 12th Street is a county collector west of SR 821/HEFT, and a county minor arterial east of it
- NW 25th Street is a county collector west of SR 821/HEFT, and a county minor arterial east of it
- NW 137th Avenue is a county collector except, between SW 88th Street/Kendall Drive and SW 152nd Street where it is considered a state minor arterial
- NW 127th Avenue is a county collector
- NW 122nd Avenue is classified as a city road
- NW 107th Avenue is county minor arterial
- SR 90/SW 8th Street is a state minor arterial

An excerpt of the *Miami-Dade Transportation Plan of the year 2030*, *Roadway Functional Classification-2025* is included in Appendix D.

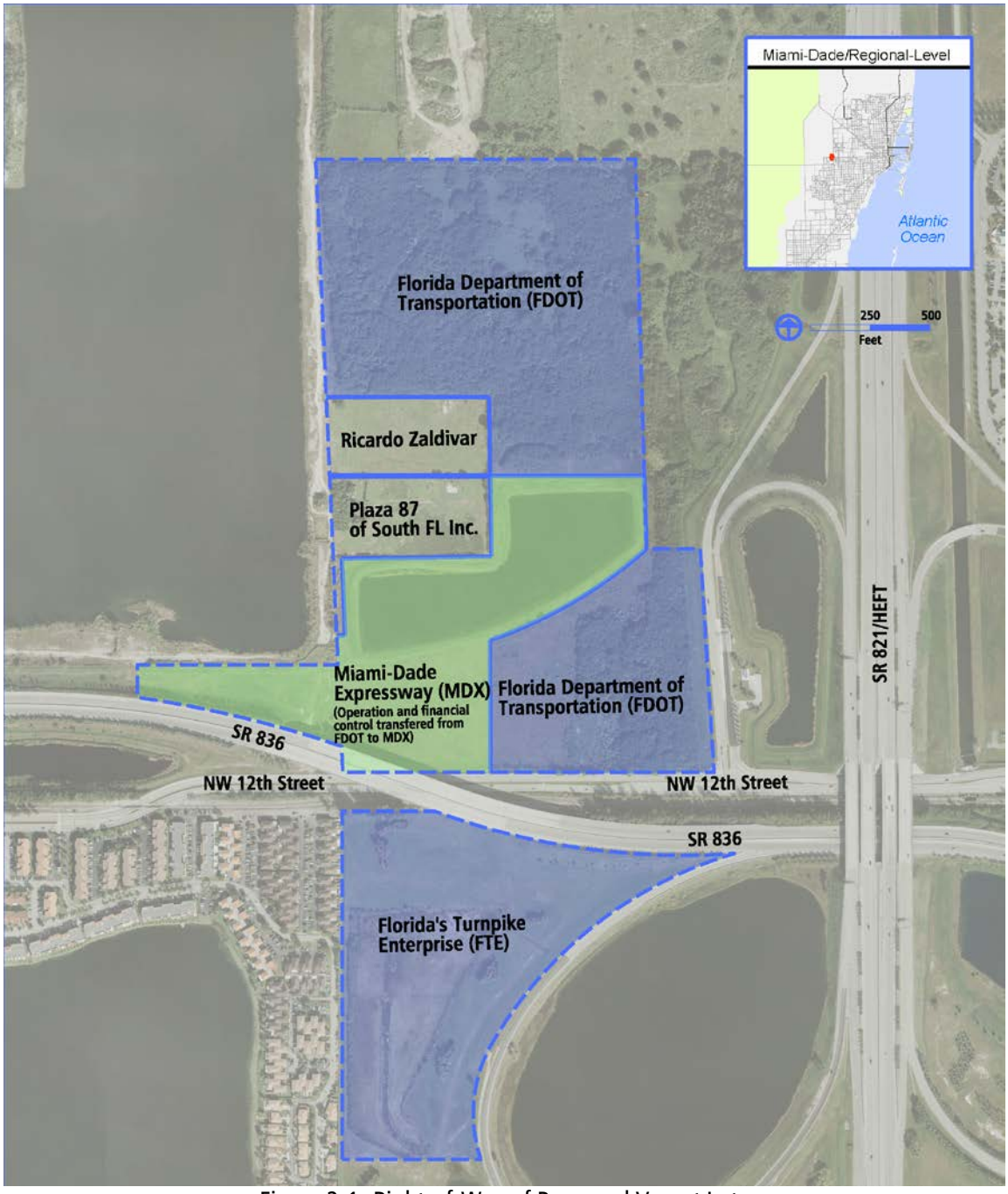
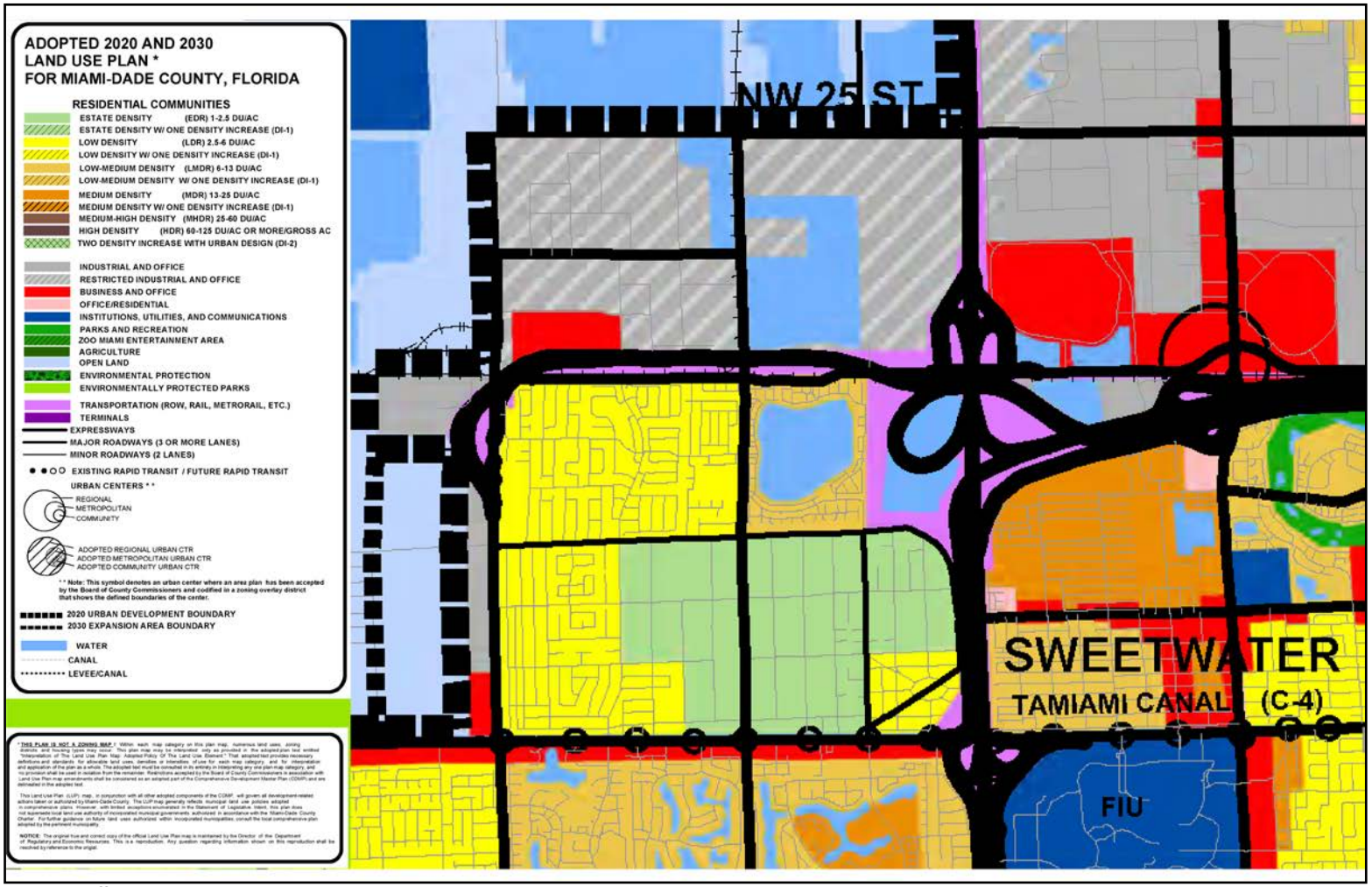


Figure 2-1: Right-of-Way of Proposed Vacant Lots



Source: Official Miami-Dade Transit Route Schedules http://www.miamidade.gov/transit/routes. Accessed on December 2013

Figure 2-2: Existing Land Use within Study Area

2.10.2 Posted Speed Limit

The posted speed limits on the roadways within the study limits are as follows:

- NW 12th Street: 35 mph between NW 137th Avenue and NW 127th Avenue, and 40 mph between NW 127th Avenue and NW 107th Avenue.
- NW 25th Street: 35 mph between NW 137th Avenue and NW 117th Avenue, and 40 mph between NW 117th Avenue and NW 107th Avenue.
- NW 137th Avenue: 40 mph
- NW 127th Avenue (South of NW 12th Street): 35 mph
- NW 127th Avenue (North of NW 12th Street): 40 mph
- NW 122nd Avenue: 30 mph
- NW 107th Avenue: 40 mph
- SR 821/HEFT: varies between 60 and 70 mph
- SR 836: 55 mph

2.10.3 Typical Sections

The typical section elements of the roadways included in the study were obtained from existing aerial photographs and measurements taken during site reviews. Tables 2-7 through 2-12 summarize the typical section elements of the roadways considered for this study, and Figures 2-3 through 2-8 graphically depict these elements.

Typical Section Element	NW 25th Street	
	Eastbound	Westbound
Number of Travel Lanes	2 Through	2 Through
Travel Lane Width	10' and 14'	10' and 14'
Parking Lane Width	N/A	N/A
Curb and Gutter	Type "F"	Type "F"
Inside Shoulders Width	N/A	N/A
Outside Shoulders Width	N/A	N/A
Median Width	No Median (Continuous westbound LT Lane)	
Sidewalk Width	5 ft.	No Sidewalk
Right-of-Way Width	Varies	Varies

Table 2-7: Typical Section Characteristics of NW 12th Street from NW 137th Avenue to NW 127th Avenue

Typical Section Element	NW 25th Street	
	Eastbound	Westbound
Number of Travel Lanes	2 Through	2 Through
Travel Lane Width	11' and 12'	Varies
Parking Lane Width	N/A	N/A
Curb and Gutter	Type "F"	Type "F"
Inside Shoulders Width	N/A	N/A
Outside Shoulders Width	N/A	N/A
Median Width	Varies	
Sidewalk Width	No Sidewalk	5 ft.
Right-of-Way Width	Varies	Varies

Table 2-8: Existing Roadway Typical Section of NW 12th Street from NW 127th Avenue to SR 821/HEFT

Typical Section Element	NW 25th Street	
	Eastbound	Westbound
Number of Travel Lanes	3 Through	3 Through
Travel Lane Width	Varies	Varies
Parking Lane Width	N/A	N/A
Curb and Gutter	Type "F"	Type "F"
Inside Shoulders Width	N/A	N/A
Outside Shoulders Width	N/A	N/A
Median Width	Varies	
Sidewalk Width	No Sidewalk	5 ft.
Right-of-Way Width	Varies	Varies

Table 2-9: Existing Roadway Typical Section of NW 12th Street from SR 821/HEFT to NW 107th Avenue

Typical Section Element	NW 25th Street	
	Eastbound	Westbound
Number of Travel Lanes	2 Through	2 Through
Travel Lane Width	10 ft.	10 ft.
Parking Lane Width	N/A	N/A
Curb and Gutter	Type "F"	Type "F"
Inside Shoulders Width	N/A	N/A
Outside Shoulders Width	4 ft. (Designated Bike Lane)	4 ft. (Designated Bike Lane)
Median Width	Varies	
Sidewalk Width	5 ft.	N/A
Right-of-Way Width	Varies	Varies

Table 2-10: Existing Roadway Typical Section of NW 25th Street from NW 127th Avenue to NW 112th Avenue

Typical Section Element	NW 25th Street	
	Eastbound	Westbound
Number of Travel Lanes	2 Through	2 Through
Travel Lane Width	10 ft.	10 ft.
Parking Lane Width	N/A	N/A
Curb and Gutter	Type "F"	Type "F"
Inside Shoulders Width	N/A	N/A
Outside Shoulders Width	N/A	N/A
Median Width	12' Median Turn Lane	
Sidewalk Width	5 ft.	N/A
Right-of-Way Width	Varies	Varies

Table 2-11: Existing Roadway Typical Section of NW 25th Street from NW 112th Avenue to NW 107th Avenue

Typical Section Element	NW 25th Street	
	Southbound	Northbound
Number of Travel Lanes	1 Through	1 Through
Travel Lane Width	15	15
Parking Lane Width	N/A	N/A
Curb and Gutter	Type "F"	Type "F"
Inside Shoulders Width	N/A	N/A
Outside Shoulders Width	N/A	N/A
Median Width	7 ft.	
Sidewalk Width	N/A	N/A
Right-of-Way Width	Varies	Varies

Table 2-12: Typical Section Characteristics of NW 122nd Avenue, North of NW 6th Street

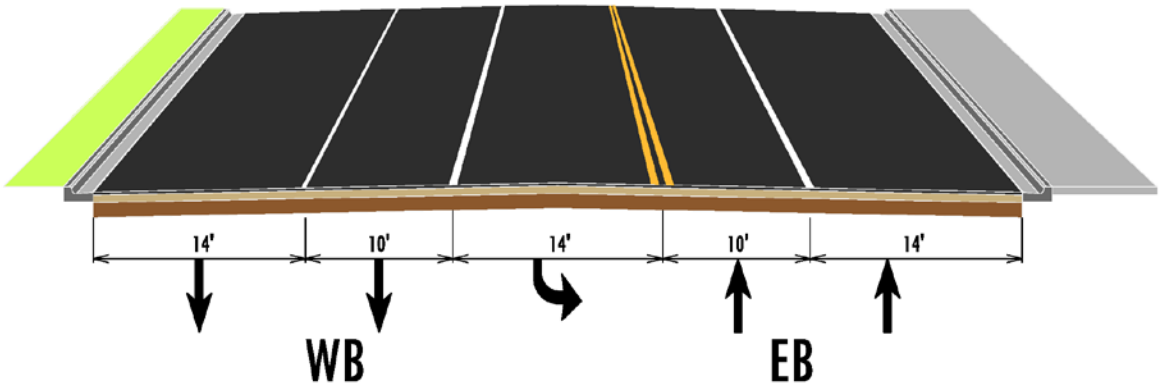


Figure 2-3: Existing Roadway Typical Section of NW 12th Street from NW 137th Avenue to NW 127th Avenue

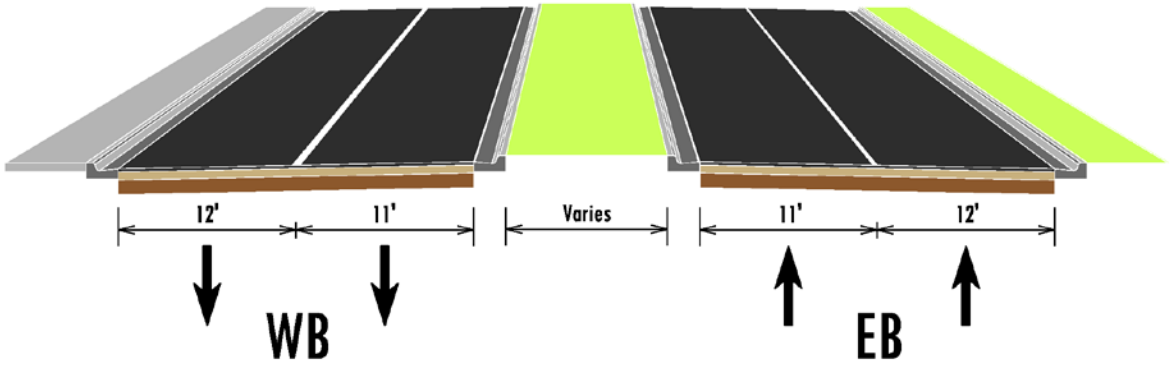


Figure 2-4: Existing Roadway Typical Section of NW 12th Street from NW 127th Avenue to SR 821/HEFT

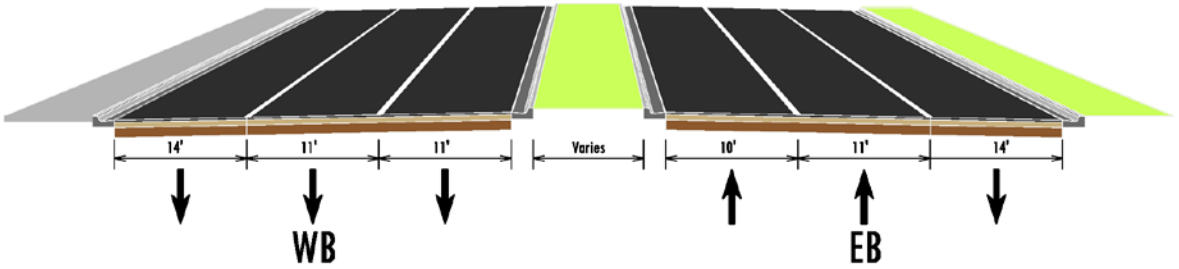


Figure 2-5: Existing Roadway Typical Section of NW 12th Street from SR 821/HEFT to NW 107th Avenue

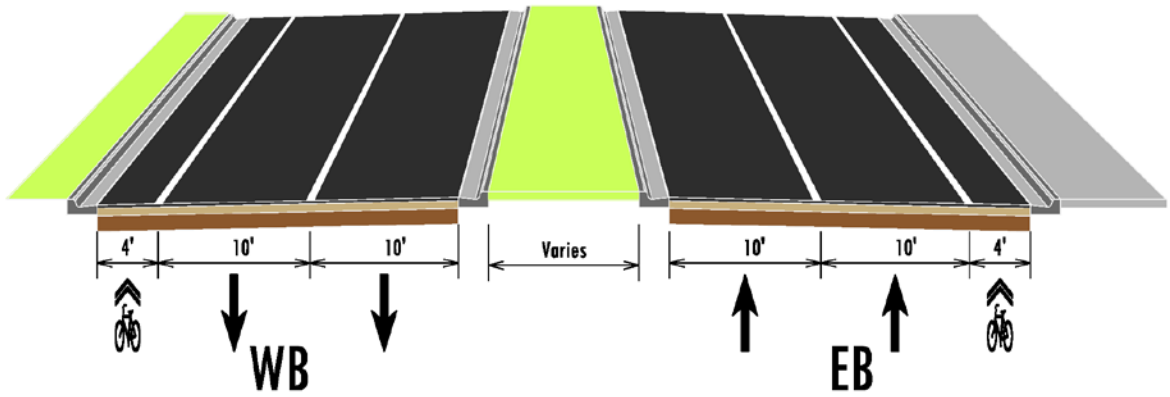


Figure 2-6: Existing Roadway Typical Section of NW 25th Street from NW 127th Avenue to NW 112th Avenue

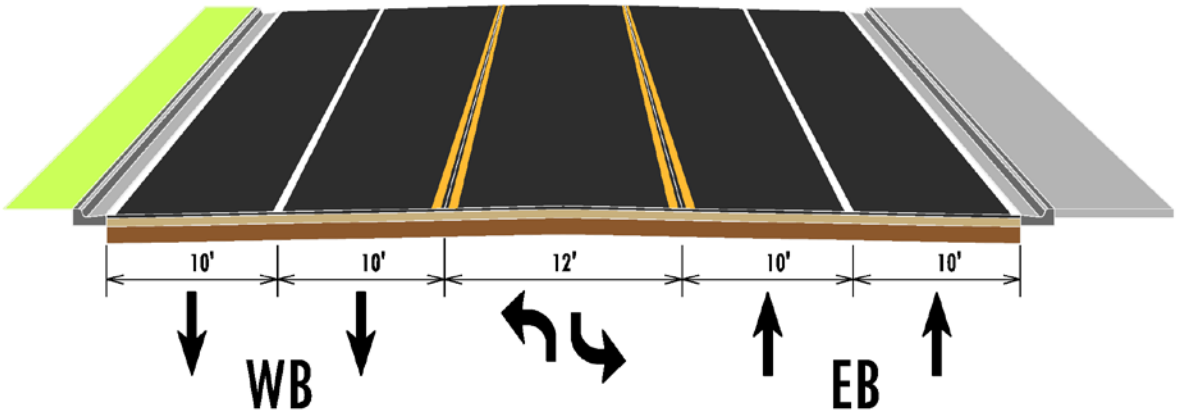


Figure 2-7: Existing Roadway Typical Section of NW 25th Street from NW 112th Avenue to NW 107th Avenue

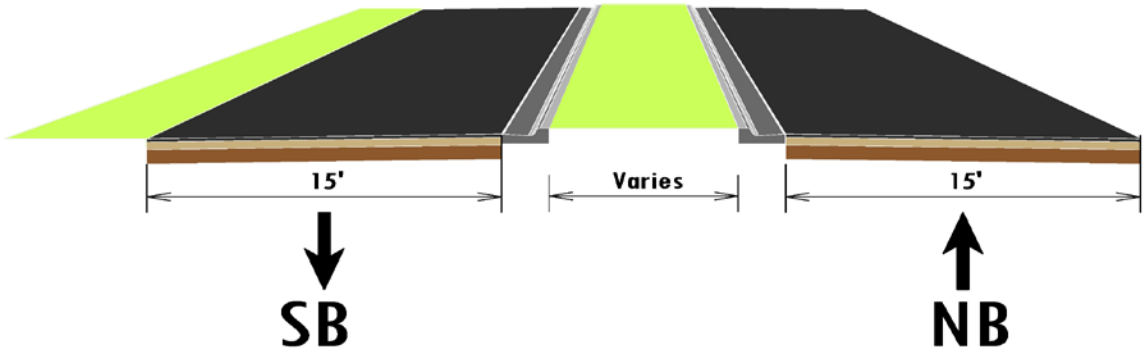


Figure 2-8: Existing Roadway Typical Section of NW 122nd Avenue north of NW 6th Street

2.11 Access Management

SR 821/HEFT and SR 836 are Access Management Class 1 roadways within the study limits. Access Management Class 1 roadways consists of limited access facilities which provide for efficient and safe high speed and high traffic volume movements, serving interstate, interregional, and intercity, and, to a lesser degree, intracity travel needs.

Table 2-13 shows the applicable spacing requirements for a Class 1 roadway within the study area.

Area Type	Applicable Interchange Spacing Standard
Area Type 2 – Existing Urbanized Areas Other Than Area type 1	2 Miles
Area Type 3 – Transitioning Urbanized Areas and Urban Areas Other Than Area Type 1 OR 2	3 Miles

Table 2-13: Applicable Spacing Requirements for Access Class 1 Roadway

Since access management standards are applicable to roadways that are part of the State Highway System and both NW 12th Street and NW 25th Street are County roadways, access management standards are not applicable to them.

Please note that *FDOT's Driveway Information Guide* indicates that driveways should be installed at a minimum distance that ranges between 750 feet and 900 feet from an interchange ramp. This distance range may not be achievable at the study location but this study will propose an access on NW 12th Street as far as possible from the southbound SR 821/HEFT Off-Ramp to NW 12th Street.

Driveways should be designed according to the *Miami-Dade County Public Works Manual Standard Details*. An excerpt is included in Appendix E.

2.12 Cultural/Historic and Other Environmental Features

Relevant site features have been identified utilizing Florida Geographic Data Library (FGDL) and Miami-Dade County Geographic Information System (GIS) datasets. These GIS datasets have been summarized and mapped using GIS, and field verified at the study location. Figures 2-9 through 2-11, show that archeological/historic sites and hazardous material sites were not identified within the study area. However, wetlands were identified within the parcel south of SR 836.

Other environmental features for which data were gathered include cemeteries, daycare facilities, educational facilities, emergency evacuation, emergency management services and facilities, government facilities, public lands, religious facilities, and social services facilities. Maps summarizing these features are included in Appendix F of this report.

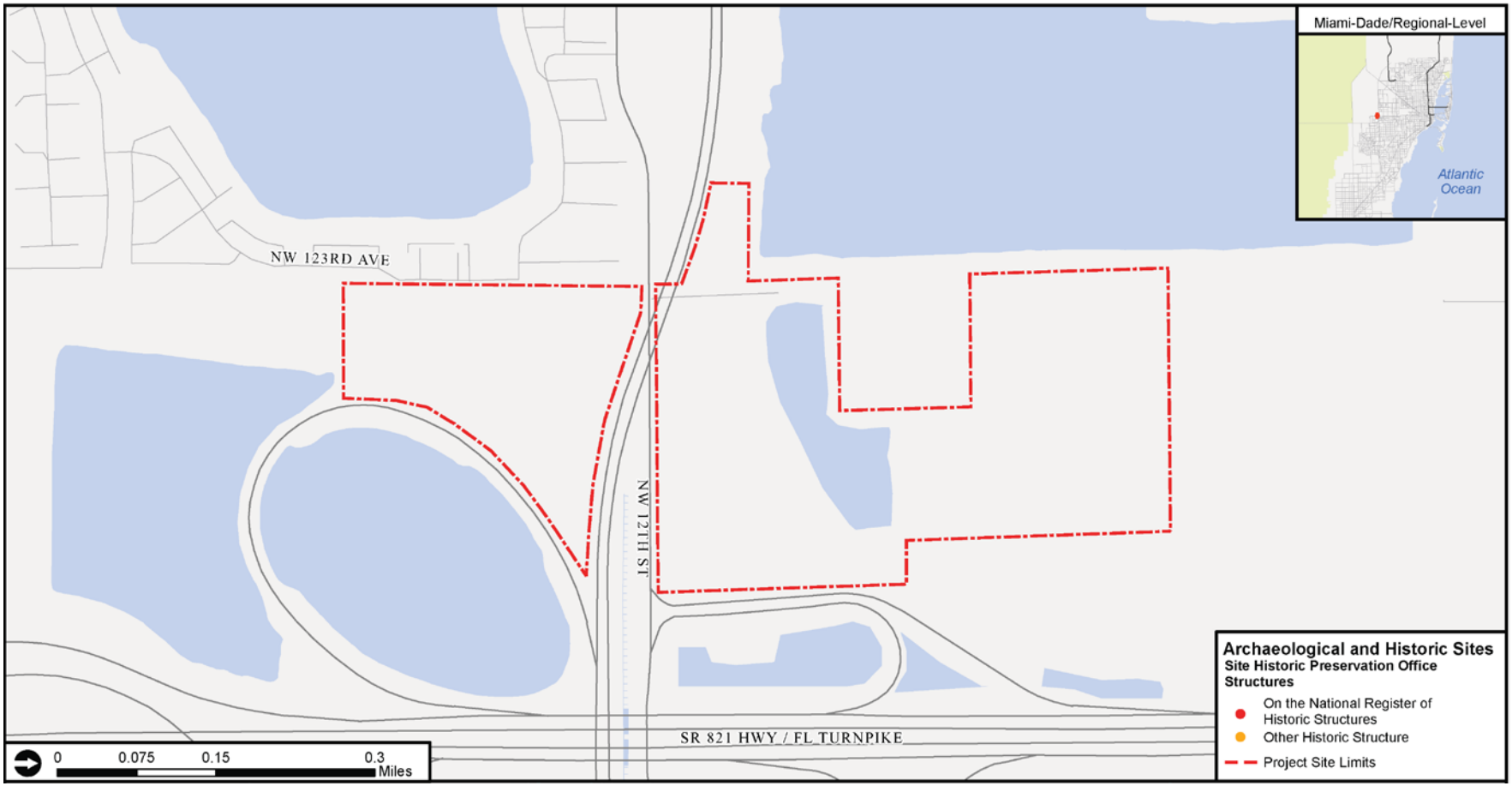


Figure 2-9: Archeological and Historic sites

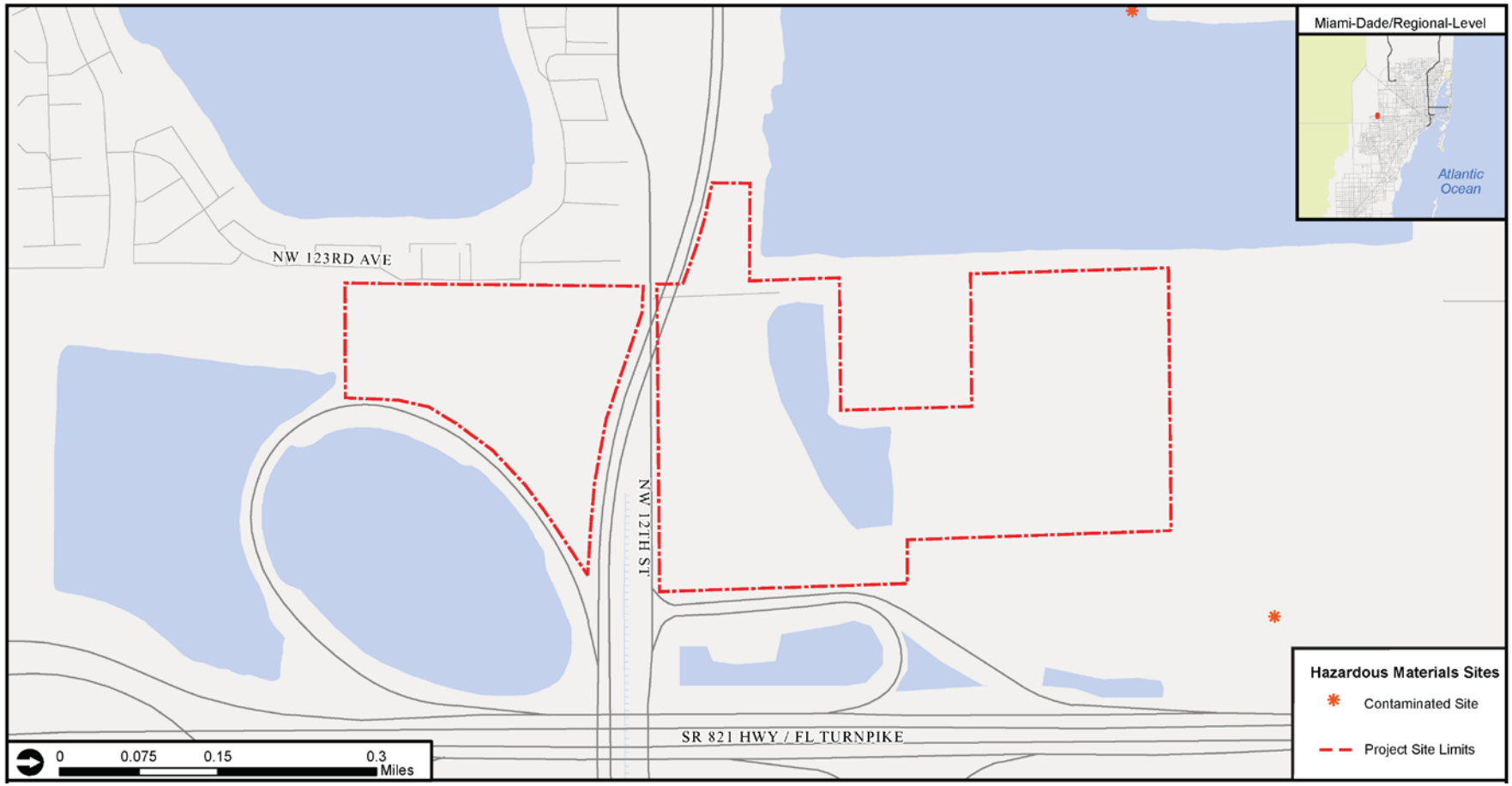


Figure 2-10: Hazardous Materials Sites

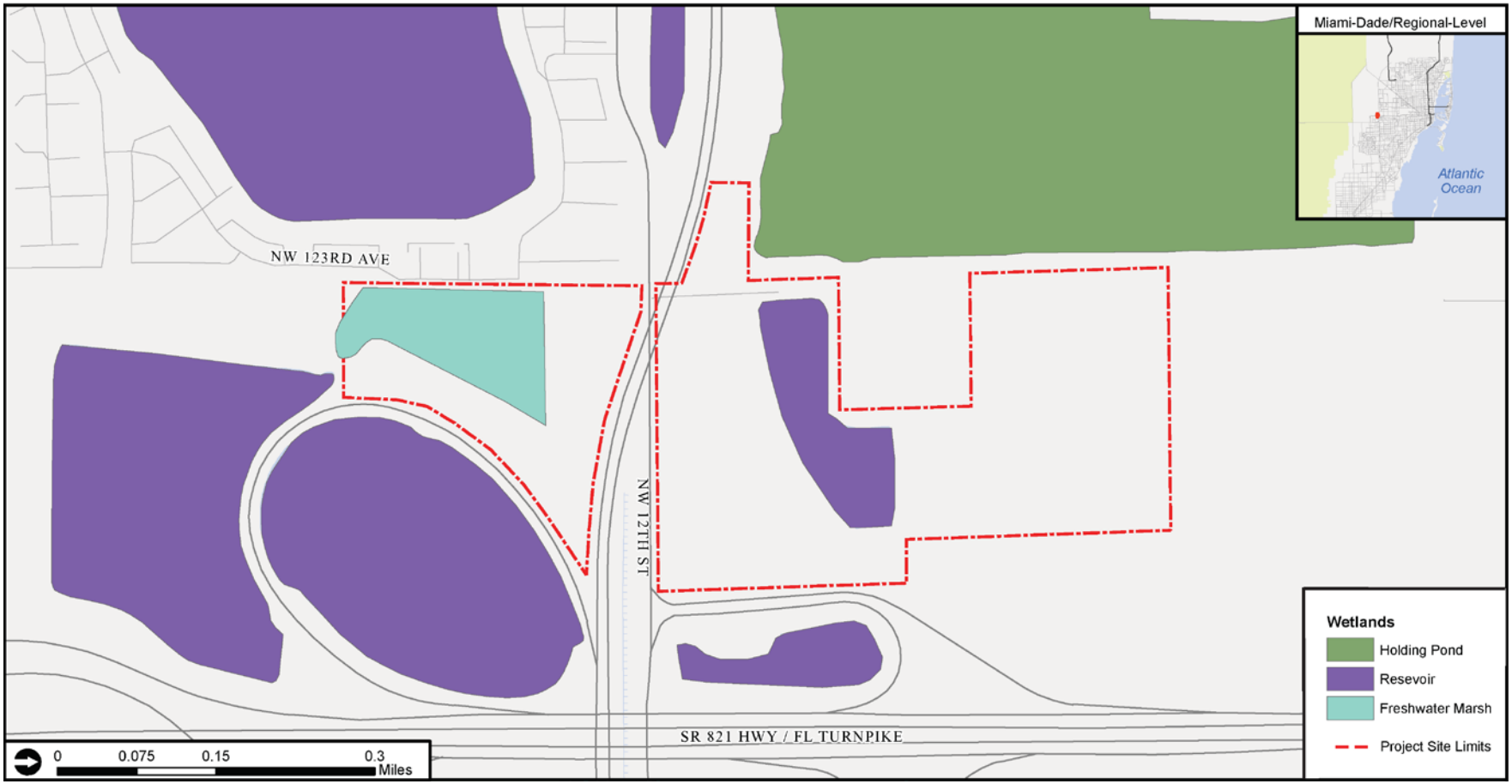


Figure 2-11: Wetlands

2.13 Utilities

Table 2-14 provides a list of the agencies providing or involving utilities located within the study area.

Utility Company Name	Address	Contact	Phone Number
FDOT	1001 NW 111th Ave., Miami, FL 33172	Thomas Miller	305-470-5757
Atlantic Broadband	1681 Kennedy Cswy., North Bay Village, FL 33141	David McBride	305-861-8069 Ext: 3240
ATT/T	2315 Salem Rd., 1st Floor-F11, Conyers, GA 30013	Nancy Spence	770-918-5424
ATT/Distribution	9101 SW 24th Street, 1st Floor, Miami, FL 33165	Steve Massie	305-222-8745
Centurylink (Formerly Qwest Communication)	700 W Mineral Ave. NE J31.2, Littleton, CO 80120	George Mcelvain	303-992-9931
Comcast Cable	2601 SW 145th Ave., Miramar, FL 33027	Leonard Maxwell-Newbold	954-447-8405
Dade County Public Works And Traffic	7100 NW 36th Street, Miami, FL 33166	George Brown	305-592-3470 Ext: 235
Fiberlight, LLC	602 S Military Trl., Deerfield Beach, FL 33442	Troy Gaeta	954-422-5618
Florida Power & Light	158 Macarthur Cswy., Miami Beach, FL 33139	Seyed Hajassadollah	305-228-5290
Florida Power & Light	2900 Catherine Street, Palatka, FL 32177	Tracy Stern	800-868-9554
FPL Fibernet LLC	9250 W Flagler Street, Miami, FL 33174	Danny Haskett	305-552-2931
Hotwire Communications	3870 Pembroke Rd., Hollywood, FL 33021	Phil Gallub	Unknown
Level 3 Communications LLC	1025 Eldorado Blvd., Broomfield, CO 80021	Judy Henry	720-888-2061
MCI Verizon Florida	1909 US Hwy. 301 N Bldg. D, Tampa, FL 33619	Verizon Florida	813-740-1231
Miami-Dade Enterprise Technology Service	10300 SW 72nd Street, Suite 358, Miami, FL 33173	Carlos Pertuz	305-275-7813
Miami Dade Water Sewer	3575 S Lejeune Rd., Miami, FL 33157	Sergio Garcia	786-268-5320
Teco People Gas	5101 NW 21st Ave., Suite 460, Ft. Lauderdale, FL 33309	Yvonne Goldman	954-453-0824
Time Warner Telecom	100 NE 3rd Ave., Suite 900, Ft. Lauderdale, FL 33301	Willie Zackery	954-761-2730
XO Communications	165 NW 15th Ave., Miami, FL 33169	Tony Kowaleski	305-356-3160
Source: Online Sunshine			

Table 2-14: Existing Utilities within Project Area

3 Base Year (2013) Conditions

3.1 Existing Intersection Geometry

The geometry of all the study intersections is shown in Figures 3-1.

3.2 Traffic Data Collection

Different traffic data were collected in the study area. The traffic data collection consisted of the following: signal timing data, traffic volume data, historical traffic volume data, and traffic design factors.

3.2.1 Signal Timing Data

Existing signal timing was obtained from Miami-Dade County's Traffic Signals and Signs Division and it is included in Appendix G.

3.2.2 Traffic Volume Data

The traffic volume data collected for this study were 72-hour machine traffic count (15 minute interval by direction) with vehicle classification and four-hour turning movement counts (TMCs). The specific locations where the traffic volume data were collected are shown in Figure 3-2.

3.2.2.1 72-Hour Approach Counts with Vehicle Classification

Exhibits 3-1 through 3-14 graphically depict the hourly variation of the average traffic volumes for all vehicle classes (i.e., passenger cars and vehicle classes 4 through 14) on different roadway segments within the study area. Also, these exhibits show the average traffic volumes for heavy vehicles segregated by vehicle classes 4 through 7 and vehicle classes 8 through 14 following the Federal Highway Administration (FHWA) Vehicle Classification Scheme "F" as shown in Figure 3-3. The raw 72-hour approach count data are included in Appendix G.

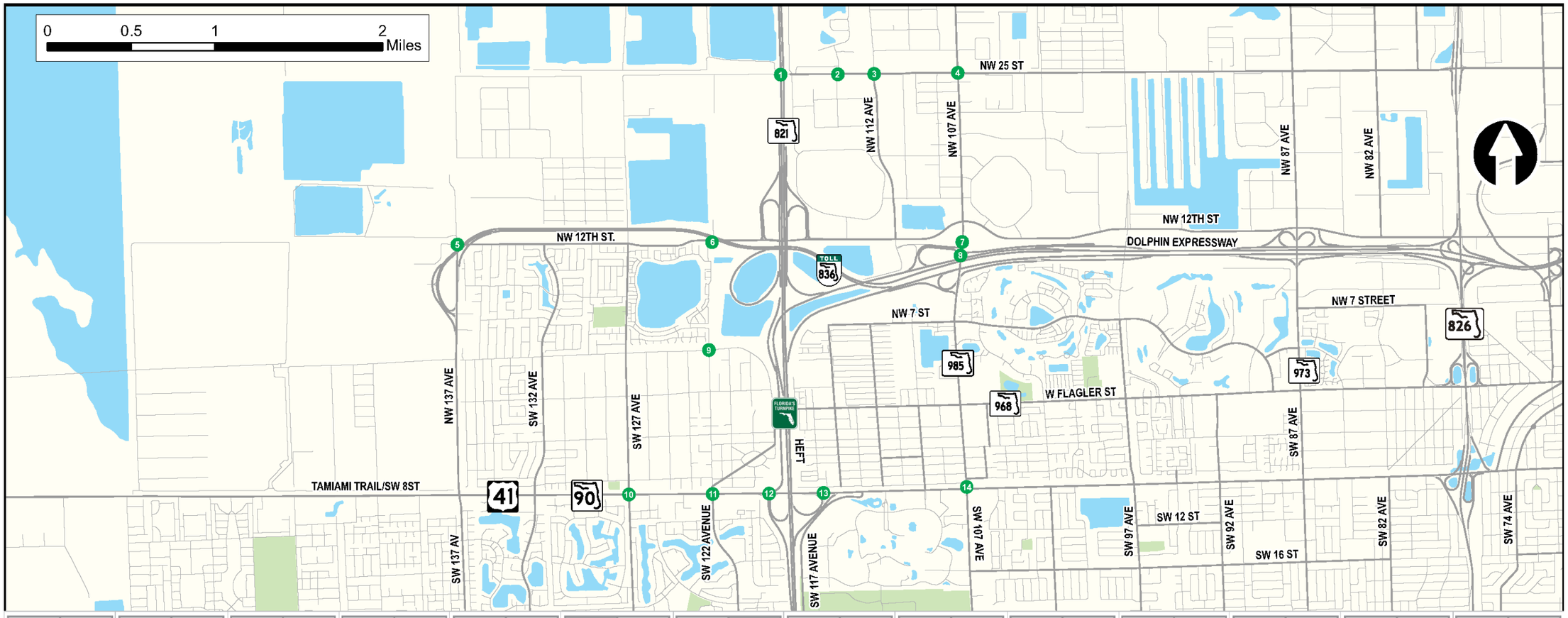


Figure 3-1: Existing Intersection Geometry

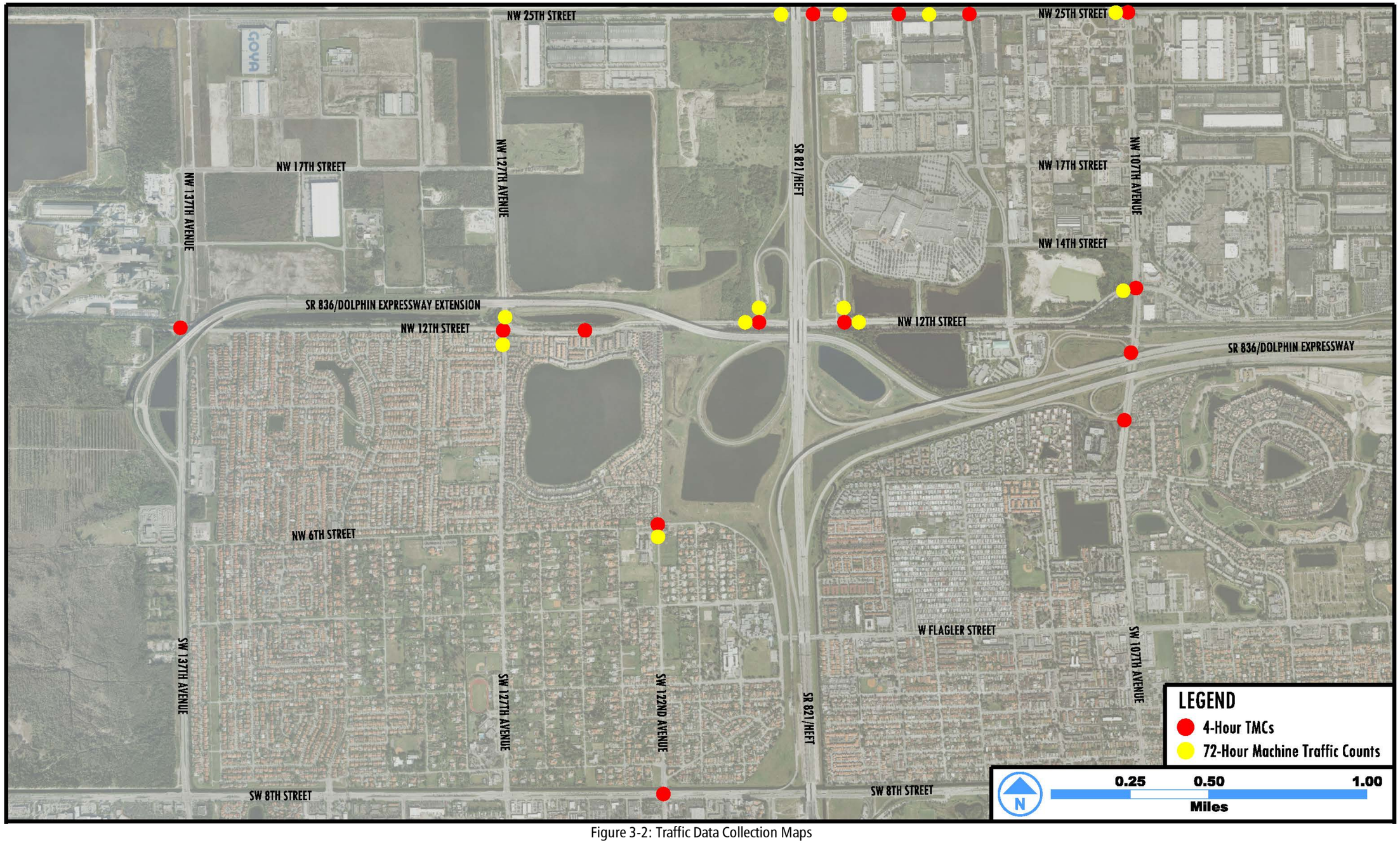


Figure 3-2: Traffic Data Collection Maps

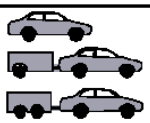
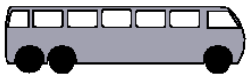
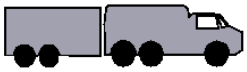
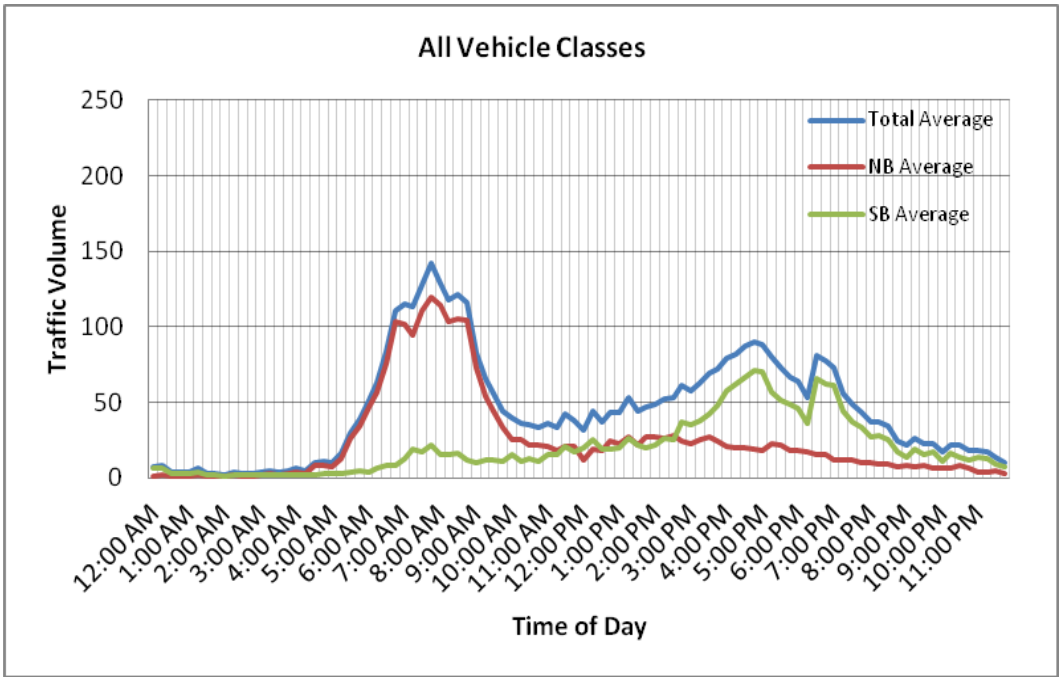
CLASS GROUP		DESCRIPTION	NO. OF AXLES
1		MOTORCYCLES	2
2		ALL CARS CARS W/ 1-AXLE TRAILER CARS W/ 2-AXLE TRAILER	2 3 4
3		PICK-UPS & VANS 1 & 2 AXLE TRAILERS	2, 3, & 4
4		BUSES	2 & 3
5		2-AXLE, SINGLE UNIT	2
6		3-AXLE, SINGLE UNIT	3
7		4-AXLE, SINGLE UNIT	4
8	 	2-AXLE, TRACTOR, 1-AXLE TRAILER (2S1) 2-AXLE, TRACTOR, 2-AXLE TRAILER (2S2) 3-AXLE, TRACTOR, 1-AXLE TRAILER (3S1)	3 4 4
9	 	3-AXLE, TRACTOR, 2-AXLE TRAILER (3S2) 3-AXLE, TRUCK, W/ 2-AXLE TRAILER	5 5
10		TRACTOR W/ SINGLE TRAILER	6 & 7
11		5-AXLE MULTI-TRAILER	5
12		6-AXLE MULTI-TRAILER	6
13	ANY 7 OR MORE AXLE		7 or more
14	NOT USED		
15	UNKNOWN VEHICLE TYPE		

Figure 3-3: FHWA Vehicle Classification Scheme "F"



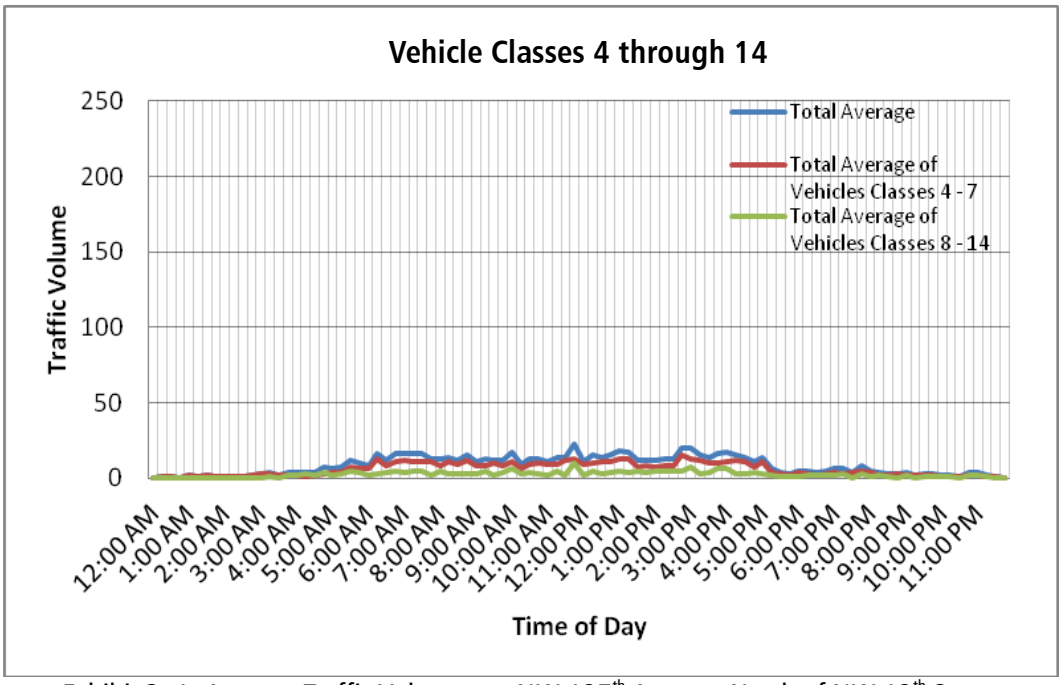
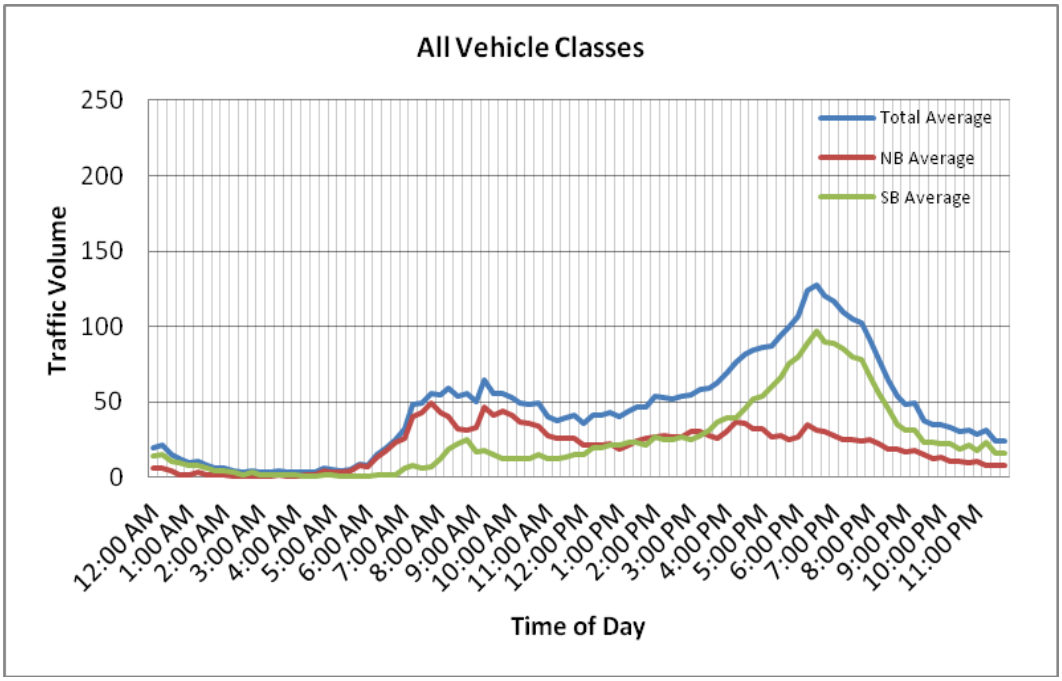


Exhibit 3–1: Average Traffic Volumes on NW 127th Avenue, North of NW 12th Street



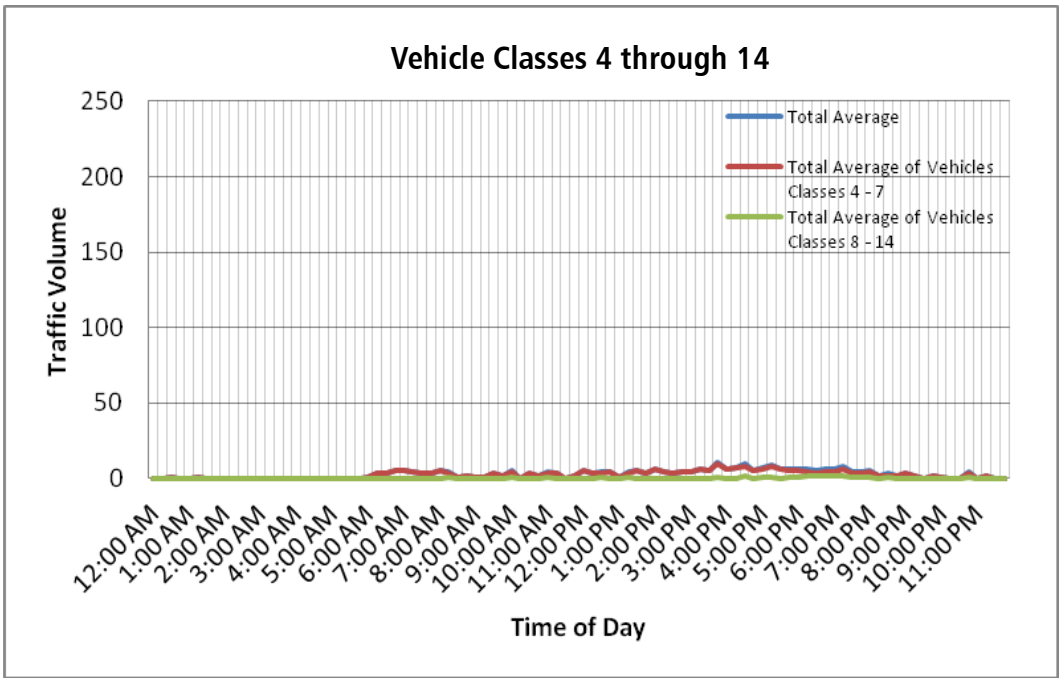
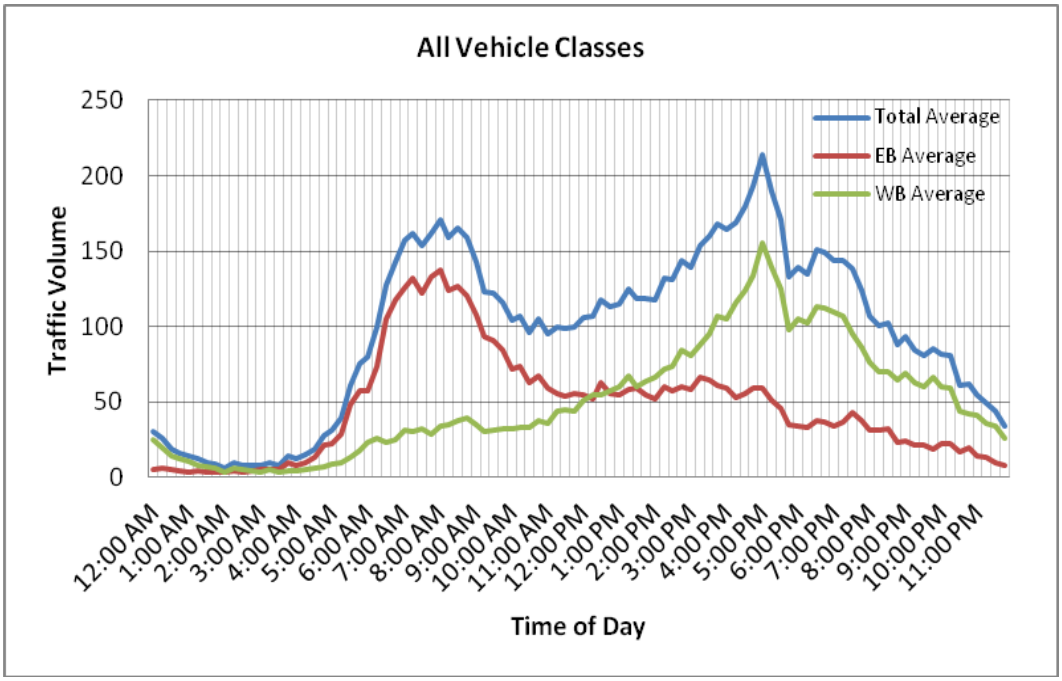


Exhibit 3–2: Average Traffic Volumes on NW 127th Avenue, South of NW 12th Street



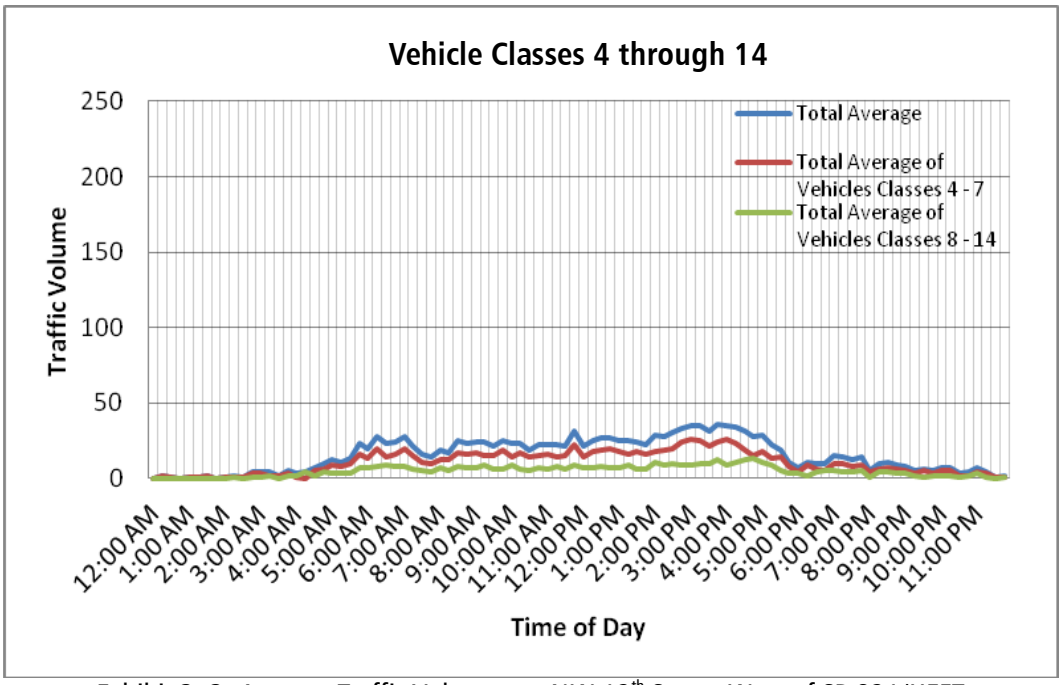
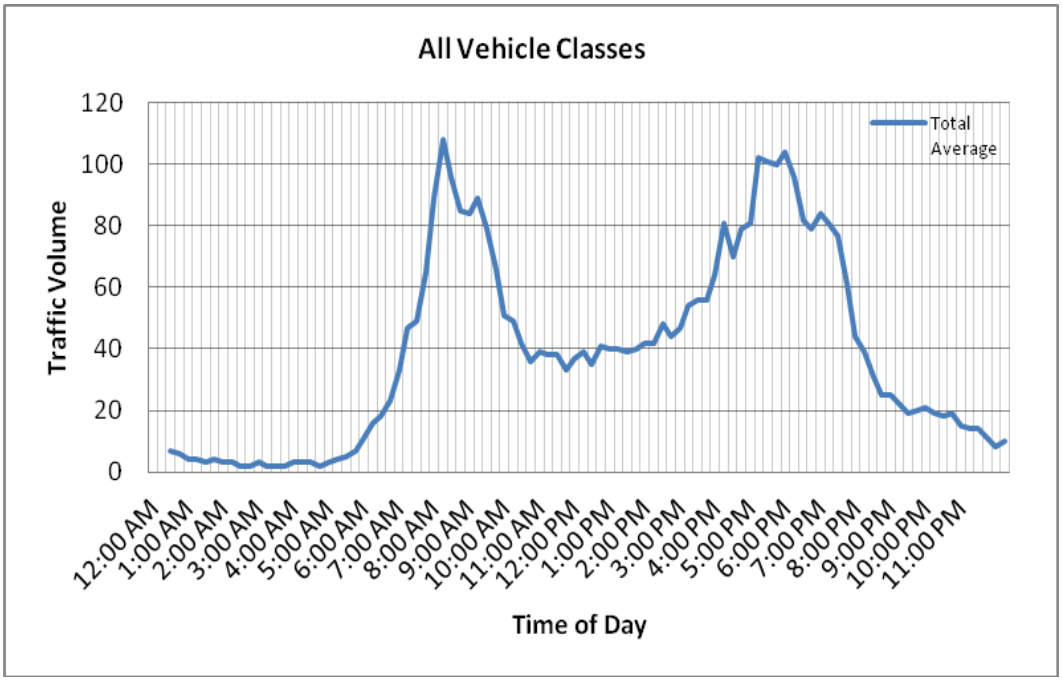


Exhibit 3–3: Average Traffic Volumes on NW 12th Street, West of SR 821/HEFT



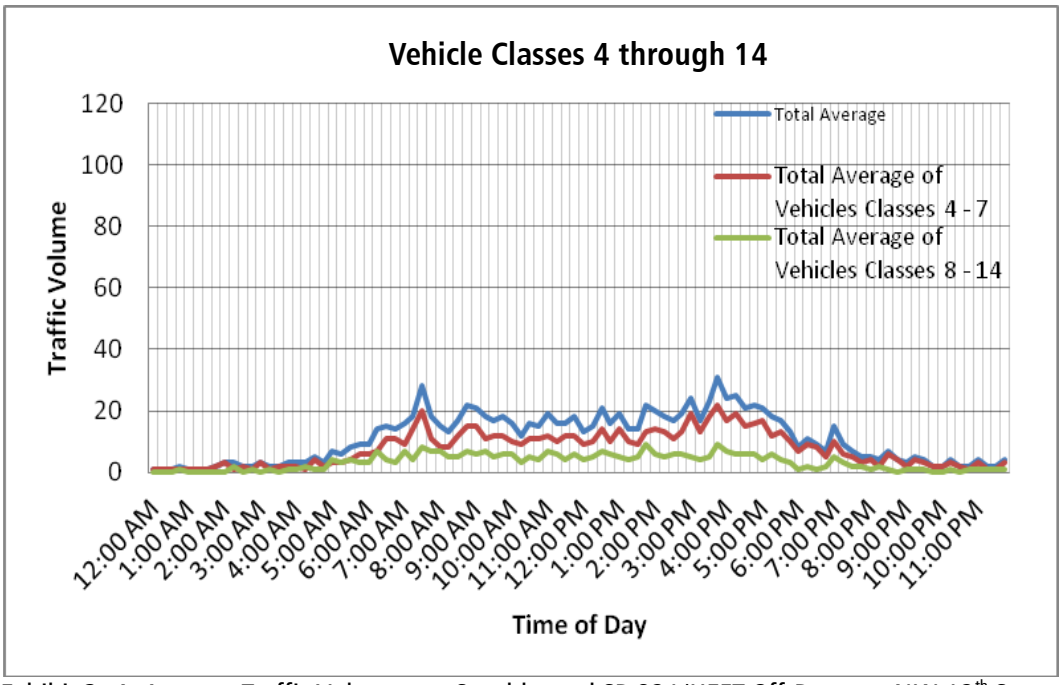
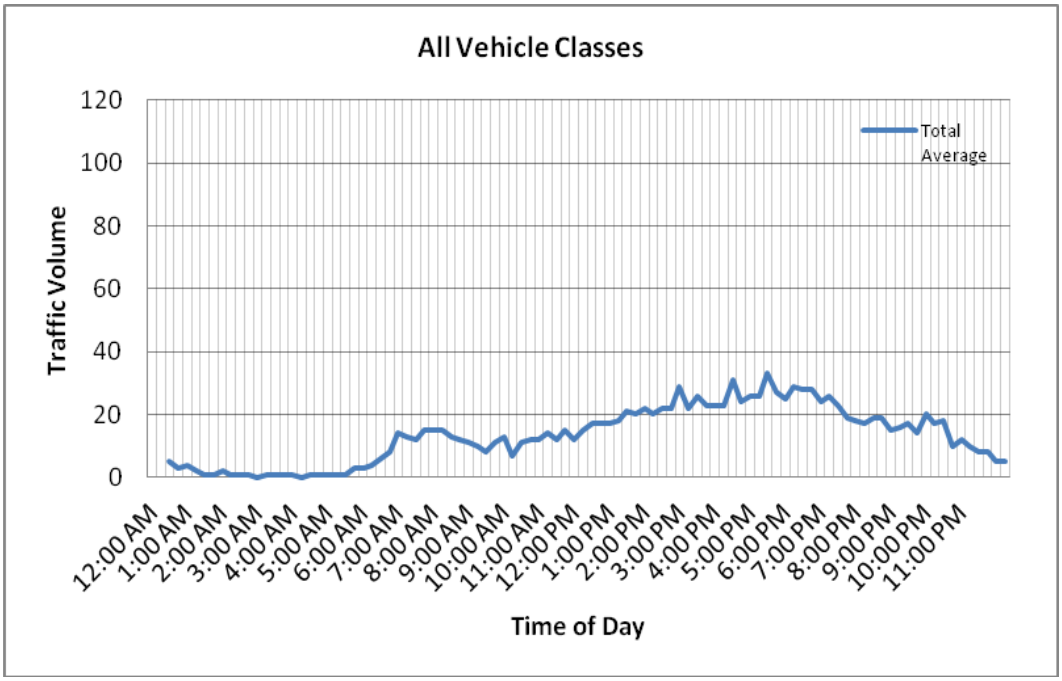


Exhibit 3–4: Average Traffic Volumes on Southbound SR 821/HEFT Off-Ramp to NW 12th Street



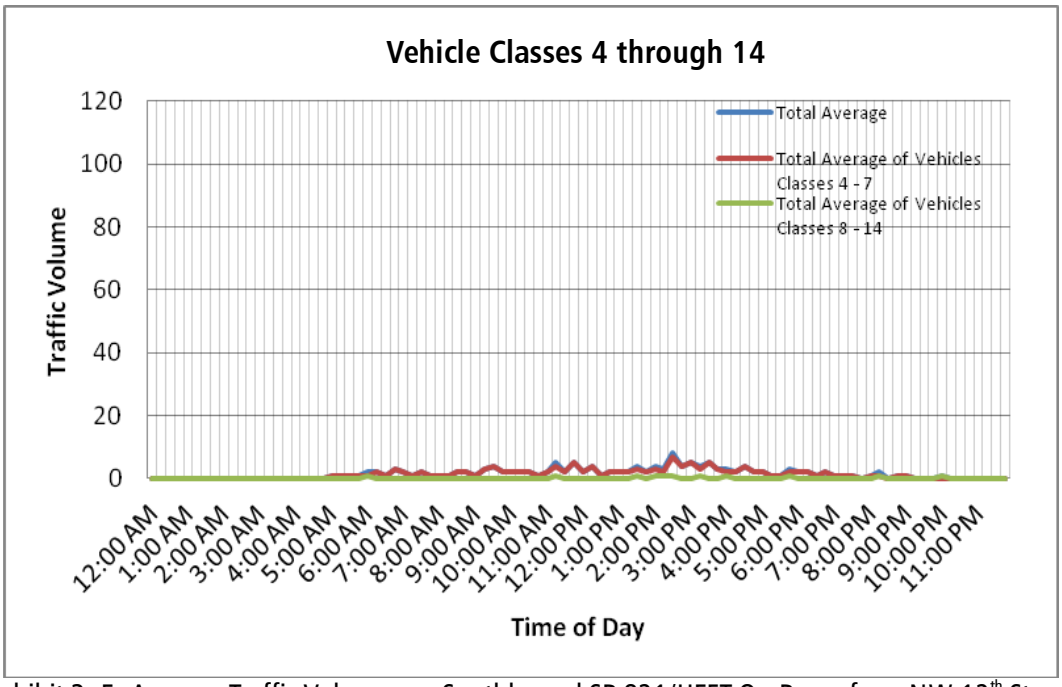
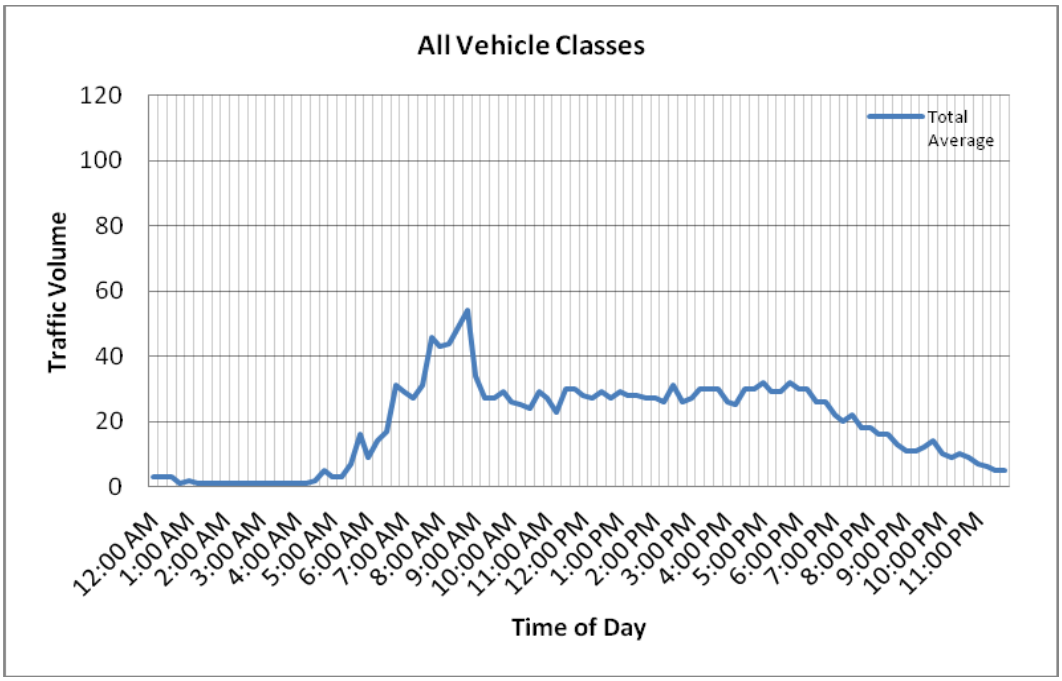


Exhibit 3–5: Average Traffic Volumes on Southbound SR 821/HEFT On-Ramp from NW 12th Street



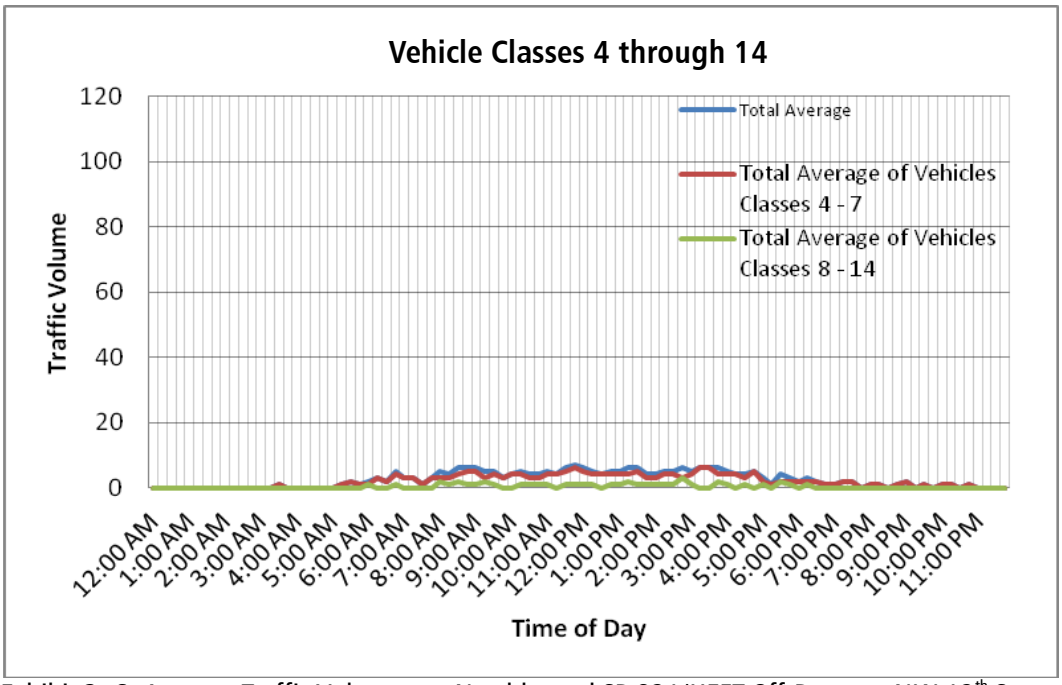
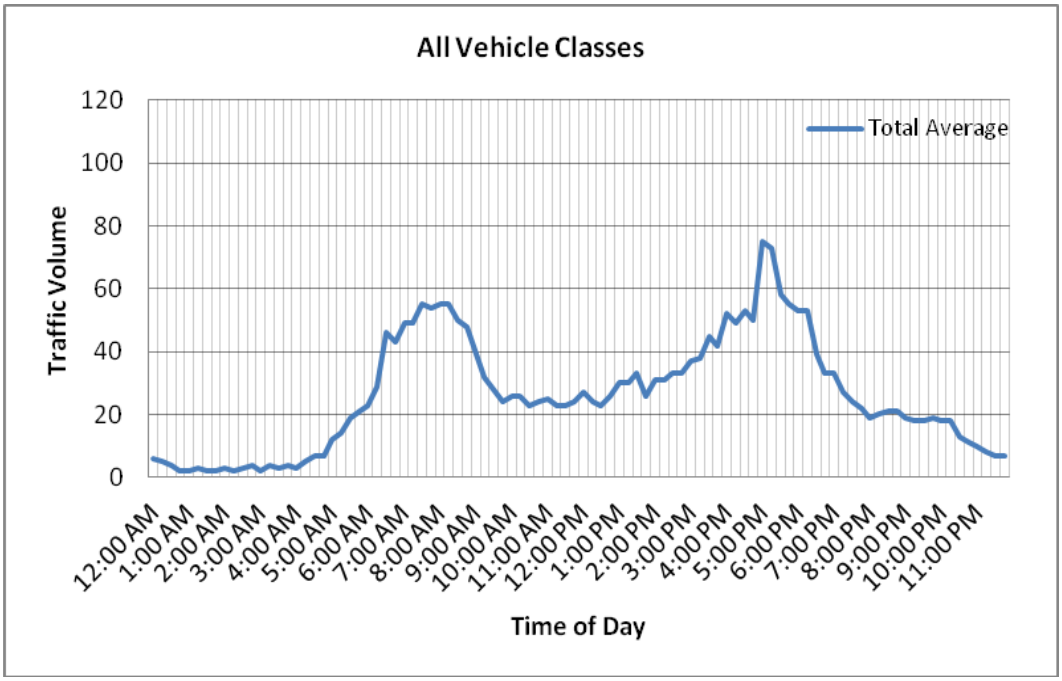


Exhibit 3–6: Average Traffic Volumes on Northbound SR 821/HEFT Off-Ramp to NW 12th Street



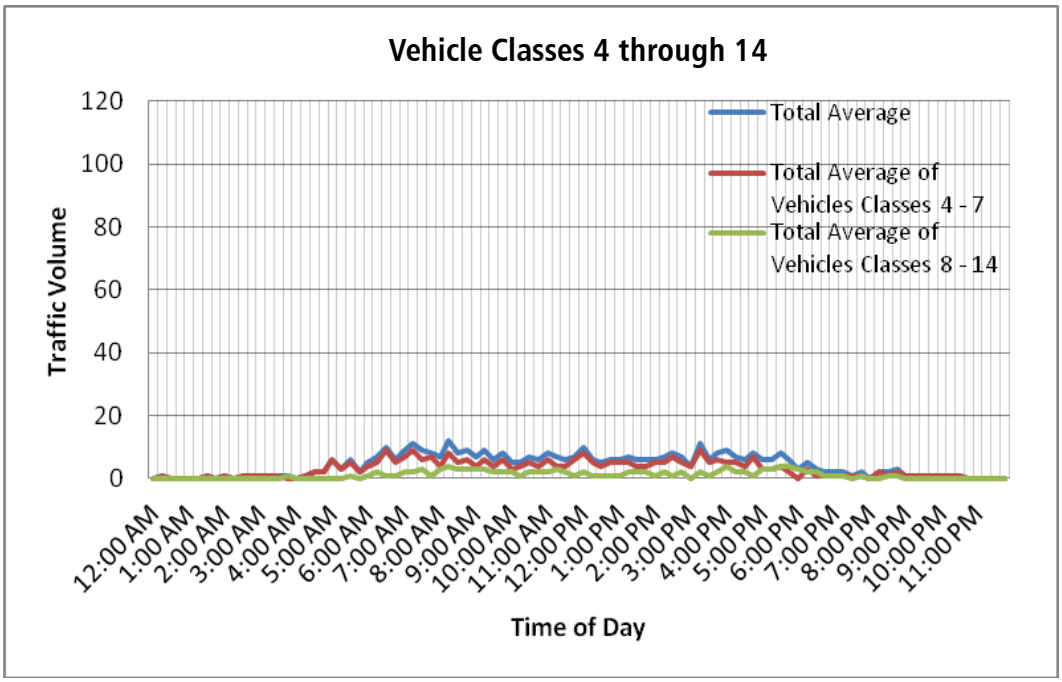
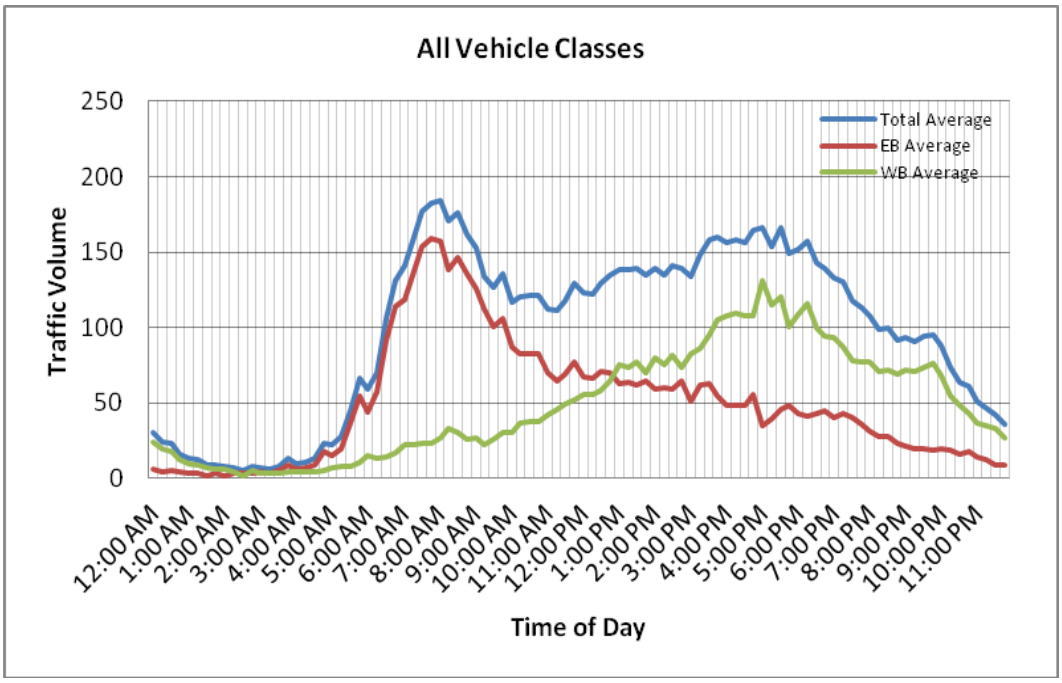


Exhibit 3–7: Average Traffic Volumes on Northbound SR 821/HEFT On-Ramp from NW 12th Street



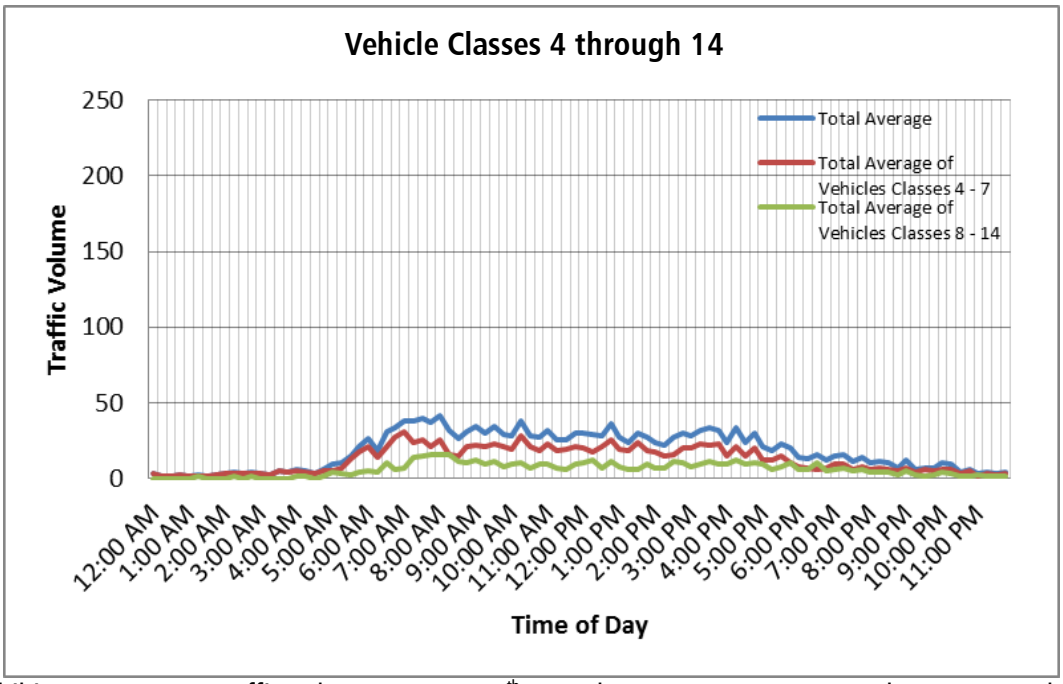
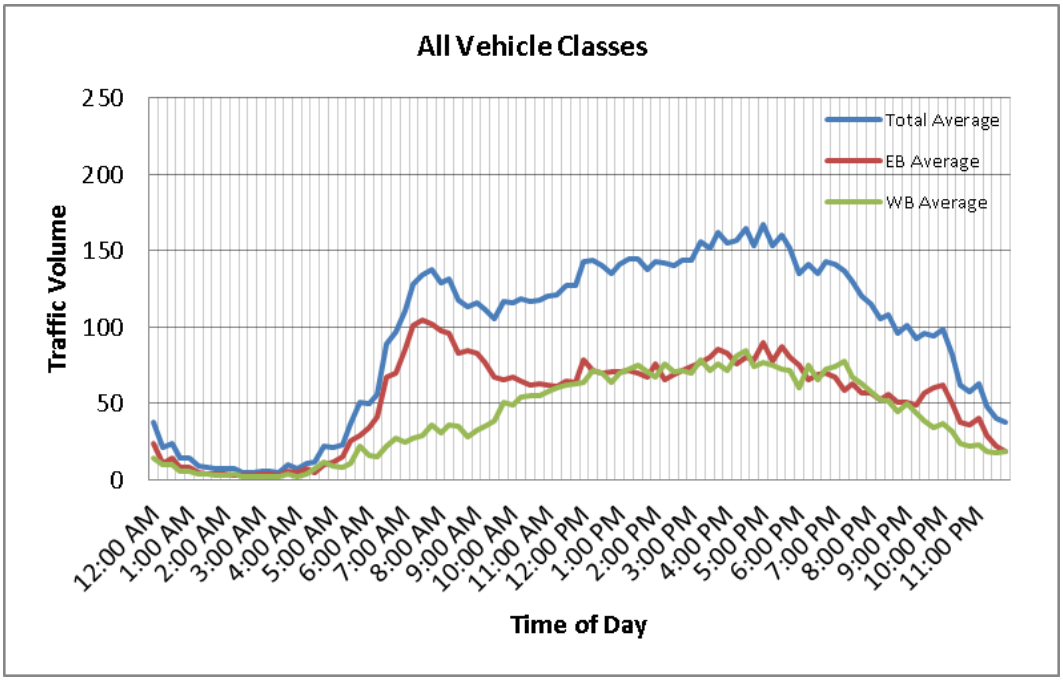


Exhibit 3–8: Average Traffic Volumes on NW 12th Street between SR 821/HEFT and NW 11400 Block



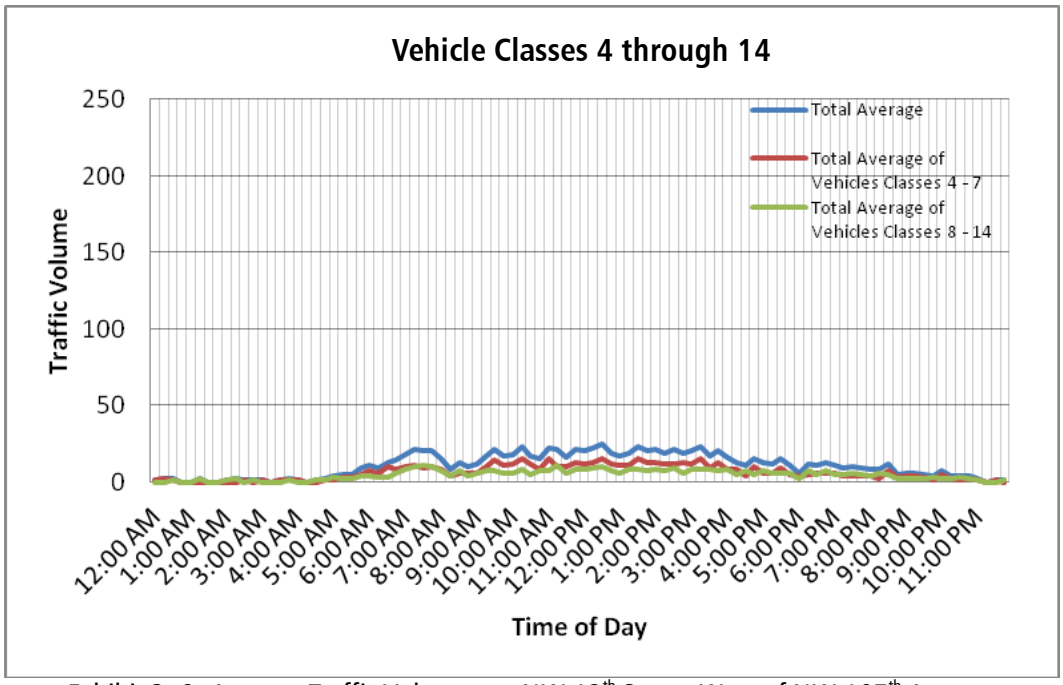
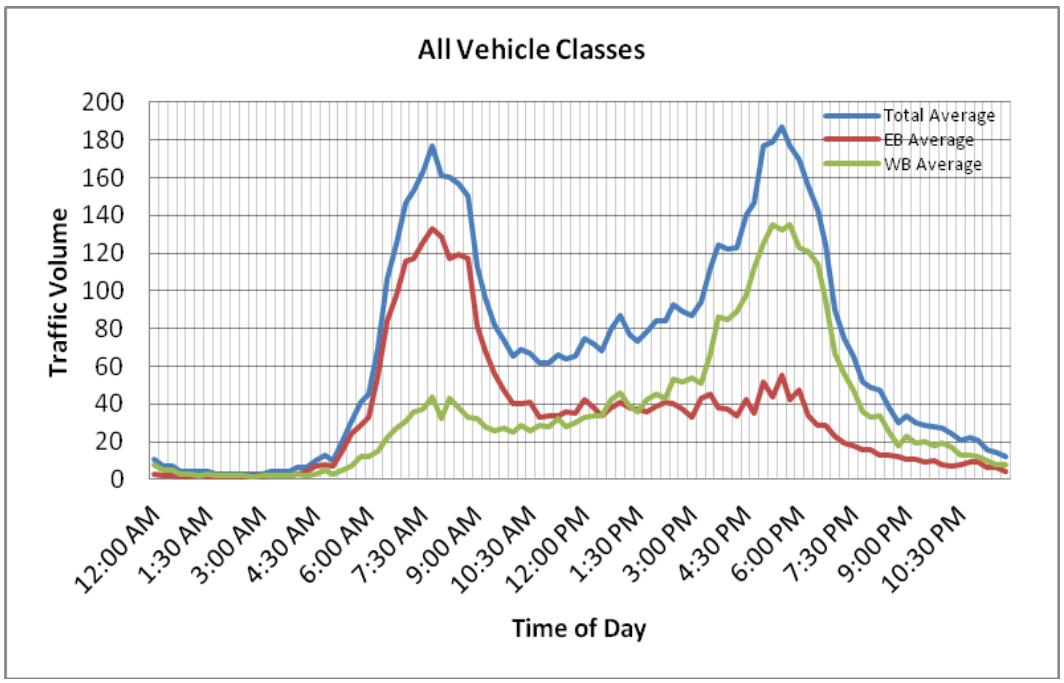


Exhibit 3–9: Average Traffic Volumes on NW 12th Street, West of NW 107th Avenue



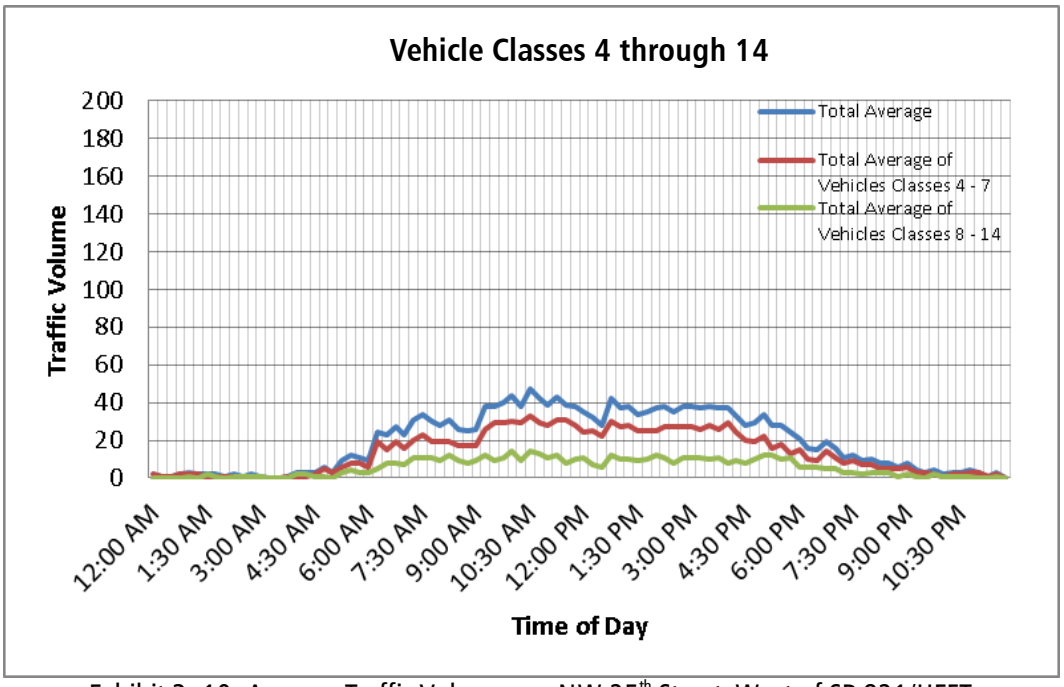
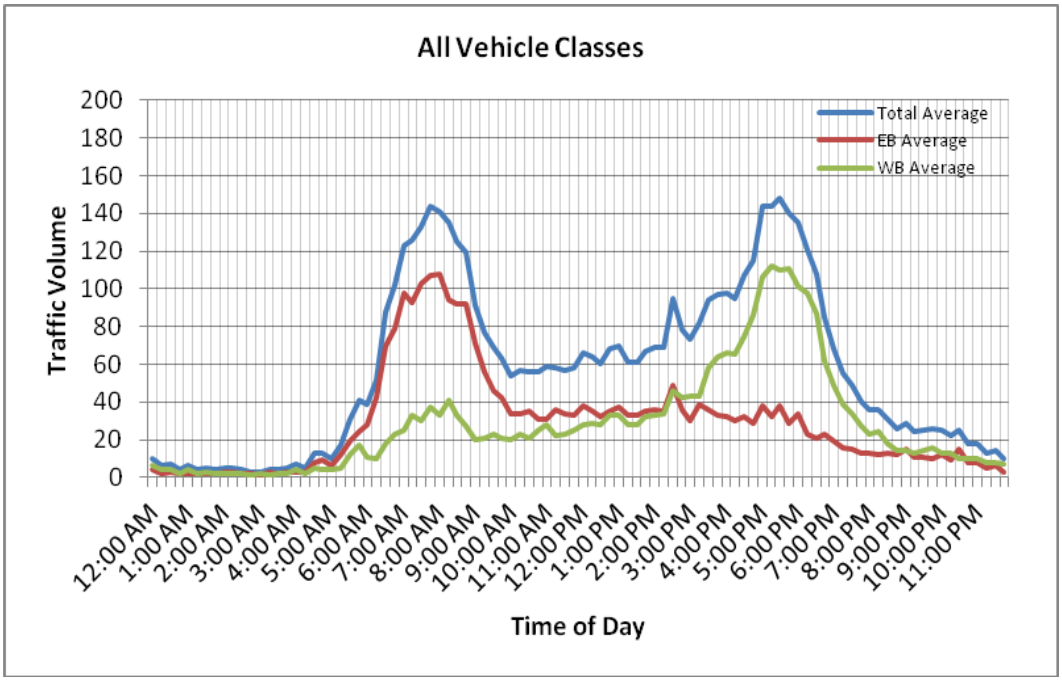


Exhibit 3–10: Average Traffic Volumes on NW 25th Street, West of SR 821/HEFT



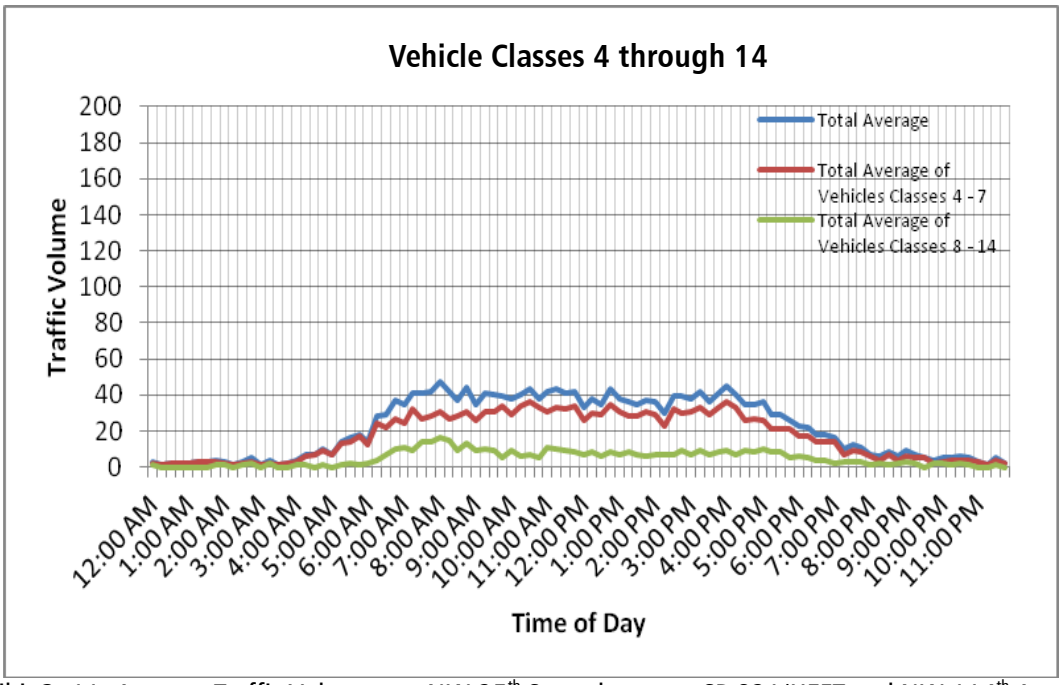
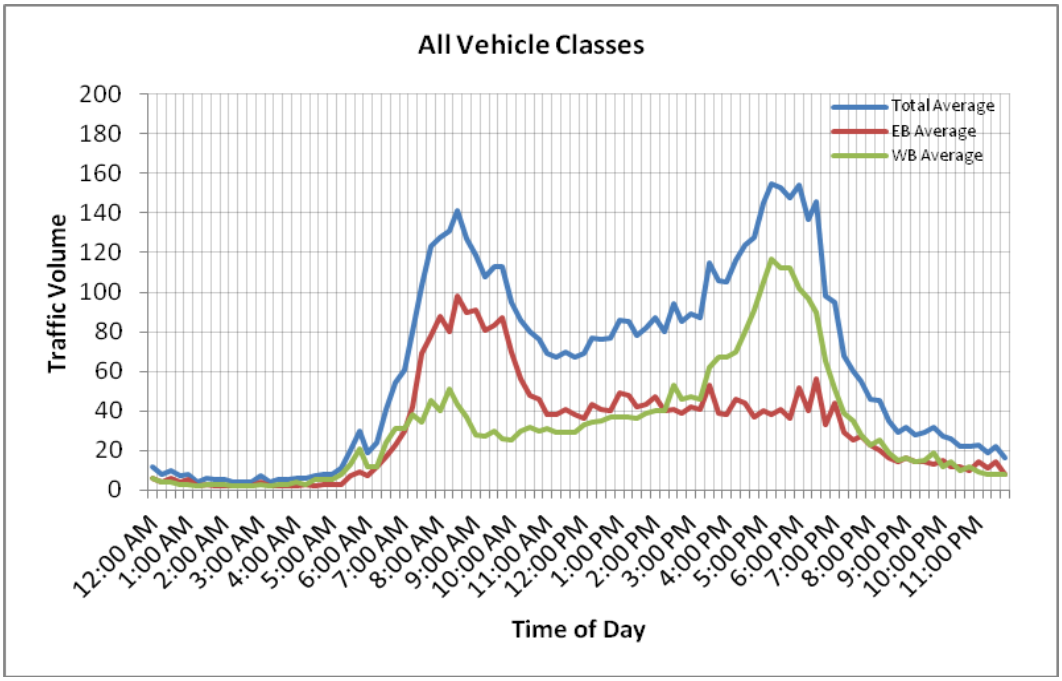


Exhibit 3–11: Average Traffic Volumes on NW 25th Street between SR 821/HEFT and NW 114th Avenue



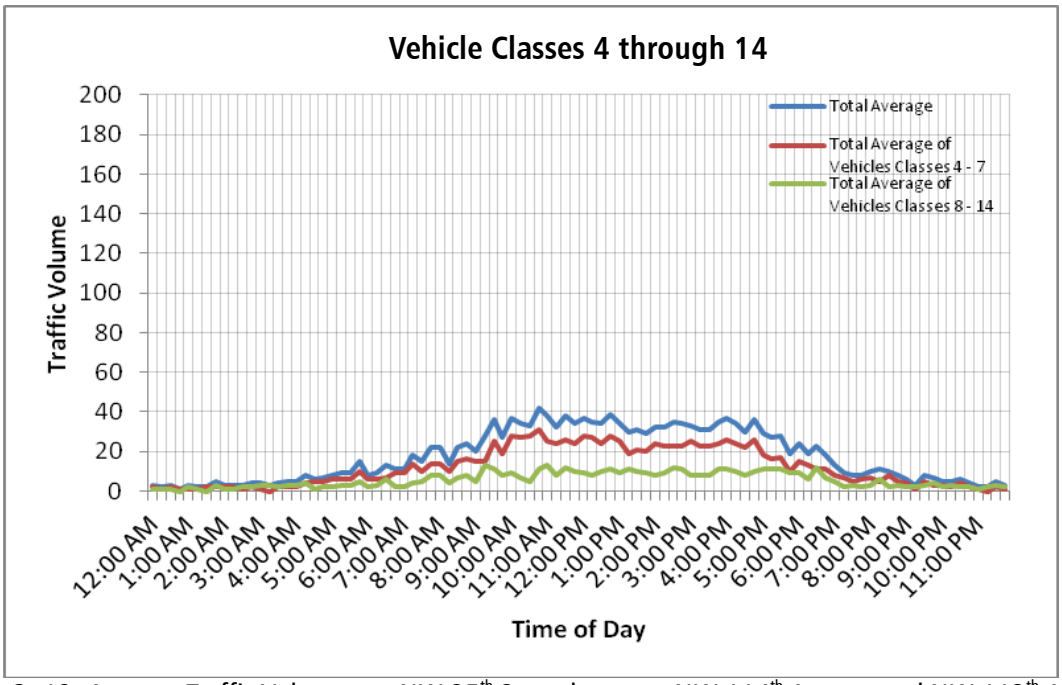
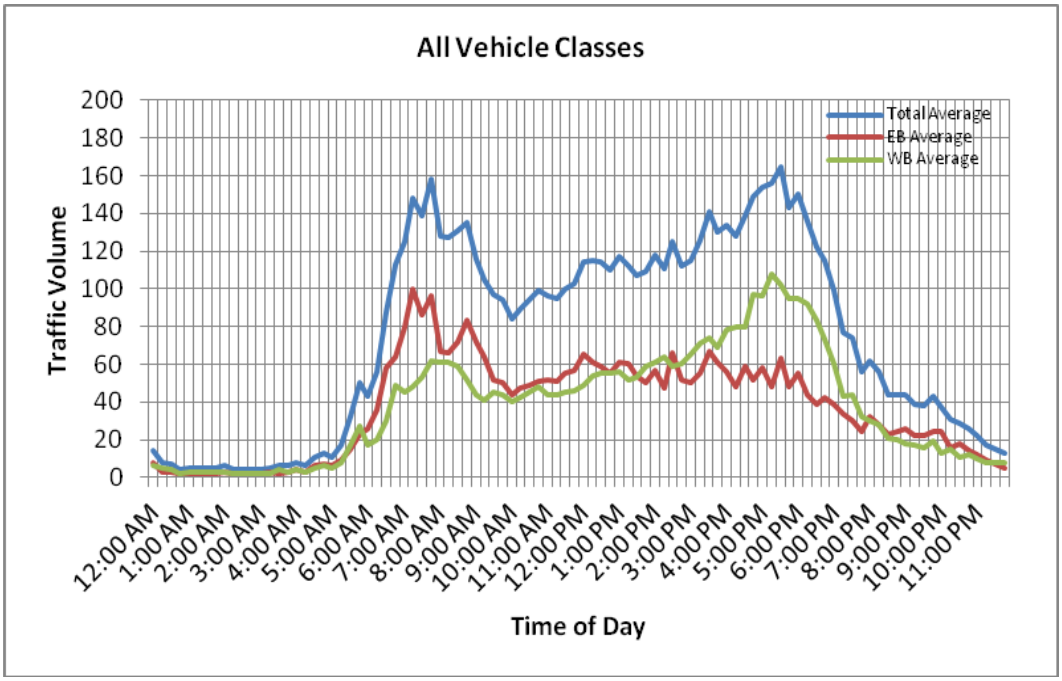


Exhibit 3–12: Average Traffic Volumes on NW 25th Street between NW 114th Avenue and NW 112th Avenue



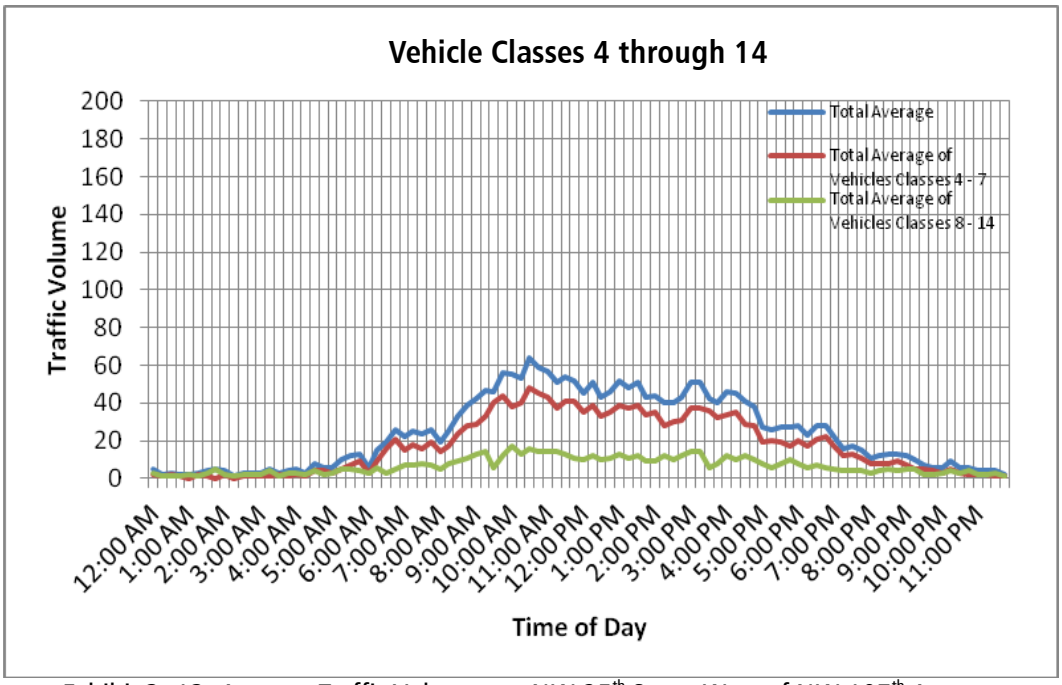
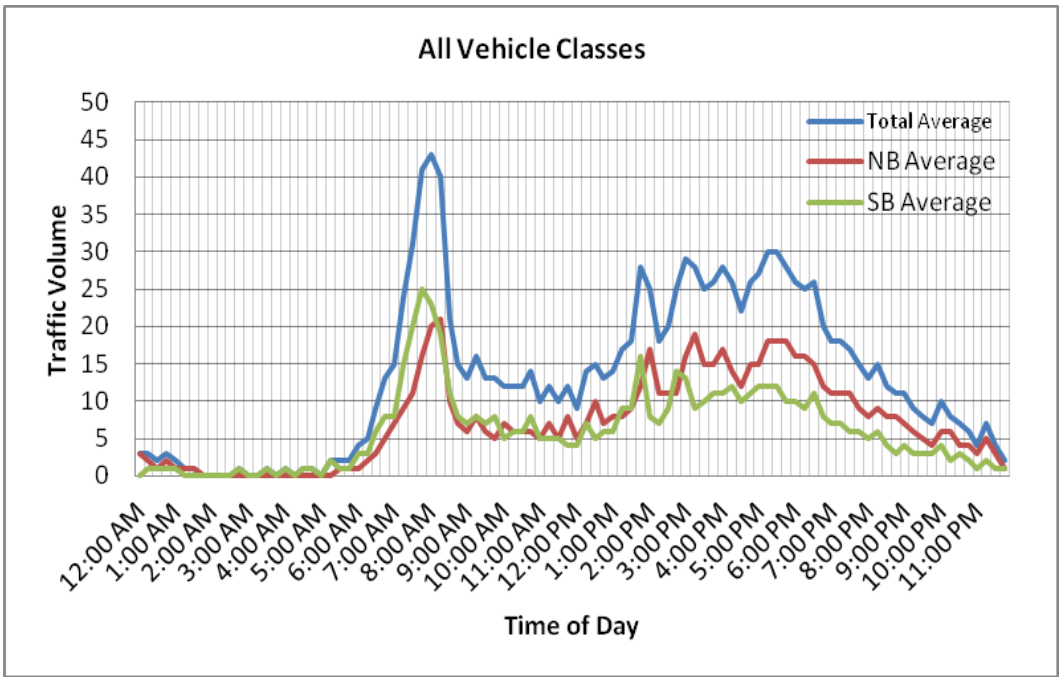


Exhibit 3–13: Average Traffic Volumes on NW 25th Street West of NW 107th Avenue



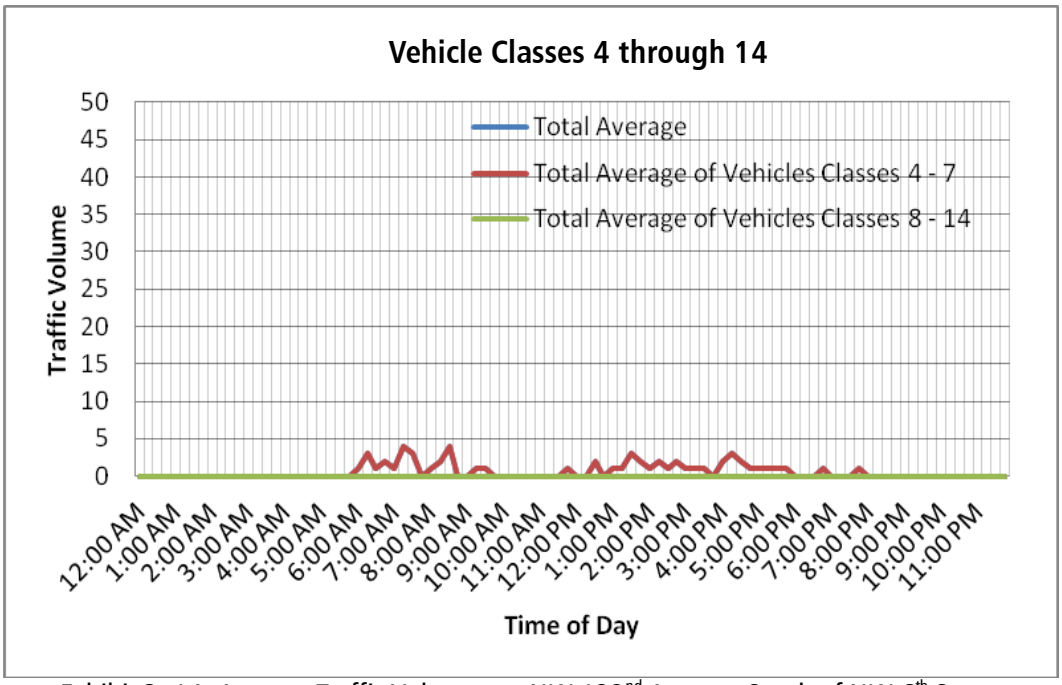


Exhibit 3–14: Average Traffic Volumes on NW 122nd Avenue, South of NW 6th Street

A review of Exhibits 3-1 through 3-14 revealed the following:

- Traffic volumes of vehicle classes 4 through 14 on NW 127th Avenue are higher on the north side of NW 12th Street. This may be due to the connectivity with NW 25th Street.
- Traffic volumes during the PM peak period increase on NW 127th Avenue, south of NW 12th Street (See Exhibit 3-2). The increase in traffic volumes during the PM peak period may be related to the use of both NW 12th Street and NW 127th Avenue as commuting routes to avoid other intersections that may not be operating at an acceptable level of service or avoid paying another toll on SR 821/HEFT.
- SR 821/HEFT southbound Off-Ramp to NW 12th Street and SR 821/HEFT northbound On-Ramp from NW 12th Street present a typical commuting pattern (i.e., clear AM and PM peak hours) as depicted on Exhibits 3-4 and 3-7. Similarly, NW 12th Street shows a commuting pattern from SR 821/HEFT to NW 107th Avenue.
- Overall, Exhibits 3-10 through 3-13 show a clear commuting pattern on NW 25th Street.
- Overall, vehicle classes 4 through 14 traffic volumes on NW 25th Street are greater than those of NW 12th Street. This may be due to the adjacent land uses and combination of residential/warehouses in the vicinity.

3.2.2.2 Turning Movement Counts (TMCs)

Based upon the 72-hour approach counts, TMCs were collected at the study intersections on NW 12th Street from 7:00 AM to 9:00 AM and from 4:30 PM to 6:30 PM. TMCs were collected at the remaining study intersections from 7:00 AM to 9:00 AM and from 4:15 PM to 6:15 PM. The raw TMC data are included in Appendix G.

Table 3-1 summarizes the time frames at which the AM and PM peak hours occurred at the study intersections based upon the collected TMCs. Table 3-1 indicates that the most frequent AM peakhour corresponds to the 7:45 AM to 8:45 AM time frame (50%), followed by the 7:30 AM to 8:30 AM time frame (28%). Table 3-1 also shows that the most frequent PM peak hour was from 5:00 PM to 6:00 PM (57%).

Intersection	AM	PM
NW 12th Street at NW 137th Avenue	7:45	5:00
NW 12th Street at NW 127th Avenue	7:30	5:15
NW 12th Street at NW 124th Avenue	7:30	5:00
NW 12th Street at SB SR 821/HEFT On/Off Ramp	7:30	5:00
NW 12th Street at NB SR 821/HEFT On/Off Ramp	7:45	5:00
NW 12th Street at NW 107th Avenue	7:45	5:00
NW 25th Street at NW 117th Avenue	7:45	5:15
NW 25th Street at NW 114th Avenue	7:45	5:15
NW 25th Street at NW 112th Avenue	7:45	5:15
NW 25th Street at NW 107th Avenue	7:45	5:00
NW 107th Avenue at westbound SR 836 Off-Ramp	8:00	5:00
NW 107th Avenue at eastbound SR 836 Off-Ramp	8:00	5:15
NW 122th Avenue at NW 6th Avenue	7:30	5:15
NW 122th Avenue at SR 90/SW 8th Street	7:15	5:00

Table 3-1: Observed AM and PM Peak Hours at Study Intersections Based Upon TMCs

A review of the AM and PM peak hours based upon the 72-hour approach counts showed that the most frequent AM and PM peak hours occurred from 7:30 AM to 8:30 AM (64%) and from 5:00 PM to 6:00 PM (43%), respectively. The most frequent AM and PM peak hours based on TMCs occurred from 7:45 AM to 8:45 AM (50%) and from 5:00 PM to 6:00 PM (50%), respectively. A comparison of the TMCs collected from 7:30 AM to 8:30 AM against the TMCs collected between 7:45 AM and 8:45 AM revealed that the difference was approximately 1%.

To conduct the operational analyses more conservatively, the general peak hours considered for most of the study intersections were from 7:45 AM to 8:45 AM and from 5:00 PM to 6:00 PM. Conditions on SW/NW 122nd Avenue were different; therefore, the peak hours considered along this corridor were from 7:30 AM to 8:30 AM and from 5:00 PM to 6:00 PM. The AM and PM peak hour TMC's were adjusted by applying the identified PSCF of 1.02. The seasonally adjusted TMC volumes observed during the AM and PM peak hours selected for the operational analyses are shown in Figure 3-4 and Figure 3-5, respectively. The Season Adjustment Factor Tables are included in Appendix G.

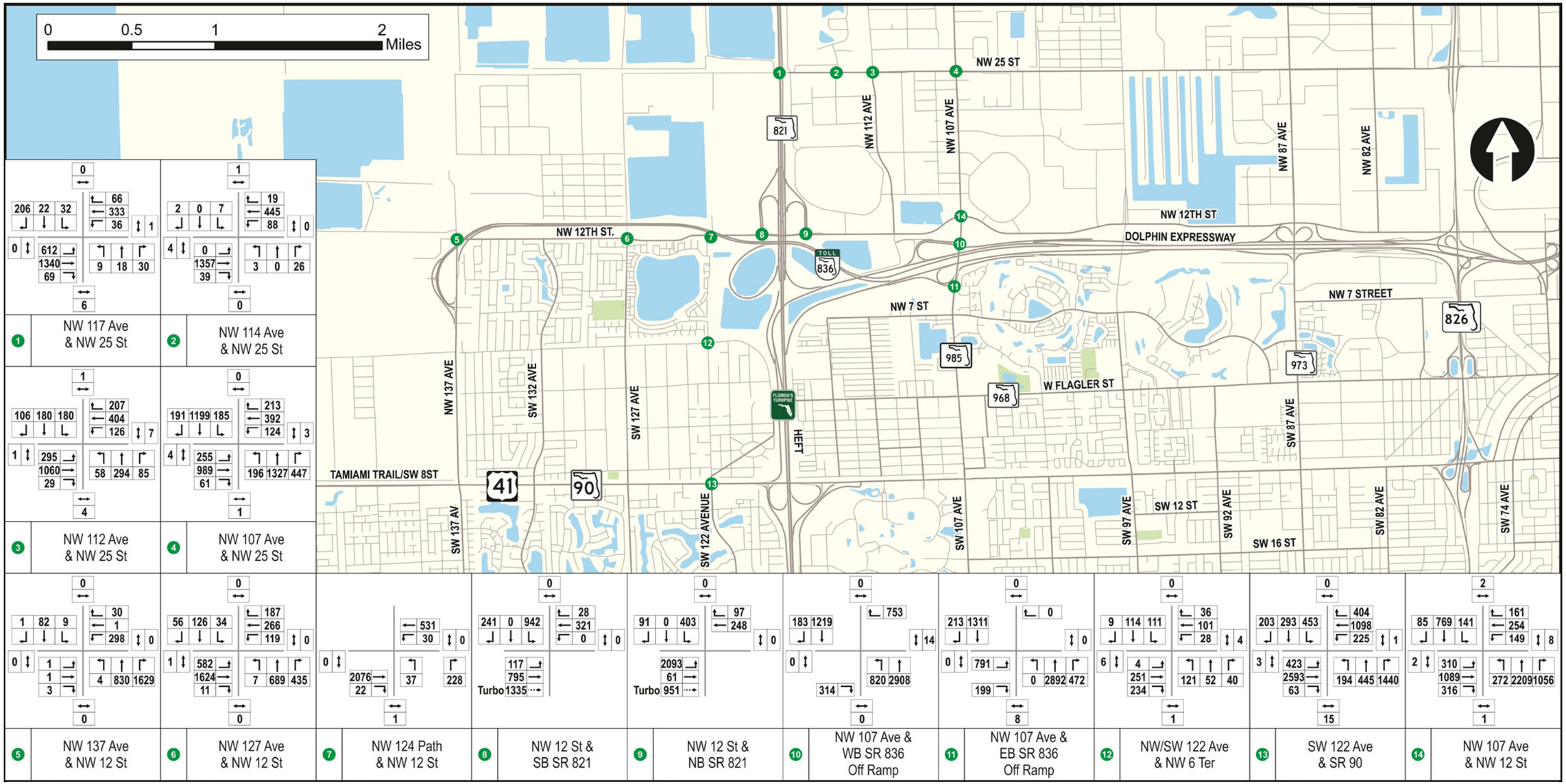


Figure 3-4: Seasonally Adjusted AM Peak Hour Volumes

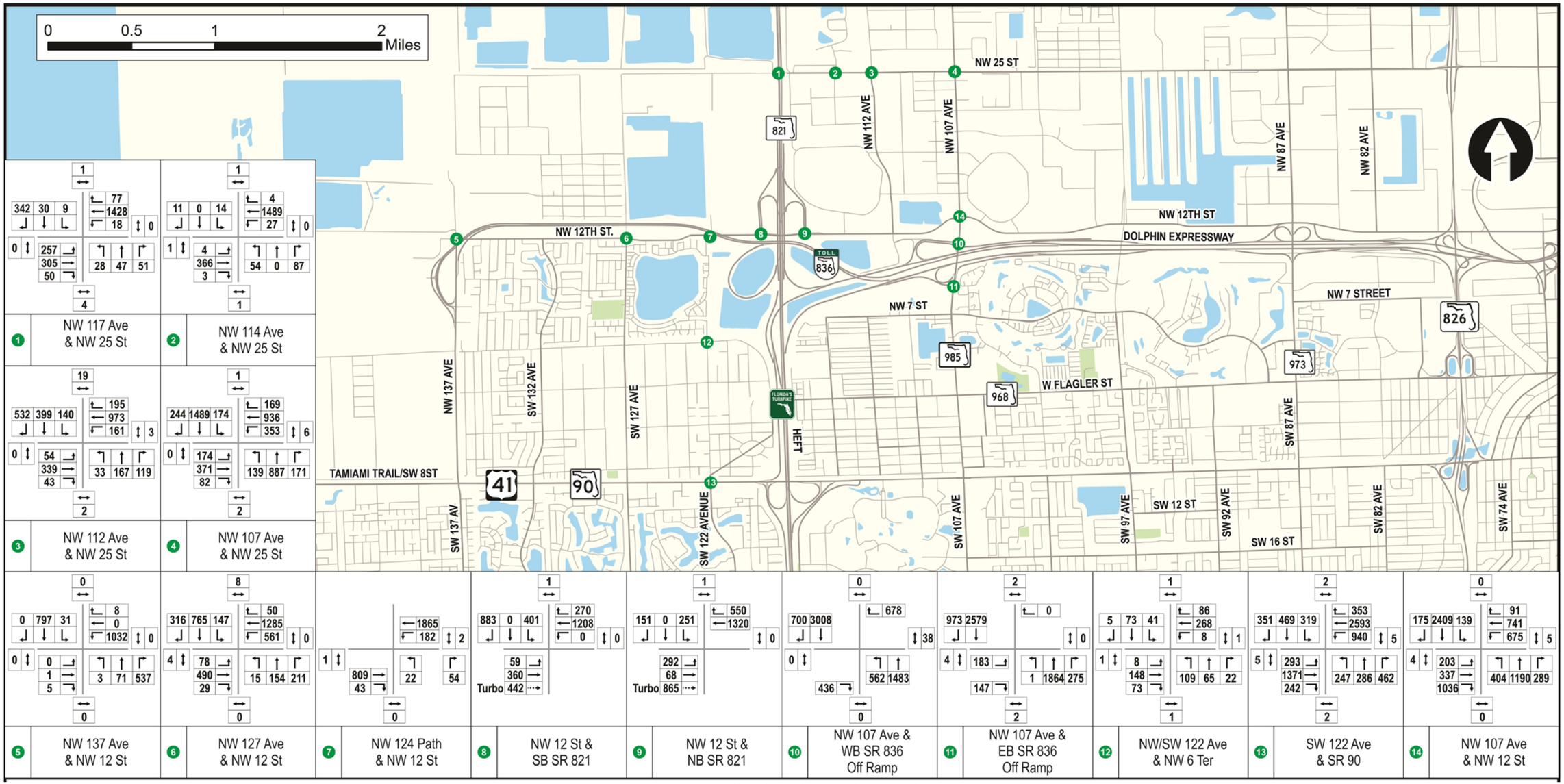


Figure 3-5: Seasonally Adjusted PM Peak Hour Volumes

3.2.3 Historical AADT Volume Data

Historical AADT data were obtained from available FDOT stations located in the vicinity of the study area. Table 3-2 summarizes the historical data. Historical AADT volume data reports and are included in Appendix G.

PTMS	Description	Year				
		2008	2009	2010	2011	2012
870088	SR 90/US 41/SW 8th Street, 200' E of SW 137th Avenue	53,500	53,500	52,500	57,000	51,500
870089	SR 90/US 41/SW 8th Street, 1,000' W of SW 137th Avenue	48,000	46,500	54,000	52,500	58,000
870266	SR 90/US 41/SW 8th Street, 0.12 miles W of SW 139th Avenue	48,538	51,064	50,979	50,560	48,693
872561	SR 90/US 41/SW 8th Street, 0.25 miles W of 122nd Avenue	69,000	63,000	60,000	59,500	62,500
872509	SW 137th Avenue, 500' N of SR 90/US 41/SW 8th Street	N/A	37,000	42,000	43,000	44,000
871218	SR 985/NW 107th Avenue, 200' N of NW 7th Street	72,500	57,000	55,000	57,500	58,000
870187	SR 836, 1.4 miles E of NW SR 985/NW 107th Avenue Underpass	136,000	N/A	117,716	115,779	125,427
872238	EB SR 836, 400' E of Bridge No.871002 Over NW 127th Avenue	15,500	9,500	8,900	10,500	11,000
872239	WB SR 836, 400' E of Bridge No.871002 Over NW 127th Avenue	10,000	11,000	10,500	13,000	13,000
970267	SR 821/HEFT, S of SR 836/NW 25th Street	96,903	96,584	100,805	103,926	108,422
972526	SR 821/HEFT Main Lane, N of NW 12th Street Bridge	95,600	92,000	95,500	93,000	98,000
876113	Ramp 87200050 from WB SR 836 to WB SW 8th Street, 1,600' S of SR 836	11,000	10,500	11,000	10,000	11,500
876169	Ramp 87200601 from SB NW 107th Avenue to EB SR 836, 200' W of NW 107th Avenue	6,000	5,800	5,900	5,400	7,100
876399	Ramp 87201001 from NB NW 137th Avenue to EB SR 836, 250' N of NW 137th Avenue	8,100	7,900	8,500	7,800	11,000
876400	Ramp 87202001 from WB SR 836 to NW 137th Avenue, 300' S of SR 836	8,700	8,500	10,000	9,200	11,000

Notes:
(1) Source: FDOT's Florida Traffic Online (2012)
(2) N/A = Not Available

Table 3-2: Historical AADT Volume Data from FDOT Count Stations

3.2.3.1 2013 AADT Volume Data

AADT volume data were obtained from the 72-hour approach counts collected for the study. The Average Daily Traffic (ADT) was adjusted by the Seasonal Factor (SF) and Axle Factor (AF) to obtain the AADT. Table 3-3 presents the 2013 ADT and AADT volume data. Figures 3-6 and Figure 3-7 shows ADT and AADT volumes and locations where they were recorded.

Description	Count Date	ADT	SF	AF	AADT
NW 127th Avenue, N of NW 12th Street	11/5/2013 to 11/7/2013	13,051	1.00	0.99	12,900
NW 127th Avenue, S of NW 12th Street	11/5/2013 to 11/7/2013	11,174	1.00	0.99	11,100
NW 12th Street, W of SR 821/HEFT	11/5/2013 to 11/7/2013	28,073	1.00	0.99	27,800
NW 12th Street at SB SR 821/HEFT On/Off-Ramps	11/5/2013 to 11/7/2013	15,183	1.00	0.99	15,000
NW 12th Street at NB SR 821/HEFT On/Off-Ramps	11/5/2013 to 11/7/2013	13,076	1.00	0.99	12,900
NW 12th Street between SR 821/HEFT and NW 11400 Block	11/5/2013 to 11/7/2013	28,297	1.00	0.99	28,000
NW 12th Street, W of NW 107th Avenue	11/5/2013 to 11/7/2013	27,130	1.00	0.99	26,900
NW 25th Street, W of SR 821/HEFT	11/5/2013 to 11/7/2013	19,926	1.00	0.99	19,700
NW 25th Street between SR 821/HEFT and NW 114th Avenue	11/5/2013 to 11/7/2013	16,498	1.00	0.99	16,300
NW 25th Street between NW 114th Ave and NW 112th Avenue	11/5/2013 to 11/7/2013	17,990	1.00	0.99	17,800
NW 25th Street, W of NW 107th Avenue	11/5/2013 to 11/7/2013	21,705	1.00	0.99	21,500
NW 122nd Avenue, S of NW 6th Street	11/5/2013 to 11/7/2013	3,835	1.00	0.99	3,800

Notes:
(1) Source: Traffic Data Collected by CH Perez and Associates, Inc.
(2) ADT = Average Daily Traffic
(3) SF = Seasonal Factor
(4) AF = Axle Factor
(5) AADT = Average Annual Daily Factor

Table 3-3: 2013 AADT Volumes

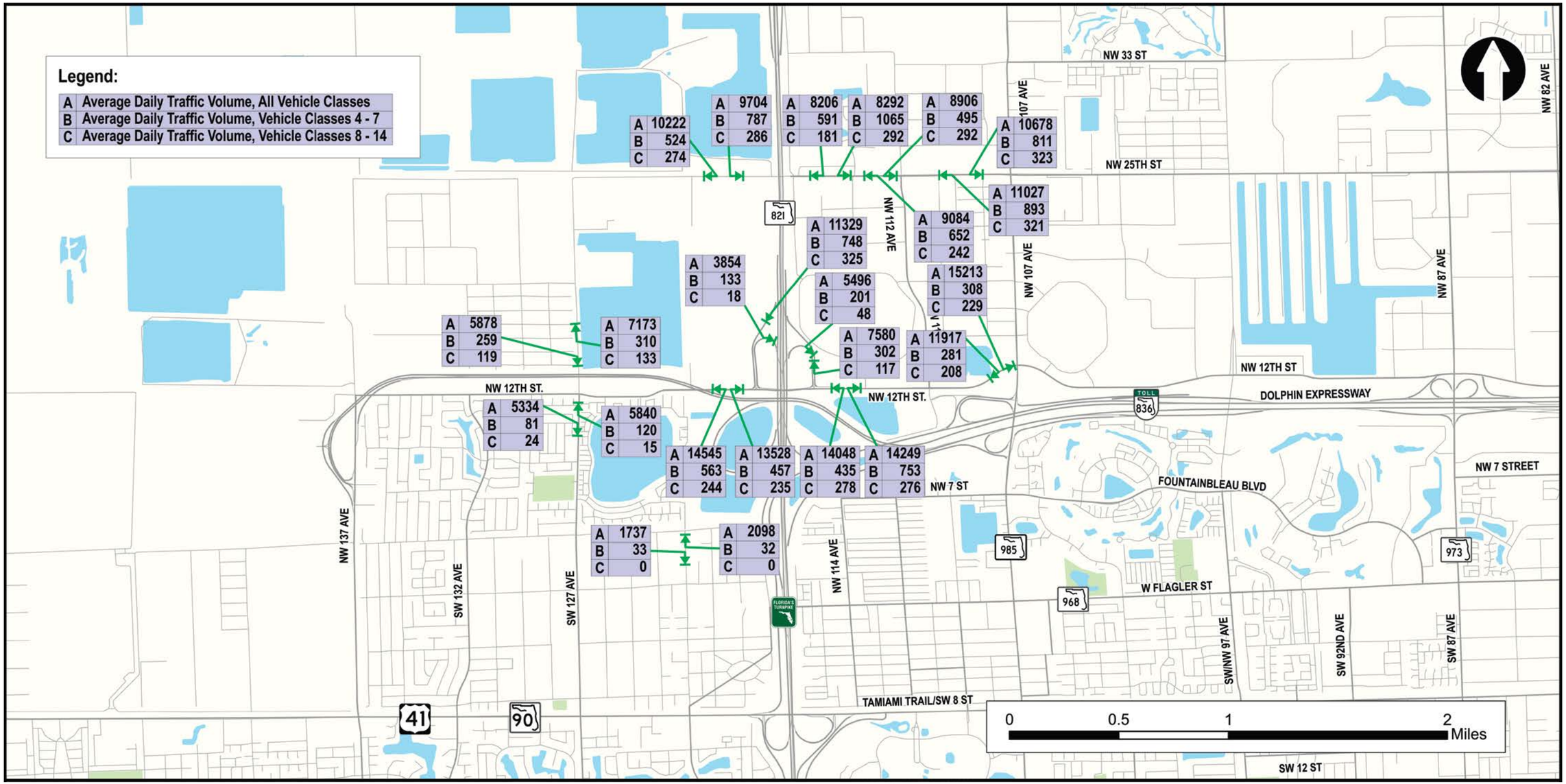


Figure 3-6: 2013 Directional Average Daily Traffic Volumes

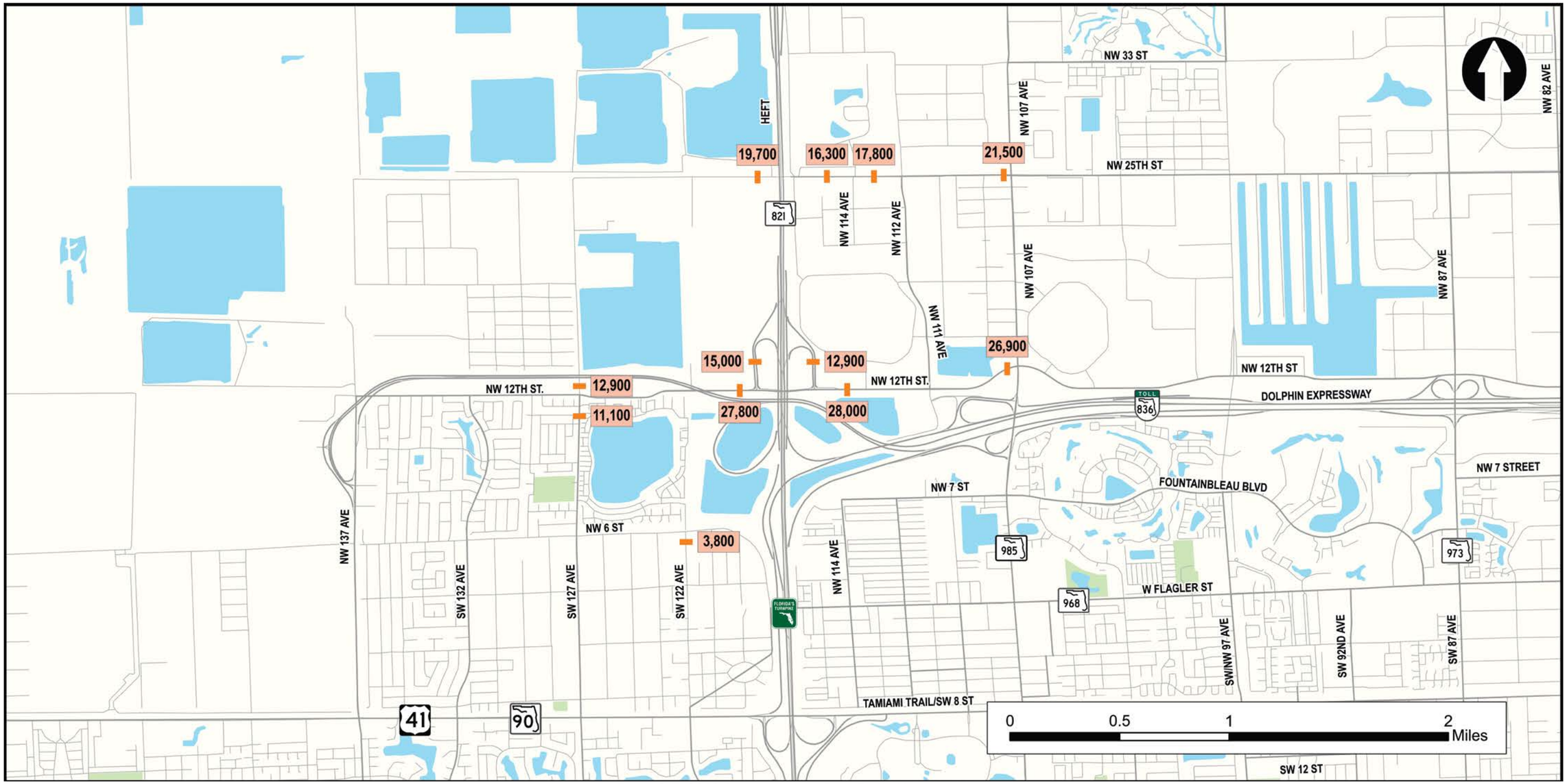


Figure 3-7: 2013 Average Annual Daily Traffic Volumes

3.2.4 Design Factors

The Design Hour Factor (K) corresponds to the standard K Factor value of nine percent established by FDOT for urban arterials. The Directional Distribution (D) Factor and the Truck (T) Factor were obtained from FDOT's Historical Traffic Volume Data and are summarized in Table 3-4.

Overall, the D factor on both State highways and arterials is approximately 60%. The average T Factors on SR 836 and SR 821/HEFT are approximately 3% and 6%, respectively. The T Factor on the State arterials is approximately 6%.

Table 3-5 summarizes the percentage of vehicle classes 4 through 7 and vehicle classes 8 through 14 obtained from the 72-hour classification counts. A review of the values presented in Table 3-5 revealed the following:

- The T Factor for NW 127th Avenue, north of NW 12th Street is 6.3% whereas the T Factor on the south side of NW 12th Street is 2.1%.
- The T Factor for NW 12th Street, between NW 127th Avenue and NW 112th Avenue is 6.7%. The T Factor may increase if the proposed truck parking facility is constructed.
- The T Factor on NW 25th Street ranges from 7.5% to 12.9%, which exceeds the values from the FDOT count stations by more than 25%.
- The T Factor of 1.7% on NW 122nd Avenue reflects the residential characteristics of this roadway.

PTMS	Description	Average D Factor	Average T Factor
870088	SR 90/US 41/SW 8th Street, 200' E of SW 137th Avenue	60.49	6.22
870089	SR 90/US 41/SW 8th Street, 1,000' W of SW 137th Avenue	60.49	6.22
870266	SR 90/US 41/SW 8th Street, 0.12 miles W of SW 139th Avenue	65.74	2.98
872561	SR 90/US 41/SW 8th Street, 0.25 miles W of 122nd Avenue	60.49	6.22
Average		**61.80**	**5.41**
872509	SW 137th Avenue, 500' N of SR 90/US 41/SW 8th Street	59.03	6.3
871218	SR 985/NW 107th Avenue, 200' N of NW 7th Street	60.49	4.28
Average		**59.76**	**5.29**
870187	SR 836, 1.4 miles E of NW SR 985/NW 107th Avenue Underpass	62.93	2.98
872238	EB SR 836, 400' E of Bridge No.871002 Over NW 127th Avenue	99.95	3.06
872239	WB SR 836, 400' E of Bridge No.871002 Over NW 127th Avenue	99.95	3.06
Average[1]		**62.93**	**3.03**
970267	SR 821/HEFT, S of SR 836/NW 25th Street	58.02	5.76
972526	SR 821/HEFT Main Lane, N of NW 12th Street Bridge	58.43	6.14
Average		**58.23**	**5.95**
876113	Ramp 87200050 from WB SR 836 to WB SW 8th Street, 1,600' S of SR 836	99.95	5.92
876169	Ramp 87200601 from SB NW 107th Avenue to EB SR 836, 200' W of NW 107th Avenue	99.95	7.10
876399	Ramp 87201001 from NB NW 137th Avenue to EB SR 836, 250' N of NW 137th Avenue	99.95	5.76
876400	Ramp 87202001 from WB SR 836 to NW 137th Avenue, 300' S of SR 836	99.95	7.92
Average		**99.95**	**6.68**

Notes:
(1) D Factors equal to 99.95 were not considered
Source: FDOT's Florida Traffic Online (2012)

Table 3-4: Average D and T Factors

Description	Vehicle Classes 4 through 7			Vehicle Classes 8 through 14			T Factor
	EB/SB	WB/NB	Combined	EB/SB	WB/NB	Combined	
NW 127th Avenue, N of NW 12th Street	4.4%	4.3%	4.4%	2.0%	1.9%	1.9%	6.3%
NW 127th Avenue, S of NW 12th Street	1.5%	2.1%	1.8%	0.4%	0.3%	0.4%	2.1%
NW 12th Street, W of SR 821/HEFT	3.4%	3.9%	3.6%	1.7%	1.7%	1.7%	5.3%
NW 12th Street at SB SR 821/HEFT On/Off Ramps	3.5%	6.6%	5.0%	0.5%	2.9%	1.7%	6.7%
NW 12th Street at NB SR 821/HEFT On/Off Ramps	3.7%	2.1%	2.9%	0.9%	0.3%	0.6%	3.4%
NW 12th Street, between SR 821/HEFT and NW 11400 Block	5.3%	3.1%	4.2%	1.9%	2.0%	2.0%	6.1%
NW 12th Street, W of NW 107th Avenue	2.0%	2.4%	2.2%	1.5%	1.7%	1.6%	3.8%
NW 25th Street, W of SR 821/HEFT	8.1%	5.1%	6.6%	2.9%	2.7%	2.8%	9.4%
NW 25th Street, between SR 821/HEFT and NW 114th Avenue	12.8%	7.2%	10.0%	3.5%	2.2%	2.9%	12.9%
NW 25th Street, between NW 114th Avenue and NW 112th Avenue	3.1%	7.2%	5.1%	2.0%	2.7%	2.3%	7.5%
NW 25th Street, W of NW 107th Avenue	7.6%	8.1%	7.8%	3.0%	2.9%	3.0%	10.8%
NW 122nd Avenue, S of NW 6th Street	1.9%	1.5%	1.7%	0.0%	0.0%	0.0%	1.7%
Source: Traffic Data Collected by CH Perez and Associates, Inc.							

Table 3-5: Observed Percentages of Vehicle Classes 4 through 14 within Study Area

3.3 Level of Service Analyses

Level of Service (LOS) analyses for the study intersections were conducted by using Synchro 8.0, a traffic software capable of utilizing the methodology described in either the 2000 Highway Capacity Manual (HCM) or the 2010 HCM to perform operational analyses. The 2010 HCM methodology does not support existing conditions at some study intersections; for example, turning movements with shared and exclusive lanes, custom signal phasing, and signal phasing that does not follow the NEMA phasing. Hence, the 2000 HCM methodology was considered appropriate to include the aforementioned factors on the operational analyses. The Synchro output reports for the Base Year (2013) are included in Appendix H.

3.3.1 Intersection Level of Service

For the automobile mode, the service measure of signalized and unsignalized urban street intersections is control delay (in seconds) that a driver would experience at the intersection.

The existing operating characteristics of the signalized intersections located within the study area were evaluated using the capacity/ level of service procedures outlined in the 2000 HCM. The current intersection geometry, existing signal timing, and the seasonally adjusted AM and PM peak-hour volumes recorded in the field were used in the intersection analyses. Table 3-6 presents the delay and overall level of service for the study intersections

Table 3-6 shows that the following intersections are currently operating at an unacceptable level of service:

- NW 12th Street and NW 137th Avenue operates at LOS E during the AM peak hour
- NW 12th Street and NW 127th Avenue is operating at LOS E during both the AM and PM peak hours
- NW 12th Street and southbound SR 821/HEFT's off ramp is failing during the PM peak hour
- NW 12th Street and NW 107th Avenue operates at LOS F during both the AM and PM peak hours
- NW 25th Street and NW 107th Avenue is operating at LOS E during both the AM and PM peak hours
- NW 107th Avenue and westbound SR 836 Off-Ramp is failing during the AM peak hours
- SR 90/SW 8th Street and SW 112th Avenue is operating at LOS F during the AM peak hour and LOS E during the PM peak hour

3.3.2 Static Link Analysis

Static link analyses of the 2013 AADT volumes were performed by utilizing FDOT's 2012 Generalized LOS Tables. FDOT's 2012 Generalized LOS tables show the maximum service volumes for a given LOS based on the number of lanes, type of area (i.e., urban, rural, etc.), and traffic control. These tables are included in Appendix I. The Base Year (2013) Volumes were compared to the maximum traffic volumes for the adopted level of service LOS D.

Table 3-7 presents the link analyses based on 2013 AADT volumes. It shows that most of the links under study operate at LOS C or better; however, NW 25th Street, between SR 821/HEFT and NW 127th Avenue is operating at LOS D.

Intersection	Peak Hour	Approach								Intersection	
		EB		WB		NB		SB		LOS	DELAY
		LOS	DELAY	LOS	DELAY	LOS	DELAY	LOS	DELAY		
NW 12th Street at NW 137th Avenue	AM	D	37.7	D	38.0	E	67.1	B	10.6	E	61.9
	PM	D	42.6	D	50.6	B	19.4	C	24.3	C	34.1
NW 12th Street at NW 127th Avenue	AM	E	61.5	E	69.3	F	99.6	D	51.6	E	72.5
	PM	C	25.7	F	119.2	C	26.7	D	52.1	E	76.9
NW 12th Street at NW 124th Avenue	AM	B	12.3	A	<10.0	F	84.2			B	17.8
	PM	B	18.1	B	11.1	C	34.2			B	13.7
NW 12th Street at SB SR 821/HEFT On/Off Ramps	AM	B	13.3	C	28.7			C	29.1	C	23.1
	PM	A	<10.0	A	<10.0			F	324.2	F	133.7
NW 12th Street at NB SR 821/HEFT On/Off Ramps	AM	B	13.5	C	31.1			D	35.7	C	22.7
	PM	B	13.5	C	31.3			D	35.7	C	27.0
NW 12th Street at NW 107th Avenue	AM	F	114.2	E	61.2	F	104.5	D	47.4	F	95.0
	PM	F	409.3	F	136.7	D	46.7	D	52.8	F	140.9
NW 25th Street at NW 117th Avenue[1]	AM					F	>600				
	PM					F	>600				
NW 25th Street at NW 114th Avenue[1]	AM					C	24.3	E	42.7		
	PM					C	17.1	F	75.2		
NW 25th Street at NW 112th Avenue	AM	C	21.7	B	16.9	C	34.9	C	34.8	C	24.5
	PM	B	15.7	C	20.5	C	28.9	F	117.5	D	53.6
NW 25th Street at NW 107th Avenue	AM	E	69.3	E	55.5	E	58.2	D	51.7	E	58.6
	PM	D	53.0	F	92.1	D	38.6	D	51.6	E	60.2
Southbound NW 107th Avenue On-Ramp to westbound SR 836[2]	AM							B	17.8	B	16.5
	PM							A	8.2	C	27.3
NW 107th Avenue at westbound SR 836[2] Off-Ramp	AM			F	600.5	A	7.8			F	98.5
	PM			E	79.1	B	10.6			B	16.2
NW 107th Avenue at eastbound SR 836 Off-Ramp	AM	C	27.7			F	214.1	B	18.7	E	75.4
	PM	E	76.0			A	6.1	A	8.6	B	13.2
NW 122th Avenue at NW 6th Avenue[1]	AM					B	14.5	C	15.4		
	PM					B	13.1	B	11.5		
NW 122th Avenue at SR 90/SW 8th Street	AM	E	70.9	D	40.6	F	1133.4	F	104.9	F	350.4
	PM	E	74.8	F	91.5	D	46.5	D	54.3	E	76.5

Notes:
(1) Delay and LOS of unsignalized intersections are provided for the approach controlled by the stop sign.
(2) Northbound through traffic on NW 107th Avenue does not stop.

Table 3-6: Intersection LOS and Delay Summary for Study Intersection, Base Year (2013)

Description	Lanes	Adopted LOS	Speed Limit	Max. Service Volume	Non-State Adjustment	Turn Lane Adjustment	Maximum Volume for LOS D	2013	
								Adjusted AADT	LOS
NW 127th Avenue, N of NW 12th Street	4D	D	40	39,800	-10%	0%	35,820	12,900	C or Better
NW 127th Avenue, S of NW 12th Street	4D	D	35	32,400	-10%	0%	29,160	11,100	C or Better
NW 12th Street, W of SR 821/HEFT	4D	D	40	39,800	-10%	0%	35,820	27,800	C or Better
NW 12th Street at SB SR 821/HEFT On/Off-Ramps	4D	D	40	39,800	-10%	0%	35,820	15,000	C or Better
NW 12th Street at NB SR 821/HEFT On/Off-Ramps	6D	D	40	59,900	-10%	0%	53,910	12,900	C or Better
NW 12th Street between SR 821/HEFT and NW 11400 Block	6D	D	40	59,900	-10%	0%	53,910	28,000	C or Better
NW 12th Street, W of NW 107th Avenue	6D	D	40	59,900	-10%	0%	53,910	26,900	C or Better
NW 25th Street, W of SR 821/HEFT	4D	D	35	32,400	-10%	0%	29,160	19,700	D
NW 25th Street between SR 821/HEFT and NW 114th Avenue	4D	D	40	39,800	-10%	0%	35,820	16,300	C or Better
NW 25th Street between NW 114th Avenue and NW 112th Avenue	4U	D	40	39,800	-10%	-5%	33,830	17,800	C or Better
NW 25th Street, W of NW 107th Avenue	4U	D	40	39,800	-10%	-5%	33,830	21,500	C or Better
NW 122nd Avenue, S of SW 6th Street	2U	D	30	14,800	-10%	-20%	10,360	3,800	C or Better

Table 3-7: Static Link Analysis for AADT Volumes, Base Year (2013)

Appendix A

Mile Post Diagram and Crash Summary Tables

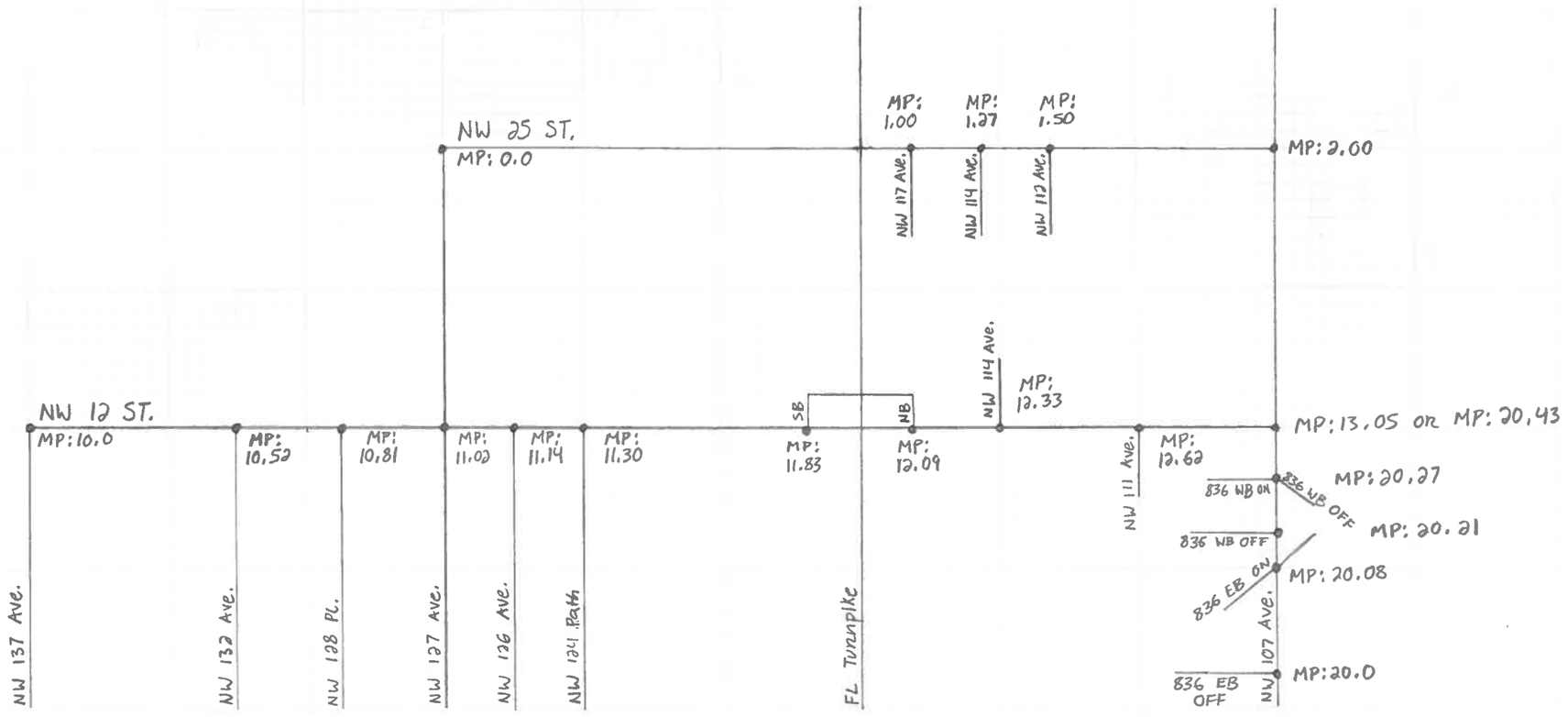
Gannett Fleming

SUBJECT 056250 - Truck Feasibility Study

BY I.J. DATE CHKD. BY DATE 01/10/14

SHEET NO. #1 OF #1

JOB NO.



Crash Summary Tables for NW 12th Street from NW 137th Avenue (MP 10.000) to NW 107th Avenue (MP 13.050)

Type	2009	2010	2011	2012	4-Year Total Crashes	Mean Crashes per Year	%
All Other	0	0	1	1	2	0.5	2.02%
Angle	2	5	2	8	17	4.25	17.17%
Coll. w/ Fixed Object Above Road	5	2	4	6	17	4.25	17.17%
Guardrail	0	1	0	0	1	0.25	1.01%
Left Turn	2	7	4	3	16	4	16.16%
Median Crossover	1	0	2	0	3	0.75	3.03%
Overturned	0	1	2	0	3	0.75	3.03%
Rear-End	6	12	5	5	28	7	28.28%
Right Turn	0	4		0	4	1	4.04%
Sideswipe	5	1	2	0	8	2	8.08%
Grand Total	**21**	**33**	**22**	**23**	**99**	**24.75**	**100.00%**

Type	2009	2010	2011	2012	Grand Total
Property Damage	14	23	12	14	63
Injury	6	10	9	8	33
Fatal	1		1	1	3
Grand Total	**21**	**33**	**22**	**23**	**99**

Lighting Conditions	2009	2010	2011	2012	Grand Total
Day	13	21	17	15	66
Night	8	12	5	8	33
Grand Total	**21**	**33**	**22**	**23**	**99**

Pavement Conditions	2009	2010	2011	2012	Grand Total
Dry	17	22	19	19	77
Wet	4	11	3	4	22
Grand Total	**21**	**33**	**22**	**23**	**99**

Contributing Cause	2009	2010	2011	2012	Grand Total
Alcohol - Under Influence	0	1	0	0	1
All Other	1		1	1	3
Careless Driving	12	18	11	9	50
Disregarded Traffic Signal	2	1	2	2	7
Driver Distraction				1	1
Driving Wrong Side/Way		1	1		2
Failed to Maintain Equip./Vehicle	1	1			2
Failed to Yield Right-of-Way	1	8	3	6	18
Followed Too Closely	2	1	1		4
Improper Backing				1	1
Improper Lane Change	2	1			3
Improper Passing			1		1
Improper Turn		1	2	3	6
Grand Total	**21**	**33**	**22**	**23**	**99**

MP	2009	2010	2011	2012	Grand Total
9.980		1			1
10.000	1	1		2	4
10.020		1		1	2
10.030	1				1
10.300		1			1
10.520	1		1		2
10.810	1				1
11.000			1	1	2
11.020	3	6	9	9	27
11.040			1		1
11.120				1	1
11.140	1				1

11.240			2		2
11.270	1		1		2
11.300	1	4	2	2	9
11.320	1				1
11.350	1			1	2
11.400			1	1	2
11.460			1		1
11.650				1	1
11.830	1		1	2	4
11.860			1		1
12.090		2		2	4
12.230	2				2
12.300		1			1
12.330	2	3	1		6
12.520		1			1
12.620		3			3
12.640		1			1
12.650	1				1
13.040		1			1
13.050	3	7			10
Grand Total	**21**	**33**	**22**	**23**	**99**

Crash Summary Tables for NW 25th Street from NW 127th Avenue (MP 0.000) to NW 107th Avenue (MP 2.000)

Type	2009	2010	2011	2012	4-Year Total Crashes	Mean Crashes per Year	%
All Other	0	1	0	0	1	0.25	4.17%
Angle	2	2	0	0	4	1	16.67%
Coll. w/ Fixed Object Above Road	2	2	2	1	7	1.75	29.17%
Left Turn	1	2	1	0	4	1	16.67%
Pedestrian	1	1	0	0	2	0.5	8.33%
Rear-End	2	1	0	0	3	0.75	12.50%
Right Turn	0	2	0	0	2	0.5	8.33%
Sideswipe	0	0	1	0	1	0.25	4.17%
Grand Total	**8**	**11**	**4**	**1**	**24**	**6**	**100.00%**

Time	2009	2010	2011	2012	Grand Total
Property Damage	4	8	3		15
Injury	4	3	1	1	9
Fatal	0	0	0	0	0
Grand Total	**8**	**11**	**4**	**1**	**24**

Lighting Conditions	2009	2010	2011	2012	Grand Total
Day	4	10	1	1	16
Night	4	1	3		8
Grand Total	**8**	**11**	**4**	**1**	**24**

Pavement Conditions	2009	2010	2011	2012	Grand Total
Dry	7	7	3		17
Wet	1	4	1	1	7
Grand Total	**8**	**11**	**4**	**1**	**24**

Contributing Cause	2009	2010	2011	2012	Grand Total
All Other		2			2
Careless Driving	4	3	2		9
Disregarded Traffic Signal	1	1			2
Driver Distraction		1			1
Failed to Yield Right-of-Way	2	3			5
Improper Lane Change			1	1	2
Improper Turn		1	1		2
No Improper Driving/Action	1				1
Grand Total	**8**	**11**	**4**	**1**	**24**

MP	2009	2010	2011	2012	Grand Total
0	1	3	3		7
0.04	1				1
0.06		1			1
0.5			1	1	2
0.78	1				1
0.92		1			1
0.94	1	2			3
1	2	1			3
1.5	2	2			4
1.68		1			1
Grand Total	**8**	**11**	**4**	**1**	**24**

Crash Summary Tables for NW 107th Avenue at Eastbound and Westbound SR 836 Off-ramps

Type	2009	2010	2011	2012	4-Year Total Crashes	Mean Crashes per Year	%
Left Turn	2	0	0	0	2	0.5	33.33%
Rear-End	1	1	0	0	2	0.5	33.33%
Right Turn	0	1	0	0	1	0.25	16.67%
Sideswipe	1	0	0	0	1	0.25	16.67%
Grand Total	**5**	**6**	**0**	**0**	**6**	**1.5**	**100.00%**

Severity	2009	2010	2011	2012	Grand Total
Property Damage	1	2	0	0	3
Injury	3	0	0	0	3
Fatal	0	0	0	0	0
Grand Total	**4**	**2**	**0**	**0**	**6**

Lighting Conditions	2009	2010	2011	2012	Grand Total
Day	4	1	0	0	5
Night	0	1	0	0	1
Grand Total	**4**	**2**	**0**	**0**	**6**

Pavement Conditions	2009	2010	2011	2012	Grand Total
Dry	4	2	0	0	6
Wet	0	0	0	0	0
Grand Total	**4**	**2**	**0**	**0**	**6**

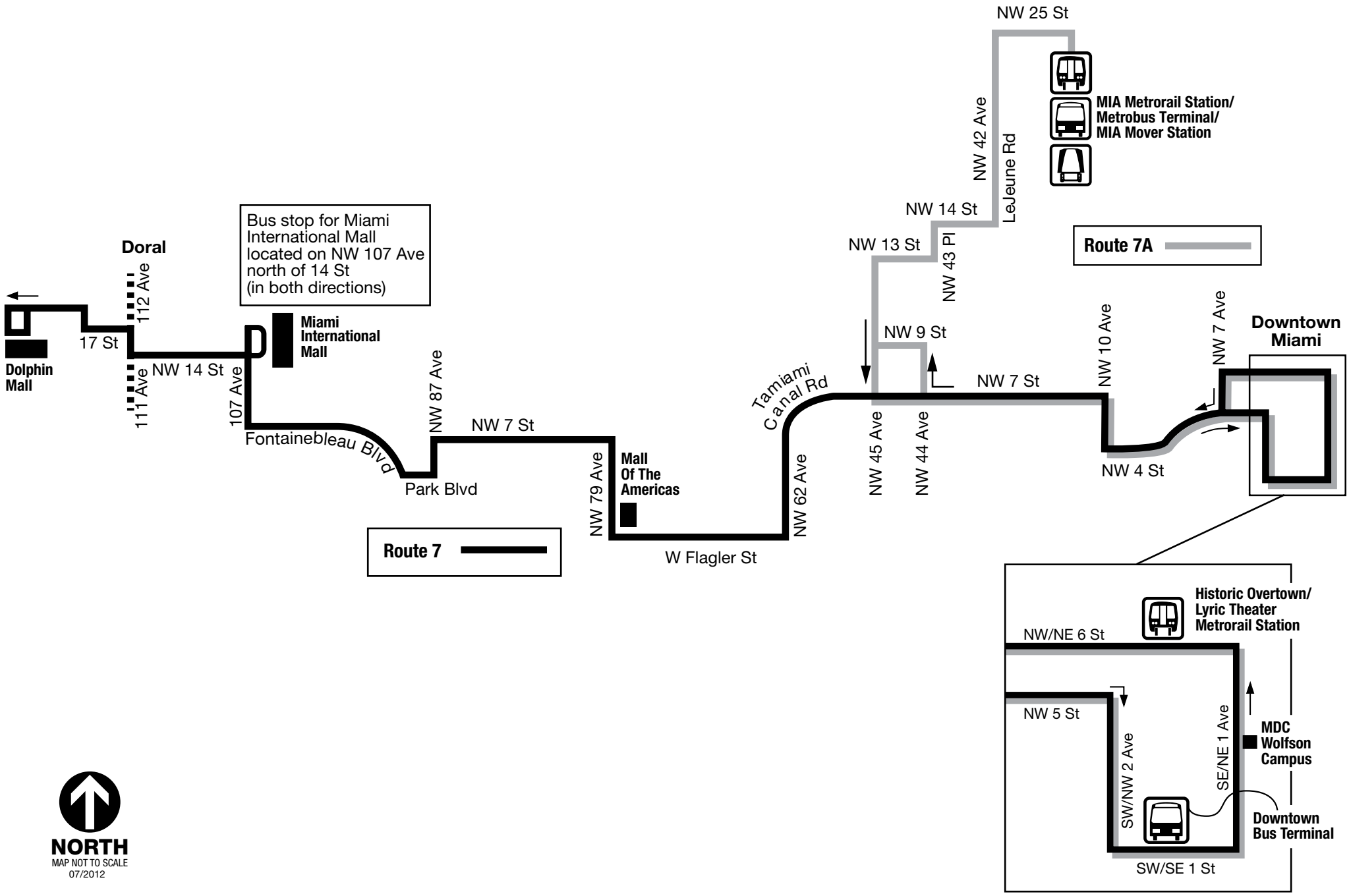
MP	2009	2010	2011	2012	Grand Total
20	1	0	0	0	1
20.27	2	2	0	0	4
20.33	1	0	0	0	1
Grand Total	**4**	**2**	**0**	**0**	**6**

Time	2009	2010	2011	2012	Grand Total
9:00:00 AM	1	0	0	0	1
12:34:00 PM	0	1	0	0	1
1:00:00 PM	1	0	0	0	1
4:00:00 PM	1	0	0	0	1
6:01:00 PM	1	0	0	0	1
6:52:00 PM	0	1	0	0	1
Grand Total	**4**	**2**	**0**	**0**	**6**

Appendix B

Route Schedules

Route 7


NW 25 St
MIA Metrorail Station/
Metrobus Terminal/
MIA Mover Station
NW 42 Ave
LeJeune Rd
NW 14 St
NW 13 St
NW 43 Pl
Route 7A
Bus stop for Miami
International Mall
located on NW 107 Ave
north of 14 St
(in both directions)
Doral
112 Ave
17 St
Miami
International
Mall
Dolphin
Mall
111 Ave
NW 14 St
107 Ave
NW 87 Ave
NW 7 St
Fontainebleau Blvd
Park Blvd
NW 79 Ave
Mall
Of The
Americas
Tamiami
Canal Rd
NW 62 Ave
NW 45 Ave
NW 44 Ave
NW 9 St
NW 7 St
NW 10 Ave
NW 7 Ave
Downtown
Miami
NW 4 St
W Flagler St
Route 7
Historic Overtown/
Lyric Theater
Metrorail Station
NW/NE 6 St
NW 5 St
SW/NW 2 Ave
SE/NE 1 Ave
MDC
Wolfson
Campus
Downtown
Bus Terminal
SW/SE 1 St
NORTH
MAP NOT TO SCALE
07/2012

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

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Service: WEEKDAY **Direction:** EASTBOUND

Dolphin Mall	NW 14 St & 107 Ave	Mall of the Americas	Flager St & 72 Ave	MIA Metrorail Station	NW 7 St & 42 Ave	NW 7 St & 22 Ave	SW 1 St & 1 Ct	Miami Dade College Dwtn. Camp
:	:	04:50AM	04:54AM	:	05:07AM	05:13AM	05:25AM	05:28AM
05:03AM	05:07AM	05:20AM	05:24AM	:	05:37AM	05:43AM	05:55AM	05:58AM
:	:	:	:	05:43AM	05:54AM	06:02AM	06:19AM	06:23AM
05:34AM	05:38AM	05:51AM	05:55AM	:	06:09AM	06:17AM	06:34AM	06:38AM
:	:	:	:	06:11AM	06:24AM	06:32AM	06:49AM	06:53AM
06:03AM	06:08AM	06:24AM	06:28AM	:	06:42AM	06:50AM	07:08AM	07:13AM
:	:	:	:	06:41AM	06:54AM	07:05AM	07:23AM	07:28AM
06:28AM	06:33AM	06:49AM	06:53AM	:	07:09AM	07:20AM	07:38AM	07:43AM
:	:	:	:	07:10AM	07:24AM	07:35AM	07:53AM	07:58AM
06:52AM	06:57AM	07:17AM	07:23AM	:	07:39AM	07:50AM	08:08AM	08:13AM
:	:	:	:	07:40AM	07:54AM	08:05AM	08:23AM	08:28AM
07:21AM	07:27AM	07:47AM	07:53AM	:	08:09AM	08:20AM	08:38AM	08:43AM
:	:	:	:	08:10AM	08:24AM	08:35AM	08:53AM	08:58AM
07:50AM	07:56AM	08:16AM	08:22AM	:	08:38AM	08:49AM	09:07AM	09:13AM
:	:	:	:	08:39AM	08:53AM	09:04AM	09:22AM	09:28AM
08:19AM	08:25AM	08:45AM	08:51AM	:	09:08AM	09:19AM	09:37AM	09:43AM
:	:	:	:	09:09AM	09:23AM	09:34AM	09:52AM	09:58AM
08:57AM	09:03AM	09:21AM	09:26AM	:	09:43AM	09:54AM	10:12AM	10:18AM
:	:	:	:	09:48AM	10:02AM	10:14AM	10:32AM	10:38AM
09:31AM	09:37AM	09:55AM	10:00AM	:	10:17AM	10:29AM	10:47AM	10:53AM
:	:	:	:	10:23AM	10:37AM	10:49AM	11:07AM	11:13AM
10:16AM	10:22AM	10:40AM	10:45AM	:	11:02AM	11:14AM	11:32AM	11:38AM
:	:	:	:	11:08AM	11:22AM	11:34AM	11:52AM	11:58AM
10:56AM	11:02AM	11:20AM	11:25AM	:	11:42AM	11:54AM	12:12PM	12:18PM
:	:	:	:	11:48AM	12:02PM	12:14PM	12:32PM	12:38PM
11:36AM	11:42AM	12:00PM	12:05PM	:	12:22PM	12:34PM	12:52PM	12:58PM

:	:	:	:	12:28PM	12:42PM	12:54PM	01:12PM	01:18PM
12:16PM	12:22PM	12:40PM	12:45PM	:	01:02PM	01:14PM	01:32PM	01:38PM
:	:	:	:	01:08PM	01:22PM	01:34PM	01:52PM	01:58PM
12:51PM	12:57PM	01:15PM	01:20PM	:	01:37PM	01:49PM	02:07PM	02:13PM
:	:	:	:	01:38PM	01:52PM	02:04PM	02:22PM	02:28PM
01:16PM	01:22PM	01:40PM	01:45PM	:	02:02PM	02:14PM	02:32PM	02:38PM
:	:	:	:	02:08PM	02:22PM	02:34PM	02:52PM	02:58PM
01:48PM	01:54PM	02:13PM	02:20PM	:	02:37PM	02:49PM	03:07PM	03:13PM
:	:	:	:	02:38PM	02:52PM	03:04PM	03:22PM	03:28PM
02:16PM	02:23PM	02:42PM	02:49PM	:	03:07PM	03:19PM	03:37PM	03:43PM
:	:	:	:	03:03PM	03:17PM	03:29PM	03:47PM	03:53PM
02:46PM	02:53PM	03:13PM	03:20PM	:	03:38PM	03:50PM	04:08PM	04:13PM
:	:	:	:	03:43PM	03:57PM	04:10PM	04:28PM	04:33PM
03:15PM	03:22PM	03:42PM	03:49PM	:	04:07PM	04:20PM	04:38PM	04:43PM
:	:	:	:	04:06PM	04:22PM	04:35PM	04:53PM	04:58PM
03:44PM	03:51PM	04:11PM	04:19PM	:	04:37PM	04:50PM	05:08PM	05:13PM
:	:	:	:	04:36PM	04:52PM	05:05PM	05:23PM	05:28PM
04:14PM	04:22PM	04:42PM	04:50PM	:	05:08PM	05:20PM	05:38PM	05:43PM
:	:	:	:	05:12PM	05:28PM	05:40PM	05:58PM	06:03PM
04:50PM	04:58PM	05:18PM	05:26PM	:	05:43PM	05:55PM	06:13PM	06:18PM
:	:	:	:	05:51PM	06:07PM	06:19PM	06:33PM	06:38PM
05:38PM	05:46PM	06:06PM	06:12PM	:	06:27PM	06:39PM	06:53PM	06:58PM
:	:	:	:	06:50PM	07:04PM	07:13PM	07:25PM	07:28PM
06:49PM	06:56PM	07:14PM	07:19PM	:	07:34PM	07:43PM	07:55PM	07:58PM
:	:	:	:	07:52PM	08:04PM	08:13PM	08:25PM	08:28PM
07:50PM	07:56PM	08:14PM	08:19PM	:	08:34PM	08:43PM	08:55PM	08:58PM
:	:	:	:	08:54PM	09:06PM	09:13PM	09:25PM	09:28PM
09:01PM	09:07PM	09:21PM	09:25PM	:	09:38PM	09:45PM	09:57PM	10:00PM
09:47PM	09:53PM	10:07PM	10:11PM	:	10:24PM	10:31PM	10:43PM	10:46PM
10:00PM	10:06PM	10:20PM	:	:	:	:	:	:
10:40PM	10:46PM	11:00PM	:	:	:	:	:	:

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Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

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Service: WEEKDAY **Direction:** WESTBOUND

Miami Dade College Dwtn. Camp	Overtown Metrorail Station	NW 7 St & 22 Ave	NW 7 St & 42 Ave	MIA Metrorail Station	Flager St & 72 Ave	Mall of the Americas	NW 14 St & 107 Ave	Dolphin Mall
05:30AM	05:33AM	05:43AM	05:51AM	:	06:05AM	06:10AM	06:22AM	06:27AM
06:00AM	06:03AM	06:16AM	06:27AM	:	06:41AM	06:46AM	06:58AM	07:03AM
06:25AM	06:28AM	06:41AM	06:52AM	:	07:09AM	07:14AM	07:29AM	07:34AM
06:40AM	06:43AM	06:56AM	07:08AM	07:18AM	:	:	:	:
06:55AM	06:58AM	07:11AM	07:23AM	:	07:40AM	07:45AM	08:00AM	08:05AM
07:15AM	07:18AM	07:31AM	07:43AM	07:53AM	:	:	:	:
07:30AM	07:33AM	07:46AM	07:58AM	:	08:15AM	08:20AM	08:35AM	08:40AM
07:45AM	07:48AM	08:01AM	08:13AM	08:23AM	:	:	:	:
08:00AM	08:03AM	08:16AM	08:28AM	:	08:45AM	08:50AM	09:05AM	09:12AM
08:15AM	08:18AM	08:31AM	08:43AM	08:53AM	:	:	:	:
08:30AM	08:33AM	08:46AM	08:58AM	:	09:16AM	09:21AM	09:35AM	09:42AM
08:45AM	08:48AM	09:02AM	09:15AM	09:25AM	:	:	:	:
09:00AM	09:03AM	09:17AM	09:30AM	:	09:48AM	09:53AM	10:09AM	10:16AM
09:15AM	09:18AM	09:32AM	09:45AM	09:55AM	:	:	:	:
09:30AM	09:33AM	09:47AM	10:02AM	:	10:20AM	10:25AM	10:41AM	10:48AM
09:45AM	09:48AM	10:03AM	10:18AM	10:28AM	:	:	:	:
10:00AM	10:03AM	10:18AM	10:33AM	:	10:51AM	10:56AM	11:12AM	11:19AM
10:20AM	10:23AM	10:38AM	10:53AM	11:03AM	:	:	:	:
10:40AM	10:43AM	10:58AM	11:13AM	:	11:31AM	11:36AM	11:52AM	11:59AM
10:55AM	10:58AM	11:13AM	11:28AM	11:38AM	:	:	:	:
11:15AM	11:18AM	11:33AM	11:48AM	:	12:06PM	12:11PM	12:27PM	12:34PM
11:40AM	11:43AM	11:58AM	12:13PM	12:23PM	:	:	:	:
12:00PM	12:03PM	12:18PM	12:33PM	:	12:51PM	12:56PM	01:12PM	01:19PM
12:20PM	12:23PM	12:38PM	12:53PM	01:03PM	:	:	:	:
12:40PM	12:43PM	12:58PM	01:13PM	:	01:31PM	01:36PM	01:52PM	01:59PM
01:00PM	01:03PM	01:18PM	01:33PM	01:43PM	:	:	:	:

01:20PM	01:23PM	01:38PM	01:53PM	:	02:11PM	02:16PM	02:32PM	02:39PM
01:40PM	01:43PM	01:58PM	02:14PM	02:24PM	:	:	:	:
02:00PM	02:03PM	02:18PM	02:34PM	:	02:52PM	02:57PM	03:14PM	03:21PM
02:15PM	02:18PM	02:33PM	02:49PM	02:59PM	:	:	:	:
02:30PM	02:33PM	02:48PM	03:04PM	:	03:24PM	03:29PM	03:46PM	03:53PM
02:40PM	02:43PM	02:58PM	03:14PM	03:26PM	:	:	:	:
03:00PM	03:03PM	03:18PM	03:34PM	:	03:54PM	03:59PM	04:16PM	04:23PM
03:15PM	03:18PM	03:33PM	03:49PM	04:01PM	:	:	:	:
03:30PM	03:33PM	03:48PM	04:05PM	:	04:27PM	04:32PM	04:49PM	04:56PM
03:45PM	03:48PM	04:03PM	04:20PM	04:32PM	:	:	:	:
03:55PM	03:58PM	04:13PM	04:30PM	:	04:52PM	04:57PM	05:14PM	05:21PM
04:15PM	04:18PM	04:33PM	04:50PM	05:02PM	:	:	:	:
04:35PM	04:38PM	04:53PM	05:11PM	:	05:32PM	05:37PM	05:54PM	06:01PM
04:45PM	04:48PM	05:03PM	05:21PM	05:33PM	:	:	:	:
05:00PM	05:03PM	05:17PM	05:35PM	:	05:56PM	06:01PM	06:17PM	06:24PM
05:15PM	05:18PM	05:32PM	05:50PM	06:02PM	:	:	:	:
05:30PM	05:33PM	05:47PM	06:05PM	:	06:22PM	06:27PM	06:43PM	06:50PM
05:45PM	05:48PM	06:02PM	06:17PM	06:29PM	:	:	:	:
06:05PM	06:08PM	06:21PM	06:36PM	:	06:53PM	06:58PM	07:14PM	07:21PM
06:20PM	06:23PM	06:36PM	06:51PM	07:03PM	:	:	:	:
06:40PM	06:43PM	06:56PM	07:11PM	:	07:27PM	07:32PM	07:47PM	07:54PM
07:00PM	07:03PM	07:15PM	07:25PM	07:36PM	:	:	:	:
07:30PM	07:33PM	07:45PM	07:55PM	:	08:11PM	08:16PM	08:31PM	08:38PM
08:00PM	08:03PM	08:15PM	08:25PM	08:36PM	:	:	:	:
08:30PM	08:33PM	08:45PM	08:55PM	:	09:11PM	09:15PM	09:27PM	09:34PM
09:00PM	09:03PM	09:13PM	09:21PM	:	09:35PM	09:39PM	09:51PM	09:58PM
09:40PM	09:43PM	09:53PM	10:01PM	:	10:15PM	10:19PM	10:31PM	10:38PM

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MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

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Service: SATURDAY **Direction:** EASTBOUND

Dolphin Mall	NW 14 St & 107 Ave	Mall of the Americas	Flager St & 72 Ave	MIA Metrorail Station	NW 7 St & 42 Ave	NW 7 St & 22 Ave	SW 1 St & 1 Ct	Miami Dade College Dwtn. Camp
:	:	:	:	05:51AM	06:02AM	06:10AM	06:23AM	06:28AM
:	:	:	:	06:16AM	06:27AM	06:35AM	06:48AM	06:53AM
:	:	:	:	06:44AM	06:55AM	07:05AM	07:18AM	07:23AM
06:44AM	06:49AM	07:05AM	07:10AM	:	07:25AM	07:35AM	07:48AM	07:53AM
:	:	:	:	07:43AM	07:55AM	08:05AM	08:18AM	08:23AM
07:28AM	07:34AM	07:50AM	07:55AM	:	08:10AM	08:20AM	08:33AM	08:38AM
:	:	:	:	08:18AM	08:30AM	08:40AM	08:53AM	08:58AM
08:08AM	08:14AM	08:30AM	08:35AM	:	08:50AM	09:00AM	09:13AM	09:18AM
:	:	:	:	08:58AM	09:10AM	09:20AM	09:33AM	09:38AM
08:48AM	08:54AM	09:10AM	09:15AM	:	09:30AM	09:40AM	09:53AM	09:58AM
:	:	:	:	09:37AM	09:49AM	09:59AM	10:13AM	10:18AM
09:27AM	09:33AM	09:49AM	09:54AM	:	10:09AM	10:19AM	10:33AM	10:38AM
:	:	:	:	10:17AM	10:29AM	10:39AM	10:53AM	10:58AM
10:06AM	10:13AM	10:29AM	10:34AM	:	10:49AM	10:59AM	11:13AM	11:18AM
:	:	:	:	10:57AM	11:09AM	11:19AM	11:33AM	11:38AM
10:46AM	10:53AM	11:09AM	11:14AM	:	11:29AM	11:39AM	11:53AM	11:58AM
:	:	:	:	11:37AM	11:49AM	11:59AM	12:13PM	12:18PM
11:26AM	11:33AM	11:49AM	11:54AM	:	12:09PM	12:19PM	12:33PM	12:38PM
:	:	:	:	12:17PM	12:29PM	12:39PM	12:53PM	12:58PM
12:06PM	12:13PM	12:29PM	12:34PM	:	12:49PM	12:59PM	01:13PM	01:18PM
:	:	:	:	12:57PM	01:09PM	01:19PM	01:33PM	01:38PM
12:46PM	12:53PM	01:09PM	01:14PM	:	01:29PM	01:39PM	01:53PM	01:58PM
:	:	:	:	01:37PM	01:49PM	01:59PM	02:13PM	02:18PM
01:26PM	01:33PM	01:49PM	01:54PM	:	02:09PM	02:19PM	02:33PM	02:38PM
:	:	:	:	02:17PM	02:29PM	02:39PM	02:53PM	02:58PM
02:06PM	02:13PM	02:29PM	02:34PM	:	02:49PM	02:59PM	03:13PM	03:18PM

:	:	:	:	02:56PM	03:09PM	03:19PM	03:33PM	03:38PM
02:47PM	02:54PM	03:10PM	03:15PM	:	03:29PM	03:39PM	03:53PM	03:58PM
:	:	:	:	03:36PM	03:49PM	03:59PM	04:13PM	04:18PM
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:	:	:	:	05:46PM	05:59PM	06:09PM	06:23PM	06:28PM
05:52PM	05:59PM	06:15PM	06:20PM	:	06:34PM	06:44PM	06:58PM	07:03PM
:	:	:	:	06:56PM	07:09PM	07:17PM	07:29PM	07:33PM
06:56PM	07:03PM	07:18PM	07:22PM	:	07:34PM	07:42PM	07:54PM	07:58PM
07:26PM	07:33PM	07:48PM	07:52PM	:	08:04PM	08:12PM	08:24PM	08:28PM
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09:05PM	09:11PM	09:25PM	:	:	:	:	:	:
10:00PM	10:06PM	10:20PM	:	:	:	:	:	:

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(http://www.centerdigitalgov.com/survey/88/2012)

MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

Back to previous page *(javascript: history.go(-1))*

Service: SATURDAY **Direction:** WESTBOUND

Miami Dade College Dwtn. Camp	Overtown Metrorail Station	NW 7 St & 22 Ave	NW 7 St & 42 Ave	MIA Metrorail Station	Flager St & 72 Ave	Mall of the Americas	NW 14 St & 107 Ave	Dolphin Mall
06:30AM	06:33AM	06:45AM	06:54AM	:	07:12AM	07:17AM	07:28AM	07:34AM
06:55AM	06:58AM	07:10AM	07:22AM	07:33AM	:	:	:	:
07:25AM	07:28AM	07:40AM	07:52AM	:	08:10AM	08:15AM	08:26AM	08:32AM
07:55AM	07:58AM	08:10AM	08:22AM	08:33AM	:	:	:	:
08:25AM	08:28AM	08:40AM	08:52AM	:	09:10AM	09:15AM	09:26AM	09:32AM
08:40AM	08:43AM	08:55AM	09:07AM	09:18AM	:	:	:	:
09:00AM	09:03AM	09:15AM	09:27AM	:	09:45AM	09:50AM	10:04AM	10:09AM
09:20AM	09:23AM	09:35AM	09:47AM	09:58AM	:	:	:	:
09:40AM	09:43AM	09:55AM	10:08AM	:	10:26AM	10:32AM	10:46AM	10:51AM
10:00AM	10:03AM	10:18AM	10:31AM	10:42AM	:	:	:	:
10:20AM	10:23AM	10:38AM	10:51AM	:	11:09AM	11:15AM	11:29AM	11:34AM
10:40AM	10:43AM	10:58AM	11:11AM	11:22AM	:	:	:	:
11:00AM	11:03AM	11:18AM	11:31AM	:	11:49AM	11:55AM	12:09PM	12:14PM
11:20AM	11:23AM	11:38AM	11:51AM	12:02PM	:	:	:	:
11:40AM	11:43AM	11:58AM	12:11PM	:	12:29PM	12:35PM	12:49PM	12:54PM
12:00PM	12:03PM	12:18PM	12:31PM	12:42PM	:	:	:	:
12:20PM	12:23PM	12:38PM	12:51PM	:	01:09PM	01:15PM	01:29PM	01:34PM
12:40PM	12:43PM	12:58PM	01:11PM	01:22PM	:	:	:	:
01:00PM	01:03PM	01:18PM	01:31PM	:	01:49PM	01:55PM	02:09PM	02:14PM
01:20PM	01:23PM	01:38PM	01:51PM	02:02PM	:	:	:	:
01:40PM	01:43PM	01:58PM	02:11PM	:	02:29PM	02:35PM	02:49PM	02:54PM
02:00PM	02:03PM	02:18PM	02:31PM	02:42PM	:	:	:	:
02:20PM	02:23PM	02:38PM	02:51PM	:	03:09PM	03:15PM	03:29PM	03:34PM
02:40PM	02:43PM	02:58PM	03:11PM	03:23PM	:	:	:	:
03:00PM	03:03PM	03:18PM	03:31PM	:	03:49PM	03:55PM	04:09PM	04:14PM
03:20PM	03:23PM	03:38PM	03:51PM	04:03PM	:	:	:	:

03:40PM	03:43PM	03:58PM	04:11PM	:	04:29PM	04:35PM	04:49PM	04:54PM
04:00PM	04:03PM	04:18PM	04:31PM	04:43PM	:	:	:	:
04:20PM	04:23PM	04:38PM	04:51PM	:	05:09PM	05:15PM	05:29PM	05:34PM
04:40PM	04:43PM	04:58PM	05:11PM	05:23PM	:	:	:	:
05:00PM	05:03PM	05:18PM	05:31PM	:	05:49PM	05:55PM	06:09PM	06:14PM
05:20PM	05:23PM	05:38PM	05:51PM	06:03PM	:	:	:	:
05:40PM	05:43PM	05:58PM	06:11PM	:	06:29PM	06:35PM	06:49PM	06:54PM
06:00PM	06:03PM	06:18PM	06:31PM	06:43PM	:	:	:	:
06:30PM	06:33PM	06:48PM	07:01PM	:	07:13PM	07:17PM	07:33PM	07:38PM
07:05PM	07:08PM	07:19PM	07:28PM	:	07:40PM	07:44PM	08:00PM	08:05PM
07:35PM	07:38PM	07:49PM	07:58PM	08:09PM	:	:	:	:
08:00PM	08:03PM	08:14PM	08:23PM	:	08:35PM	08:39PM	08:55PM	09:00PM
09:00PM	09:03PM	09:13PM	09:21PM	:	09:33PM	09:37PM	09:49PM	09:54PM

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MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

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Service: SUNDAY **Direction:** EASTBOUND

Dolphin Mall	NW 14 St & 107 Ave	Mall of the Americas	Flager St & 72 Ave	MIA Metrorail Station	NW 7 St & 42 Ave	NW 7 St & 22 Ave	SW 1 St & 1 Ct	Miami Dade College Dwtn. Camp
:	:	:	:	:	:	:	06:23AM	06:28AM
:	:	:	:	06:21AM	06:32AM	06:40AM	06:53AM	06:58AM
06:23AM	06:28AM	06:42AM	06:46AM	:	07:00AM	07:10AM	07:23AM	07:28AM
:	:	:	:	07:19AM	07:30AM	07:40AM	07:53AM	07:58AM
07:20AM	07:26AM	07:41AM	07:46AM	:	08:00AM	08:10AM	08:23AM	08:28AM
:	:	:	:	08:19AM	08:30AM	08:40AM	08:53AM	08:58AM
08:20AM	08:26AM	08:41AM	08:46AM	:	09:00AM	09:10AM	09:23AM	09:28AM
:	:	:	:	09:19AM	09:30AM	09:40AM	09:53AM	09:58AM
09:09AM	09:15AM	09:30AM	09:35AM	:	09:49AM	09:59AM	10:13AM	10:18AM
:	:	:	:	09:57AM	10:09AM	10:19AM	10:33AM	10:38AM
09:49AM	09:55AM	10:11AM	10:16AM	:	10:29AM	10:39AM	10:53AM	10:58AM
:	:	:	:	10:37AM	10:49AM	10:59AM	11:13AM	11:18AM
10:28AM	10:35AM	10:51AM	10:56AM	:	11:09AM	11:19AM	11:33AM	11:38AM
:	:	:	:	11:17AM	11:29AM	11:39AM	11:53AM	11:58AM
11:08AM	11:15AM	11:31AM	11:36AM	:	11:49AM	11:59AM	12:13PM	12:18PM
:	:	:	:	11:57AM	12:09PM	12:19PM	12:33PM	12:38PM
11:48AM	11:55AM	12:11PM	12:16PM	:	12:29PM	12:39PM	12:53PM	12:58PM
:	:	:	:	12:37PM	12:49PM	12:59PM	01:13PM	01:18PM
12:28PM	12:35PM	12:51PM	12:56PM	:	01:09PM	01:19PM	01:33PM	01:38PM
:	:	:	:	01:17PM	01:29PM	01:39PM	01:53PM	01:58PM
01:08PM	01:15PM	01:31PM	01:36PM	:	01:49PM	01:59PM	02:13PM	02:18PM
:	:	:	:	01:57PM	02:09PM	02:19PM	02:33PM	02:38PM
01:48PM	01:55PM	02:11PM	02:16PM	:	02:29PM	02:39PM	02:53PM	02:58PM
:	:	:	:	02:37PM	02:49PM	02:59PM	03:13PM	03:18PM
02:29PM	02:36PM	02:52PM	02:57PM	:	03:10PM	03:19PM	03:33PM	03:38PM
:	:	:	:	03:18PM	03:30PM	03:39PM	03:53PM	03:58PM
03:09PM	03:16PM	03:32PM	03:37PM	:	03:50PM	03:59PM	04:13PM	04:18PM

:	:	:	:	03:58PM	04:10PM	04:19PM	04:33PM	04:38PM
03:49PM	03:56PM	04:12PM	04:17PM	:	04:30PM	04:39PM	04:53PM	04:58PM
:	:	:	:	04:38PM	04:50PM	04:59PM	05:13PM	05:18PM
04:29PM	04:36PM	04:52PM	04:57PM	:	05:10PM	05:19PM	05:33PM	05:38PM
:	:	:	:	05:28PM	05:40PM	05:49PM	06:03PM	06:08PM
05:29PM	05:36PM	05:52PM	05:57PM	:	06:10PM	06:19PM	06:33PM	06:38PM
:	:	:	:	06:29PM	06:41PM	06:50PM	07:04PM	07:08PM
06:34PM	06:41PM	06:57PM	07:02PM	:	07:14PM	07:22PM	07:34PM	07:38PM
06:55PM	07:02PM	07:17PM	:	:	:	:	:	:
:	:	:	:	07:58PM	08:09PM	08:17PM	08:29PM	08:33PM
07:50PM	07:57PM	08:12PM	:	:	:	:	:	:
08:45PM	08:52PM	09:07PM	:	:	:	:	:	:
09:35PM	09:41PM	09:54PM	:	:	:	:	:	:

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MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

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Service: SUNDAY **Direction:** WESTBOUND

Miami Dade College Dwtn. Camp	Overtown Metrorail Station	NW 7 St & 22 Ave	NW 7 St & 42 Ave	MIA Metrorail Station	Flager St & 72 Ave	Mall of the Americas	NW 14 St & 107 Ave	Dolphin Mall
06:30AM	06:33AM	06:44AM	06:53AM	07:04AM	:	:	:	:
07:00AM	07:03AM	07:16AM	07:27AM	:	07:43AM	07:48AM	08:00AM	08:06AM
07:30AM	07:33AM	07:46AM	07:57AM	08:06AM	:	:	:	:
08:00AM	08:03AM	08:16AM	08:27AM	:	08:43AM	08:48AM	09:00AM	09:06AM
08:30AM	08:33AM	08:46AM	08:57AM	09:06AM	:	:	:	:
09:00AM	09:03AM	09:16AM	09:27AM	:	09:43AM	09:48AM	10:01AM	10:08AM
09:30AM	09:33AM	09:46AM	09:57AM	10:07AM	:	:	:	:
10:00AM	10:03AM	10:16AM	10:28AM	:	10:44AM	10:50AM	11:03AM	11:10AM
10:20AM	10:23AM	10:36AM	10:48AM	10:58AM	:	:	:	:
10:40AM	10:43AM	10:56AM	11:08AM	:	11:24AM	11:30AM	11:43AM	11:50AM
11:00AM	11:03AM	11:16AM	11:28AM	11:38AM	:	:	:	:
11:20AM	11:23AM	11:36AM	11:48AM	:	12:04PM	12:10PM	12:23PM	12:30PM
11:40AM	11:43AM	11:56AM	12:08PM	12:18PM	:	:	:	:
12:00PM	12:03PM	12:16PM	12:28PM	:	12:44PM	12:50PM	01:03PM	01:10PM
12:20PM	12:23PM	12:36PM	12:48PM	12:58PM	:	:	:	:
12:40PM	12:43PM	12:56PM	01:08PM	:	01:24PM	01:30PM	01:43PM	01:50PM
01:00PM	01:03PM	01:16PM	01:28PM	01:38PM	:	:	:	:
01:20PM	01:23PM	01:36PM	01:48PM	:	02:04PM	02:10PM	02:23PM	02:30PM
01:40PM	01:43PM	01:56PM	02:08PM	02:18PM	:	:	:	:
02:00PM	02:03PM	02:16PM	02:28PM	:	02:44PM	02:50PM	03:03PM	03:10PM
02:20PM	02:23PM	02:36PM	02:48PM	02:58PM	:	:	:	:
02:40PM	02:43PM	02:56PM	03:08PM	:	03:24PM	03:30PM	03:43PM	03:50PM
03:00PM	03:03PM	03:16PM	03:28PM	03:39PM	:	:	:	:
03:20PM	03:23PM	03:36PM	03:48PM	:	04:04PM	04:10PM	04:23PM	04:30PM
03:40PM	03:43PM	03:56PM	04:08PM	04:19PM	:	:	:	:
04:00PM	04:03PM	04:16PM	04:28PM	:	04:44PM	04:50PM	05:03PM	05:10PM
04:20PM	04:23PM	04:36PM	04:48PM	04:59PM	.	:	:	.

04:40PM	04:43PM	04:56PM	05:08PM	:	05:24PM	05:30PM	05:43PM	05:50PM
05:00PM	05:03PM	05:16PM	05:28PM	:	05:44PM	05:50PM	06:03PM	06:10PM
05:20PM	05:23PM	05:36PM	05:48PM	05:59PM	:	:	:	:
05:40PM	05:43PM	05:56PM	06:08PM	:	06:24PM	06:30PM	06:43PM	06:50PM
06:10PM	06:13PM	06:26PM	06:38PM	06:49PM	:	:	:	:
06:40PM	06:43PM	06:56PM	07:08PM	:	07:22PM	07:26PM	07:38PM	07:45PM
07:10PM	07:13PM	07:24PM	07:33PM	07:43PM	:	:	:	:
07:40PM	07:43PM	07:54PM	08:03PM	:	08:17PM	08:21PM	08:33PM	08:40PM
08:35PM	08:38PM	08:49PM	08:58PM	:	09:12PM	09:16PM	09:25PM	09:30PM

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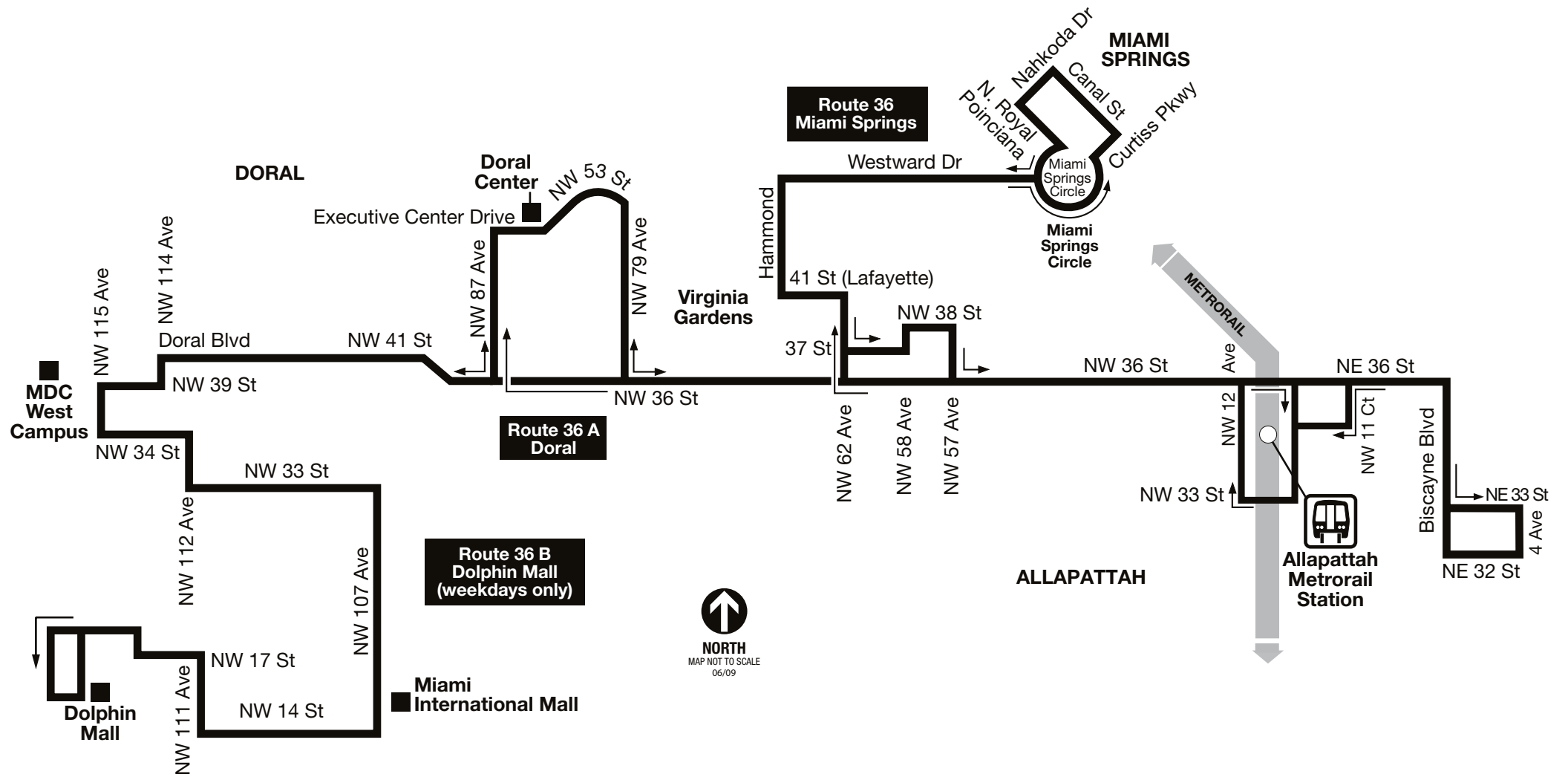
MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER

Route 36


Route 36
Miami Springs
MIAMI
SPRINGS
Nahkoda Dr
Canal St
N. Royal
Poinciana
Curtiss Pkwy
Miami
Springs
Circle
Miami
Springs
Circle
Westward Dr
Hammond
41 St (Lafayette)
NW 38 St
37 St
METRORAIL
DORAL
Doral
Center
NW 53 St
Executive Center Drive
NW 87 Ave
NW 79 Ave
Virginia
Gardens
NW 115 Ave
NW 114 Ave
Doral Blvd
NW 41 St
NW 39 St
MDC
West
Campus
NW 34 St
NW 36 St
Route 36 A
Doral
NW 62 Ave
NW 58 Ave
NW 57 Ave
NW 36 St
NW 12
Ave
NE 36 St
NW 11 Ct
Biscayne Blvd
NE 33 St
4 Ave
NE 32 St
NW 33 St
Allapattah
Metrorail
Station
ALLAPATTAH
NW 33 St
NW 112 Ave
NW 107 Ave
Route 36 B
Dolphin Mall
(weekdays only)
NORTH
MAP NOT TO SCALE
06/09
NW 17 St
NW 111 Ave
NW 14 St
Dolphin
Mall
Miami
International Mall

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

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Service: WEEKDAY **Direction:** EASTBOUND

Dolphin Mall	MDC West Campus	NW 41 St & 107 Ave	NW 53 ST & 87 Ave	Miami Springs Cr & N. Royal	NW 36 St & 57 Ave	NW 36 St & 42 Ave	NW 36 St & 33 Ave	NW 36 St & 32 Ave	NW 36 St & 27 Ave	Allapattah Metrorail Station	NE 36 St & Biscayne Blvd	Bisc. Blvd & NE 33rd Street
:	:	:	05:35AM	:	05:48AM	05:52AM	05:55AM	05:56AM	05:58AM	06:06AM	06:15AM	06:16AM
:	:	:	:	05:51AM	06:02AM	06:07AM	06:11AM	06:12AM	06:14AM	06:22AM	06:31AM	06:32AM
:	:	:	06:10AM	:	06:25AM	06:30AM	06:34AM	06:35AM	06:37AM	06:45AM	06:54AM	06:55AM
:	:	:	:	06:31AM	06:42AM	06:47AM	06:51AM	06:52AM	06:54AM	07:03AM	07:14AM	07:15AM
06:18AM	06:30AM	06:36AM	06:45AM	:	07:00AM	07:07AM	07:11AM	07:12AM	07:14AM	07:23AM	07:34AM	07:35AM
:	:	:	07:05AM	:	07:20AM	07:27AM	07:31AM	07:32AM	07:34AM	07:43AM	07:54AM	07:55AM
:	:	:	:	07:29AM	07:40AM	07:47AM	07:51AM	07:52AM	07:54AM	08:03AM	08:14AM	08:15AM
07:12AM	07:26AM	07:33AM	07:44AM	:	08:00AM	08:07AM	08:11AM	08:12AM	08:14AM	08:23AM	08:34AM	08:35AM
:	:	:	08:04AM	:	08:20AM	08:27AM	08:31AM	08:32AM	08:34AM	08:43AM	08:54AM	08:55AM
:	:	:	:	08:29AM	08:40AM	08:47AM	08:51AM	08:52AM	08:54AM	09:03AM	09:14AM	09:15AM
08:22AM	08:36AM	08:43AM	08:54AM	:	09:10AM	09:17AM	09:21AM	09:22AM	09:24AM	09:33AM	09:44AM	09:45AM
:	:	:	:	09:24AM	09:35AM	09:42AM	09:46AM	09:47AM	09:49AM	09:58AM	10:09AM	10:10AM
09:20AM	09:33AM	09:39AM	09:49AM	:	10:05AM	10:12AM	10:16AM	10:17AM	10:19AM	10:28AM	10:39AM	10:40AM
:	:	:	:	10:24AM	10:35AM	10:42AM	10:46AM	10:47AM	10:49AM	10:58AM	11:09AM	11:10AM
10:20AM	10:33AM	10:39AM	10:49AM	:	11:05AM	11:12AM	11:16AM	11:17AM	11:19AM	11:28AM	11:39AM	11:40AM
:	:	:	:	11:24AM	11:35AM	11:42AM	11:46AM	11:47AM	11:49AM	11:58AM	12:09PM	12:10PM
11:30AM	11:43AM	11:49AM	11:59AM	:	12:15PM	12:22PM	12:26PM	12:27PM	12:29PM	12:38PM	12:49PM	12:50PM
:	:	:	:	12:34PM	12:45PM	12:52PM	12:56PM	12:57PM	12:59PM	01:08PM	01:19PM	01:20PM
12:30PM	12:43PM	12:49PM	12:59PM	:	01:15PM	01:22PM	01:26PM	01:27PM	01:29PM	01:38PM	01:49PM	01:50PM
:	:	:	:	01:39PM	01:50PM	01:57PM	02:01PM	02:02PM	02:04PM	02:13PM	02:24PM	02:25PM
01:35PM	01:48PM	01:54PM	02:04PM	:	02:20PM	02:27PM	02:31PM	02:32PM	02:34PM	02:43PM	02:54PM	02:55PM
:	:	:	:	02:39PM	02:50PM	02:57PM	03:01PM	03:02PM	03:04PM	03:13PM	03:25PM	03:26PM
:	:	:	02:44PM	:	03:01PM	03:08PM	03:12PM	03:13PM	03:15PM	03:24PM	03:36PM	03:37PM
02:39PM	02:52PM	02:58PM	03:09PM	:	03:26PM	03:33PM	03:37PM	03:38PM	03:40PM	03:49PM	04:01PM	04:02PM
:	:	:	:	03:39PM	03:51PM	03:58PM	04:02PM	04:03PM	04:05PM	04:14PM	04:26PM	04:27PM
:	:	:	03:52PM	:	04:09PM	04:18PM	04:22PM	04:23PM	04:25PM	04:34PM	04:46PM	04:47PM
03:37PM	03:52PM	03:59PM	04:10PM	:	04:27PM	04:36PM	04:40PM	04:41PM	04:43PM	04:52PM	05:04PM	05:05PM
:	:	:	:	04:35PM	04:47PM	04:56PM	05:00PM	05:01PM	05:03PM	05:12PM	05:24PM	05:25PM

:	:	:	04:50PM	:	05:07PM	05:16PM	05:20PM	05:21PM	05:23PM	05:32PM	05:44PM	05:45PM
04:37PM	04:52PM	04:59PM	05:10PM	:	05:27PM	05:36PM	05:40PM	05:41PM	05:43PM	05:52PM	06:04PM	06:05PM
:	:	:	:	05:35PM	05:47PM	05:56PM	06:00PM	06:01PM	06:03PM	06:11PM	06:21PM	06:22PM
:	:	:	05:50PM	:	06:07PM	06:16PM	06:20PM	06:21PM	06:23PM	06:31PM	06:41PM	06:42PM
05:37PM	05:52PM	05:59PM	06:10PM	:	06:27PM	06:36PM	06:40PM	06:41PM	06:43PM	06:51PM	07:01PM	07:02PM
:	:	:	:	06:22PM	06:34PM	06:43PM	06:47PM	06:48PM	:	:	:	:
:	:	:	06:44PM	:	07:01PM	07:07PM	07:11PM	07:12PM	07:14PM	07:20PM	07:29PM	07:30PM
06:36PM	06:51PM	06:58PM	07:08PM	:	07:23PM	07:29PM	07:33PM	07:34PM	07:36PM	07:42PM	07:51PM	07:52PM
:	:	:	:	07:28PM	07:38PM	07:44PM	07:48PM	07:49PM	07:51PM	07:57PM	08:06PM	08:07PM
07:35PM	07:49PM	07:54PM	08:04PM	:	08:17PM	08:21PM	08:25PM	08:26PM	08:28PM	08:34PM	08:43PM	08:44PM
:	:	:	:	08:31PM	08:40PM	08:44PM	08:48PM	08:49PM	08:51PM	08:57PM	09:06PM	09:07PM
08:22PM	08:34PM	08:39PM	08:48PM	:	09:01PM	09:05PM	09:09PM	09:10PM	:	:	:	:
:	:	:	09:14PM	:	09:27PM	09:31PM	09:35PM	09:36PM	09:38PM	09:44PM	09:53PM	09:54PM

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MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

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Service: WEEKDAY **Direction:** WESTBOUND

Bisc. Blvd & NE 33rd Street	NE 36 St & Biscayne Blvd	Allapattah Metrorail Station	NW 36 St & 27 Ave	NW 36 St & 32 Ave	NW 36 St & 33 Ave	NW 36 St & 42 Ave	NW 36 St & 57 Ave	Miami Springs Cr & N. Royal	NW 36 St & 82 Ave	NW 53 ST & 87 Ave	NW 41 St & 107 Ave	MDC West Campus	Dolphin Mall
05:05AM	05:07AM	05:14AM	05:21AM	05:23AM	05:24AM	05:29AM	05:31AM	:	:	05:44AM	05:52AM	05:54AM	06:05AM
05:25AM	05:27AM	05:34AM	05:41AM	05:43AM	05:44AM	05:49AM	05:51AM	06:00AM	:	:	:	:	:
05:45AM	05:47AM	05:54AM	06:02AM	06:04AM	06:05AM	06:10AM	06:14AM	:	:	06:29AM	06:39AM	06:42AM	06:53AM
06:05AM	06:07AM	06:17AM	06:25AM	06:27AM	06:28AM	06:33AM	06:37AM	:	06:48AM	06:52AM	:	:	:
06:25AM	06:27AM	06:37AM	06:45AM	06:47AM	06:48AM	06:53AM	06:57AM	07:07AM	:	:	:	:	:
06:35AM	06:37AM	06:47AM	06:55AM	06:57AM	06:58AM	07:04AM	07:08AM	:	07:19AM	07:23AM	:	:	:
06:45AM	06:47AM	06:57AM	07:06AM	07:08AM	07:09AM	07:15AM	07:19AM	:	:	07:34AM	07:45AM	07:49AM	08:03AM
07:05AM	07:07AM	07:18AM	07:27AM	07:29AM	07:30AM	07:36AM	07:40AM	:	07:51AM	07:55AM	:	:	:
07:27AM	07:29AM	07:40AM	07:49AM	07:51AM	07:52AM	07:58AM	08:02AM	08:13AM	:	:	:	:	:
07:47AM	07:49AM	08:00AM	08:09AM	08:11AM	08:12AM	08:18AM	08:22AM	:	:	08:38AM	08:50AM	08:54AM	09:08AM
08:07AM	08:09AM	08:20AM	08:29AM	08:31AM	08:32AM	08:38AM	08:42AM	:	08:54AM	08:58AM	:	:	:
08:27AM	08:29AM	08:40AM	08:49AM	08:51AM	08:52AM	08:58AM	09:02AM	09:13AM	:	:	:	:	:
08:47AM	08:49AM	09:00AM	09:09AM	09:11AM	09:12AM	09:19AM	09:23AM	:	:	09:39AM	09:51AM	09:55AM	10:08AM
09:07AM	09:09AM	09:20AM	09:29AM	09:31AM	09:32AM	09:39AM	09:43AM	:	09:54AM	09:58AM	:	:	:
09:27AM	09:29AM	09:40AM	09:49AM	09:51AM	09:52AM	09:59AM	10:03AM	10:14AM	:	:	:	:	:
09:55AM	09:57AM	10:08AM	10:17AM	10:19AM	10:20AM	10:27AM	10:31AM	:	:	10:47AM	10:59AM	11:03AM	11:16AM
10:25AM	10:27AM	10:38AM	10:47AM	10:49AM	10:50AM	10:57AM	11:01AM	11:12AM	:	:	:	:	:
10:55AM	10:57AM	11:08AM	11:17AM	11:19AM	11:20AM	11:27AM	11:31AM	:	:	11:47AM	11:59AM	12:03PM	12:16PM
11:25AM	11:27AM	11:38AM	11:47AM	11:49AM	11:50AM	11:57AM	12:01PM	12:12PM	:	:	:	:	:
11:55AM	11:57AM	12:08PM	12:17PM	12:19PM	12:20PM	12:27PM	12:31PM	:	:	12:48PM	01:00PM	01:04PM	01:17PM
12:25PM	12:27PM	12:38PM	12:47PM	12:49PM	12:50PM	12:57PM	01:01PM	01:12PM	:	:	:	:	:
01:00PM	01:02PM	01:13PM	01:22PM	01:24PM	01:25PM	01:32PM	01:36PM	:	:	01:53PM	02:05PM	02:09PM	02:22PM
01:30PM	01:32PM	01:43PM	01:52PM	01:54PM	01:55PM	02:02PM	02:06PM	02:17PM	:	:	:	:	:
02:00PM	02:02PM	02:13PM	02:22PM	02:24PM	02:25PM	02:32PM	02:36PM	:	:	02:53PM	03:06PM	03:10PM	03:24PM
02:30PM	02:32PM	02:43PM	02:52PM	02:54PM	02:55PM	03:02PM	03:06PM	03:17PM	:	:	:	:	:
02:50PM	02:52PM	03:03PM	03:13PM	03:15PM	03:16PM	03:23PM	03:27PM	:	:	03:44PM	03:57PM	04:01PM	04:15PM
03:15PM	03:17PM	03:28PM	03:38PM	03:40PM	03:41PM	03:48PM	03:52PM	04:03PM	:	:	:	:	:
03:35PM	03:37PM	03:48PM	03:58PM	04:00PM	04:01PM	04:09PM	04:14PM	:	04:27PM	04:32PM	:	:	:
03:55PM	03:57PM	04:08PM	04:18PM	04:20PM	04:21PM	04:29PM	04:34PM	:	:	04:52PM	05:06PM	05:10PM	05:24PM
04:15PM	04:17PM	04:28PM	04:38PM	04:40PM	04:41PM	04:49PM	04:54PM	05:05PM	:	:	:	:	:
04:35PM	04:37PM	04:48PM	04:58PM	05:00PM	05:01PM	05:09PM	05:14PM	:	05:27PM	05:32PM	:	:	:

04:55PM	04:57PM	05:08PM	05:18PM	05:20PM	05:21PM	05:29PM	05:34PM	:	:	05:52PM	06:06PM	06:10PM	06:24PM
05:15PM	05:17PM	05:28PM	05:38PM	05:40PM	05:41PM	05:49PM	05:54PM	06:05PM	:	:	:	:	:
05:35PM	05:37PM	05:48PM	05:58PM	06:00PM	06:01PM	06:09PM	06:13PM	:	06:26PM	06:31PM	:	:	:
05:55PM	05:57PM	06:08PM	06:18PM	06:20PM	06:21PM	06:29PM	06:33PM	:	:	06:51PM	07:04PM	07:08PM	07:20PM
06:25PM	06:27PM	06:38PM	06:48PM	06:50PM	06:51PM	06:59PM	07:03PM	07:12PM	:	:	:	:	:
06:55PM	06:57PM	07:08PM	07:16PM	07:18PM	07:19PM	07:25PM	07:29PM	:	:	07:45PM	07:56PM	08:00PM	08:11PM
07:40PM	07:42PM	07:51PM	07:59PM	08:01PM	08:02PM	08:08PM	08:12PM	08:21PM	:	:	:	:	:
08:25PM	08:27PM	08:36PM	08:43PM	08:45PM	08:46PM	08:52PM	08:56PM	:	09:06PM	09:10PM	:	:	:

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MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER

Route 51
Flagler MAX

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

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Service: WEEKDAY **Direction:** EASTBOUND

SW 8 St & 132 Ave	SW 18 St & 137 Ave	SW 26 St & 122 Ave	Flagler St & 107 Ave	Flager St & 72 Ave	Flagler St & 27 Ave	Government Center Station
05:01AM	05:04AM	05:10AM	05:22AM	05:32AM	05:47AM	05:58AM
05:21AM	05:24AM	05:30AM	05:42AM	05:52AM	06:07AM	06:18AM
05:36AM	05:39AM	05:45AM	05:57AM	06:07AM	06:22AM	06:33AM
05:51AM	05:54AM	06:00AM	06:12AM	06:22AM	06:37AM	06:48AM
06:03AM	06:06AM	06:12AM	06:24AM	06:34AM	06:49AM	07:03AM
06:12AM	06:15AM	06:21AM	06:33AM	06:43AM	07:04AM	07:18AM
06:27AM	06:30AM	06:36AM	06:48AM	06:58AM	07:19AM	07:33AM
06:37AM	06:40AM	06:46AM	06:58AM	07:13AM	07:34AM	07:48AM
06:48AM	06:51AM	06:57AM	07:13AM	07:28AM	07:49AM	08:03AM
06:57AM	07:02AM	07:12AM	07:28AM	07:43AM	08:04AM	08:18AM
07:12AM	07:17AM	07:27AM	07:43AM	07:58AM	08:19AM	08:33AM
07:27AM	07:32AM	07:42AM	07:58AM	08:13AM	08:34AM	08:48AM
07:42AM	07:47AM	07:57AM	08:13AM	08:28AM	08:49AM	09:03AM
07:58AM	08:03AM	08:13AM	08:29AM	08:44AM	09:05AM	09:18AM
08:20AM	08:25AM	08:35AM	08:51AM	09:06AM	09:25AM	09:38AM
08:46AM	08:51AM	09:01AM	09:14AM	09:26AM	09:45AM	09:58AM
09:20AM	09:24AM	09:31AM	09:44AM	09:56AM	10:15AM	10:28AM
09:50AM	09:54AM	10:01AM	10:14AM	10:26AM	10:45AM	10:58AM
10:20AM	10:24AM	10:31AM	10:44AM	10:56AM	11:15AM	11:28AM
10:50AM	10:54AM	11:01AM	11:14AM	11:26AM	11:45AM	11:58AM
11:20AM	11:24AM	11:31AM	11:44AM	11:56AM	12:15PM	12:28PM
11:50AM	11:54AM	12:01PM	12:14PM	12:26PM	12:45PM	12:58PM
12:20PM	12:24PM	12:31PM	12:44PM	12:56PM	01:15PM	01:28PM
12:50PM	12:54PM	01:01PM	01:14PM	01:26PM	01:45PM	01:58PM
01:20PM	01:24PM	01:31PM	01:44PM	01:56PM	02:15PM	02:28PM
01:49PM	01:53PM	02:00PM	02:13PM	02:25PM	02:44PM	02:58PM

02:17PM	02:21PM	02:28PM	02:42PM	02:55PM	03:14PM	03:28PM
02:46PM	02:50PM	02:58PM	03:12PM	03:25PM	03:44PM	03:58PM
03:16PM	03:20PM	03:28PM	03:42PM	03:55PM	04:14PM	04:28PM
03:46PM	03:50PM	03:58PM	04:12PM	04:25PM	04:44PM	04:58PM
04:01PM	04:05PM	04:13PM	04:27PM	04:40PM	04:59PM	05:13PM
04:16PM	04:20PM	04:28PM	04:42PM	04:55PM	05:14PM	05:28PM
04:31PM	04:35PM	04:43PM	04:57PM	05:10PM	05:29PM	05:43PM
04:46PM	04:50PM	04:58PM	05:12PM	05:25PM	05:44PM	05:58PM
05:06PM	05:10PM	05:18PM	05:32PM	05:45PM	06:04PM	06:18PM
05:34PM	05:38PM	05:46PM	06:00PM	06:13PM	06:32PM	06:43PM
06:09PM	06:13PM	06:21PM	06:35PM	06:46PM	07:02PM	07:13PM
06:42PM	06:46PM	06:53PM	07:05PM	07:16PM	07:32PM	07:43PM
07:12PM	07:16PM	07:23PM	07:35PM	07:46PM	08:02PM	08:13PM

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MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

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Service: WEEKDAY **Direction:** WESTBOUND

Government Center Station	Flagler St & 27 Ave	Flager St & 72 Ave	Flagler St & 107 Ave	SW 26 St & 122 Ave	SW 18 St & 137 Ave	SW 8 St & 132 Ave
06:00AM	06:08AM	06:20AM	06:31AM	06:42AM	06:48AM	06:51AM
06:20AM	06:28AM	06:40AM	06:51AM	07:04AM	07:12AM	07:18AM
06:35AM	06:43AM	06:55AM	07:08AM	07:21AM	07:29AM	07:35AM
06:50AM	06:58AM	07:13AM	07:26AM	07:39AM	07:47AM	07:53AM
07:05AM	07:16AM	07:31AM	07:44AM	07:57AM	08:05AM	08:11AM
07:20AM	07:31AM	07:46AM	07:59AM	08:12AM	08:20AM	08:26AM
07:35AM	07:46AM	08:01AM	08:14AM	08:27AM	08:35AM	08:41AM
07:50AM	08:01AM	08:16AM	08:29AM	08:42AM	08:50AM	08:56AM
08:05AM	08:16AM	08:31AM	08:44AM	08:57AM	09:05AM	09:08AM
08:20AM	08:31AM	08:46AM	08:59AM	09:12AM	09:20AM	09:23AM
08:35AM	08:46AM	09:03AM	09:16AM	09:29AM	09:37AM	09:40AM
08:50AM	09:02AM	09:19AM	09:32AM	09:45AM	09:53AM	09:56AM
09:05AM	09:17AM	09:34AM	09:47AM	10:00AM	10:08AM	10:11AM
09:20AM	09:32AM	09:49AM	10:02AM	10:15AM	10:23AM	10:26AM
09:40AM	09:52AM	10:09AM	10:22AM	10:35AM	10:43AM	10:46AM
10:00AM	10:12AM	10:29AM	10:42AM	10:55AM	11:03AM	11:06AM
10:30AM	10:42AM	10:59AM	11:12AM	11:25AM	11:33AM	11:36AM
11:00AM	11:12AM	11:29AM	11:42AM	11:55AM	12:03PM	12:06PM
11:30AM	11:42AM	11:59AM	12:12PM	12:25PM	12:33PM	12:36PM
12:00PM	12:12PM	12:29PM	12:42PM	12:55PM	01:03PM	01:06PM
12:30PM	12:42PM	12:59PM	01:12PM	01:25PM	01:33PM	01:36PM
01:00PM	01:12PM	01:29PM	01:42PM	01:55PM	02:03PM	02:06PM
01:30PM	01:42PM	01:59PM	02:12PM	02:25PM	02:34PM	02:38PM
02:00PM	02:12PM	02:29PM	02:45PM	02:59PM	03:08PM	03:12PM
02:30PM	02:43PM	03:04PM	03:20PM	03:34PM	03:43PM	03:47PM
03:00PM	03:13PM	03:34PM	03:50PM	04:04PM	04:13PM	04:17PM

03:30PM	03:43PM	04:05PM	04:23PM	04:37PM	04:46PM	04:50PM
03:45PM	03:58PM	04:20PM	04:38PM	04:52PM	05:01PM	05:05PM
04:00PM	04:15PM	04:37PM	04:55PM	05:09PM	05:18PM	05:22PM
04:15PM	04:30PM	04:52PM	05:10PM	05:24PM	05:33PM	05:37PM
04:30PM	04:45PM	05:07PM	05:25PM	05:39PM	05:48PM	05:52PM
04:45PM	05:00PM	05:22PM	05:40PM	05:54PM	06:03PM	06:07PM
05:00PM	05:15PM	05:37PM	05:55PM	06:09PM	06:18PM	06:22PM
05:15PM	05:30PM	05:52PM	06:10PM	06:24PM	06:33PM	06:36PM
05:30PM	05:45PM	06:07PM	06:25PM	06:39PM	06:47PM	06:50PM
05:45PM	06:00PM	06:22PM	06:40PM	06:52PM	07:00PM	07:03PM
06:00PM	06:15PM	06:37PM	06:51PM	07:03PM	07:11PM	07:14PM
06:20PM	06:35PM	06:52PM	07:06PM	07:18PM	07:26PM	07:29PM
06:45PM	06:56PM	07:13PM	07:27PM	07:39PM	07:47PM	07:50PM
07:15PM	07:26PM	07:43PM	07:57PM	08:09PM	08:17PM	08:20PM
07:45PM	07:56PM	08:13PM	08:27PM	08:39PM	08:47PM	08:50PM
08:15PM	08:26PM	08:43PM	08:57PM	09:09PM	09:17PM	09:20PM

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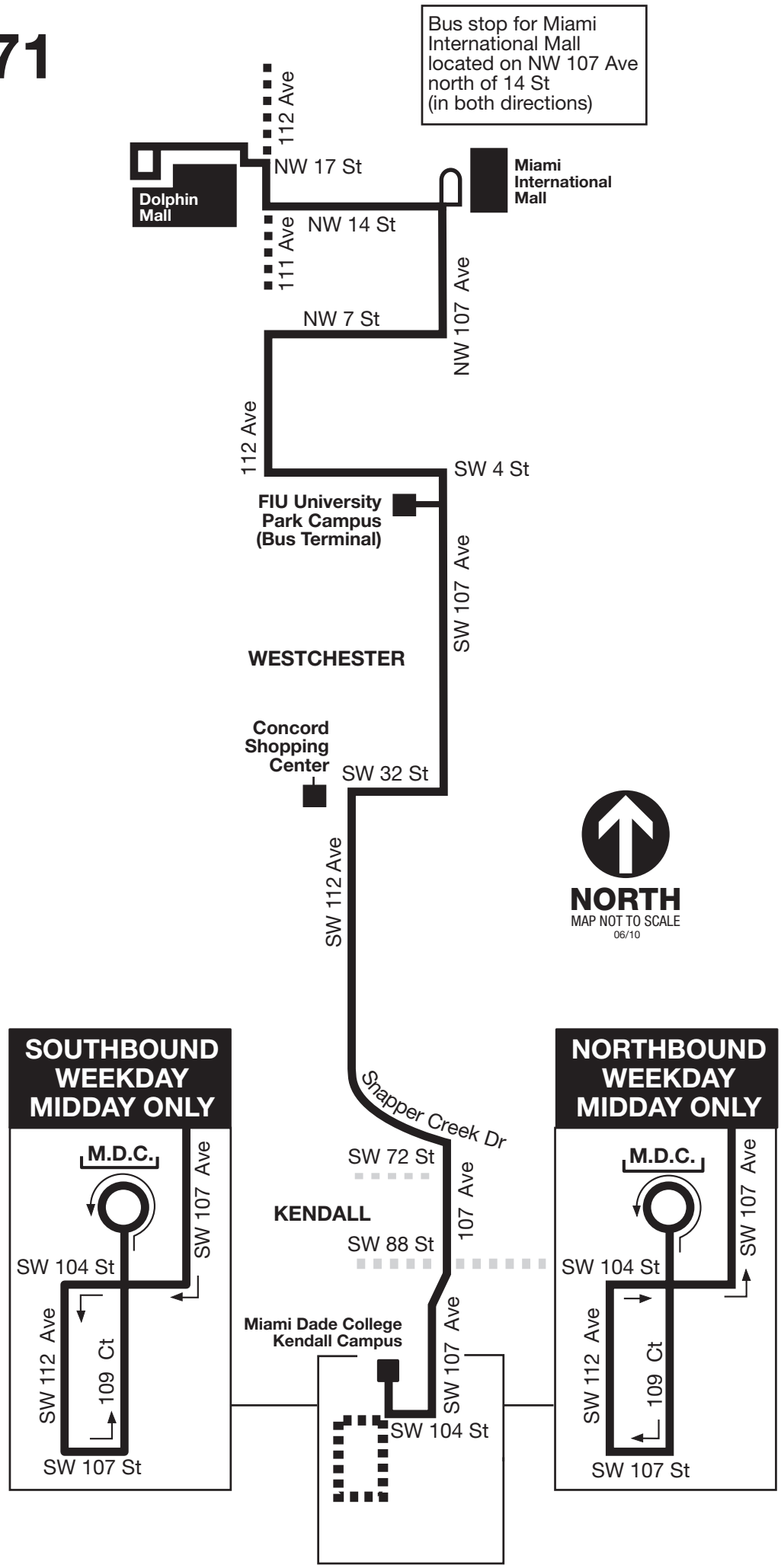
MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER

Route 71


Bus stop for Miami International Mall located on NW 107 Ave north of 14 St (in both directions)
112 Ave
NW 17 St
Dolphin Mall
Miami International Mall
111 Ave
NW 14 St
NW 107 Ave
NW 7 St
112 Ave
SW 4 St
FIU University Park Campus (Bus Terminal)
SW 107 Ave
WESTCHESTER
Concord Shopping Center
SW 32 St
SW 112 Ave
NORTH
MAP NOT TO SCALE
06/10
SOUTHBOUND WEEKDAY MIDDAY ONLY
M.D.C.
SW 107 Ave
SW 104 St
SW 112 Ave
109 Ct
SW 107 St
Snapper Creek Dr
SW 72 St
KENDALL
107 Ave
SW 88 St
Miami Dade College Kendall Campus
SW 107 Ave
SW 104 St
NORTHBOUND WEEKDAY MIDDAY ONLY
M.D.C.
SW 107 Ave
SW 104 St
SW 112 Ave
109 Ct
SW 107 St

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

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Service: WEEKDAY **Direction:** NORTHBOUND

MDC Kendall Campus	SW 107 St & 109 Ct.	SW 72 St & 107 Ave	Concord Shopping Plaza	SW 24 St & 107 Ave	FIU Univ Park Campus	Flagler St & 112 Ave	Dolphin Mall
06:36AM	:	06:46AM	06:56AM	07:02AM	07:06AM	07:18AM	07:36AM
07:06AM	:	07:16AM	07:26AM	07:32AM	07:36AM	07:48AM	08:06AM
07:36AM	:	07:46AM	07:56AM	08:02AM	08:06AM	08:18AM	08:36AM
08:05AM	:	08:15AM	08:25AM	08:31AM	08:35AM	08:47AM	09:05AM
08:35AM	08:37AM	08:49AM	08:59AM	09:05AM	09:09AM	09:19AM	09:33AM
09:05AM	09:07AM	09:19AM	09:29AM	09:35AM	09:39AM	09:49AM	10:03AM
10:10AM	10:12AM	10:24AM	10:34AM	10:40AM	10:44AM	10:54AM	11:08AM
11:15AM	11:17AM	11:29AM	11:39AM	11:45AM	11:49AM	11:59AM	12:13PM
12:20PM	12:22PM	12:34PM	12:44PM	12:50PM	12:54PM	01:04PM	01:18PM
01:25PM	01:27PM	01:39PM	01:49PM	01:55PM	01:59PM	02:09PM	02:23PM
02:30PM	02:32PM	02:44PM	02:54PM	03:00PM	03:04PM	03:14PM	03:28PM
03:05PM	03:07PM	03:19PM	03:29PM	03:35PM	03:39PM	03:49PM	04:05PM
03:42PM	03:44PM	03:56PM	04:06PM	04:12PM	04:16PM	04:28PM	04:44PM
04:16PM	:	04:26PM	04:36PM	04:42PM	04:46PM	04:58PM	05:14PM
04:46PM	:	04:56PM	05:06PM	05:12PM	05:16PM	05:28PM	05:44PM
05:16PM	:	05:26PM	05:36PM	05:42PM	05:46PM	05:58PM	06:14PM
05:46PM	:	05:56PM	06:06PM	06:12PM	06:16PM	06:28PM	06:44PM
06:26PM	:	06:36PM	06:46PM	06:52PM	06:56PM	07:08PM	07:22PM
07:30PM	:	07:40PM	07:48PM	07:52PM	07:56PM	08:06PM	08:20PM

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MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

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Service: WEEKDAY **Direction:** SOUTHBOUND

Dolphin Mall	Flagler St & 112 Ave	FIU Univ Park Campus	SW 24 St & 107 Ave	Concord Shopping Plaza	SW 72 St & 107 Ave	SW 107 St & 109 Ct.	MDC Kendall Campus
06:10AM	06:21AM	06:33AM	06:37AM	06:43AM	06:52AM	:	07:02AM
06:33AM	06:49AM	07:01AM	07:05AM	07:11AM	07:20AM	:	07:30AM
07:03AM	07:19AM	07:31AM	07:35AM	07:41AM	07:50AM	:	08:00AM
07:43AM	07:59AM	08:11AM	08:15AM	08:21AM	08:30AM	08:40AM	08:43AM
08:13AM	08:29AM	08:41AM	08:45AM	08:51AM	09:00AM	09:10AM	09:13AM
08:46AM	09:02AM	09:13AM	09:17AM	09:23AM	09:32AM	09:42AM	09:45AM
09:25AM	09:39AM	09:50AM	09:54AM	10:00AM	10:09AM	10:19AM	10:22AM
10:10AM	10:24AM	10:35AM	10:39AM	10:45AM	10:54AM	11:04AM	11:07AM
11:15AM	11:29AM	11:40AM	11:44AM	11:50AM	11:59AM	12:09PM	12:12PM
12:20PM	12:34PM	12:45PM	12:49PM	12:55PM	01:04PM	01:14PM	01:17PM
01:25PM	01:39PM	01:50PM	01:54PM	02:00PM	02:09PM	02:19PM	02:22PM
02:30PM	02:44PM	02:55PM	02:59PM	03:05PM	03:14PM	03:24PM	03:27PM
03:10PM	03:24PM	03:35PM	03:39PM	03:45PM	03:54PM	04:06PM	04:09PM
03:48PM	04:05PM	04:17PM	04:21PM	04:27PM	04:36PM	:	04:48PM
04:23PM	04:40PM	04:52PM	04:56PM	05:02PM	05:11PM	:	05:23PM
04:58PM	05:15PM	05:27PM	05:31PM	05:37PM	05:46PM	:	05:58PM
05:28PM	05:45PM	05:57PM	06:01PM	06:07PM	06:16PM	:	06:28PM
05:58PM	06:15PM	06:27PM	06:31PM	06:37PM	06:46PM	:	06:58PM
06:28PM	06:45PM	06:57PM	07:01PM	07:06PM	07:14PM	:	07:23PM
06:58PM	07:15PM	07:25PM	07:28PM	07:33PM	07:41PM	:	07:50PM
07:47PM	08:00PM	08:10PM	08:13PM	08:18PM	08:26PM	:	08:35PM

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Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

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Service: SATURDAY **Direction:** NORTHBOUND

MDC Kendall Campus	SW 72 St & 107 Ave	Concord Shopping Plaza	SW 24 St & 107 Ave	FIU Univ Park Campus	Flagler St & 112 Ave	Dolphin Mall
07:14AM	07:22AM	07:30AM	07:33AM	07:36AM	07:45AM	07:56AM
08:20AM	08:30AM	08:39AM	08:43AM	08:47AM	08:58AM	09:12AM
09:20AM	09:30AM	09:39AM	09:43AM	09:47AM	09:58AM	10:12AM
10:20AM	10:30AM	10:39AM	10:43AM	10:47AM	10:58AM	11:12AM
11:20AM	11:30AM	11:39AM	11:43AM	11:47AM	11:58AM	12:12PM
12:20PM	12:30PM	12:39PM	12:43PM	12:47PM	12:58PM	01:12PM
01:20PM	01:30PM	01:39PM	01:43PM	01:47PM	01:58PM	02:12PM
02:20PM	02:30PM	02:39PM	02:43PM	02:47PM	02:58PM	03:12PM
03:20PM	03:30PM	03:39PM	03:43PM	03:47PM	03:58PM	04:13PM
04:20PM	04:30PM	04:39PM	04:43PM	04:47PM	04:57PM	05:12PM
05:20PM	05:30PM	05:39PM	05:43PM	05:47PM	05:57PM	06:12PM

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Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

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Service: SATURDAY **Direction:** SOUTHBOUND

Dolphin Mall	Flagler St & 112 Ave	FIU Univ Park Campus	SW 24 St & 107 Ave	Concord Shopping Plaza	SW 72 St & 107 Ave	MDC Kendall Campus
07:00AM	07:11AM	07:19AM	07:22AM	07:26AM	07:33AM	07:41AM
08:09AM	08:23AM	08:33AM	08:37AM	08:41AM	08:51AM	09:00AM
09:19AM	09:33AM	09:43AM	09:47AM	09:51AM	10:01AM	10:10AM
10:19AM	10:33AM	10:43AM	10:47AM	10:51AM	11:01AM	11:10AM
11:19AM	11:33AM	11:43AM	11:47AM	11:51AM	12:01PM	12:10PM
12:19PM	12:33PM	12:43PM	12:47PM	12:51PM	01:01PM	01:10PM
01:19PM	01:33PM	01:43PM	01:47PM	01:51PM	02:01PM	02:10PM
02:19PM	02:33PM	02:43PM	02:47PM	02:51PM	03:01PM	03:10PM
03:19PM	03:33PM	03:43PM	03:47PM	03:51PM	04:01PM	04:10PM
04:20PM	04:34PM	04:44PM	04:48PM	04:52PM	05:02PM	05:11PM
05:20PM	05:34PM	05:44PM	05:48PM	05:52PM	06:02PM	06:11PM
06:20PM	06:34PM	06:44PM	06:48PM	06:52PM	07:02PM	07:10PM

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MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

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Service: SUNDAY **Direction:** NORTHBOUND

MDC Kendall Campus	SW 72 St & 107 Ave	Concord Shopping Plaza	SW 24 St & 107 Ave	FIU Univ Park Campus	Flagler St & 112 Ave	Dolphin Mall
09:35AM	09:45AM	09:54AM	09:58AM	10:02AM	10:13AM	10:27AM
10:35AM	10:45AM	10:54AM	10:58AM	11:02AM	11:13AM	11:27AM
11:35AM	11:45AM	11:54AM	11:58AM	12:02PM	12:13PM	12:27PM
12:35PM	12:45PM	12:54PM	12:58PM	01:02PM	01:13PM	01:27PM
01:35PM	01:45PM	01:54PM	01:58PM	02:02PM	02:13PM	02:27PM
02:35PM	02:45PM	02:54PM	02:58PM	03:02PM	03:13PM	03:27PM
03:35PM	03:45PM	03:54PM	03:58PM	04:02PM	04:12PM	04:27PM
04:35PM	04:45PM	04:54PM	04:58PM	05:02PM	05:12PM	05:27PM
05:35PM	05:45PM	05:54PM	05:58PM	06:02PM	06:12PM	06:27PM

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(http://www.centerdigitalgov.com/survey/88/2012)

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

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Service: SUNDAY **Direction:** SOUTHBOUND

Dolphin Mall	Flagler St & 112 Ave	FIU Univ Park Campus	SW 24 St & 107 Ave	Concord Shopping Plaza	SW 72 St & 107 Ave	MDC Kendall Campus
09:37AM	09:51AM	10:01AM	10:05AM	10:09AM	10:19AM	10:28AM
10:35AM	10:49AM	10:59AM	11:03AM	11:07AM	11:17AM	11:26AM
11:35AM	11:49AM	11:59AM	12:03PM	12:07PM	12:17PM	12:26PM
12:35PM	12:49PM	12:59PM	01:03PM	01:07PM	01:17PM	01:26PM
01:35PM	01:49PM	01:59PM	02:03PM	02:07PM	02:17PM	02:26PM
02:35PM	02:49PM	02:59PM	03:03PM	03:07PM	03:17PM	03:26PM
03:35PM	03:49PM	03:59PM	04:03PM	04:07PM	04:17PM	04:26PM
04:35PM	04:49PM	04:59PM	05:03PM	05:07PM	05:17PM	05:26PM
05:37PM	05:51PM	06:01PM	06:05PM	06:09PM	06:19PM	06:28PM

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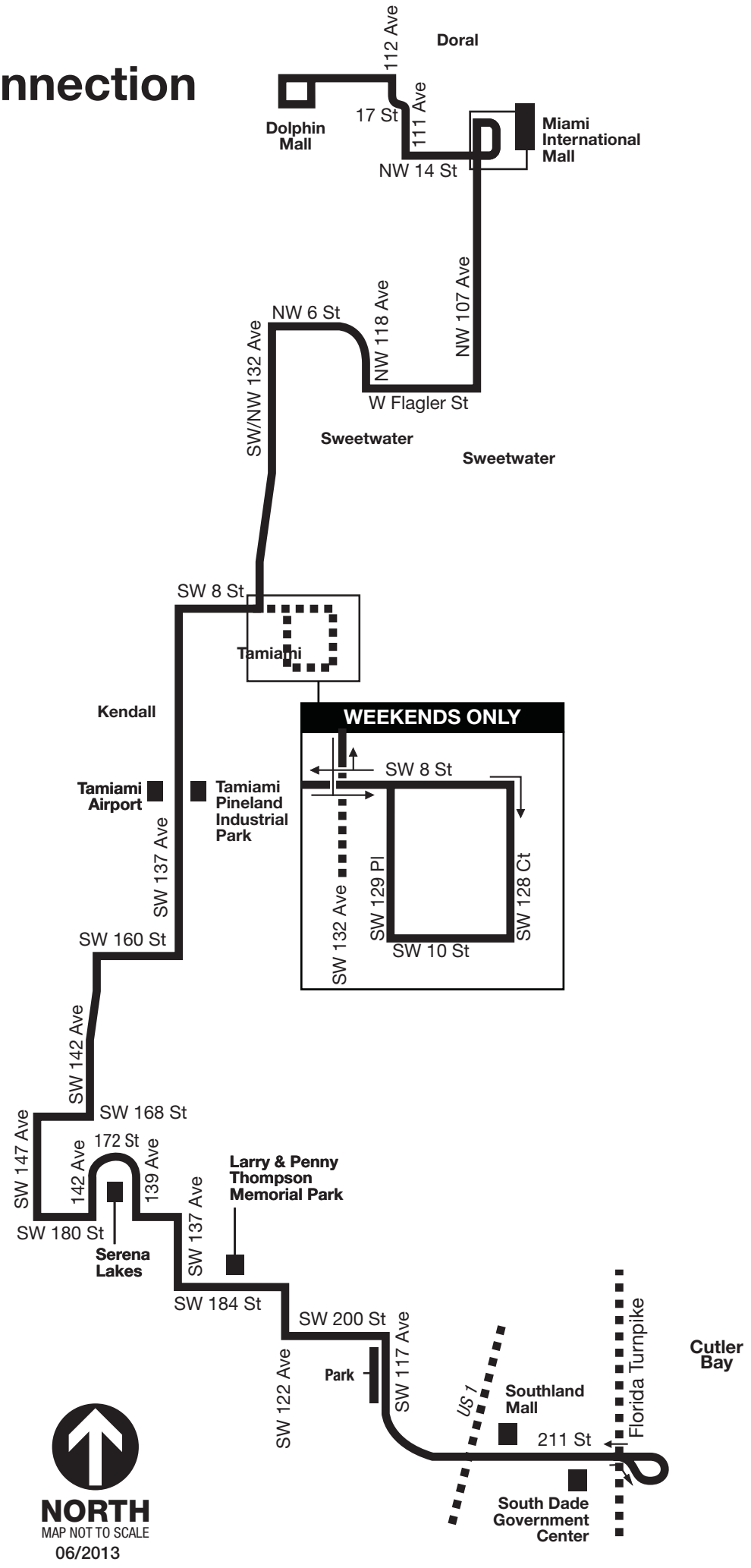
(http://www.centerdigitalgov.com/survey/88/2012)

Route 137
West Dade Connection



Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

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Service: WEEKDAY **Direction:** NORTHBOUND

South Dade Government Center	SW 184 St & 137 Ave	SW 152 St & 137 Ave	SW 88 St & 137 Ave	SW 8 St & 132 Ave	Flagler St & 112 Ave	Dolphin Mall
05:35AM	05:48AM	06:02AM	06:14AM	06:29AM	06:40AM	06:49AM
06:05AM	06:18AM	06:32AM	06:44AM	06:59AM	07:13AM	07:27AM
06:25AM	06:38AM	06:52AM	07:08AM	07:32AM	07:46AM	08:00AM
06:50AM	07:07AM	07:24AM	07:40AM	08:04AM	08:18AM	08:32AM
07:20AM	07:37AM	07:54AM	08:10AM	08:34AM	08:48AM	09:02AM
07:55AM	08:12AM	08:29AM	08:45AM	09:09AM	09:20AM	09:32AM
08:25AM	08:42AM	08:59AM	09:15AM	09:35AM	09:46AM	09:58AM
09:00AM	09:15AM	09:30AM	09:44AM	10:04AM	10:15AM	10:27AM
09:45AM	10:00AM	10:15AM	10:29AM	10:49AM	11:00AM	11:12AM
10:30AM	10:45AM	11:00AM	11:14AM	11:34AM	11:45AM	11:57AM
11:15AM	11:30AM	11:45AM	11:59AM	12:19PM	12:30PM	12:42PM
12:00PM	12:15PM	12:30PM	12:44PM	01:04PM	01:15PM	01:27PM
12:45PM	01:00PM	01:15PM	01:29PM	01:49PM	02:00PM	02:12PM
01:30PM	01:45PM	02:00PM	02:14PM	02:34PM	02:45PM	02:57PM
02:15PM	02:30PM	02:45PM	02:59PM	03:21PM	03:34PM	03:47PM
03:00PM	03:17PM	03:32PM	03:49PM	04:11PM	04:24PM	04:37PM
03:45PM	04:02PM	04:17PM	04:34PM	04:56PM	05:09PM	05:22PM
04:30PM	04:47PM	05:02PM	05:19PM	05:41PM	05:54PM	06:07PM
05:00PM	05:17PM	05:32PM	05:49PM	06:11PM	06:22PM	06:34PM
05:30PM	05:47PM	06:02PM	06:15PM	06:32PM	06:43PM	06:55PM
06:20PM	06:35PM	06:50PM	07:03PM	07:20PM	07:31PM	07:43PM
07:20PM	07:35PM	07:50PM	08:03PM	08:18PM	08:29PM	08:39PM
08:10PM	08:23PM	08:36PM	08:47PM	09:02PM	09:13PM	09:23PM

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Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

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Service: WEEKDAY **Direction:** SOUTHBOUND

Dolphin Mall	Flagler St & 112 Ave	SW 8 St & 132 Ave	SW 88 St & 137 Ave	SW 152 St & 137 Ave	SW 184 St & 137 Ave	South Dade Government Center
05:25AM	05:35AM	05:45AM	06:03AM	06:15AM	06:27AM	06:39AM
06:15AM	06:25AM	06:35AM	06:53AM	07:07AM	07:22AM	07:38AM
06:45AM	06:55AM	07:06AM	07:30AM	07:44AM	07:59AM	08:15AM
07:10AM	07:21AM	07:32AM	07:56AM	08:10AM	08:25AM	08:41AM
07:45AM	07:56AM	08:07AM	08:31AM	08:45AM	09:00AM	09:14AM
08:15AM	08:26AM	08:37AM	09:01AM	09:14AM	09:29AM	09:43AM
08:50AM	09:03AM	09:14AM	09:37AM	09:50AM	10:05AM	10:19AM
09:30AM	09:43AM	09:54AM	10:17AM	10:30AM	10:45AM	10:59AM
10:15AM	10:28AM	10:39AM	11:02AM	11:15AM	11:30AM	11:44AM
11:00AM	11:13AM	11:24AM	11:47AM	12:00PM	12:15PM	12:29PM
11:45AM	11:58AM	12:09PM	12:32PM	12:45PM	01:00PM	01:14PM
12:30PM	12:43PM	12:54PM	01:17PM	01:30PM	01:45PM	01:59PM
01:15PM	01:28PM	01:39PM	02:02PM	02:15PM	02:30PM	02:44PM
02:00PM	02:13PM	02:24PM	02:47PM	03:02PM	03:19PM	03:33PM
02:45PM	02:58PM	03:11PM	03:38PM	03:53PM	04:10PM	04:24PM
03:30PM	03:46PM	03:59PM	04:26PM	04:41PM	04:58PM	05:12PM
04:15PM	04:31PM	04:44PM	05:11PM	05:26PM	05:43PM	05:57PM
04:45PM	05:01PM	05:14PM	05:41PM	05:56PM	06:13PM	06:26PM
05:15PM	05:31PM	05:44PM	06:11PM	06:24PM	06:38PM	06:51PM
05:45PM	06:01PM	06:12PM	06:34PM	06:47PM	07:01PM	07:14PM
06:25PM	06:38PM	06:49PM	07:11PM	07:24PM	07:38PM	07:51PM
07:15PM	07:28PM	07:39PM	08:01PM	08:12PM	08:24PM	08:36PM
08:15PM	08:26PM	08:35PM	08:53PM	09:04PM	09:16PM	09:28PM
09:15PM	09:26PM	09:35PM	09:53PM	10:04PM	10:16PM	10:28PM

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Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

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Service: SATURDAY **Direction:** NORTHBOUND

South Dade Government Center	SW 184 St & 137 Ave	SW 152 St & 137 Ave	SW 88 St & 137 Ave	SW 8 St & 129 Pl	SW 8 St & 132 Ave	Flagler St & 112 Ave	Dolphin Mall
05:30AM	05:42AM	05:55AM	06:06AM	06:19AM	06:21AM	06:34AM	06:43AM
06:30AM	06:42AM	06:55AM	07:07AM	07:21AM	07:24AM	07:38AM	07:49AM
07:30AM	07:43AM	07:57AM	08:09AM	08:23AM	08:26AM	08:40AM	08:51AM
08:05AM	08:18AM	08:32AM	08:44AM	08:58AM	09:01AM	09:16AM	09:28AM
08:45AM	08:58AM	09:13AM	09:26AM	09:42AM	09:45AM	10:00AM	10:12AM
09:25AM	09:39AM	09:54AM	10:07AM	10:23AM	10:26AM	10:41AM	10:53AM
10:05AM	10:19AM	10:34AM	10:47AM	11:03AM	11:06AM	11:21AM	11:33AM
10:45AM	10:59AM	11:14AM	11:27AM	11:43AM	11:46AM	12:01PM	12:13PM
11:25AM	11:39AM	11:54AM	12:07PM	12:23PM	12:26PM	12:41PM	12:53PM
12:05PM	12:19PM	12:34PM	12:47PM	01:03PM	01:06PM	01:21PM	01:33PM
12:45PM	12:59PM	01:14PM	01:27PM	01:43PM	01:46PM	02:01PM	02:13PM
01:25PM	01:39PM	01:54PM	02:07PM	02:23PM	02:26PM	02:41PM	02:53PM
02:05PM	02:19PM	02:34PM	02:47PM	03:03PM	03:06PM	03:21PM	03:33PM
02:45PM	02:59PM	03:14PM	03:27PM	03:43PM	03:46PM	04:01PM	04:13PM
03:25PM	03:39PM	03:54PM	04:07PM	04:23PM	04:26PM	04:41PM	04:53PM
04:05PM	04:19PM	04:34PM	04:47PM	05:03PM	05:06PM	05:21PM	05:33PM
04:45PM	04:59PM	05:14PM	05:27PM	05:43PM	05:46PM	06:01PM	06:13PM
05:30PM	05:44PM	05:59PM	06:12PM	06:26PM	06:29PM	06:44PM	06:56PM
06:30PM	06:43PM	06:56PM	07:08PM	07:22PM	07:25PM	07:40PM	07:52PM
07:35PM	07:48PM	08:01PM	08:12PM	08:25PM	08:27PM	08:40PM	08:50PM
08:40PM	08:52PM	09:04PM	09:15PM	09:28PM	09:30PM	09:43PM	09:53PM

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Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

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Service: SATURDAY **Direction:** SOUTHBOUND

Dolphin Mall	Flagler St & 112 Ave	SW 8 St & 132 Ave	SW 8 St & 129 Pl	SW 88 St & 137 Ave	SW 152 St & 137 Ave	SW 184 St & 137 Ave	South Dade Government Center
06:05AM	06:14AM	06:26AM	06:27AM	06:42AM	06:53AM	07:07AM	07:20AM
07:05AM	07:15AM	07:29AM	07:30AM	07:48AM	08:01AM	08:15AM	08:28AM
07:50AM	08:00AM	08:14AM	08:15AM	08:33AM	08:46AM	09:01AM	09:14AM
08:25AM	08:35AM	08:49AM	08:50AM	09:10AM	09:23AM	09:38AM	09:51AM
09:05AM	09:17AM	09:32AM	09:33AM	09:53AM	10:06AM	10:21AM	10:34AM
09:45AM	09:57AM	10:12AM	10:13AM	10:33AM	10:46AM	11:01AM	11:14AM
10:25AM	10:37AM	10:52AM	10:53AM	11:13AM	11:26AM	11:41AM	11:54AM
11:05AM	11:17AM	11:32AM	11:33AM	11:53AM	12:06PM	12:21PM	12:34PM
11:45AM	11:57AM	12:12PM	12:13PM	12:33PM	12:46PM	01:01PM	01:14PM
12:25PM	12:37PM	12:52PM	12:53PM	01:13PM	01:26PM	01:41PM	01:54PM
01:05PM	01:17PM	01:32PM	01:33PM	01:53PM	02:06PM	02:21PM	02:34PM
01:45PM	01:57PM	02:12PM	02:13PM	02:33PM	02:46PM	03:01PM	03:14PM
02:25PM	02:37PM	02:52PM	02:53PM	03:13PM	03:26PM	03:41PM	03:54PM
03:05PM	03:17PM	03:32PM	03:33PM	03:53PM	04:06PM	04:21PM	04:34PM
03:45PM	03:57PM	04:12PM	04:13PM	04:33PM	04:46PM	05:01PM	05:14PM
04:25PM	04:37PM	04:52PM	04:53PM	05:13PM	05:26PM	05:41PM	05:54PM
05:10PM	05:22PM	05:37PM	05:38PM	05:58PM	06:11PM	06:25PM	06:38PM
06:05PM	06:16PM	06:29PM	06:30PM	06:48PM	07:01PM	07:15PM	07:28PM
07:05PM	07:16PM	07:29PM	07:30PM	07:48PM	08:01PM	08:13PM	08:25PM
08:05PM	08:14PM	08:26PM	08:27PM	08:42PM	08:53PM	09:05PM	09:17PM
09:05PM	09:14PM	09:26PM	09:27PM	09:42PM	09:53PM	10:05PM	10:17PM

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Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

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Service: SUNDAY **Direction:** NORTHBOUND

South Dade Government Center	SW 184 St & 137 Ave	SW 152 St & 137 Ave	SW 88 St & 137 Ave	SW 8 St & 129 Pl	SW 8 St & 132 Ave	Flagler St & 112 Ave	Dolphin Mall
05:30AM	05:42AM	05:56AM	06:07AM	06:18AM	06:20AM	06:32AM	06:43AM
06:30AM	06:42AM	06:56AM	07:08AM	07:20AM	07:23AM	07:35AM	07:46AM
07:30AM	07:43AM	07:57AM	08:09AM	08:21AM	08:24AM	08:36AM	08:47AM
08:05AM	08:18AM	08:32AM	08:44AM	08:56AM	08:59AM	09:12AM	09:26AM
08:45AM	08:58AM	09:13AM	09:28AM	09:44AM	09:47AM	10:00AM	10:14AM
09:25AM	09:39AM	09:54AM	10:09AM	10:25AM	10:28AM	10:41AM	10:55AM
10:05AM	10:19AM	10:34AM	10:49AM	11:05AM	11:08AM	11:21AM	11:35AM
10:45AM	10:59AM	11:14AM	11:29AM	11:45AM	11:48AM	12:01PM	12:15PM
11:30AM	11:44AM	11:59AM	12:14PM	12:30PM	12:33PM	12:46PM	01:00PM
12:15PM	12:29PM	12:44PM	12:59PM	01:15PM	01:18PM	01:31PM	01:45PM
01:00PM	01:14PM	01:29PM	01:44PM	02:00PM	02:03PM	02:16PM	02:30PM
01:45PM	01:59PM	02:14PM	02:29PM	02:45PM	02:48PM	03:01PM	03:15PM
02:30PM	02:44PM	02:59PM	03:14PM	03:30PM	03:33PM	03:46PM	04:00PM
03:15PM	03:29PM	03:44PM	03:59PM	04:15PM	04:18PM	04:32PM	04:46PM
04:00PM	04:14PM	04:29PM	04:44PM	04:59PM	05:02PM	05:16PM	05:30PM
04:45PM	04:59PM	05:14PM	05:29PM	05:44PM	05:47PM	06:01PM	06:13PM
05:30PM	05:44PM	05:59PM	06:14PM	06:27PM	06:30PM	06:43PM	06:55PM
06:30PM	06:44PM	06:59PM	07:11PM	07:24PM	07:27PM	07:40PM	07:52PM
07:40PM	07:54PM	08:09PM	08:20PM	08:32PM	08:34PM	08:46PM	08:57PM
08:40PM	08:52PM	09:06PM	09:17PM	09:29PM	09:31PM	09:43PM	09:54PM

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Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

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Service: SUNDAY **Direction:** SOUTHBOUND

Dolphin Mall	Flagler St & 112 Ave	SW 8 St & 132 Ave	SW 8 St & 129 Pl	SW 88 St & 137 Ave	SW 152 St & 137 Ave	SW 184 St & 137 Ave	South Dade Government Center
06:10AM	06:22AM	06:32AM	06:33AM	06:49AM	07:01AM	07:14AM	07:28AM
07:05AM	07:18AM	07:29AM	07:31AM	07:49AM	08:01AM	08:14AM	08:28AM
07:50AM	08:03AM	08:14AM	08:16AM	08:34AM	08:46AM	08:59AM	09:13AM
08:25AM	08:38AM	08:49AM	08:51AM	09:10AM	09:22AM	09:37AM	09:51AM
09:05AM	09:18AM	09:31AM	09:33AM	09:52AM	10:04AM	10:19AM	10:33AM
09:45AM	09:58AM	10:11AM	10:13AM	10:32AM	10:44AM	10:59AM	11:13AM
10:25AM	10:38AM	10:51AM	10:53AM	11:12AM	11:24AM	11:39AM	11:53AM
11:10AM	11:23AM	11:36AM	11:38AM	11:57AM	12:09PM	12:24PM	12:38PM
11:55AM	12:08PM	12:21PM	12:23PM	12:42PM	12:54PM	01:09PM	01:23PM
12:40PM	12:53PM	01:06PM	01:08PM	01:27PM	01:39PM	01:54PM	02:08PM
01:25PM	01:38PM	01:51PM	01:53PM	02:12PM	02:24PM	02:39PM	02:53PM
02:10PM	02:23PM	02:36PM	02:38PM	02:57PM	03:09PM	03:24PM	03:38PM
02:55PM	03:08PM	03:21PM	03:23PM	03:42PM	03:54PM	04:11PM	04:25PM
03:40PM	03:53PM	04:06PM	04:09PM	04:30PM	04:42PM	04:59PM	05:13PM
04:25PM	04:40PM	04:53PM	04:56PM	05:17PM	05:29PM	05:46PM	06:00PM
05:10PM	05:25PM	05:38PM	05:41PM	06:02PM	06:14PM	06:28PM	06:42PM
06:05PM	06:18PM	06:29PM	06:32PM	06:49PM	07:01PM	07:15PM	07:29PM
07:05PM	07:18PM	07:29PM	07:32PM	07:49PM	08:01PM	08:14PM	08:27PM
08:05PM	08:17PM	08:27PM	08:29PM	08:45PM	08:56PM	09:09PM	09:22PM
09:10PM	09:22PM	09:32PM	09:34PM	09:50PM	10:01PM	10:14PM	10:27PM

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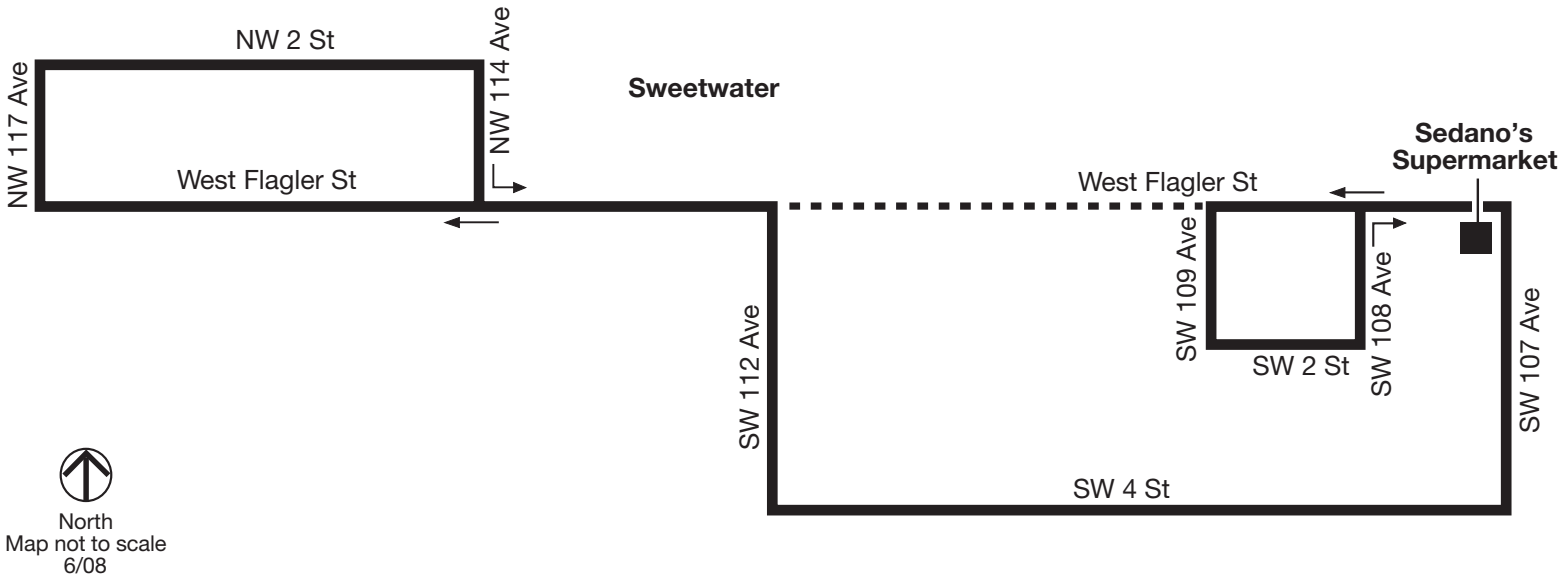
Route 212
Sweetwater Circulator

BIKE & RIDE



Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

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Service: WEEKDAY **Direction:** EASTBOUND

NW 2nd St & 117 Ave	Flagler St & 112 Ave	Flagler St & 108 Ave
09:00AM	09:04AM	09:13AM
09:30AM	09:34AM	09:43AM
10:00AM	10:04AM	10:13AM
10:30AM	10:34AM	10:43AM
11:00AM	11:04AM	11:13AM
11:30AM	11:34AM	11:43AM
12:00PM	12:04PM	12:13PM
12:30PM	12:34PM	12:43PM
01:00PM	01:04PM	01:13PM
01:30PM	01:34PM	01:43PM
02:00PM	02:04PM	02:13PM
02:30PM	02:34PM	02:43PM
03:00PM	03:04PM	03:13PM

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MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

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Service: WEEKDAY **Direction:** WESTBOUND

Flagler St & 108 Ave	Flagler St & 112 Ave	NW 2nd St & 117 Ave
09:21AM	09:27AM	09:30AM
09:51AM	09:57AM	10:00AM
10:21AM	10:27AM	10:30AM
10:51AM	10:57AM	11:00AM
11:21AM	11:27AM	11:30AM
11:51AM	11:57AM	12:00PM
12:21PM	12:27PM	12:30PM
12:51PM	12:57PM	01:00PM
01:21PM	01:27PM	01:30PM
01:51PM	01:57PM	02:00PM
02:21PM	02:27PM	02:30PM
02:51PM	02:57PM	03:00PM

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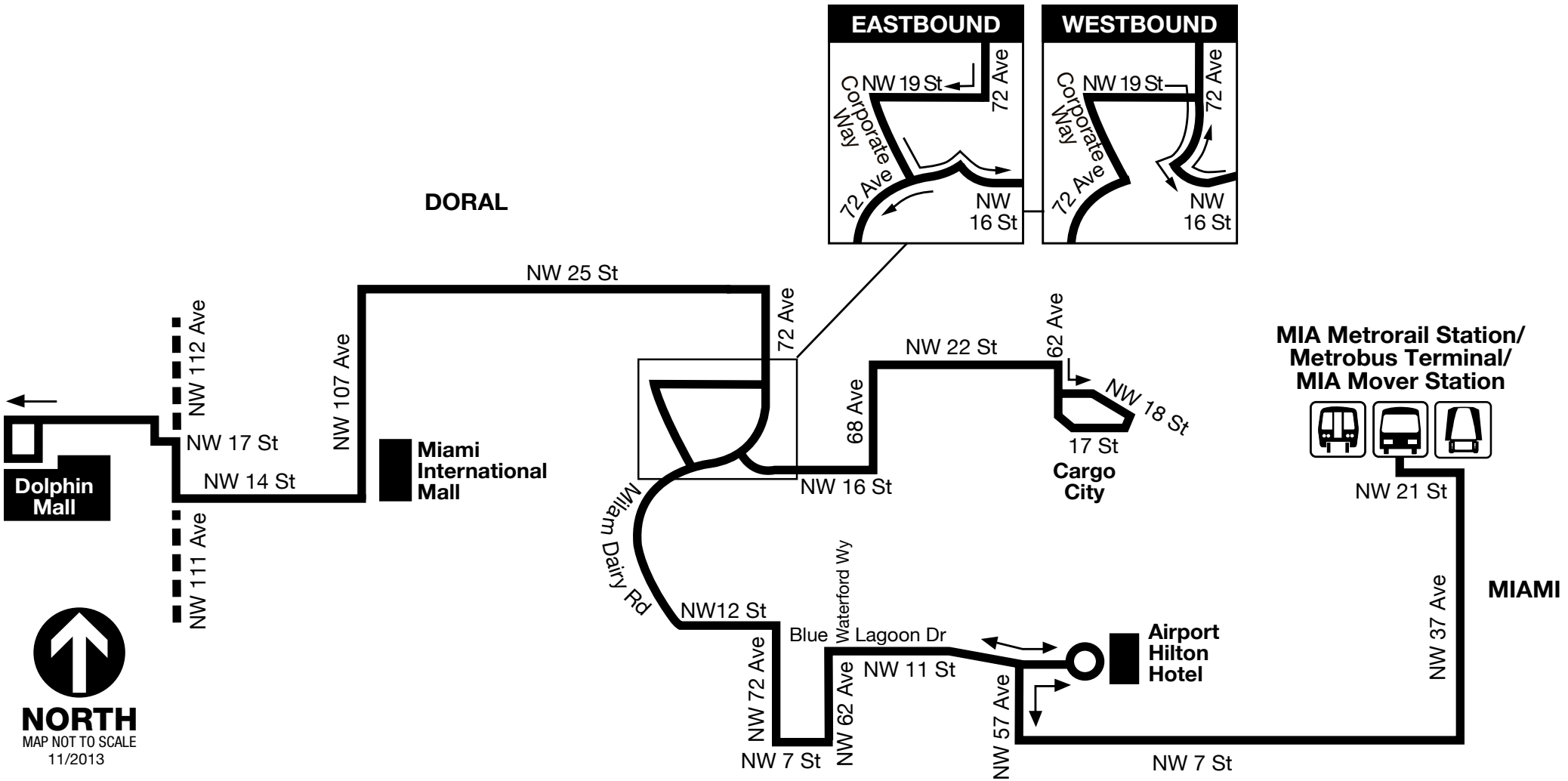
(http://www.centerdigitalgov.com/survey/88/2012)

MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER

Route 238
East-West Connection



Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

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Service: WEEKDAY **Direction:** EASTBOUND

Dolphin Mall	NW 25 St & 87 Ave	NW 17 St & 62 Ave	Airport Hilton Hotel	NW 7 St & 42 Ave	MIA Metrorail Station
06:55AM	07:12AM	07:28AM	07:44AM	07:55AM	08:05AM
07:45AM	08:02AM	08:18AM	08:34AM	08:45AM	08:55AM
08:25AM	08:42AM	08:58AM	09:14AM	09:25AM	09:35AM
09:05AM	09:22AM	09:39AM	09:54AM	10:05AM	10:15AM
09:55AM	10:12AM	10:29AM	10:44AM	10:55AM	11:05AM
10:55AM	11:12AM	11:29AM	11:44AM	11:55AM	12:05PM
11:55AM	12:12PM	12:29PM	12:44PM	12:55PM	01:05PM
12:55PM	01:12PM	01:29PM	01:44PM	01:55PM	02:05PM
01:55PM	02:12PM	02:29PM	02:44PM	02:55PM	03:06PM
02:55PM	03:13PM	03:30PM	03:46PM	03:58PM	04:09PM
03:45PM	04:03PM	04:20PM	04:36PM	04:48PM	04:59PM
04:30PM	04:48PM	05:05PM	05:21PM	05:33PM	05:44PM
05:15PM	05:33PM	05:50PM	06:06PM	06:18PM	06:29PM
06:00PM	06:18PM	06:35PM	06:51PM	07:03PM	07:13PM
06:45PM	07:03PM	07:18PM	07:30PM	07:40PM	07:50PM
07:30PM	07:45PM	08:00PM	08:12PM	08:22PM	08:32PM

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MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

Back to previous page *(javascript: history.go(-1))*

Service: WEEKDAY **Direction:** WESTBOUND

MIA Metrorail Station	NW 7 St & 42 Ave	Airport Hilton Hotel	NW 17 St & 62 Ave	NW 25 St & 87 Ave	Dolphin Mall
06:20AM	06:32AM	06:43AM	07:00AM	07:12AM	07:26AM
07:00AM	07:12AM	07:23AM	07:40AM	07:52AM	08:06AM
07:40AM	07:52AM	08:03AM	08:20AM	08:32AM	08:46AM
08:30AM	08:42AM	08:53AM	09:10AM	09:23AM	09:38AM
09:30AM	09:42AM	09:52AM	10:09AM	10:22AM	10:37AM
10:30AM	10:42AM	10:52AM	11:09AM	11:22AM	11:37AM
11:30AM	11:42AM	11:52AM	12:09PM	12:22PM	12:37PM
12:30PM	12:42PM	12:52PM	01:09PM	01:22PM	01:37PM
01:30PM	01:42PM	01:52PM	02:09PM	02:22PM	02:37PM
02:15PM	02:27PM	02:37PM	02:54PM	03:08PM	03:25PM
03:00PM	03:14PM	03:25PM	03:44PM	03:58PM	04:15PM
03:45PM	03:59PM	04:10PM	04:29PM	04:43PM	05:00PM
04:30PM	04:44PM	04:55PM	05:14PM	05:28PM	05:45PM
05:15PM	05:29PM	05:40PM	05:59PM	06:13PM	06:30PM
06:00PM	06:14PM	06:25PM	06:44PM	06:58PM	07:15PM
06:45PM	06:59PM	07:10PM	07:25PM	07:35PM	07:48PM
07:30PM	07:41PM	07:50PM	08:05PM	08:15PM	08:28PM

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MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

Back to previous page *(javascript: history.go(-1))*

Service: SATURDAY **Direction:** EASTBOUND

Dolphin Mall	MIA Metrorail Station
11:25AM	11:45AM
12:25PM	12:45PM
01:25PM	01:45PM
02:25PM	02:45PM
03:27PM	03:49PM
04:27PM	04:49PM
05:27PM	05:49PM
06:27PM	06:49PM
07:27PM	07:49PM

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(http://www.centerdigitalgov.com/survey/88/2012)

MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

Back to previous page *(javascript: history.go(-1))*

Service: SATURDAY **Direction:** WESTBOUND

MIA Metrorail Station	Dolphin Mall
11:00AM	11:23AM
12:00PM	12:23PM
01:00PM	01:23PM
02:00PM	02:23PM
03:00PM	03:25PM
04:00PM	04:25PM
05:00PM	05:25PM
06:00PM	06:25PM
07:00PM	07:25PM

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(http://www.centerdigitalgov.com/survey/88/2012)

MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

Back to previous page *(javascript: history.go(-1))*

Service: SUNDAY **Direction:** EASTBOUND

Dolphin Mall	MIA Metrorail Station
11:25AM	11:45AM
12:25PM	12:45PM
01:25PM	01:45PM
02:25PM	02:45PM
03:27PM	03:49PM
04:27PM	04:49PM
05:27PM	05:49PM
06:27PM	06:49PM
07:27PM	07:49PM

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(http://www.centerdigitalgov.com/survey/88/2012)

MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER

Miami-Dade County Miami-Dade Transit

Routes Schedule

Schedule

Back to previous page *(javascript: history.go(-1))*

Service: SUNDAY **Direction:** WESTBOUND

MIA Metrorail Station	Dolphin Mall
11:00AM	11:23AM
12:00PM	12:23PM
01:00PM	01:23PM
02:00PM	02:23PM
03:00PM	03:25PM
04:00PM	04:25PM
05:00PM	05:25PM
06:00PM	06:25PM
07:00PM	07:25PM

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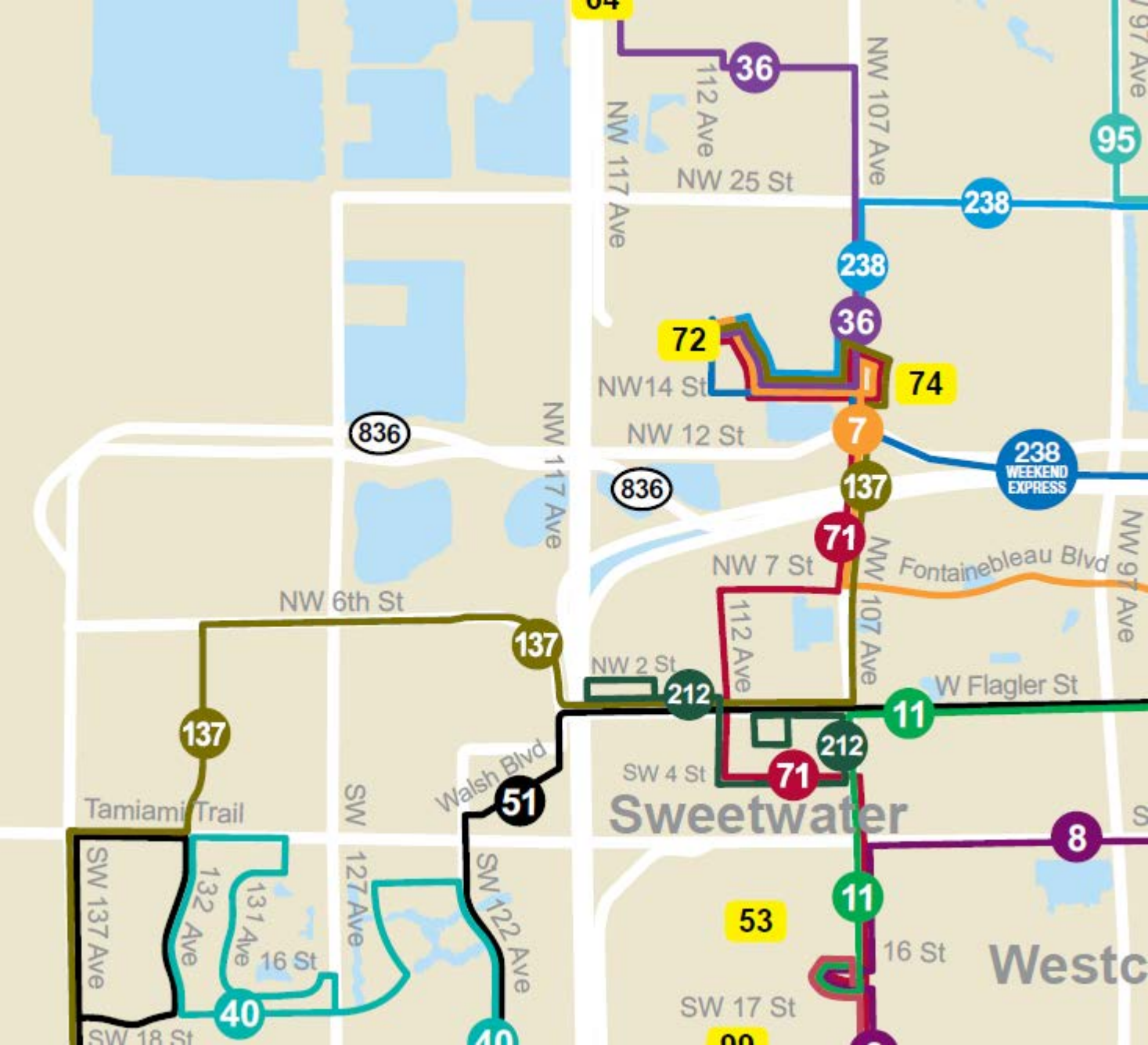
MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER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112 Ave
NW 107 Ave
NW 117 Ave
NW 25 St
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NW14 St
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NW 12 St
7
NW 117 Ave
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238
WEEKEND
EXPRESS
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71
NW 7 St
NW 107 Ave
Fontainebleau Blvd
NW 97 Ave
NW 6th St
137
112 Ave
NW 2 St
212
W Flagler St
11
137
212
Walsh Blvd
SW 4 St
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51
Tamiami Trail
SW
Sweetwater
8
SW 137 Ave
132 Ave
131 Ave
16 St
127 Ave
SW 122 Ave
11
53
16 St
Westc
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SW 17 St
SW 18 St
40

Miami-Dade County Transit System

LEGEND

- METROBUS ROUTES
- METRORAIL GREEN LINE
- METRORAIL ORANGE LINE
- TRI-RAIL
- 23 86 POINTS OF INTEREST
- BUSWAY STATION

N W E S

BROWARD COUNTY
MIAMI-DADE COUNTY
Miramar Pkwy
Hallandale Beach Blvd
Golden Beach
Sunny Isles Beach
Aventura
North Miami Beach
Miami Gardens
Norland
Carol City
Miami Lakes
Opa-Locka Airport
Opa-Locka
North Miami
Bay Harbor Islands
Bal Harbour
Surfside
Indian Creek Village
Biscayne Bay
Miami Shores
El Portal
North Bay Village
Little Haiti
Hialeah Gardens
Hialeah
Medley
Miami Springs
Doral
Miami International Airport
Little Havana
Wynwood
Miami Beach
South Beach
Fisher Island
Sweetwater
Westchester
Coral Gables
Coconut Grove
South Miami
Kendall Lakes
Kendall
Pinecrest
The Hammocks
Kendall-Tamiami Executive Airport
Richmond Heights
Palmetto Bay
South Miami Heights
Cutler Bay
Saga Bay
Westwood Lakes
Olympia Heights
Goulds
Naranja
Princeton
The Redland
Homestead
Homestead Air Reserve Base
Florida City
Key Biscayne
Biscayne Bay

DOWNTOWN MIAMI
(See Area Enlargement)

Points of Interest

Airports
1 Miami International Airport I-11
2 Opa-Locka Airport D-11
3 Kendall-Tamiami Executive Airport O-5

Park & Ride Lots
4 Busway / SW 152 St P-8
5 Busway / SW 168 St Q-8
6 Busway / SW 112 Ave R-7
7 Busway / SW 244 St T-6
8 Busway / SW 296 St V-4
9 Coral Reef Dr / Turnpike P-7
10 Hammocks Town Center N-5
11 Golden Glades D-13
12 Miami Gardens Dr / NW 73 Ave..... C-9
13 North Kendall Dr / SW 150 Ave N-5
14 West Kendall Transit Terminal..... N-4

Hospitals
15 Aventura Hospital A-16
16 Jackson Memorial Hospital I-13
17 Jackson North Medical Center C-14
18 Jackson South Community Hospital P-8
19 Bascom Palmer Eye Institute/ Ann Bates Leach Eye Hospital I-13
20 Doctors Hospital L-11
21 Coral Gables Hospital K-11
22 Hialeah Hospital G-11
23 Palmetto General Hospital E-9
24 Palm Springs General Hospital F-10
25 South Miami Hospital M-10
26 Westchester General Hospital K-9
27 Mercy Hospital K-13
28 Miami Heart Institute H-17
29 Mount Sinai Medical Center H-16
30 North Dade Health Center C-12
31 North Shore Medical Center F-13
32 Community Health Center of South Dade S-8
33 West Kendall Baptist Hospital N-4
34 Veterans Administration Hospital I-13
35 Baptist Hospital N-8
36 Kendall Regional Medical Center L-7
37 University of Miami Hospital I-13
38 Miami Children's Hospital K-10
39 Homestead Hospital V-5

Government Centers
40 Miami-Dade State Attorney's Office I-13
41 U.S. Post Office General Mail Facility I-9
42 Joseph Caleb Community Center H-12
43 Richard E. Gerstein Justice Building I-13
44 Miami-Dade Jail I-13
45 Miami-Dade Police Department I-8
46 North Dade Justice Center D-16
47 PortMiami J-15
48 South Miami-Dade Government Center S-7
49 Department of Children & Families I-12

Schools & Colleges
50 Barry University E-14
51 St. Thomas University D-12
52 FIU Biscayne Bay Campus D-16
53 FIU Modesto A. Maidique Campus J-7
54 Florida Memorial College D-11
55 MDC North Campus E-12
56 MDC Kendall Campus N-7
57 MDC Medical Center Campus I-13
58 MDC Homestead Campus V-3
59 Miami Lakes Educational Center D-10
60 Lindsey Hopkins Technical Education Center I-13
61 Robert Morgan Educational Center Q-6
62 University of Miami L-11
63 MDC Wolfson Campus I-14
64 MDC West Campus H-7
65 MDC Interamerican Campus J-12

Shopping Centers
66 Village at Merrick Park L-11
67 Shops at Midtown Miami H-14
68 Aventura Mall B-16
69 Bal Harbour Shops E-17
70 Southland Mall S-7
71 Dadeland Mall M-9
72 Dolphin Mall I-7
73 Florida Keys Outlet Center W-3
74 Miami International Mall I-7
75 Lincoln Road Mall I-16
76 Mall of the Americas J-9
77 Mayfair in the Grove L-12
78 Miracle Mile K-11
79 Northside Shopping Plaza G-12
80 Perrine Plaza Q-8
81 Skylake Mall C-15
82 163rd Street Mall C-15
83 The Falls Shopping Center O-8
84 Town and Country Mall M-7
85 Westchester Shopping Center K-9
86 Westland Mall F-9
87 Bayside Market Place J-14
88 Shops at Sunset Place M-10
89 Cauley Square Historic Village S-6
90 CocoWalk L-12

Parks & Beaches
91 Amelia Earhart Park E-11
92 Bill Baggs Cape Florida State Park N-15
93 Crandon Park Beach M-16
94 Greynolds Park C-16
95 Harris Field V-4
96 Haulover Beach Park D-17
97 Matheson Hammock Park & Marina .. N-11
98 Historic Virginia Key Beach Park K-15
99 Tamiami Park K-7
100 Tropical Park L-9
101 Oleta River State Park C-16

Attractions & Recreational Facilities
102 Calder Race Course A-12
103 The Barnacle L-12
104 Miami-Dade County Auditorium J-12
105 Dinner Key Marina L-12
106 Flagler Dog Track J-12
107 Hialeah Park G-11
108 Sun Life Stadium B-12
109 Zoo Miami Q-6
110 Miami Beach Convention Center I-16
111 Casino Miami Jai-Alai H-12
112 Miami Seaquarium L-15
113 Museum of Science K-13
114 Jungle Island I-15
115 Jackie Gleason Theater of the Performing Arts I-16
116 Vizcaya K-13
117 Miami Children's Museum I-15
118 Marlins Park J-13
119 Perez Art Museum Miami I-14

DOWNTOWN MIAMI

(Area Enlargement)

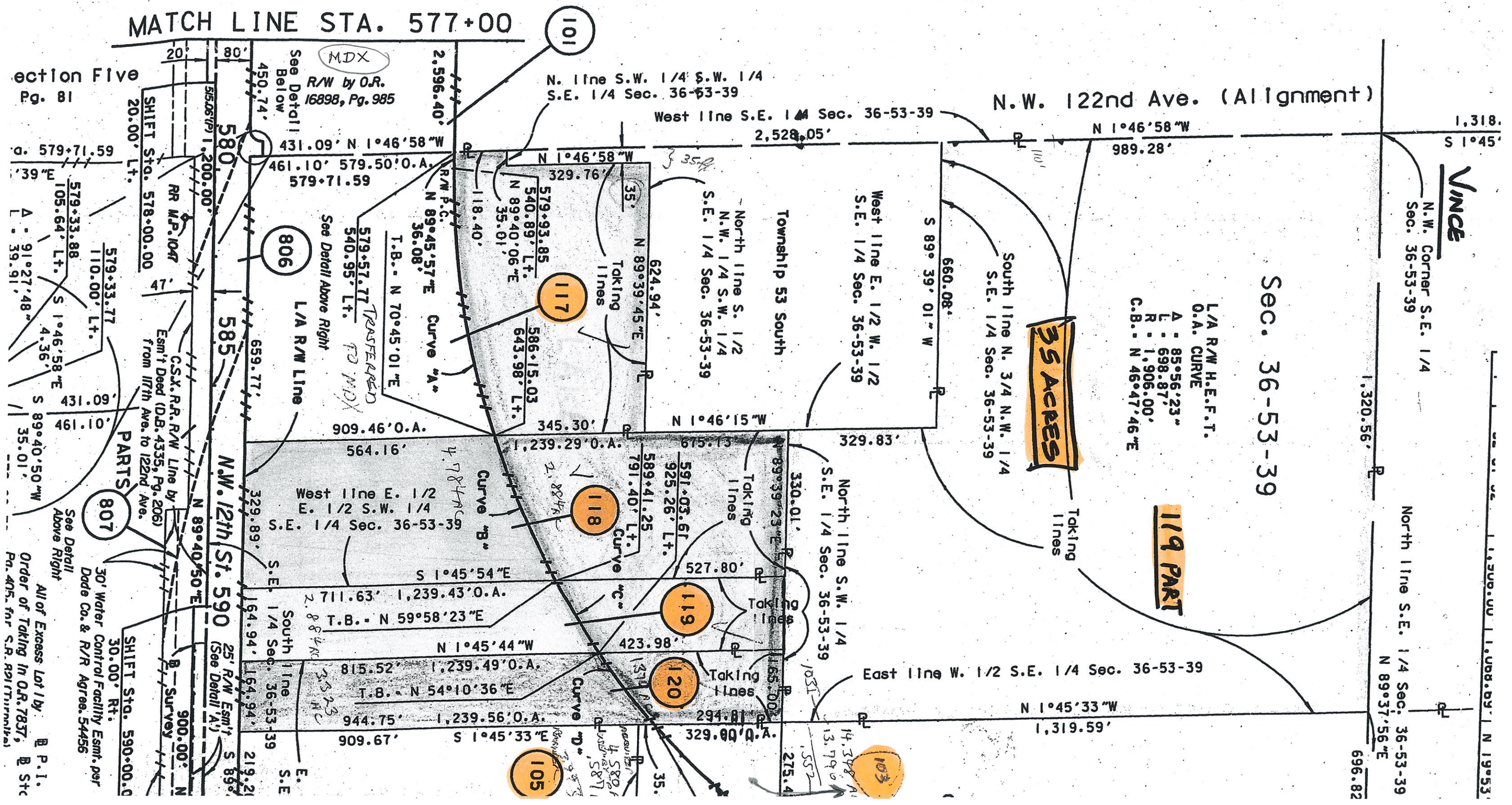
Legend

208 B METROBUS ROUTES

Appendix C

Right-of-Way of Proposed Parcels

R/W MAP


MATCH LINE STA. 577+00
ection Five
Pg. 81
MDX
See Detail Below
R/W by O.R. 16898, Pg. 985
N. line S.W. 1/4 S.W. 1/4 S.E. 1/4 Sec. 36-53-39
West line S.E. 1/4 Sec. 36-53-39
2,528.05'
N.W. 122nd Ave. (Alignment)
N 1°46'58"W
989.28'
1,318.
S 1°45'
VINCE
N.W. Corner S.E. 1/4 Sec. 36-53-39
Sec. 36-53-39
1,320.56'
North line S.E. 1/4 Sec. 36-53-39
N 89°37'56"E
696.82
L/A R/W H.E.F.T.
O.A. CURVE
Δ = 85°56'23"
L = 698.87'
R = 1,906.00'
C.B. = N 46°47'46"E
35 ACRES
119 PART
Township 53 South
North line S.W. 1/4 S.E. 1/4 Sec. 36-53-39
South line N. 3/4 N.W. 1/4 S.E. 1/4 Sec. 36-53-39
West line E. 1/2 W. 1/2 S.E. 1/4 Sec. 36-53-39
North line S. 1/2 N.W. 1/4 S.E. 1/4 Sec. 36-53-39
West line E. 1/2 E. 1/2 S.W. 1/4 S.E. 1/4 Sec. 36-53-39
East line W. 1/2 S.E. 1/4 Sec. 36-53-39
South line S.E. 1/4 Sec. 36-53-39
N. 1/4 S.W. 1/4
Taking lines
L/A R/W Line
C.S.X. R.R. R/W Line by Esm't Deed (D.B. 4335, Pg. 206) from 117th Ave. to 122nd Ave.
N.W. 12th St.
PARTS
SHIFT Sta. 578+00.00
SHIFT Sta. 579+71.59
20.00' Lt.
RR M.P. 1047
Curve "A"
Curve "B"
Curve "C"
Curve "D"
See Detail Above Right
All of Excess Lot I by Order of Taking in O.R. 7837, Pg. 405, for S.R. 821 (Turnpike)
30' Water Control Facility Esm't. per Dade Co. & R/R Agree. 54456
25' R/W Esm't (See Detail 'A')
SHIFT Sta. 590+00.0
30.00' Rt.
Survey
900.00'
101
105
117
118
119
120
103
580
585
806
807
2,596.40'
431.09' N 1°46'58"W
461.10' 579.50' O.A.
579+71.59
329.76'
624.94'
345.30'
1,239.29' O.A.
564.16'
909.46' O.A.
659.77'
329.89'
711.63'
1,239.43' O.A.
815.52'
1,239.49' O.A.
944.75'
1,239.56' O.A.
909.67'
S 1°45'33"E
N 1°45'33"W
1,319.59'
N 1°46'15"W
329.83'
S 89° 39' 01" W
660.08'
N 89°39'23"E
330.01'
527.80'
423.98'
294.81'
329.00' O.A.
275.4
1,379
1,552
13,790
14,348
4.784AC
2.884AC
3.323AC
T.B. = N 70°45'01"E
T.B. = N 59°58'23"E
T.B. = N 54°10'36"E
579+93.85
540.89' Lt.
N 89°40'06"E
35.01'
579+57.77
540.95' Lt.
TRANSFERRED TO MDX
T.B. = N 89°45'57"E
36.08'
586+15.03
643.98' Lt.
589+41.25
791.40' Lt.
591+03.19
925.26' Lt.
579+33.88
105.64' Lt.
579+33.77
110.00' Lt.
Δ = 91°27'48"
L = 39.91'
S 1°46'58"E
4.36'
431.09'
461.10'
S 89°40'50"W
35.01'
N 89°40'50"E
S 1°45'54"E
N 1°45'44"W
S 1°45'33"E
N 89°39'45"E
N 89°39'23"E
S 89°40'50"E
N 1°46'58"W
118.40'
35'
47'
55.06'(P)
1,200.00'
450.74'
20'
80'
Taking lines
East line W. 1/2 S.E. 1/4 Sec. 36-53-39
N 1°45'33"W
1,319.59'
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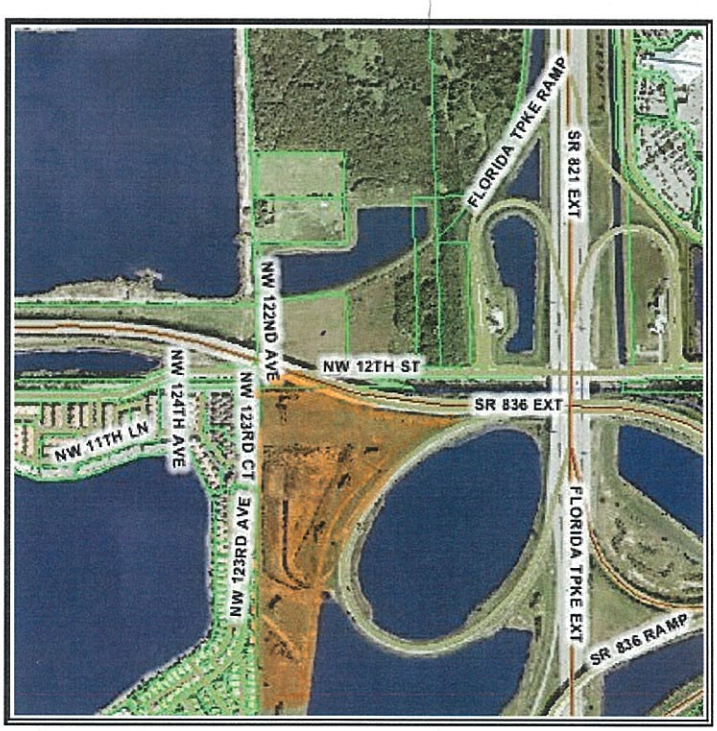

Legend

- Property Boundary
- Selected Property
- Street
- Highway
- Miami-Dade County
- Water

N W E S

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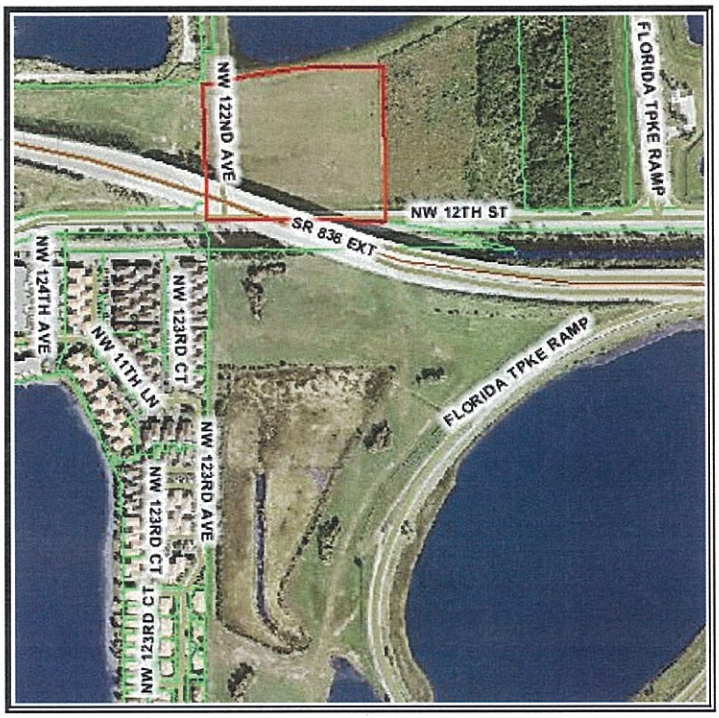

Aerial Photography - 2012

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Legend

- Property Boundary
- Selected Property
- Street
- Highway
- Miami-Dade County
- Water

N W E S

Summary Details:

Folio No.:	30-3936-000-0171
Property:	
Mailing Address:	STATE OF FLORIDA DOT 1000 NW 111 AVE MIAMI FL 33172-5800

Property Information:

Primary Zone:	8900 INTERIM-AWAIT SPECIFIC ZO
CLUC:	0080 VACANT LAND GOVERNMENT
Beds/Baths:	0/0
Floors:	0
Living Units:	0
Adj Sq Footage:	0
Lot Size:	7.46 ACRES
Year Built:	0
Legal Description:	36 53 39 7.467 AC M/L COMM AT NW COR OF SW1/4 OF SW1/4 OF SE1/4 OF SEC TH S 01 DEG E 118.40FT FOR POB TH N 89 DEG E 36.08FT NELY A/D 632.57FT S 01 DEG E 564.16FT S 89 DEG

Assessment Information:

Year:	2013	2012
Land Value:	$1,045,380	$1,045,380
Building Value:	$0	$0
Market Value:	$1,045,380	$1,045,380
Assessed Value:	$1,045,380	$1,045,380

Taxable Value Information:

Year:	2013	2012
Taxing Authority:	Applied Exemption/ Taxable Value:	Applied Exemption/ Taxable Value:
Regional:	$1,045,380/ $0	$1,045,380/ $0
County:	$1,045,380/ $0	$1,045,380/ $0
School Board:	$1,045,380/ $0	$1,045,380/ $0

Additional Information:

Click here to see more information for this property:
Community Development District
Community Redevelopment Area
Empowerment Zone
Enterprise Zone
Zoning Land Use
Urban Development Boundary
Zoning

My Home | Property Information | Property Taxes | My Neighborhood | Property Appraiser

Home | Using Our Site | Phone Directory | Privacy | Disclaimer

If you experience technical difficulties with the Property Information application, or wish to send us your comments, questions or suggestions please email us at Webmaster.

Web Site
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Schnettler, Jack S

From: Richardson, Dionne G. [Dionne.Richardson@dot.state.fl.us]
Sent: Thursday, August 08, 2013 8:12 AM
To: Schnettler, Jack S
Subject: FW: Parcel 3705 FM 2496831
Attachments: GIS Parcel 3705.pdf

Below please find the information provided by property management (Emma from ROW).

Dionne G. Richardson
Freight Logistic & Passenger Operation Unit Manager
Intermodal Systems Development Office
Florida Department of Transportation
District Six
1000 NW 111 Avenue, Room 6111
Miami, FL 33172
305-470-5292 phone
dionne.richardson@dot.state.fl.us email

From: Halim, Emma
Sent: Wednesday, August 07, 2013 5:02 PM
To: Richardson, Dionne G.
Cc: Reuben, Vince WE
Subject: Parcel 3705 FM 2496831

From: Halim, Emma
Sent: Wednesday, August 07, 2013 4:59 PM
To: Richardson, Dionne G.
Cc: Reuben, Vince WE
Subject: Parcel 3705 FM 2496831

Good Afternoon Dionne.

Thank You for stopping by the Property Management Right of Way Department. There are multiple parcels you indicated would need to be placed on hold for future Transportation needs. For information purpose, providing you with current status for each of the inquired FDOT parcels.

Parcel 3705: 34.98 Acres
Declared Surplus 04/28/2006

Parcel 4260: 4.784 Acres
Surplus Denied – MDX showed interest for a Park & Ride Area.

Parcel 4261: 2.88 Acres
Surplus Denied – MDX showed interest for a Park & Ride Area.

Parcel 4262: 3.323 Acres
Surplus Denied – MDX showed interest for a Park & Ride Area.

Parcel 4263: 24,045 Sq Ft

Surplus Denied – MDX showed interest for a Park & Ride Area.

Parcel 863: 3.993 Acres
Surplus Denied – MDX showed interest for a Park & Ride Area.

For Parcel 3705, Since it was Declared Surplus, Aileen Boucle would need to make formal request to have this parcel withdrawn from Property Management Administration inventory. A reason for the request needs to be included, such as, this parcel is needed for future transportation needs, possibly a truck stop rest area, as you indicated would be the intended use. Once upper managements makes the determination to withdraw from surplus status, Property Management will take the appropriate steps to complete the process.

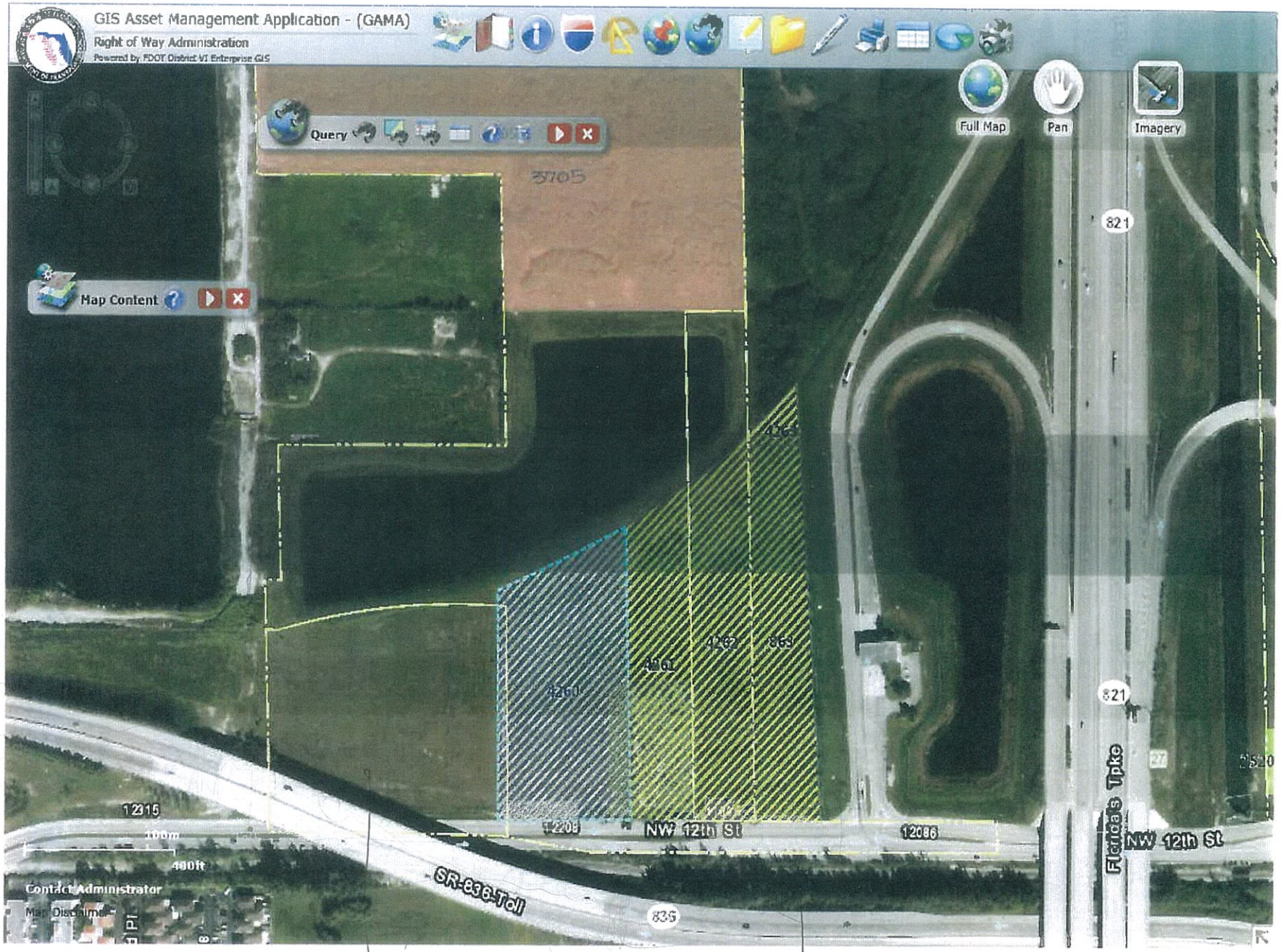
RR ROW

The Parcel on the South Side of NW 12 Street, directly across the street from the referenced parcels and running alongside the Florida Turnpike Ramp heading east, does not appear to be FDOT property. For the SR 836 extension project, parcels were acquired on the north side of NW 12 Street. Right of Engineering Department is a good resource on this one. Inquired on the Miami-Dade Property Appraisers web site and no information comes up when selected this property. Check with Turnpike to see if this parcel belongs to them.

I will be providing you an 11x17 R/W Map with Acquisition parcel 117, 118, 119, 120, and 105 for your file.
Let me know if you need future assistance.

Emma Halim
Property Management Agent
Florida Department of Transportation
Adam Leigh Cann Building
1000 NW 111 Avenue, Room 6105-B
Miami, Florida 33172
Office: (305) 470-5178
Fax: (305) 470-5327
Emma.Halim@dot.state.fl.us

The IS team in Atkins has scanned this email and any attachments for viruses and other threats; however no technology can be guaranteed to detect all threats. Always exercise caution before acting on the content of an email and before opening attachments or following links contained within the email.

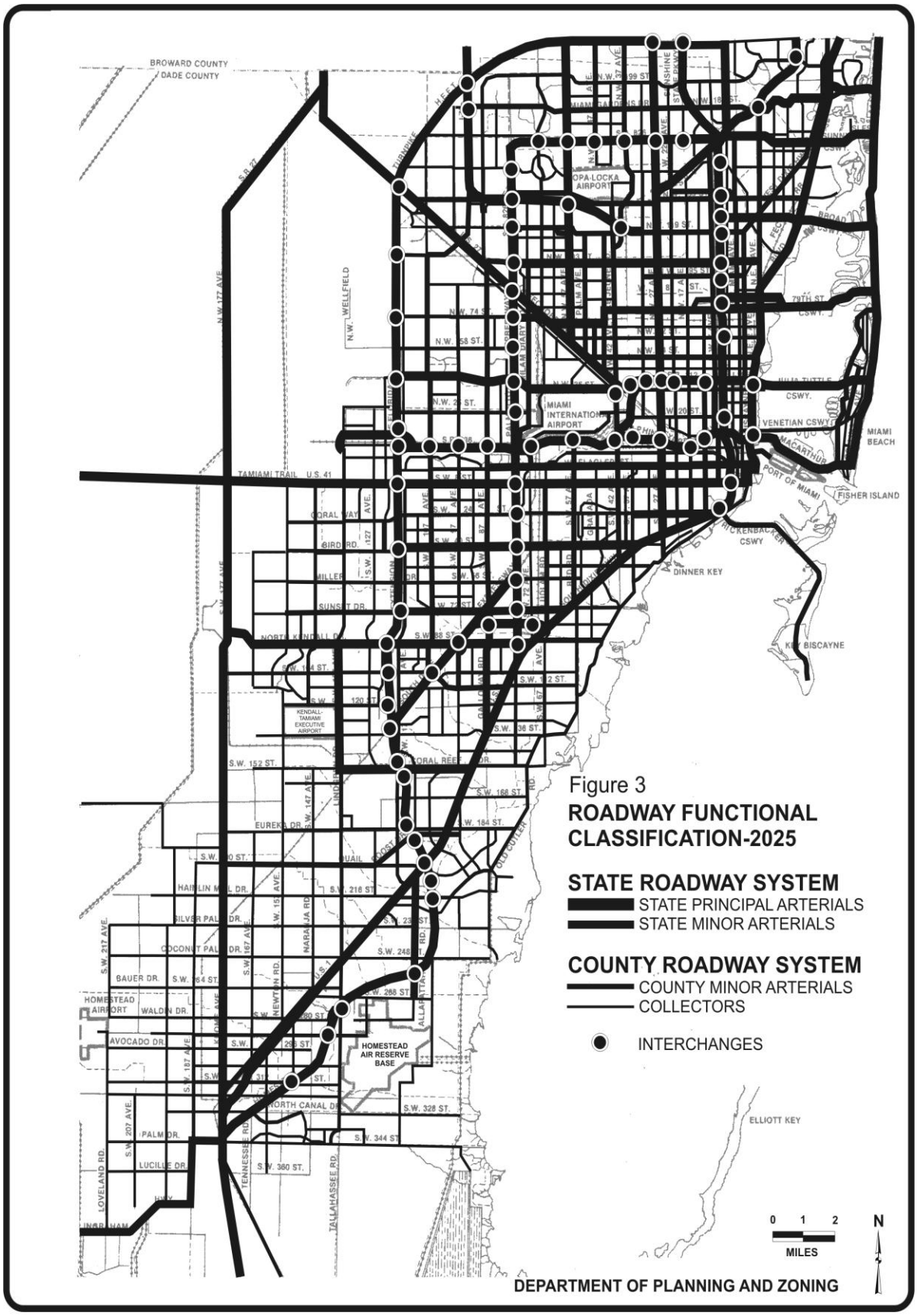

GIS Asset Management Application - (GAMA)
Right of Way Administration
Powered by FDOT District VI Enterprise GIS
Query
Map Content
Full Map
Pan
Imagery
3705
821
4260
4261
4262
863
12315
12208
12086
NW 12th St
SR-836-Toll
835
Florida's Tpke
NW 12th St
Contact Administrator
Map Disclaimer

4263 ?

RR ROW

Appendix D

Roadway Functional Classification-2025



\\S0430003\MetroPlan2\CDMP Amendments\2004 October Cycle\Adopted Maps\Roadway Functional Classification 2025.cdr

Appendix E

Miami-Dade County Standard Details for Driveways

METROPOLITAN DADE COUNTY
PUBLIC WORKS DEPARTMENT

APPROVED 6/5/61

REVISED 5/17/72
6/4/86

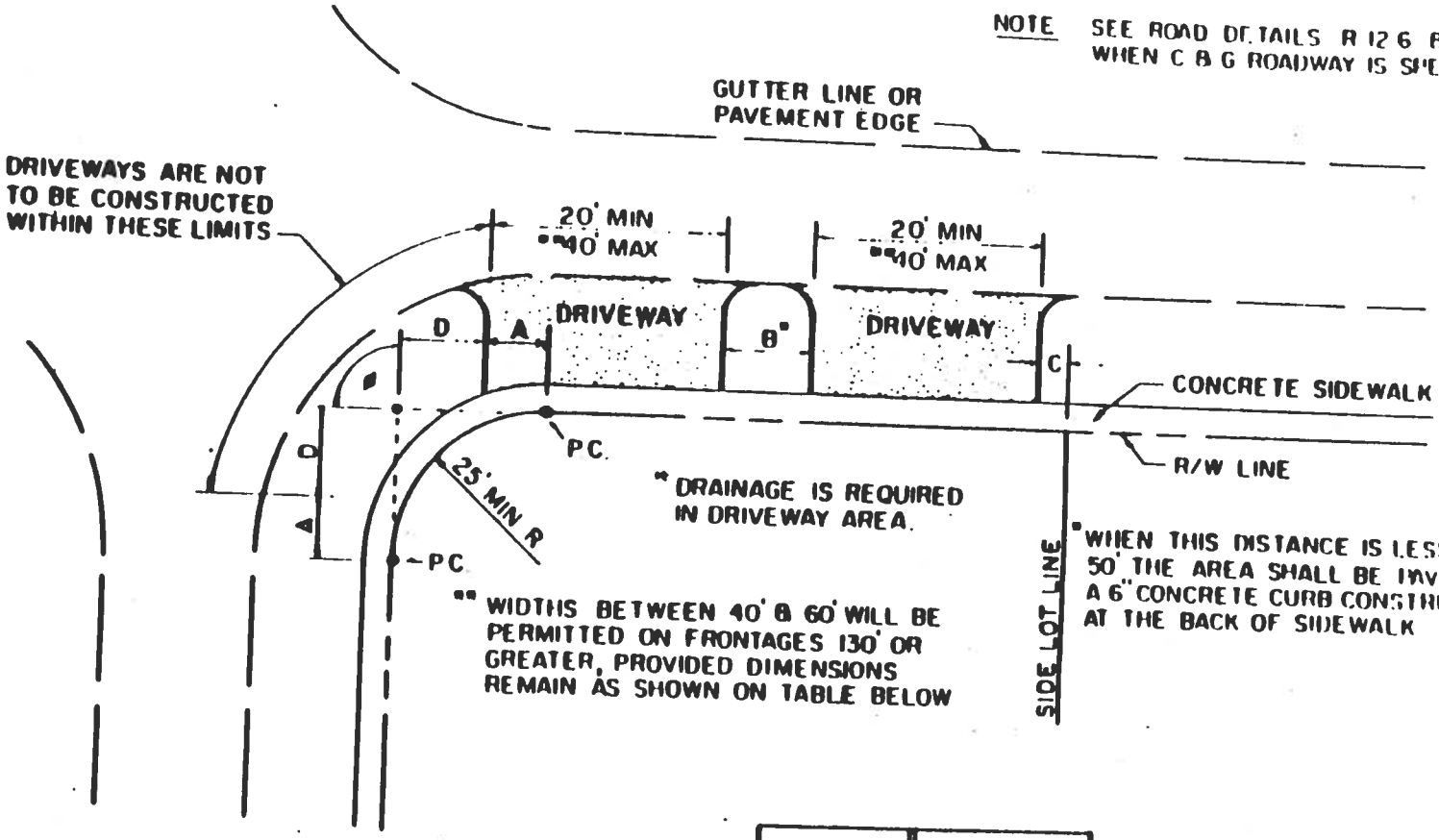
STANDARD ROAD DETAIL

COMMERCIAL AND INDUSTRIAL DRIVEWAY SPACING

R 12.2

SHEET 1 OF 1

NOTE SEE ROAD DETAILS R 12 6 & R 12 7 WHEN C & G ROADWAY IS SPECIFIED

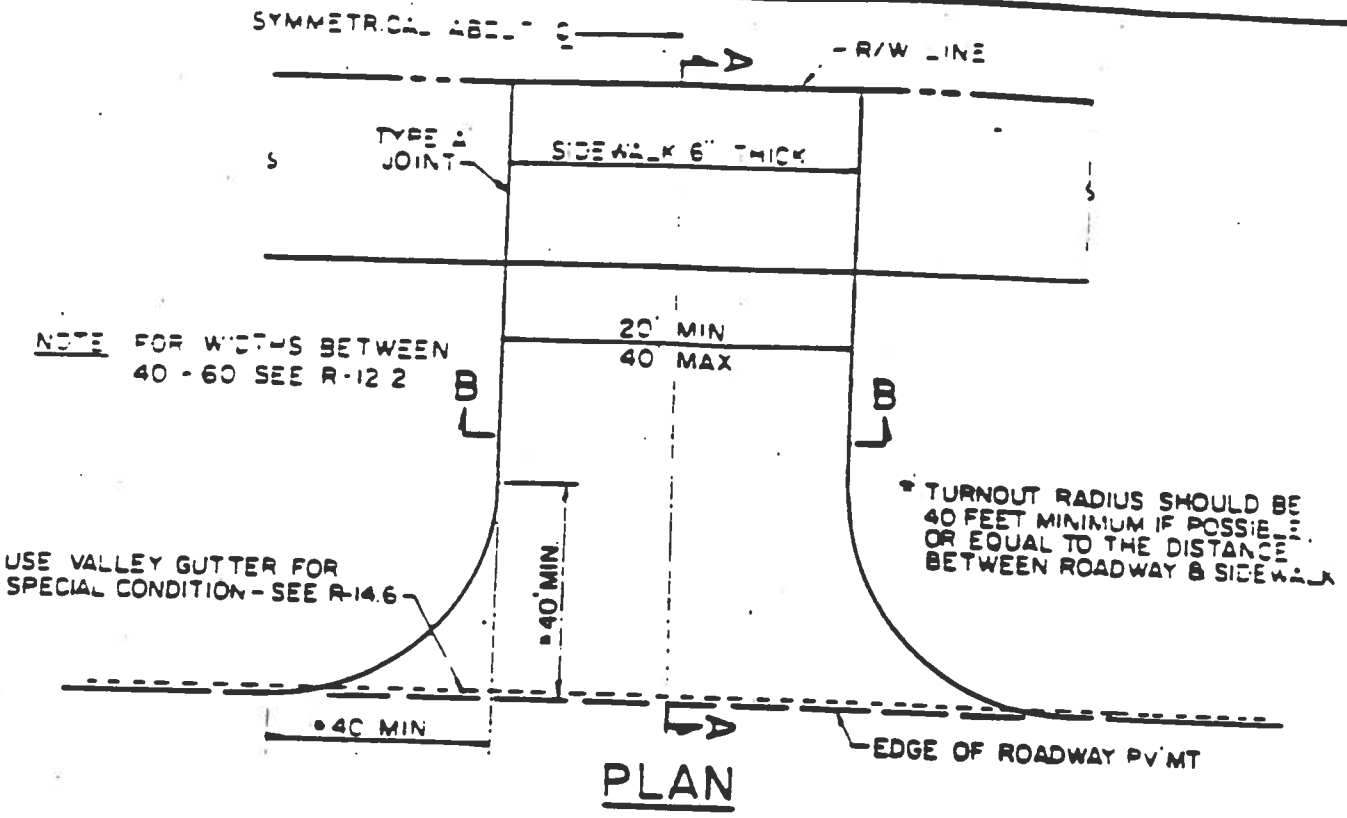


NOTE:

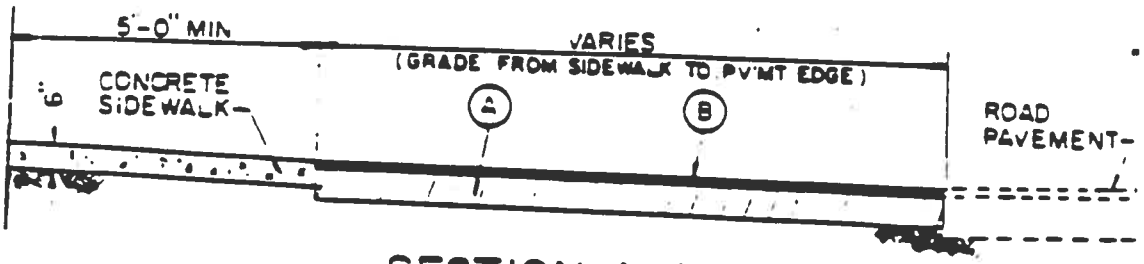
1. WHERE THE INTERSECTION ANGLE ∅ IS 90° OR LESS, DIMENSION "A" CONTROLS
2. WHERE THE INTERSECTION ANGLE ∅ IS OVER 90°, DIMENSION "D" CONTROLS

LOCATION	DIMENSION
A	10' MAX
B	20' MIN
C	5' MIN
D	15' MIN

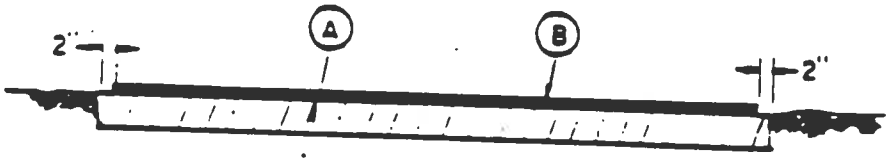
ITEM	CROSS REF.	SPEC. REF
C BASIN LOCATION	SD 2 4	
CONCRETE DRIVEWAY	R-12 6	
ASPHALT DRIVEWAY	R-12 5	



PLAN



SECTION A-A



SECTION B-B

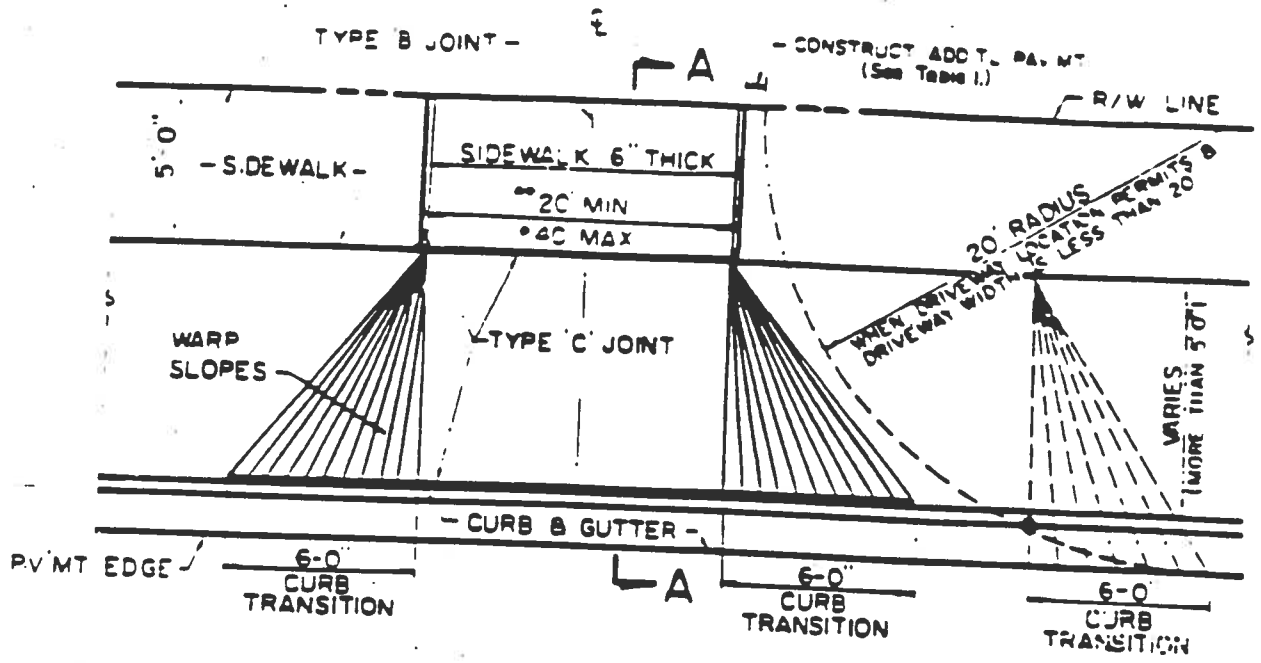
(A) BASE COURSE 6" THICK

(B) ASPHALTIC CONCRETE SURFACE COURSE 1" THICK

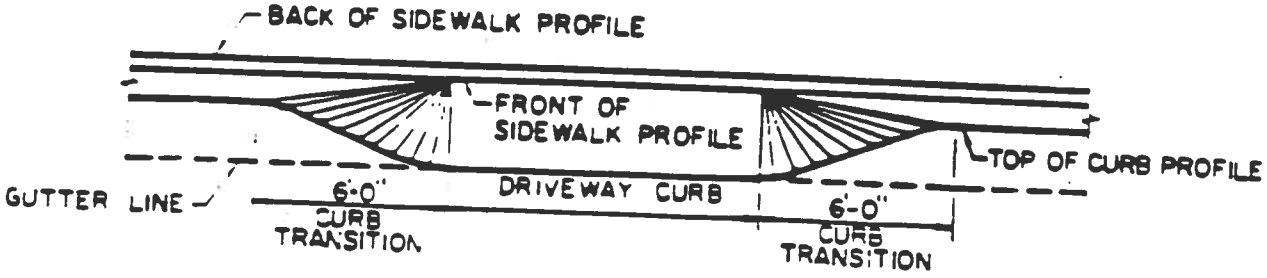
ITEM	CROSS REF	SPEC. REF.
DRIVEWAY SPACING	R-12 2	
CONCRETE SIDEWALK	R 13 1	SEC 105
ASPHALTIC CONCRETE		SEC 133
BASE COURSE		SEC 911-34

METROPOLITAN DADE COUNTY PUBLIC WORKS DEPARTMENT	APPROVED 6 5 /6	REVISED ' 29 /81 6 4/86	STANDARD ROAD DETAIL ASPHALT DRIVEWAY COMMERCIAL

R
12.5
SHEET 1 OF 1



PLAN

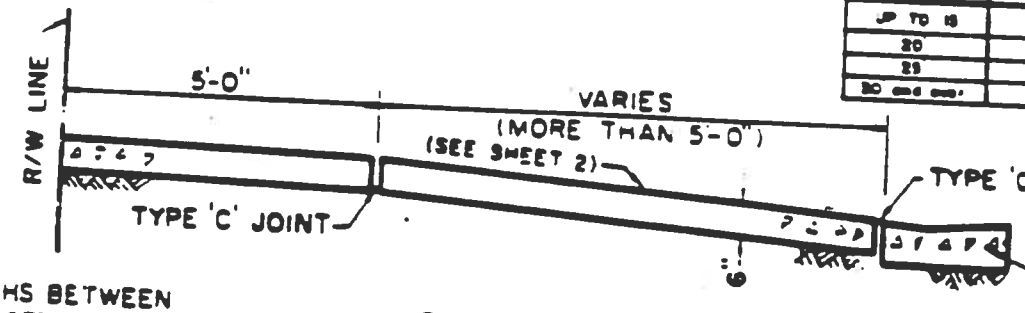


PROFILE

** 10' MIN MAY BE USED FOR RESIDENTIAL AREAS ZONED RU-TH OR LESS DENSITY.

TABLE I

DRIVEWAY WIDTH	ADDTL 6" CONC SWK (APPROACH SIDE ONLY)
UP TO 18	ADDED WIDTH = 18
20	" " = 20
22	" " = 22
24 AND OVER	NO ADDED WIDTH



SECTION A-A

* FOR WIDTHS BETWEEN 40 & 60 SEE R-22

NOTE SPACE JOINTS IN ACCORDANCE WITH STD DETAIL R-13 I

ITEM	CROSS REF	SPEC. REF
DRIVEWAY CURB	R-14 I	
CURB & GUTTER	R-14 I	
CONC SIDEWALK	R-13 I	SEC 149

METROPOLITAN DADE COUNTY
PUBLIC WORKS DEPARTMENT

APPROVED 6/5/76

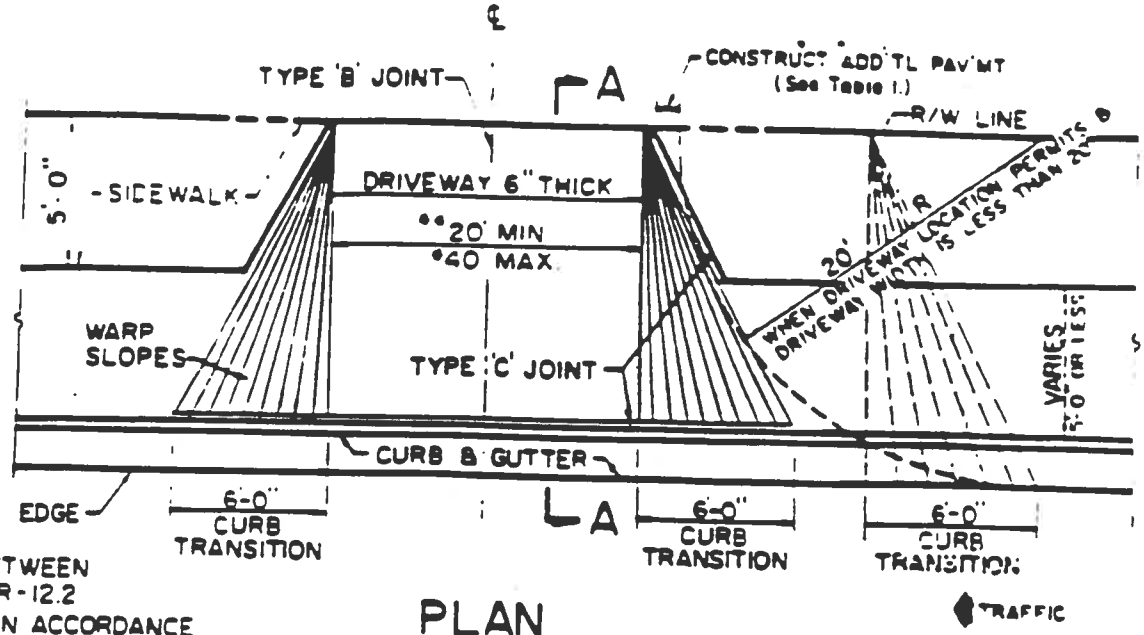
REVISED 4/5/74
9/22/86

STANDARD ROAD DETAIL

CONCRETE DRIVEWAY

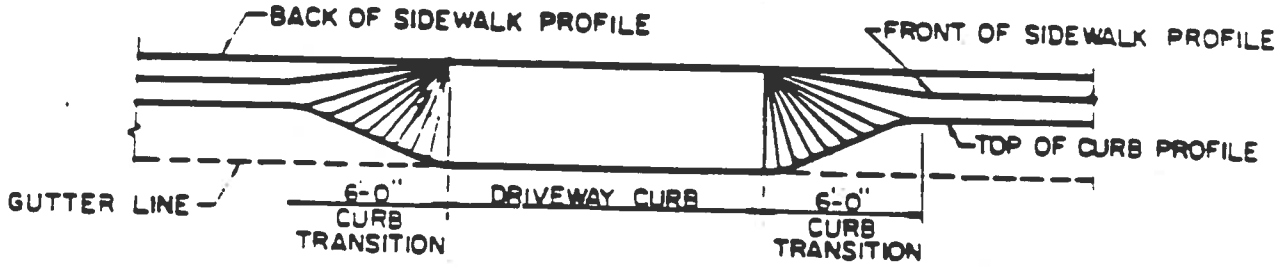
R 12.6

SHEET 1 OF 2



* FOR WIDTHS BETWEEN 40' & 60' SEE R-12.2 SPACE JOINTS IN ACCORDANCE WITH STD. DETAIL R-13.1.

PLAN

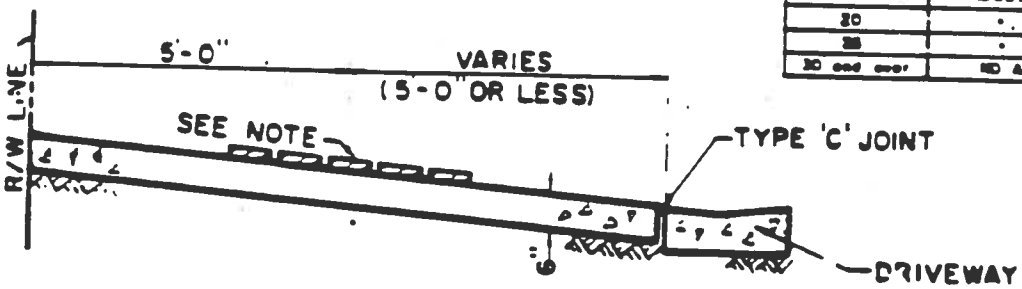


PROFILE

** 10 MIN MAY BE USED FOR RESIDENTIAL AREAS ZONED RU-TH OR LESS DENSITY

TABLE 1

DRIVEWAY WIDTH	ADD'TL 6 CONC SWK (APPROACH SIDE ONLY)
UP TO 15	ADDED WIDTH = 15
20	" " = 10
25	" " = 5
30 and over	NO ADDED WIDTH



SECTION A-A

NOTE

DECORATIVE SURFACE (BRICK, PAVERS, ETC.) WILL BE PERMITTED WHEN INSTALLED ON CONCRETE SLAB (3,000 P.S.I. MIN.), 6" THICK IMBED IN CONCRETE OR ATTACH FIRMLY TO SLAB BY GROUTING, EPOXY OR OTHER MEANS. TEXTURED OR IMPRINTED CONCRETE SURFACES WILL ALSO BE PERMITTED

ITEM	CROSS REF	SPEC. REF
DRIVEWAY CURB	R-14.1	
CURB & GUTTER	R-14.1	
CONC SIDEWALK	R-13.1	SEC 145

METROPOLITAN DADE COUNTY
PUBLIC WORKS DEPARTMENT

APPROVED 6/5/76

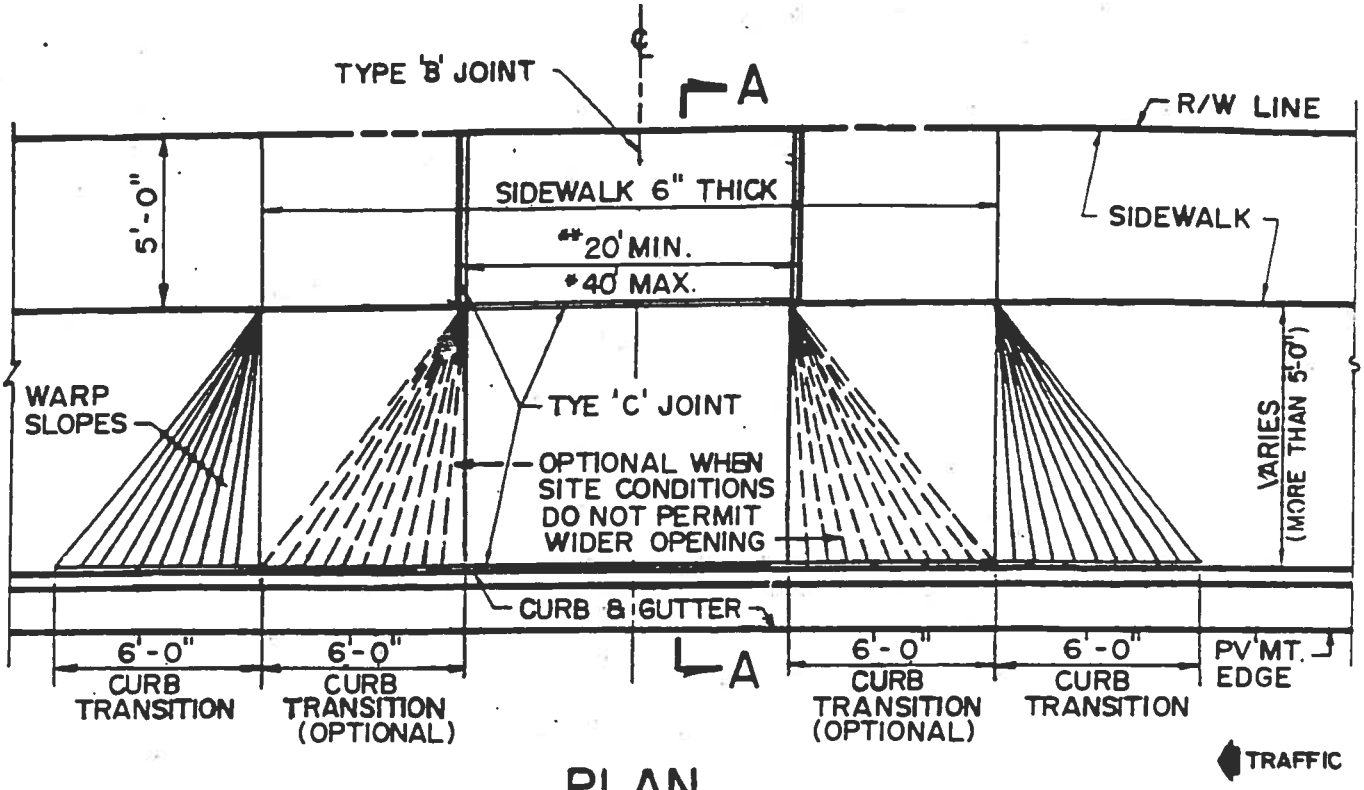
REVISED 4/5/74
9/22/86

STANDARD ROAD DETAIL

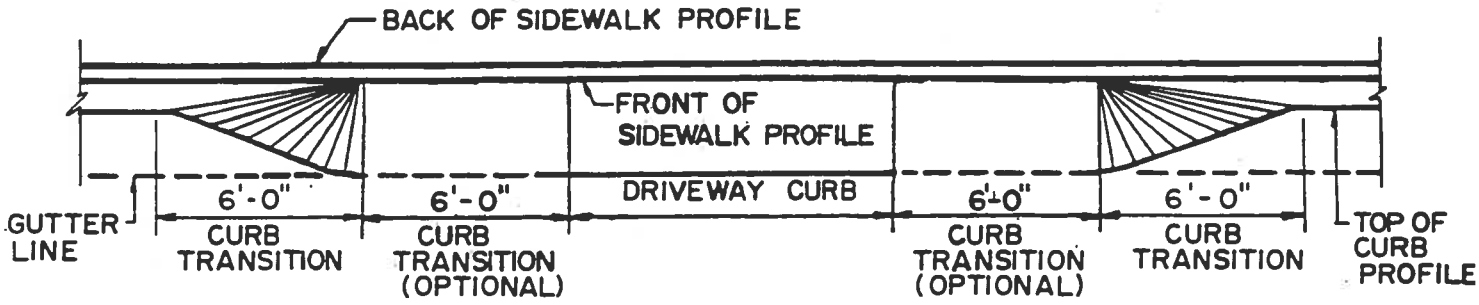
CONCRETE DRIVEWAY

R 12.6

SHEET 2 OF 2



PLAN

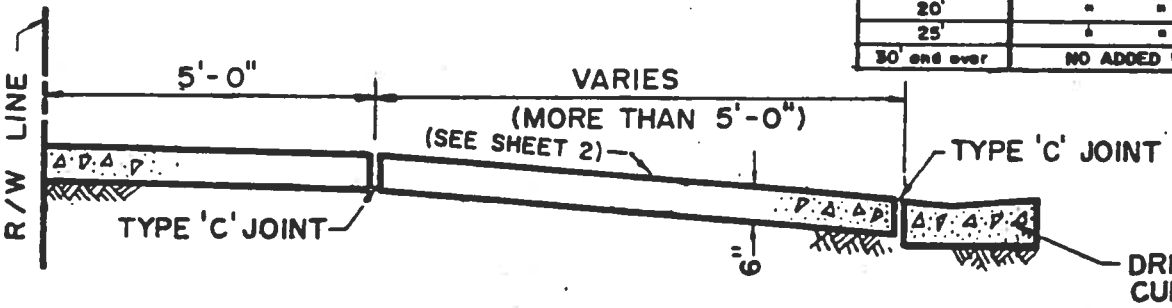


PROFILE

** 10' MIN. MAY BE USED FOR RESIDENTIAL AREAS ZONED RU-TH OR LESS DENSITY.

TABLE 1.

DRIVEWAY WIDTH	ADD'TI 6" CONC. SWK (APPROACH SIDE ONLY)
UP TO 15'	ADDED WIDTH = 15'
20'	" " = 10'
25'	" " = 5'
30' and over	NO ADDED WIDTH



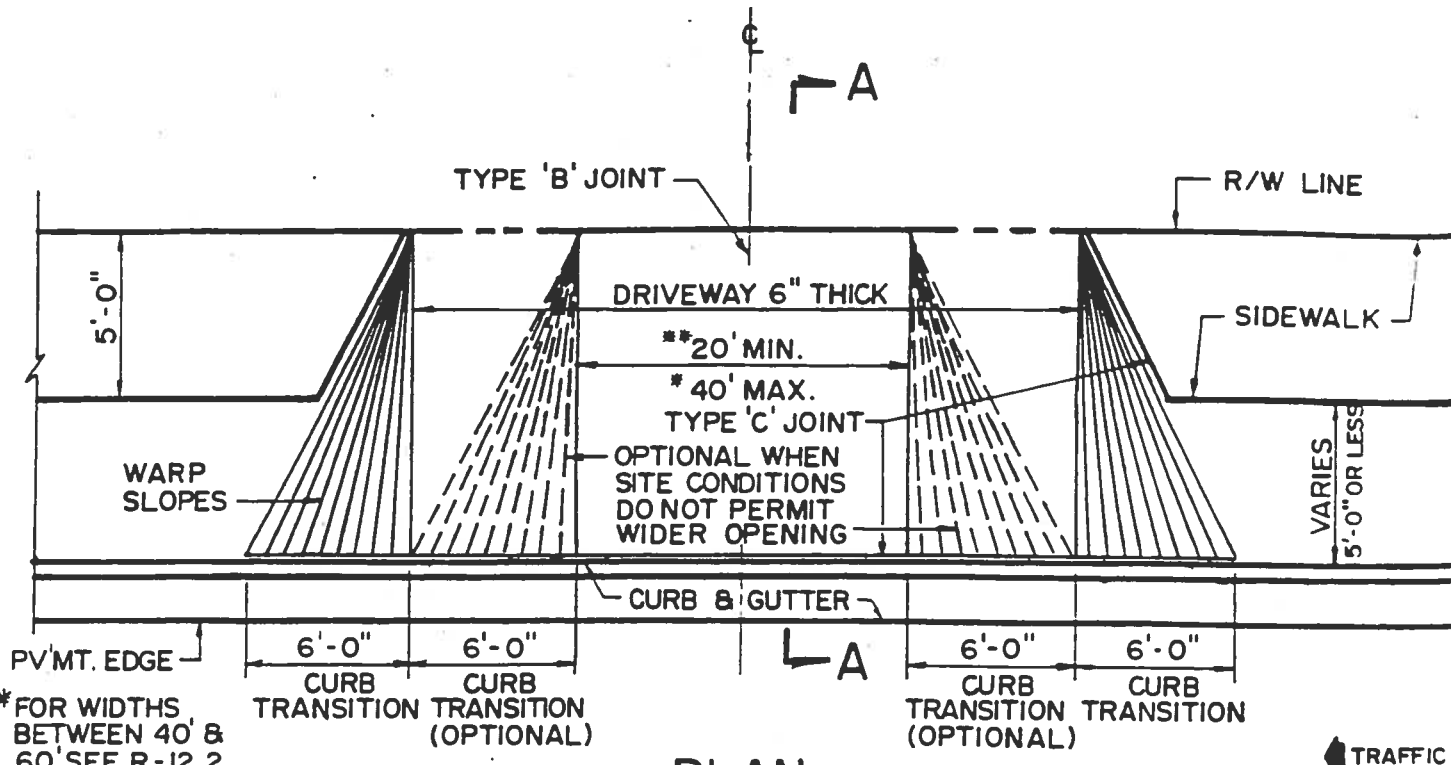
SECTION A-A

* FOR WIDTHS BETWEEN 40' & 60' SEE R-12.2

NOTE: SPACE JOINTS IN ACCORDANCE WITH STD. DETAIL R-13.1

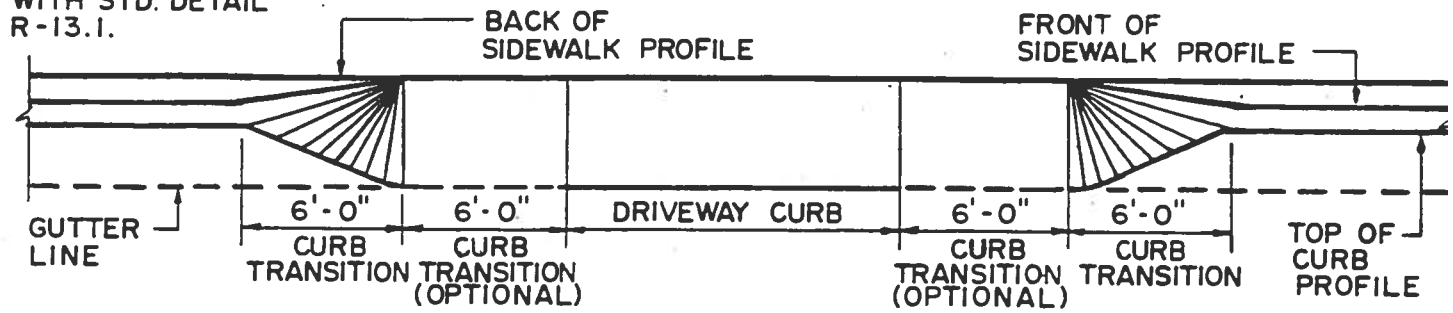
ITEM	CROSS REF.	SPEC. REF.
DRIVEWAY CURB	R-14.1	
CURB & GUTTER	R-14.1	
CONC. SIDEWALK	R-13.1	SEC. 46

METROPOLITAN DADE COUNTY PUBLIC WORKS DEPARTMENT	APPROVED 6/5/61	REVISED 4/5/74 9/22/86 2/9/99	STANDARD ROAD DETAIL CONCRETE DRIVEWAY	R 12.6 SHEET 1 OF 2



PLAN

*FOR WIDTHS BETWEEN 40' & 60' SEE R-12.2. SPACE JOINTS IN ACCORDANCE WITH STD. DETAIL R-13.1.

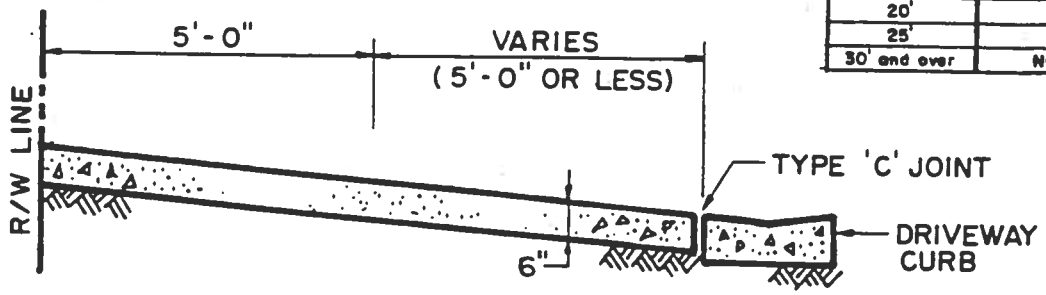


PROFILE

**10' MIN. MAY BE USED FOR RESIDENTIAL AREAS ZONED RU-TH OR LESS DENSITY.

TABLE 1.

DRIVEWAY WIDTH	ADD'TL 6" CONC. SW (APPROACH SIDE ONLY)
UP TO 15'	ADDED WIDTH = 15'
20'	" " = 10'
25'	" " = 5'
30' and over	NO ADDED WIDTH



SECTION A-A

ITEM	CROSS REF.	SPEC. REF.
DRIVEWAY CURB	R-14.1	
CURB & GUTTER	R-14.1	
CONC. SIDEWALK	R-13.1	SEC. 14

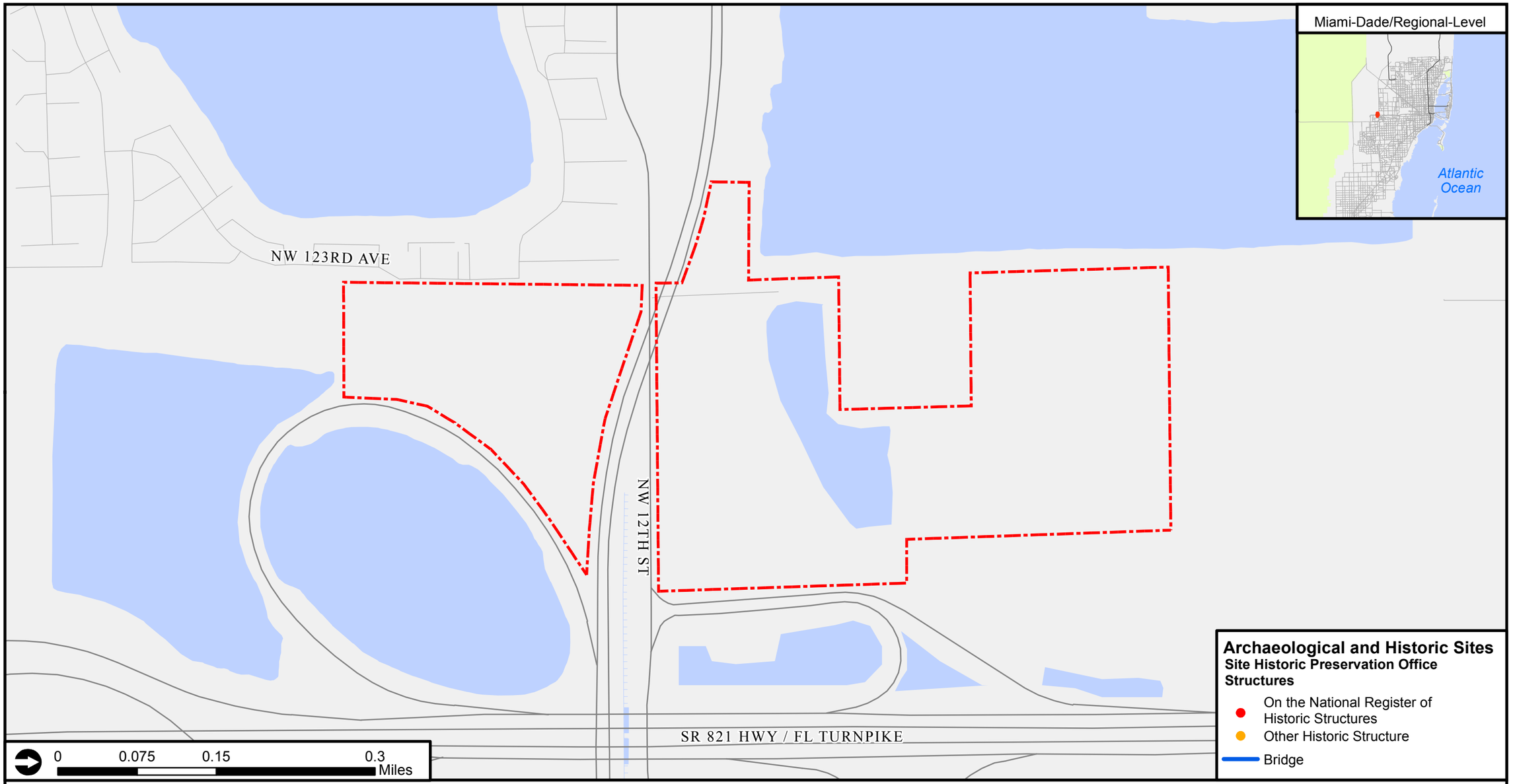
METROPOLITAN DADE COUNTY PUBLIC WORKS DEPARTMENT	APPROVED 6/5/61	REVISED 4/5/74 9/22/86 2/9/99	STANDARD ROAD DETAIL CONCRETE DRIVEWAY

R 12.6

SHEET 2 OF 2

Appendix F

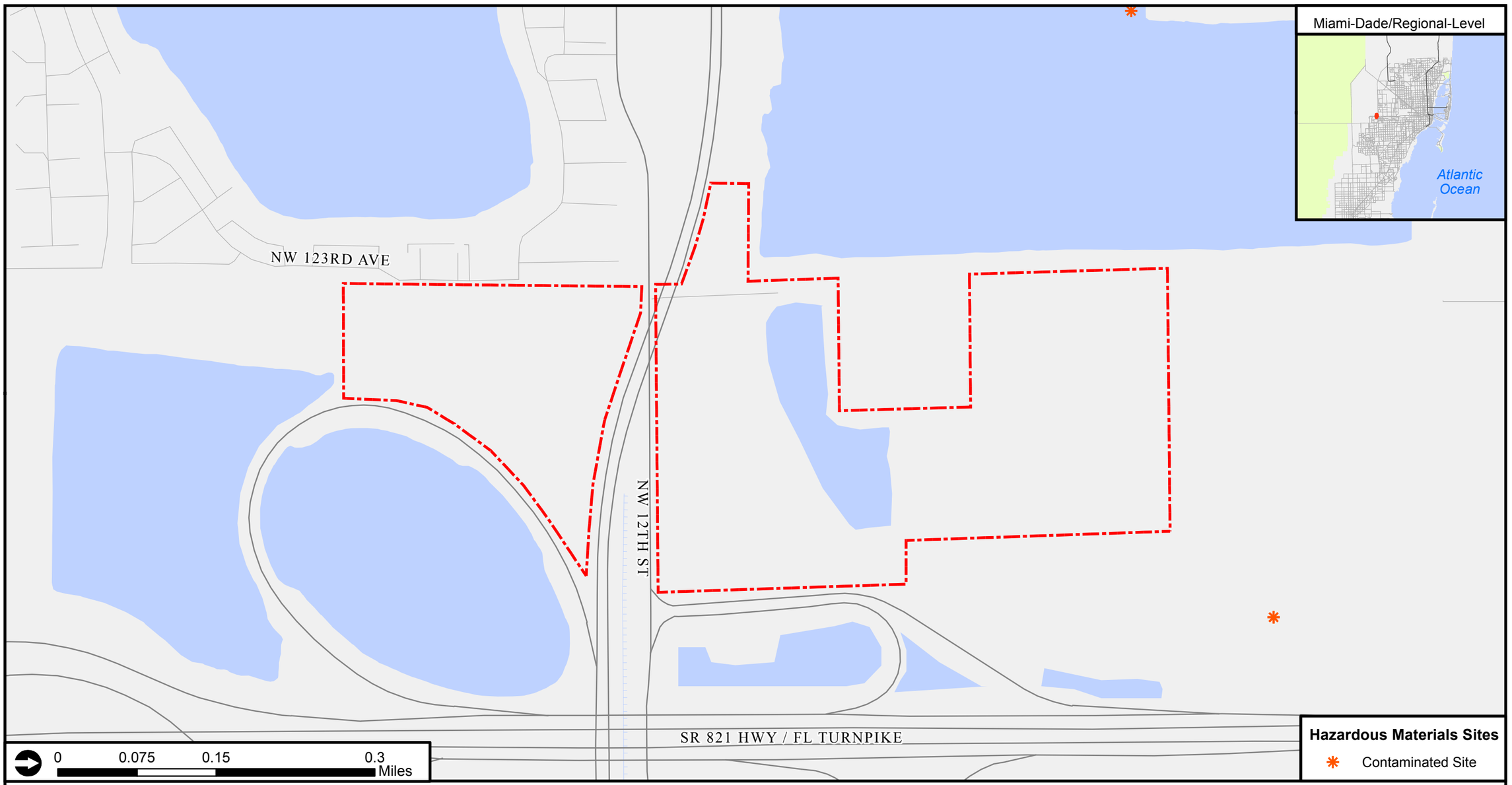
Environmental Features Tables and Maps



STATE OF FLORIDA • DEPARTMENT OF TRANSPORTATION

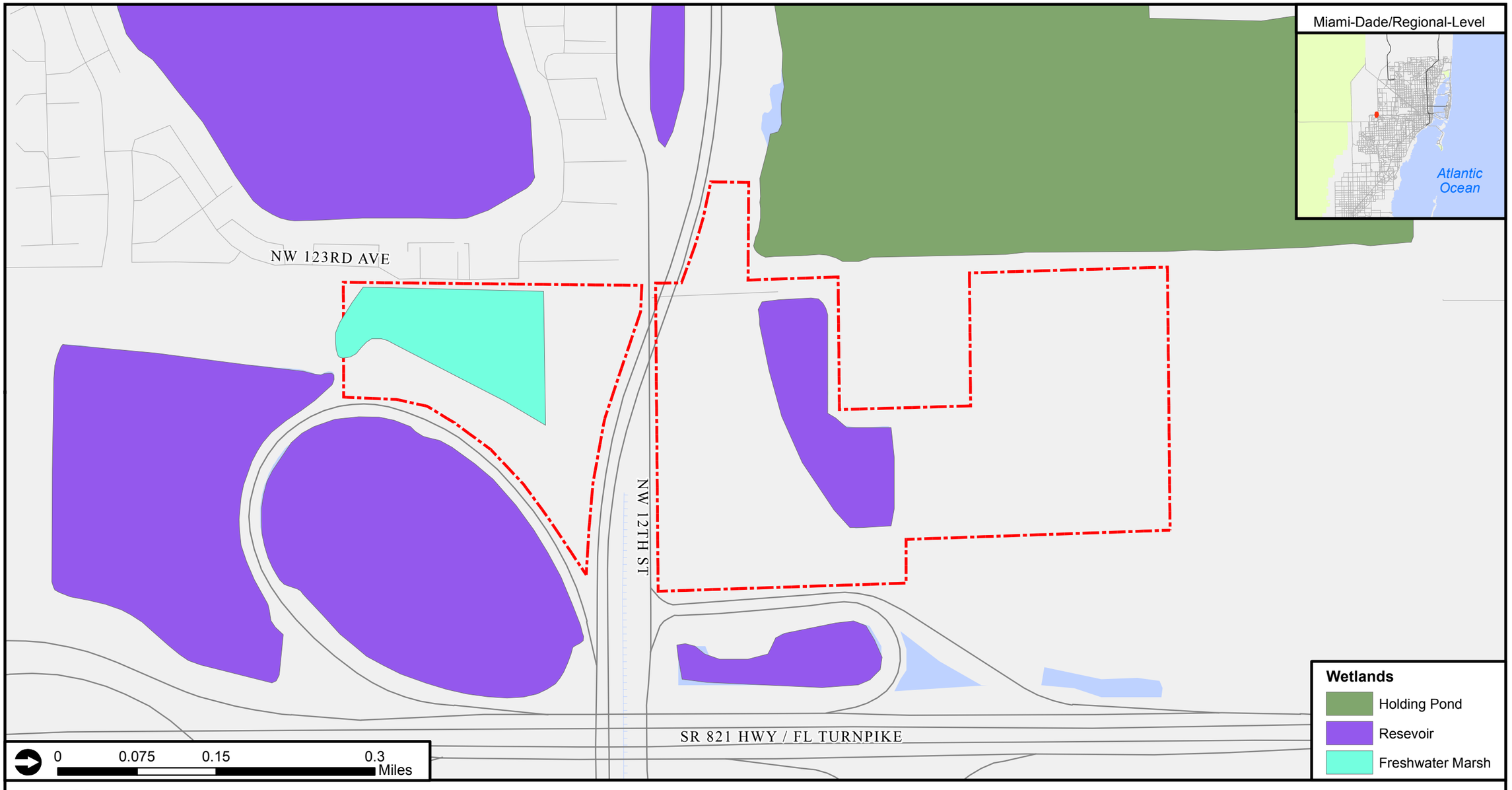
SR 821/NW 12th Street
Archaeological and Historic Sites

Financial Project No.: 432639-5-22-01



SR 821/NW 12th Street
Hazardous Marerials Sites

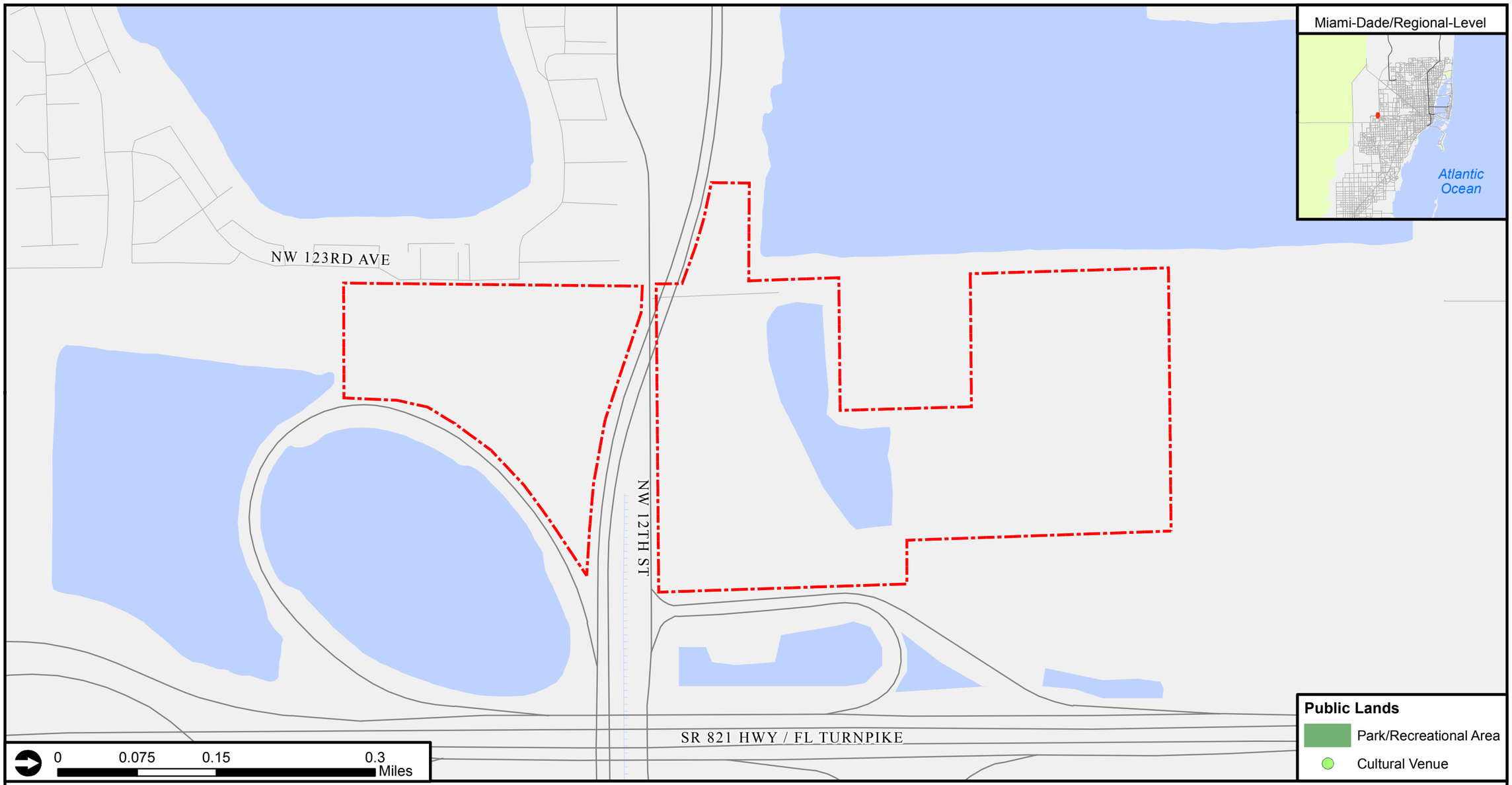
Financial Project No.: 432639-5-22-01



SR 821/NW 12th Street

Wetlands

Financial Project No.: 432639-5-22-01



SR 821/NW 12th Street
Public Lands

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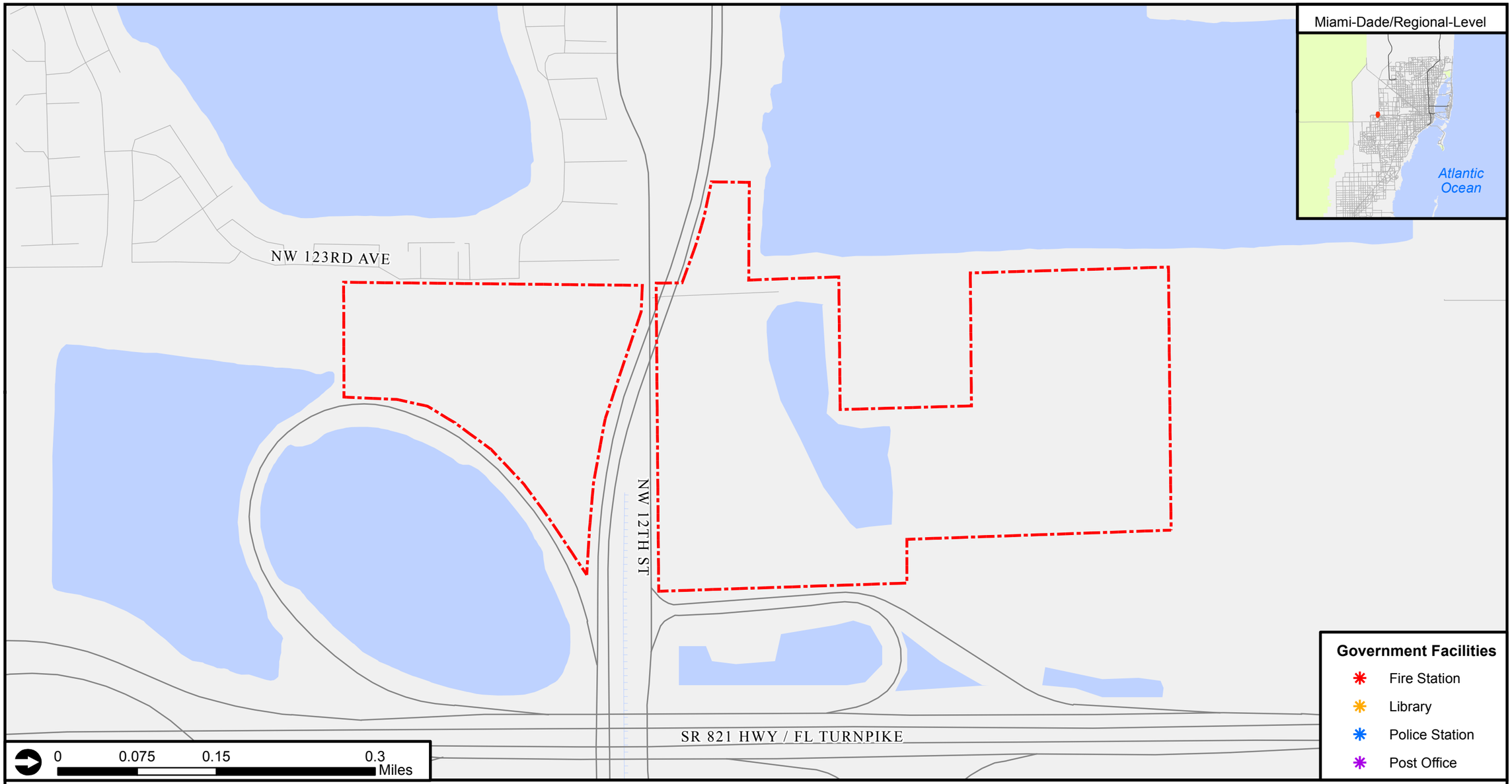

SR 821/NW 12th Street
Government Facilities

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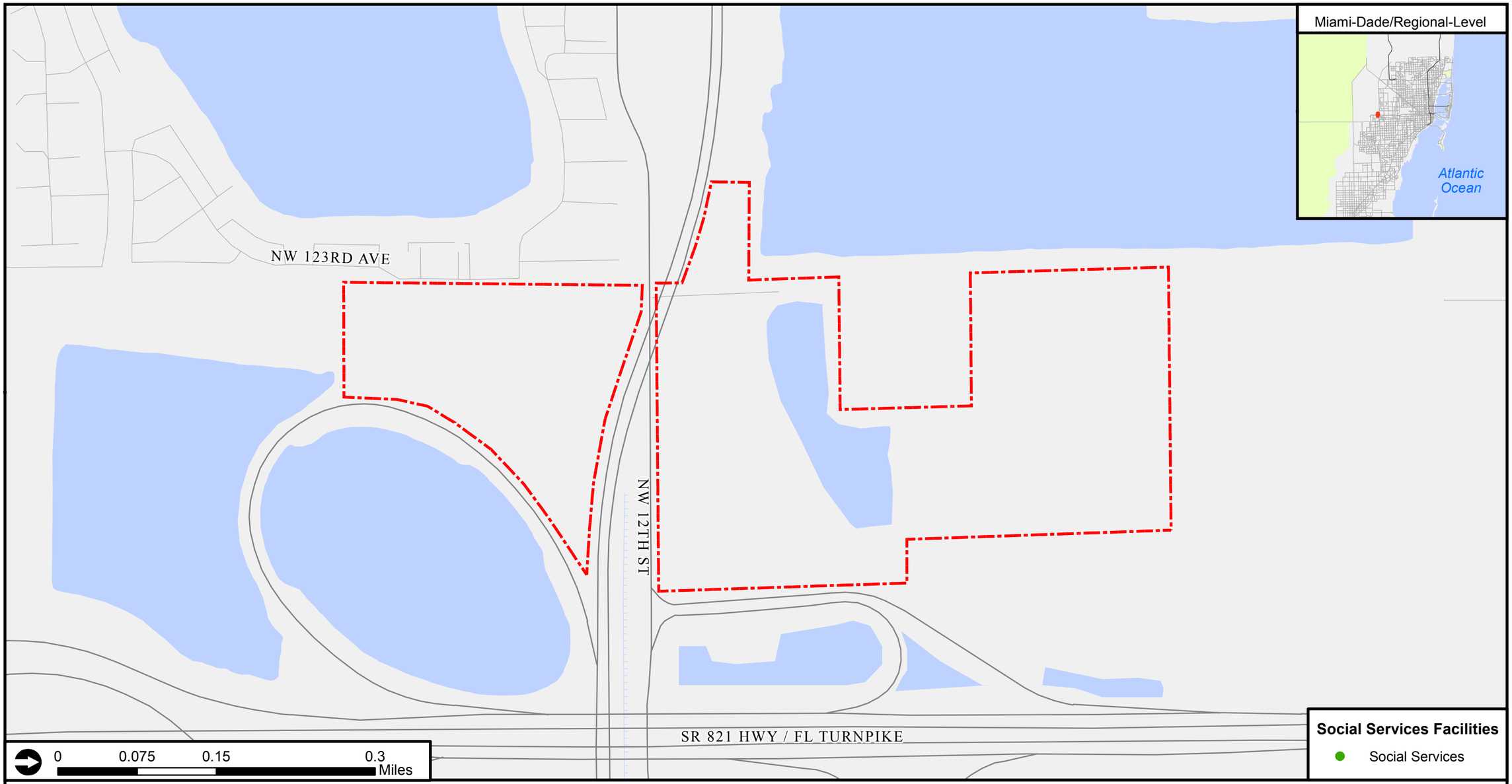
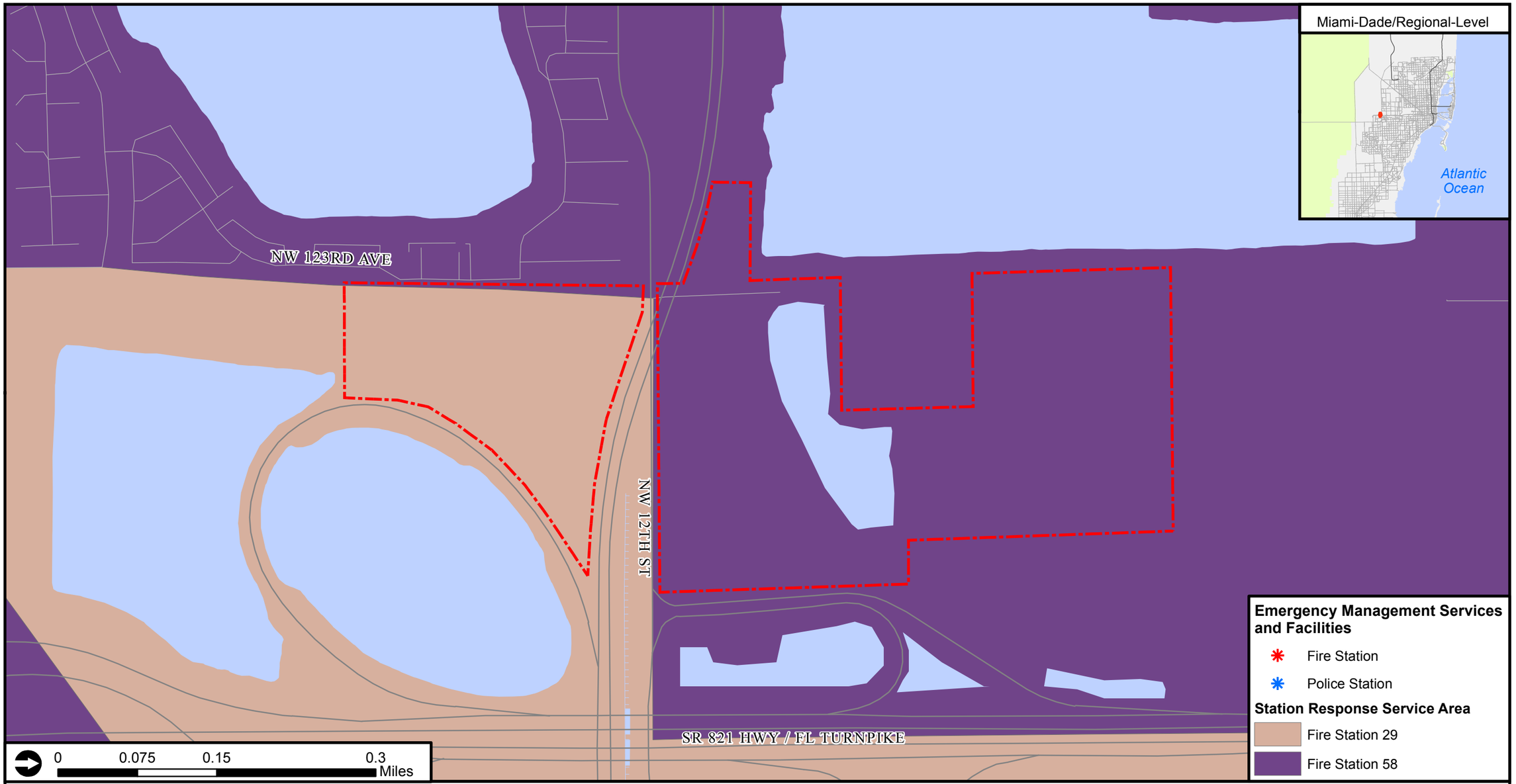


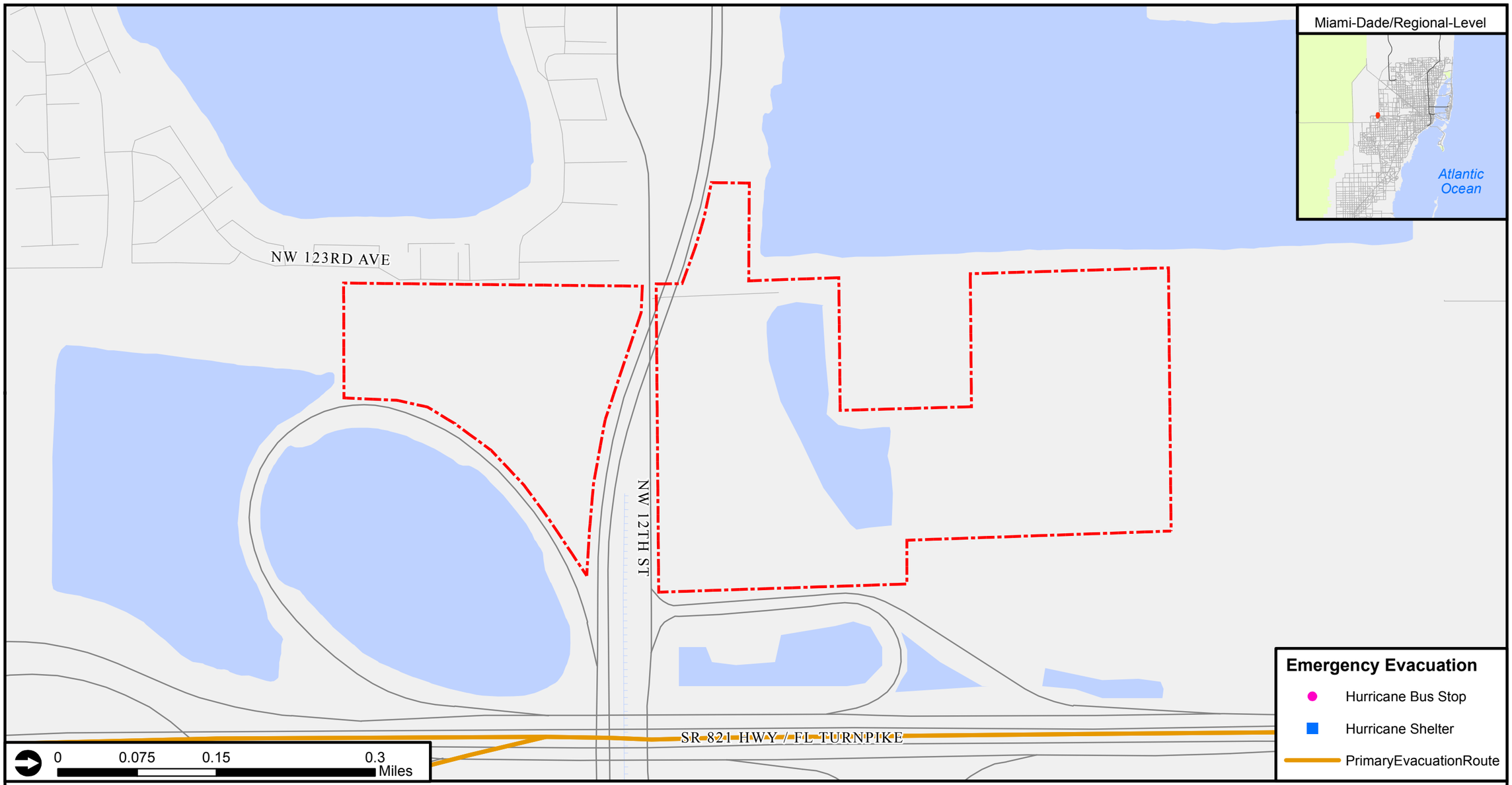
SR 821/NW 12th Street
Social Services Facilities

Financial Project No.: 432639-5-22-01



SR 821/NW 12th Street
Emergency Management Services and Facilities

Financial Project No.: 432639-5-22-01



STATE OF FLORIDA • DEPARTMENT OF TRANSPORTATION

SR 821/NW 12th Street
Emergency Evacuation

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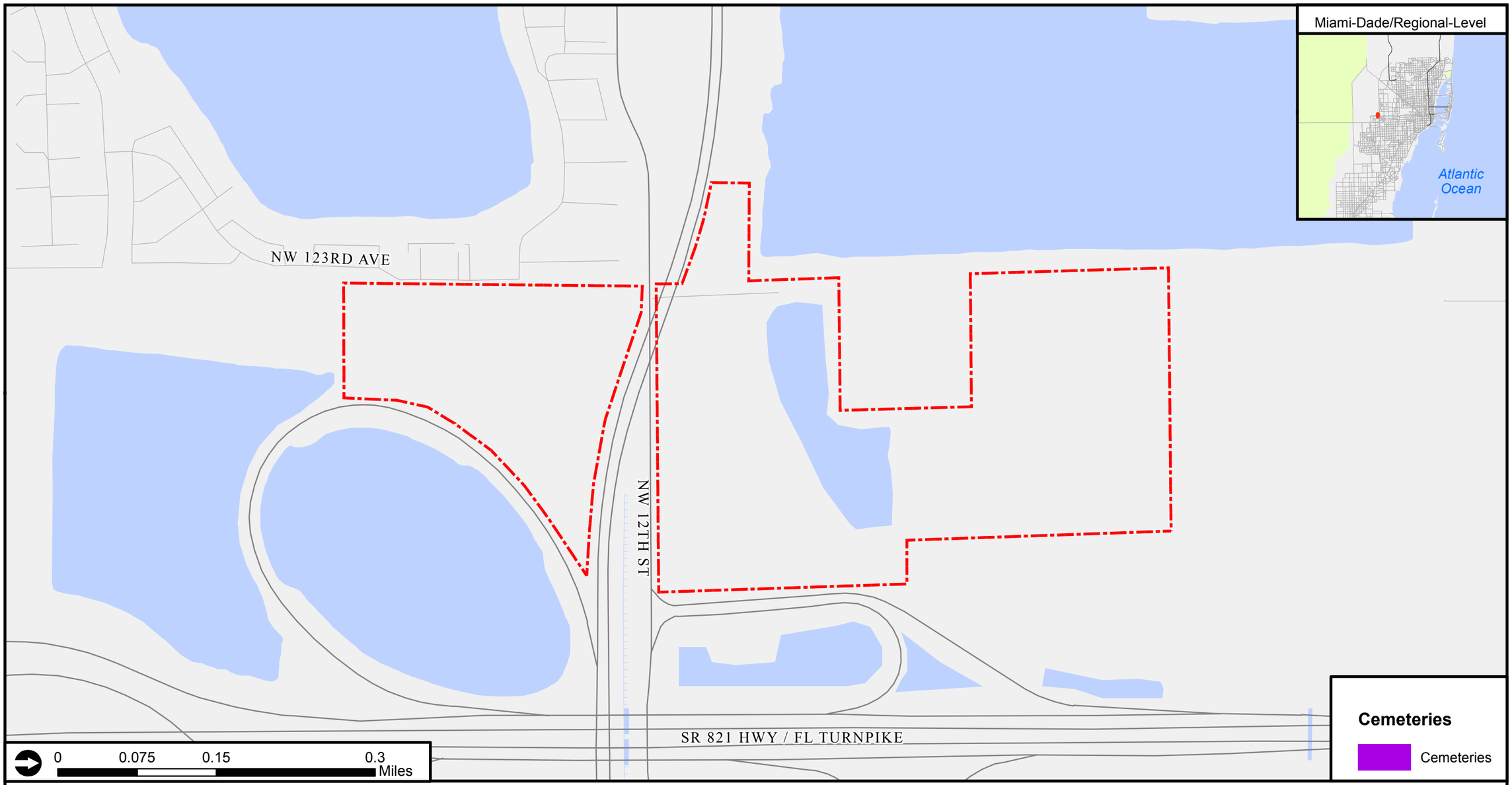
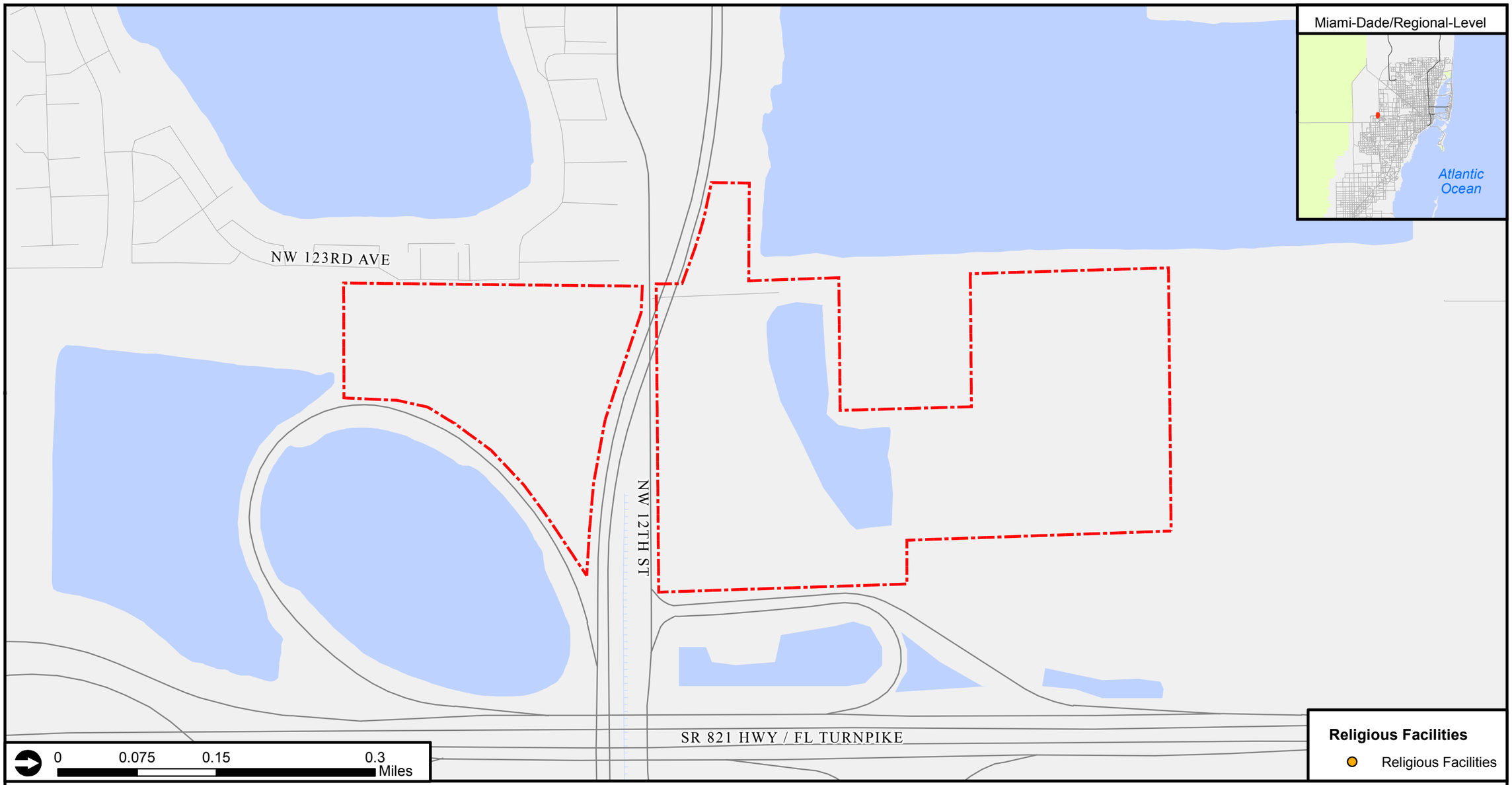


SR 821/NW 12th Street

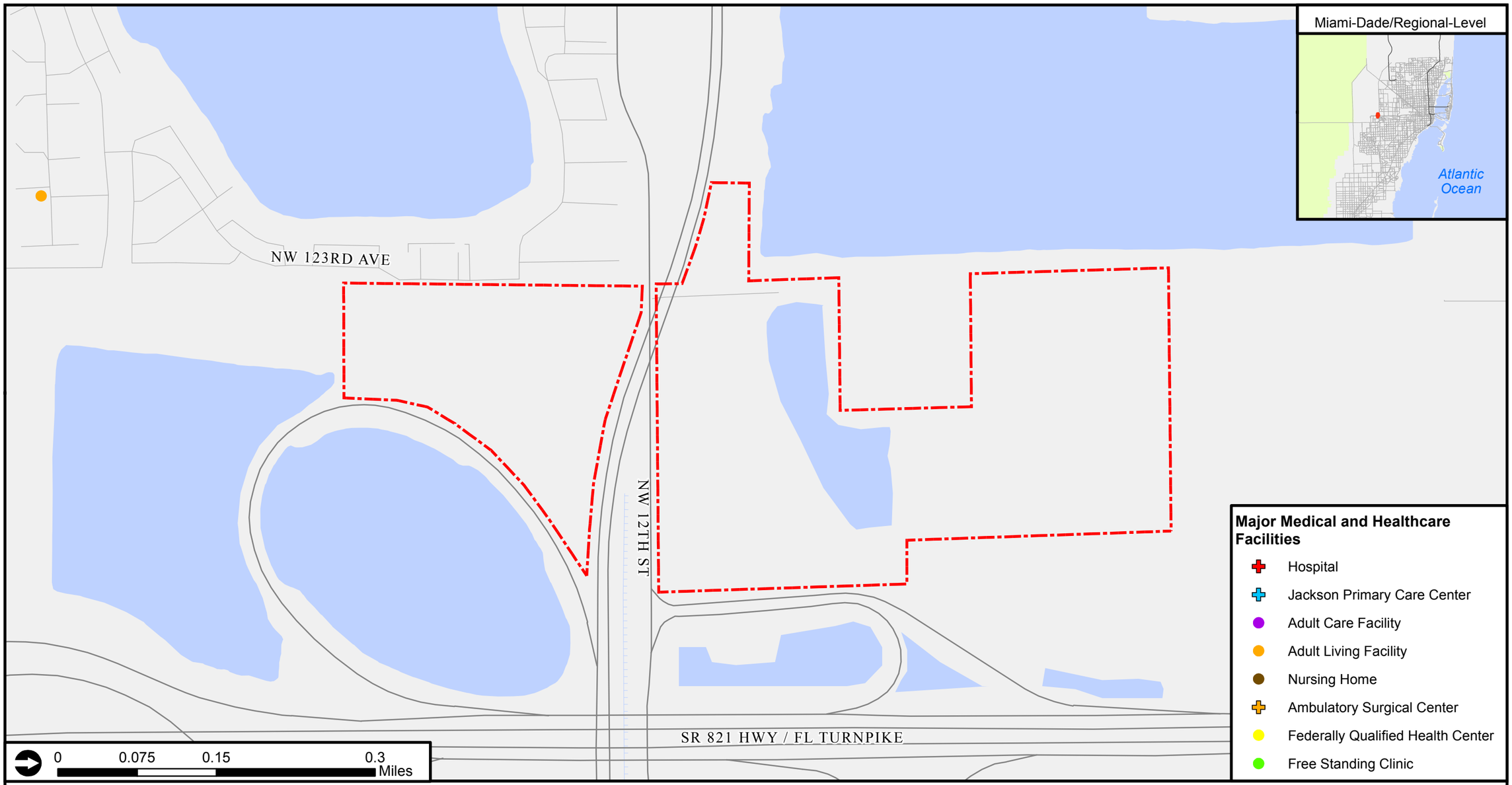
Cemeteries

Financial Project No.: 432639-5-22-01



SR 821/NW 12th Street
Religious Facilities

Financial Project No.: 432639-5-22-01

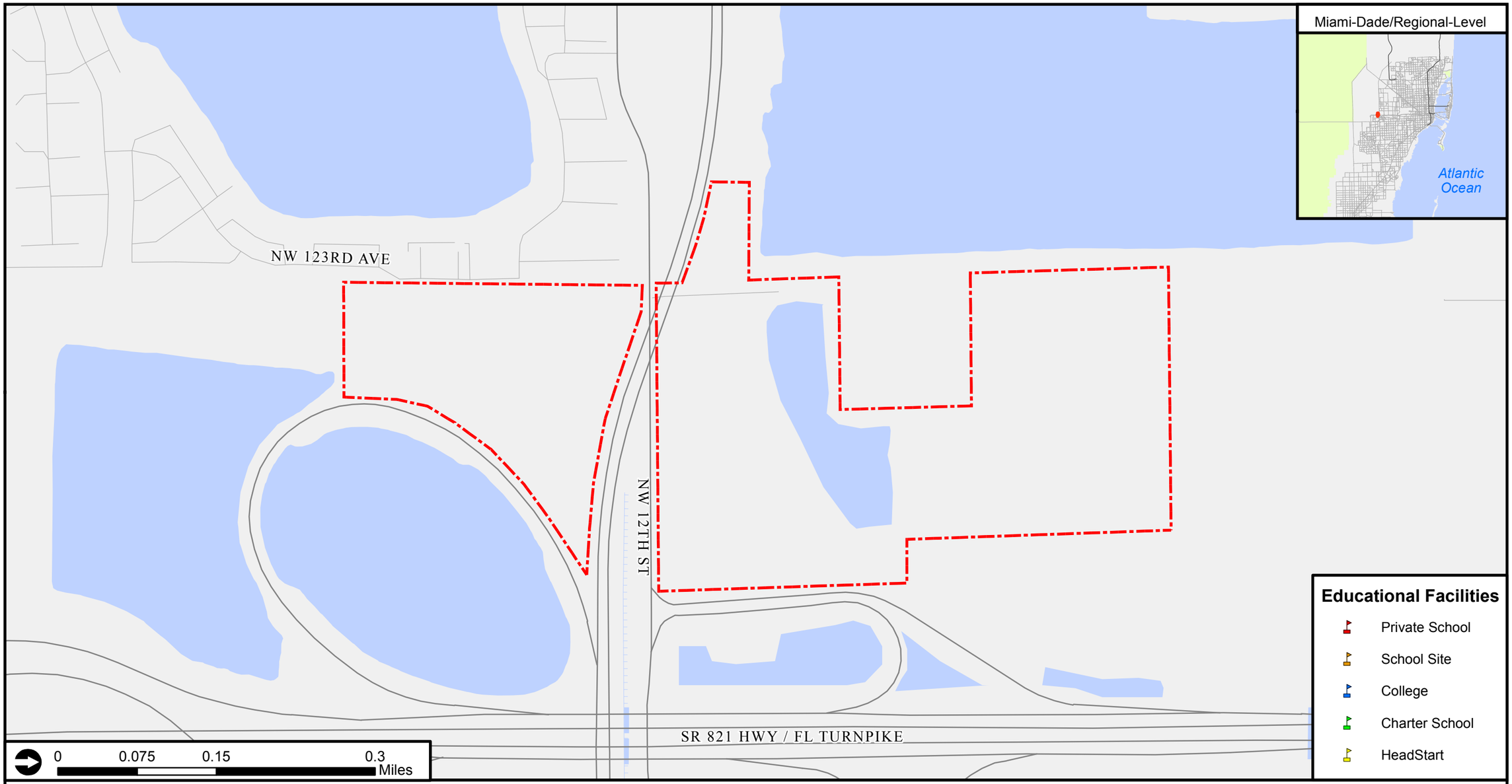


STATE OF FLORIDA • DEPARTMENT OF TRANSPORTATION

SR 821/NW 12th Street

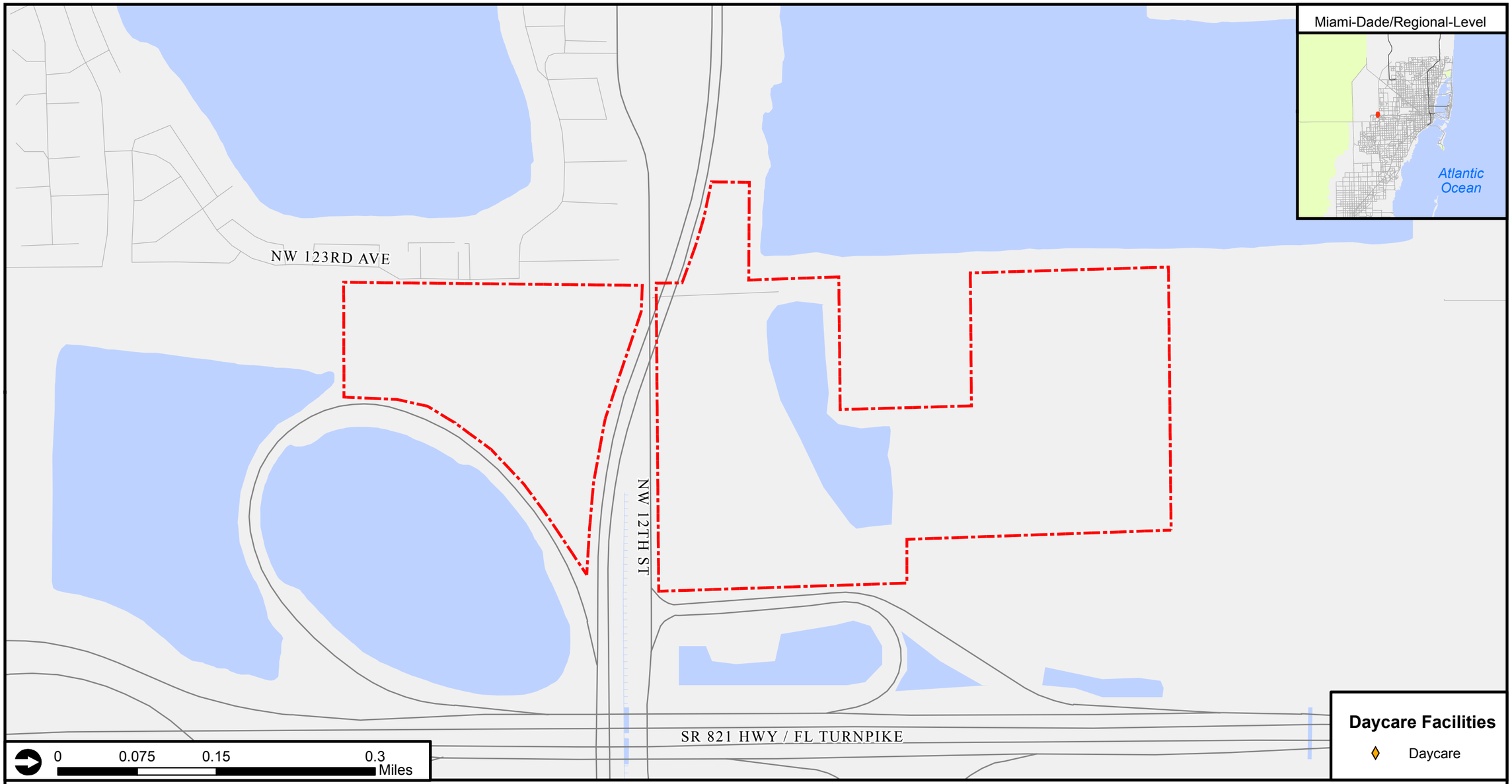
Major Medical and Healthcare Facilities

Financial Project No.: 432639-5-22-01



SR 821/NW 12th Street
Educational Facilities

Financial Project No.: 432639-5-22-01



SR 821/NW 12th Street
Daycare Facilities

Financial Project No.: 432639-5-22-01

Appendix G

Traffic Data

Signal Timing

TOD Schedule Report
for 6375: NW 137 Av&NW 12 St

Print Date: 1/21/2014

Print Time: 1:09 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6375	NW 137 Av&NW 12 St	DOW-3	TOD	[02] PRE-AM PEAK	100	0	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBT	WBT	SBL	NBT	-	-	-	SBT
9	29	10	33	0	0	0	45

Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1	Walk 2	Walk 3	Don't Walk 1	Don't Walk 2	Don't Walk 3	Min Initial 1	Min Initial 2	Min Initial 3	Veh Ext 1	Veh Ext 2	Veh Ext 3	Max Limit 1	Max Limit 2	Max Limit 3	Max 2	Yellow	Red
1 EBT	7	7	7	21	21	21	7	7	7	2	2	2	7	7	7	10	4	1.6
2 WBT	0	0	0	0	0	0	15	15	15	1	1	1	30	30	30	0	4	1.5
3 SBL	0	0	0	0	0	0	5	5	5	2	2	2	7	7	7	12	3	0
4 NBT	0	0	0	0	0	0	7	7	7	4	4	4	45	45	45	65	4	1.3
5 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 SBT	0	0	0	0	0	0	7	7	7	4	4	4	45	45	45	65	4	1.3

Current TOD Schedule	Plan	Cycle	Green Time 1 EBT	2 WBT	3 SBL	4 NBT	5 -	6 -	7 -	8 SBT	Ring Offset	Offset
	Flash											
0600	1	90	8	17	8	38	0	0	0	48	0	78
0930	2	100	9	29	10	33	0	0	0	45	0	0
1530	3	100	8	35	10	28	0	0	0	40	0	0
1700	4	75	9	25	7	15	0	0	0	24	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	1234---8
External Permit 0	--------
External Permit 1	12-4---8
External Permit 2	12-4---8

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0600	1	M T W Th F
0700	Free	Su S
0930	2	M T W Th F
1530	3	M T W Th F
1700	4	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

TOD Schedule Report
for 6089: NW 132 Av&NW 12 St

Print Date: 1/21/2014

Print Time: 1:08 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6089	NW 132 Av&NW 12 St	DOW-3	TOD	[02] PRE-AM PEAK	90	89	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	WBT	-	NBT	WBL	EBT	-	-
0	70	0	11	10	57	0	0

Active Phase Bank: Phase Bank 1

Phase		Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	WBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	2.5 -2.5 - 2.5	30 - 30 - 20	0 - 45 - 25	4	1
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 -2.5 - 2.5	10 - 7 - 10	20 - 12 - 12	4	0.5
5	WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 3 - 3	7 - 7 - 10	20 - 12 - 5	3	0
6	EBT	0 - 0 - 0	0 - 0 - 0	15 - 15 - 15	2.5 -2.5 - 2.5	30 - 30 - 20	0 - 45 - 25	4	1
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
	Flash		-	WBT	-	NBT	WBL	EBT	-	-		
0600	1	90	0	68	0	13	12	53	0	0	0	5
0930	2	90	0	70	0	11	10	57	0	0	0	89
1530	3	100	0	78	0	13	19	56	0	0	0	98
1700	4	150	0	128	0	13	19	106	0	0	0	56
2200	Free											

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-456--
External Permit 0	--------
External Permit 1	-2-4-6--
External Permit 2	-2-4-6--

Local TOD Schedule

Time	Plan	DOW
0000	Flash	M T W Th F
0100	Flash	Su S
0600	1	M T W Th F
0700	Free	Su S
0930	2	M T W Th F
1530	3	M T W Th F
1700	4	M T W Th F
2200	Free	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

TOD Schedule Report
for 5931: NW 127 Av&NW 12 St

Print Date: 1/21/2014

Print Time: 1:07 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5931	NW 127 Av&NW 12 St	DOW-3	TOD	[02] PRE-AM PEAK	90	18	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
8	31	7	28	8	31	7	28

Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1	Walk Phase Bank 2	Walk Phase Bank 3	Don't Walk 1	Don't Walk 2	Don't Walk 3	Min Initial 1	Min Initial 2	Min Initial 3	Veh Ext 1	Veh Ext 2	Veh Ext 3	Max Limit 1	Max Limit 2	Max Limit 3	Max 2 1	Max 2 2	Max 2 3	Yellow	Red
1 EBL	0	0	0	0	0	0	5	5	5	3	3	3	30	15	7	40	10	5	3	0
2 WBT	0	0	0	0	0	0	15	15	15	1	1	1	65	50	60	0	30	50	4	1
3 SBL	0	0	0	0	0	0	5	5	5	5	2	2	15	5	8	20	12	5	3	0
4 NBT	7	7	7	13	13	13	7	7	7	2.5	3	2.5	50	18	25	60	40	40	4	1
5 WBL	0	0	0	0	0	0	5	5	5	2	2	2	30	7	45	25	35	30	3	0
6 EBT	0	0	0	0	0	0	15	15	15	1	1	1	65	50	60	0	30	50	4	1
7 NBL	0	0	0	0	0	0	5	5	5	2	2	2	15	5	8	20	12	5	3	0
8 SBT	7	7	7	13	13	13	7	7	7	2.5	-2.5	2.5	50	18	25	60	40	40	4	1

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT	Ring Offset	Offset
	Free											
0600	1	180	37	62	7	58	7	92	13	52	0	60
0930	2	90	8	31	7	28	8	31	7	28	0	18
1530	3	100	10	35	9	30	10	35	7	32	0	16
1700	4	150	21	58	10	45	21	58	8	47	0	82
2200	Free											

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12345678
External Permit 0	--------
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0100	Free	Su S
0600	1	M T W Th F
0700	Free	Su S
0930	2	M T W Th F
1530	3	M T W Th F
1700	4	M T W Th F
2200	Free	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

TOD Schedule Report
for 6821: NW 124 Path-NW 12 St

Print Date: 1/21/2014 **Print Time:** 12:55 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6821	NW 124 Path-NW 12 St	DOW-3	TOD	[02] PRE-AM PEAK	90	30	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	WBT	-	NBT	WBL	EBT	-	-
0	61	0	19	7	51	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
Phase Bank	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 WBT	0	0	0	0	0	0	16	16	16	1	1	1	40	40	0	0	0	0	4	0.8
3 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 NBT	5	5	5	14	14	14	7	7	7	2.5	-2.5	2.5	12	18	12	35	25	25	4	1
5 WBL	0	0	0	0	0	0	5	5	5	2	2	2	6	8	6	12	12	12	3	0
6 EBT	0	0	0	0	0	0	16	16	16	1	1	1	40	40	0	0	0	0	4	0.8
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 WBT	3 -	4 NBT	5 WBL	6 EBT	7 -	8 -	Ring Offset	Offset
	Flash											
0600	1	180	0	140	0	30	12	125	0	0	0	104
0930	2	90	0	61	0	19	7	51	0	0	0	30
1530	3	100	0	71	0	19	8	60	0	0	0	15
1700	4	150	0	117	0	23	12	102	0	0	0	46
2200	Free											

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-456--
External Permit 0	--------
External Permit 1	-2-4-6--
External Permit 2	--------

Local TOD Schedule

Time	Plan	DOW
0000	Flash	M T W Th F
0100	Flash	Su S
0600	1	M T W Th F
0700	Free	Su S
0930	2	M T W Th F
1530	3	M T W Th F
1700	4	M T W Th F
2200	Free	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

TOD Schedule Report
for 5934: SR- 821 SB&NW 12 St

Print Date: 1/21/2014

Print Time: 11:58 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5934	SR- 821 SB&NW 12 St	DOW-3	TOD	[02] PRE-AM PEAK	90	11	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBL	-	-	EBT	-	-
13	34	30	0	0	50	0	0

Active Phase Bank: Phase Bank 1

Phase		Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
		Phase Bank 1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1	EBL	0	0	0	0	0	0	5	5	5	2	2	2	10	10	10	25	17	17	3	0
2	WBT	7	7	7	16	16	16	7	7	7	2.5	-2.5	2.5	40	36	28	0	0	0	4	1
3	SBL	0	0	0	0	0	0	7	7	7	5	5	5	15	15	15	35	30	35	4	1
4	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	EBT	7	7	7	16	16	16	7	7	7	2.5	-2.5	2.5	40	36	28	0	0	0	4	1
7	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBL	4 -	5 -	6 EBT	7 -	8 -	Ring Offset	Offset
	Free											
0100	Free											
0500	Free											
0600	1	90	18	24	35	0	0	45	0	0	0	19
0930	2	90	13	34	30	0	0	50	0	0	0	11
1530	3	100	12	50	25	0	0	65	0	0	0	44
1700	4	150	12	95	30	0	0	110	0	0	0	8
2200	Free											

Last In Service Date: unknown

Permitted Phases

	12345678
Default	123--6--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Local TOD Schedule

Time	Plan	DOW
0000	Free	M T W Th F
0000	Free	Su S
0100	Free	Su S
0100	Free	M T W Th F
0500	Free	M T W Th F
0600	1	M T W Th F
0700	Free	Su S
0930	2	M T W Th F
1530	3	M T W Th F
1700	4	M T W Th F
2200	Free	M T W Th F
2200	Free	Su S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	M T W ThF
0100	TOD OUTPUTS	--------	M T W ThF
0500	TOD OUTPUTS	-------1	M T W ThF
0600	TOD OUTPUTS	--------	M T W ThF
2200	TOD OUTPUTS	-------1	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	Su S
0000	TOD OUTPUTS	-------1	M T W ThF
0100	TOD OUTPUTS	--------	M T W ThF
0100	TOD OUTPUTS	--------	Su S
0500	TOD OUTPUTS	-------1	M T W ThF
0600	TOD OUTPUTS	--------	M T W ThF
0700	TOD OUTPUTS	-------1	Su S
0830	TOD OUTPUTS	--------	Su S
2200	TOD OUTPUTS	-------1	Su S
2200	TOD OUTPUTS	-------1	M T W ThF

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

TOD Schedule Report
for 5935: SR- 821 NB&NW 12 St

Print Date: 1/21/2014

Print Time: 11:57 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5935	SR- 821 NB&NW 12 St	DOW-3	TOD	[02] PRE-AM PEAK	90	8	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	-	SBT	-	EBT	-	-
30	27	0	20	0	60	0	0

Active Phase Bank: Phase Bank 1

Phase		Walk Phase Bank 1	Walk 2	Walk 3	Don't Walk 1	Don't Walk 2	Don't Walk 3	Min Initial 1	Min Initial 2	Min Initial 3	Veh Ext 1	Veh Ext 2	Veh Ext 3	Max Limit 1	Max Limit 2	Max Limit 3	Max 2 1	Max 2 2	Max 2 3	Yellow	Red
1	EBL	0	0	0	0	0	0	5	5	5	3	2	2	20	15	10	30	17	17	3	0
2	WBT	5	5	5	12	12	12	7	7	7	2.5	-2.5	2.5	40	30	30	0	0	0	4	1
3	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	SBT	0	0	0	0	0	0	7	7	7	2.5	-2.5	2.5	35	30	15	40	35	30	4	1
5	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	EBT	5	5	5	12	12	12	7	7	7	2.5	-2.5	2.5	40	30	30	0	0	0	4	1
7	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12-4-6--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 -	4 SBT	5 -	6 EBT	7 -	8 -	Ring Offset	Offset
	Free											
0100	Free											
0500	Free											
0600	1	90	30	19	0	28	0	52	0	0	0	44
0930	2	90	30	27	0	20	0	60	0	0	0	8
1530	3	100	12	50	0	25	0	65	0	0	0	10
1700	4	150	28	82	0	27	0	113	0	0	0	20
2200	Free											

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0100	Free	Su M T W Th F S
0500	Free	M T W Th F
0600	1	M T W Th F
0700	Free	Su S
0930	2	M T W Th F
1530	3	M T W Th F
1700	4	M T W Th F
2200	Free	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0100	TOD OUTPUTS	--------	SuM T W ThF S
0100	TOD LOCAL MULTIFU	--------	SuM T W ThF S
0500	TOD OUTPUTS	-------1	M T W ThF
0530	TOD LOCAL MULTIFU	--------	M T W ThF
0600	TOD OUTPUTS	--------	M T W ThF
0630	VEH MAX RECALL	-------1	M T W ThF
0900	VEH MAX RECALL	--------	M T W ThF
2200	TOD OUTPUTS	-------1	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	SuM T W ThF S
0100	TOD OUTPUTS	--------	SuM T W ThF S
0100	TOD LOCAL MULTIFUNCT----		SuM T W ThF S
0500	TOD OUTPUTS	-------1	M T W ThF
0530	TOD LOCAL MULTIFUNCT----		M T W ThF
0600	TOD OUTPUTS	--------	M T W ThF
0630	TOD LOCAL MULTIFUNCT----		Su S
0630	VEH MAX RECALL	-------1	M T W ThF
0700	TOD OUTPUTS	-------1	Su S
0830	TOD OUTPUTS	--------	Su S
0900	VEH MAX RECALL	--------	M T W ThF
2200	TOD OUTPUTS	-------1	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

TOD Schedule Report
for 5937: NW 114 Av&NW 12 St

Print Date: 1/21/2014

Print Time: 11:43 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5937	NW 114 Av&NW 12 St	DOW-3	TOD	Free	0	0	N/A	1	Max 1

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	-	-	-	EBT	-	SBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1	Walk Phase Bank 2	Walk Phase Bank 3	Don't Walk Phase Bank 1	Don't Walk Phase Bank 2	Don't Walk Phase Bank 3	Min Initial Phase Bank 1	Min Initial Phase Bank 2	Min Initial Phase Bank 3	Veh Ext Phase Bank 1	Veh Ext Phase Bank 2	Veh Ext Phase Bank 3	Max Limit Phase Bank 1	Max Limit Phase Bank 2	Max Limit Phase Bank 3	Max 2 Phase Bank 1	Max 2 Phase Bank 2	Max 2 Phase Bank 3	Yellow	Red
1 EBL	0	0	0	0	0	0	5	5	5	2	2	2	30	20	15	15	15	20	3	0
2 WBT	0	0	0	0	0	0	16	16	16	1	1	1	40	50	70	0	45	45	4	1
3 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 EBT	0	0	0	0	0	0	16	16	16	1	1	1	40	50	70	0	45	45	4	1
7 -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8 SBT	0	0	0	0	0	0	7	7	7	2.5	2.5	2.5	30	35	30	15	40	30	4	0.5

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 -	4 -	5 -	6 EBT	7 -	8 SBT	Ring Offset	Offset
	Free											

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12---6-8
External Permit 0	--------
External Permit 1	12---6-8
External Permit 2	12---6-8

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	------2-	M T W ThF
0700	TOD OUTPUTS	-------1	M T W ThF
0930	TOD OUTPUTS	--------	M T W ThF
1530	TOD OUTPUTS	-----3--	M T W ThF
1900	TOD OUTPUTS	--------	M T W ThF
2300	TOD OUTPUTS	------2-	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	------2-	M T W ThF
0000	TOD OUTPUTS	------2-	Su S
0700	TOD OUTPUTS	-------1	M T W ThF
0830	TOD OUTPUTS	--------	Su S
0930	TOD OUTPUTS	--------	M T W ThF
1530	TOD OUTPUTS	-----3--	M T W ThF
1900	TOD OUTPUTS	--------	M T W ThF
2300	TOD OUTPUTS	------2-	M T W ThF

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

TOD Schedule Report
for 5936: NW 111 Av&NW 12 St

Print Date: 1/21/2014

Print Time: 11:42 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5936	NW 111 Av&NW 12 St	DOW-3	TOD	Free	0	0	N/A	1	Max 1

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3 - 3 - 3	15 - 36 - 13	25 - 18 - 20	3.4	0
2 WBT	7 - 7 - 7	13 - 13 - 13	7 - 7 - 7	2.5 -2.5 - 2.5	40 - 25 - 40	0 - 35 - 50	4.4	2.4
3 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	12 - 12 - 9	15 - 15 - 10	3.4	0
4 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 -2.5 - 2.5	15 - 24 - 20	35 - 35 - 12	4	2.8
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	15 - 12 - 7	25 - 18 - 6	3.4	0
6 EBT	7 - 7 - 7	13 - 13 - 13	7 - 7 - 7	2.5 -2.5 - 2.5	40 - 25 - 40	0 - 35 - 50	4.4	2.4
7 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	12 - 12 - 9	15 - 15 - 12	3.4	0
8 SBT	7 - 7 - 7	17 - 17 - 17	7 - 7 - 7	2.5 -2.5 - 2.5	15 - 24 - 20	35 - 35 - 12	4	2.8

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT	Ring Offset	Offset
	Free											
0500	Free											

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12345678
External Permit 0	--------
External Permit 1	12-4-6-8
External Permit 2	--------

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0500	Free	M T W Th F
0800	Free	Su S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	------2-	SuM T W ThF S
0630	TOD OUTPUTS	-------1	M T W ThF
0930	TOD OUTPUTS	--------	M T W ThF
1530	TOD OUTPUTS	-----3--	M T W ThF
1900	TOD OUTPUTS	--------	M T W ThF
2300	TOD OUTPUTS	------2-	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	------2-	SuM T W ThF S
0630	TOD OUTPUTS	-------1	M T W ThF
0800	TOD OUTPUTS	--------	Su S
0930	TOD OUTPUTS	--------	M T W ThF
1530	TOD OUTPUTS	-----3--	M T W ThF
1900	TOD OUTPUTS	--------	M T W ThF
2300	TOD OUTPUTS	------2-	M T W ThF
2359	TOD OUTPUTS	------2-	Su S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

TOD Schedule Report
for 4592: NW 107 Av&NW 12 St

Print Date: 1/21/2014

Print Time: 11:11 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4592	NW 107 Av&NW 12 St	DOW-3	TOD	[07] NOON/LUNCH	120	37	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
NBL	SBT	EBL	WBT	SBL	NBT	WBL	EBT
14	39	19	22	12	41	24	17

Active Phase Bank: Phase Bank 1

Phase	Walk			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
Phase Bank	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1 NBL	0	0	0	0	0	0	6	6	6	3	2	2	20	7	7	30	15	15	3.4	2.5
2 SBT	0	0	0	0	0	0	16	16	16	1	1	1	40	40	40	0	40	40	4.4	2.5
3 EBL	0	0	0	0	0	0	5	5	5	2	2	2	12	7	7	37	30	30	3.4	2.5
4 WBT	7	7	7	25	25	25	7	7	7	2.5	-2.5	2.5	25	12	12	48	40	40	4.4	2.6
5 SBL	0	0	0	0	0	0	6	6	6	2	2	2	12	7	7	20	15	15	3.4	2.5
6 NBT	0	0	0	0	0	0	16	16	16	1	1	1	40	40	40	0	40	40	4.4	2.5
7 WBL	0	0	0	0	0	0	5	5	5	2	2	2	25	7	7	37	30	30	3.4	2.5
8 EBT	0	0	0	0	0	0	7	7	7	2.5	-2.5	2.5	25	12	12	48	40	40	4.4	2.6

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12345678
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 EBL	4 WBT	5 SBL	6 NBT	7 WBL	8 EBT	Ring Offset	Offset
	16	85	6	29	9	15	6	29	9	15	0	51
0030	Free											
0115	Free											
0500	Free											
0545	2	110	11	47	9	17	8	50	9	17	0	76
0630	3	160	17	63	18	36	11	69	11	43	0	10
1015	7	120	14	39	19	22	12	41	24	17	0	37
1330	8	120	17	36	17	24	13	40	24	17	0	9
1530	11	160	19	68	16	31	12	75	36	11	0	19
1825	12	150	17	53	19	35	14	56	34	20	0	44
2300	Free											
	4	160	17	60	16	41	11	66	13	44	0	39
	5	160	14	66	13	41	11	69	13	41	0	158
	6	130	9	60	15	20	9	60	15	20	0	92
	9	140	17	53	18	26	13	57	28	16	0	15
	13	135	6	59	28	16	6	59	28	16	0	19
	14	115	8	40	24	17	8	40	24	17	0	34
	15	85	6	29	9	15	6	29	9	15	0	51
	20	115	11	37	24	17	8	40	24	17	0	34
	21	140	13	56	25	20	13	56	25	20	0	115
	22	115	8	40	24	17	8	40	24	17	0	34
	23	120	14	43	15	22	10	47	15	22	0	65
	24	180	19	86	33	16	19	86	33	16	0	52
	25	120	23	30	17	24	13	40	24	17	0	9
	26	160	25	62	16	31	12	75	36	11	0	19
	27	160	25	62	16	31	12	75	36	11	0	19
	28	150	23	47	19	35	14	56	34	20	0	44

Local TOD Schedule

Time	Plan	DOW
0000	15	Su S
0000	16	M T W Th F
0015	16	Su S
0030	Free	M T W Th F
0115	Free	M T W Th F
0130	Free	Su S
0215	Free	Su S
0500	Free	M T W Th F
0530	Free	S
0545	2	M T W Th F
0615	Free	Su
0630	3	M T W Th F
0800	Free	Su S
0930	20	Su S
1015	7	M T W Th F
1030	23	Su S
1330	8	M T W Th F
1530	11	M T W Th F
1825	12	M T W Th F
2300	Free	Su S
2300	Free	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

TOD Central Schedule Day-Type for Current Day

Day Type: SS
SCHOOL MON TUE THURS FOLLOW BY SCHOOL

TIME	PLAN	CYCLE
0	[16] MID-NIGHT/NIGHT (16)	85
30	[17] LATE NIGHT (17)	0
115	[23] WKND LATE NITE (23)	120
500	[01] EARLY MORNING (1)	0
545	[02] PRE-AM PEAK (2)	110
630	[03] AM PEAK (3)	160
800	[04] HEAVY AM PEAK (4)	160
900	[05] POST-AM PEAK (5)	160
930	[06] MID-MORNING (6)	130
1015	[07] NOON/LUNCH (7)	120
1330	[08] EARLY AFTERNOON (8)	120
1530	[09] MID-AFT./AFTNOO (9)	140
1615	[11] PM PEAK (11)	160
1825	[12] HEAVY PM PEAK (12)	150
2000	[13] POST PM PEAK (13)	135
2100	[14] EARLY EVENING (14)	115
2300	[15] EVENING/NIGHT (15)	85

TOD Schedule Report
for 4697: NW 107 Av&NW 25 St

Print Date: 1/21/2014

Print Time: 11:10 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4697	NW 107 Av&NW 25 St	DOW-3	TOD	[04] HEAVY AM PEAK	180	121	N/A	1	Max 2

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
NBL	SBT	EBL	WBT	SBL	NBT	WBL	EBT
18	82	20	44	18	82	20	44

Active Phase Bank: Phase Bank 1

Phase		Walk Phase Bank			Don't Walk			Min Initial			Veh Ext			Max Limit			Max 2			Yellow	Red
		1	2	3	1	2	3	1	2	3	1	2	3	1	2	3	1	2	3		
1	NBL	0	0	0	0	0	0	5	5	5	2	2	2	7	13	15	18	15	15	3	0
2	SBT	0	0	0	0	0	0	16	16	16	2.5	-2.5	2.5	35	30	45	0	45	60	4	1.5
3	EBL	0	0	0	0	0	0	5	5	5	3.5	2	2	7	12	15	20	15	20	3	0
4	WBT	0	0	0	0	0	0	7	7	7	3.5	-2.5	2.5	20	18	45	50	36	45	4	1.5
5	SBL	0	0	0	0	0	0	5	5	5	2	2	2	7	13	15	18	15	15	3	0
6	NBT	0	0	0	0	0	0	16	16	16	2.5	-2.5	2.5	35	30	45	0	45	60	4	1.5
7	WBL	0	0	0	0	0	0	5	5	5	3.5	-2.5	2.5	7	12	15	25	15	20	3	0
8	EBT	2	2	2	17	17	17	7	7	7	3.5	-2.5	2.5	20	18	45	50	36	45	4	1.5

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12345678
External Permit 0	--------
External Permit 1	-2-4-678
External Permit 2	-2-4-678

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 EBL	4 WBT	5 SBL	6 NBT	7 WBL	8 EBT	Ring Offset	Offset
	16	85	7	33	12	17	7	33	12	17	0	51
0030	Free											
0115	Flash											
0500	Free											
0600	3	160	16	64	20	44	13	67	15	49	0	93
1000	4	180	18	82	20	44	18	82	20	44	0	121
1530	1	160	13	64	20	47	18	59	25	42	0	93
1825	5	150	13	64	15	42	18	59	21	36	0	81
2300	Free											
	2	110	10	53	11	20	10	53	11	20	0	76
	6	160	16	66	18	44	13	69	15	47	0	121
	7	120	14	44	26	20	14	44	26	20	0	117
	8	120	15	43	26	20	15	43	26	20	0	88
	9	140	15	49	30	30	15	49	30	30	0	75
	11	150	18	45	38	33	11	52	38	33	0	80
	12	150	14	51	36	33	14	51	36	33	0	115
	13	135	8	62	30	19	8	62	30	19	0	19
	14	115	10	43	26	20	10	43	26	20	0	34
	15	160	13	62	20	49	13	62	25	44	0	93
	20	115	10	43	26	20	10	43	26	20	0	34
	21	140	15	59	27	23	15	59	27	23	0	115
	22	115	10	43	26	20	10	43	26	20	0	34
	23	100	12	32	15	25	12	32	15	25	0	65

Local TOD Schedule

Time	Plan	DOW
0000	15	Su S
0000	16	M T W Th F
0015	16	Su S
0030	Free	M T W Th F
0115	Flash	M T W Th F
0130	Free	Su S
0215	Flash	Su S
0500	Free	M T W Th F
0530	Free	S
0600	3	M T W Th F
0615	Free	Su
0800	Free	Su S
0930	20	Su S
1000	4	M T W Th F
1030	23	Su S
1530	1	M T W Th F
1825	5	M T W Th F
2300	Free	Su S
2300	Free	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

TOD Schedule Report
for 5899: NW 112 Av&NW 25 St

Print Date: 1/21/2014

Print Time: 11:09 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5899	NW 112 Av&NW 25 St	DOW-3	TOD	Free	0	0	N/A	1	Max 1

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk (Phase Bank 1 - 2 - 3)	Don't Walk (1 - 2 - 3)	Min Initial (1 - 2 - 3)	Veh Ext (1 - 2 - 3)	Max Limit (1 - 2 - 3)	Max 2 (1 - 2 - 3)	Yellow	Red
1 EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	10 - 10 - 10	3	0
2 WBT	0 - 0 - 0	0 - 0 - 0	20 - 20 - 20	1 - 1 - 1	35 - 25 - 25	0 - 50 - 50	4.3	1.8
3 SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	10 - 10 - 10	3	0
4 NBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 -2.5 - 2.5	15 - 15 - 15	20 - 20 - 20	4	2
5 WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	10 - 10 - 10	3	0
6 EBT	0 - 0 - 0	0 - 0 - 0	20 - 20 - 20	1 - 1 - 1	35 - 25 - 25	0 - 50 - 50	4.3	1.8
7 NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 7 - 7	10 - 10 - 10	3	0
8 SBT	0 - 0 - 0	0 - 0 - 0	8 - 8 - 8	2.5 -2.5 - 2.5	15 - 15 - 15	20 - 20 - 20	4	2

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT	Ring Offset	Offset
	Flash											
0530	Free											

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12345678
External Permit 0	--------
External Permit 1	-2-4-6-8
External Permit 2	-2-4-6-8

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0530	Free	M T W Th F
0700	Free	Su S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0530	TOD OUTPUTS	---5----	M T W ThF
0630	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0530	TOD OUTPUTS	---5----	M T W ThF
0630	TOD OUTPUTS	--------	SuM T W ThF S
0700	TOD OUTPUTS	---5----	Su S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

TOD Schedule Report

for 6097: SR- 836 WB Off&NW 107 Av NB

Print Date: 8/17/2013

Print Time: 6:51 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6097	SR- 836 WB Off&NW 107 Av NB	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	NBT	-	-	-	-	-	WBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 NBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	40 - 40 - 40	0 - 40 - 40	4	0.9
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 WBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	2.5 - 2.5 - 2.5	15 - 15 - 15	55 - 25 - 25	4	0.8

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-2-----8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	NBT	-	-	-	-	-	WBT		
	2	110	0	86	0	0	0	0	0	14	0	86
	3	160	0	130	0	0	0	0	0	20	0	30
	4	160	0	130	0	0	0	0	0	20	0	85
	5	160	0	130	0	0	0	0	0	20	0	100
	6	130	0	90	0	0	0	0	0	30	0	3
	7	120	0	75	0	0	0	0	0	35	0	39
	8	120	0	75	0	0	0	0	0	35	0	39
	9	140	0	95	0	0	0	0	0	35	0	39
	10	135	0	87	0	0	0	0	0	38	0	50
	11	160	0	112	0	0	0	0	0	38	0	46
	12	150	0	85	0	0	0	0	0	55	0	134
	14	115	0	70	0	0	0	0	0	35	0	39
	15	85	0	61	0	0	0	0	0	14	0	46
	16	85	0	65	0	0	0	0	0	10	0	75
	20	115	0	70	0	0	0	0	0	35	0	39
	21	130	0	85	0	0	0	0	0	35	0	128
	22	115	0	70	0	0	0	0	0	35	0	39
	23	150	0	102	0	0	0	0	0	38	0	46
	24	180	0	120	0	0	0	0	0	50	0	39

Local TOD Schedule

Time	Plan	DOW
0000	15	Su S
0000	16	M T W Th F
0015	16	Su S
0030	Free	M T W Th F
0130	Free	Su S
0500	Free	M T W Th F
0530	Free	S
0545	2	M T W Th F
0615	Free	Su
0630	3	M T W Th F
0800	Free	Su S
0930	20	Su S
1015	7	M T W Th F
1030	23	Su S
1330	8	M T W Th F
1530	11	M T W Th F
1825	12	M T W Th F
2300	22	Su S
2300	15	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

TOD Central Schedule Day-Type for Current Day

Day Type: SS
SCHOOL MON TUE THURS FOLLOW BY SCHOOL

TIME	PLAN	CYCLE
0	[16] MID-NIGHT/NIGHT (16)	85
30	[17] LATE NIGHT (17)	FLASH
500	[01] EARLY MORNING (1)	FLASH
545	[02] PRE-AM PEAK (2)	110
630	[03] AM PEAK (3)	160
800	[04] HEAVY AM PEAK (4)	160
900	[05] POST-AM PEAK (5)	160
930	[06] MID-MORNING (6)	130
1015	[07] NOON/LUNCH (7)	120
1330	[08] EARLY AFTERNOON (8)	120
1530	[09] MID-AFT./AFTNOO (9)	140
1600	[10] PRE-PM PEAK (10)	135
1615	[11] PM PEAK (11)	160
1825	[12] HEAVY PM PEAK (12)	150
1930	[14] EARLY EVENING (14)	115
2300	[15] EVENING/NIGHT (15)	85

TOD Schedule Report

for 6048: SR- 836 WB On&NW 107 Av SB

Print Date: 1/13/2014

Print Time: 8:20 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6048	SR- 836 WB On&NW 107 Av SB	DOW-2		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
NBL	SBT	-	-	-	NBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase		Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1	NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	3 - 2 - 2	15 - 15 - 10	55 - 25 - 25	3	0
2	SBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	40 - 30 - 30	0 - 30 - 30	4	1
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	40 - 30 - 30	0 - 30 - 30	4	1
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12---6--
External Permit 0	--------
External Permit 1	-2---6--
External Permit 2	-2---6--

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 -	4 -	5 -	6 NBT	7 -	8 -	Ring Offset	Offset
	2	110	17	85	0	0	0	105	0	0	0	99
	3	160	52	100	0	0	0	155	0	0	0	30
	4	160	52	100	0	0	0	155	0	0	0	59
	5	160	52	100	0	0	0	155	0	0	0	146
	6	130	30	92	0	0	0	125	0	0	0	25
	7	120	40	72	0	0	0	115	0	0	0	92
	8	120	46	66	0	0	0	115	0	0	0	64
	9	140	40	92	0	0	0	135	0	0	0	29
	10	135	35	92	0	0	0	130	0	0	0	69
	11	160	35	117	0	0	0	155	0	0	0	58
	12	150	36	106	0	0	0	145	0	0	0	22
	14	115	40	67	0	0	0	110	0	0	0	54
	20	115	40	67	0	0	0	110	0	0	0	54
	21	130	42	80	0	0	0	125	0	0	0	13
	22	115	40	67	0	0	0	110	0	0	0	54
	23	150	35	107	0	0	0	145	0	0	0	123
	24	180	50	122	0	0	0	175	0	0	0	116

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su S
0000	Free	M T W Th F
0015	Free	Su S
0030	Free	M T W Th F
0130	Free	Su S
0500	Free	M T W Th F
0530	Free	S
0545	2	M T W Th F
0615	Free	Su
0630	3	M T W Th F
0800	Free	Su S
0930	20	Su S
1015	7	M T W Th F
1030	23	Su S
1330	8	M T W Th F
1530	11	M T W Th F
1825	12	M T W Th F
2300	22	Su S
2300	Free	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	M T W ThF
0545	TOD OUTPUTS	--------	M T W ThF
2300	TOD OUTPUTS	-------1	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	Su S
0000	TOD OUTPUTS	-------1	M T W ThF
0545	TOD OUTPUTS	--------	M T W ThF
0930	TOD OUTPUTS	--------	Su S
2300	TOD OUTPUTS	-------1	M T W ThF

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

TOD Central Schedule Day-Type for Current Day

Day Type: SS
SCHOOL MON TUE THURS FOLLOW BY SCHOOL

TIME	PLAN	CYCLE
0	[16] MID-NIGHT/NIGHT (16)	FREE
0	[15] EVENING/NIGHT (15)	FREE
530	[02] PRE-AM PEAK (2)	110
545	[15] EVENING/NIGHT (15)	FREE
630	[03] AM PEAK (3)	160
800	[04] HEAVY AM PEAK (4)	160
900	[05] POST-AM PEAK (5)	160
930	[06] MID-MORNING (6)	130
1015	[07] NOON/LUNCH (7)	120
1330	[08] EARLY AFTERNOON (8)	120
1530	[09] MID-AFT./AFTNOO (9)	140
1600	[10] PRE-PM PEAK (10)	135
1615	[11] PM PEAK (11)	160
1825	[12] HEAVY PM PEAK (12)	150
1930	[13] POST PM PEAK (13)	FREE
1930	[14] EARLY EVENING (14)	115
2300	[15] EVENING/NIGHT (15)	FREE
2300	[15] EVENING/NIGHT (15)	FREE

TOD Schedule Report

for 4608: SR- 836 EB Off&NW 107 Av SB

Print Date: 10/3/2013

Print Time: 8:05 AM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
4608	SR- 836 EB Off&NW 107 Av SB	DOW-5		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	-	-	EBT	-	SBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase	Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
	Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
3 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4 EBT	0 - 0 - 0	0 - 0 - 0	7 - 7 - 7	3.5 - 3.5 - 3.5	28 - 18 - 35	52 - 30 - 52	4	0.6
5 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6 SBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	25 - 20 - 25	0 - 40 - 0	4	1
7 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8 -	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	---4-6--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1	2	3	4	5	6	7	8	Ring Offset	Offset
			-	-	-	EBT	-	SBT	-	-		
	2	110	0	0	0	17	0	83	0	0	0	99
	3	160	0	0	0	52	0	98	0	0	0	151
	4	160	0	0	0	52	0	98	0	0	0	158
	5	160	0	0	0	52	0	98	0	0	0	146
	6	130	0	0	0	30	0	90	0	0	0	25
	7	120	0	0	0	30	0	80	0	0	0	87
	8	120	0	0	0	23	0	87	0	0	0	59
	9	140	0	0	0	27	0	103	0	0	0	131
	10	135	0	0	0	15	0	110	0	0	0	69
	11	160	0	0	0	36	0	114	0	0	0	108
	12	150	0	0	0	28	0	112	0	0	0	22
	14	115	0	0	0	20	0	85	0	0	0	54
	20	115	0	0	0	15	0	90	0	0	0	54
	21	130	0	0	0	27	0	93	0	0	0	13
	22	115	0	0	0	15	0	90	0	0	0	54
	23	150	0	0	0	15	0	125	0	0	0	123
	24	180	0	0	0	15	0	155	0	0	0	131

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su S
0000	Free	M T W Th F
0015	Free	Su S
0030	Free	M T W Th F
0130	Free	Su S
0500	Free	M T W Th F
0530	Free	S
0545	Free	M T W Th F
0615	Free	Su
0630	Free	M T W Th F
0800	Free	Su S
0800	Free	M T W Th F
0900	Free	M T W Th F
0930	20	Su S
0930	Free	M T W Th F
1015	7	M T W Th F
1030	23	Su S
1330	8	M T W Th F
1530	11	M T W Th F
1825	12	M T W Th F
2300	22	Su S
2300	Free	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	M T W ThF
0545	TOD OUTPUTS	--------	M T W ThF
0630	TOD OUTPUTS	-----3--	M T W ThF
0900	TOD OUTPUTS	--------	M T W ThF
2300	TOD OUTPUTS	-------1	M T W ThF

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-------1	Su S
0000	TOD OUTPUTS	-------1	M T W ThF
0545	TOD OUTPUTS	--------	M T W ThF
0630	TOD OUTPUTS	-----3--	M T W ThF
0900	TOD OUTPUTS	--------	M T W ThF
0930	TOD OUTPUTS	--------	Su S
2300	TOD OUTPUTS	-------1	M T W ThF

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

TOD Central Schedule Day-Type for Current Day

Day Type: SS
SCHOOL MON TUE THURS FOLLOW BY SCHOOL

TIME	PLAN	CYCLE
0	[16] MID-NIGHT/NIGHT (16)	0
30	[17] LATE NIGHT (17)	0
115	[23] WKND LATE NITE (23)	150
500	[01] EARLY MORNING (1)	0
545	[02] PRE-AM PEAK (2)	110
630	[03] AM PEAK (3)	160
800	[04] HEAVY AM PEAK (4)	160
900	[05] POST-AM PEAK (5)	160
930	[06] MID-MORNING (6)	130
1015	[07] NOON/LUNCH (7)	120
1330	[08] EARLY AFTERNOON (8)	120
1530	[09] MID-AFT./AFTNOO (9)	140
1615	[11] PM PEAK (11)	160
1825	[12] HEAVY PM PEAK (12)	150
2000	[13] POST PM PEAK (13)	0
2100	[14] EARLY EVENING (14)	115
2300	[15] EVENING/NIGHT (15)	0

TOD Schedule Report

for 5145: SW 122 Av&SW 6 St

Print Date: 8/17/2013

Print Time: 5:46 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5145	SW 122 Av&SW 6 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
NBL	SBT	EBT	WBT	-	NBT	-	-
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase		Walk Phase Bank 1	Walk 2	Walk 3	Don't Walk 1	Don't Walk 2	Don't Walk 3	Min Initial 1	Min Initial 2	Min Initial 3	Veh Ext 1	Veh Ext 2	Veh Ext 3	Max Limit 1	Max Limit 2	Max Limit 3	Max 2 1	Max 2 2	Max 2 3	Yellow	Red
1	NBL	0	0	0	0	0	0	5	5	5	2	2	2	10	10	10	12	10	10	3	0
2	SBT	7	7	7	23	23	23	7	7	7	1	1	1	30	30	30	0	50	50	4	1.7
3	EBT	0	0	0	0	0	0	7	7	7	2.5	2.5	2.5	18	18	18	30	18	18	4	0.8
4	WBT	0	0	0	0	0	0	7	7	7	2.5	2.5	2.5	18	18	18	30	18	18	4	1
5	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	NBT	7	7	7	23	23	23	7	7	7	1	4	4	30	30	30	0	50	50	4	1
7	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Last In Service Date: unknown

Permitted Phases

	12345678
Default	1234-6--
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 NBL	2 SBT	3 EBT	4 WBT	5 -	6 NBT	7 -	8 -	Ring Offset	Offset
	1	160	10	95	18	18	0	108	0	0	0	103
	2	95	8	39	16	13	0	50	0	0	0	24
	4	90	8	34	14	15	0	45	0	0	0	71
	5	135	9	71	20	16	0	83	0	0	0	11
	7	120	10	55	18	18	0	68	0	0	0	113
	8	110	10	45	18	18	0	58	0	0	0	73
	9	100	10	35	18	18	0	48	0	0	0	18
	10	110	10	48	15	18	0	61	0	0	0	63
	11	150	10	75	21	25	0	88	0	0	0	101
	13	110	10	48	15	18	0	61	0	0	0	69
	14	90	7	34	15	15	0	44	0	0	0	24
	15	80	6	32	12	11	0	41	0	0	0	53
	18	80	6	32	12	11	0	41	0	0	0	23
	19	90	7	34	15	15	0	44	0	0	0	24
	20	110	9	42	20	20	0	54	0	0	0	39
	22	80	6	32	12	11	0	41	0	0	0	46
	23	95	5	33	19	19	0	41	0	0	0	67

Local TOD Schedule

Time	Plan	DOW
0000	Free	Su M T W Th F S
0630	4	M T W Th F
0715	18	Su S
0900	19	Su S
0930	5	M T W Th F
1000	20	Su S
1000	23	M T W Th F
1530	10	M T W Th F
1630	11	M T W Th F
1930	13	M T W Th F
2100	22	Su S
2100	14	M T W Th F
2200	15	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

TOD Central Schedule Day-Type for Current Day

Day Type: SS
SCHOOL MON TUE THURS FOLLOW BY SCHOOL

TIME	PLAN	CYCLE
0	[15] EVENING/NIGHT (15)	80
100	[16] MID-NIGHT/NIGHT (16)	0
115	[17] LATE NIGHT (17)	0
530	[02] PRE-AM PEAK (2)	95
630	[04] HEAVY AM PEAK (4)	90
930	[05] POST-AM PEAK (5)	135
1000	[23] WKND LATE NITE (23)	95
1530	[10] PRE-PM PEAK (10)	110
1630	[11] PM PEAK (11)	150
1930	[13] POST PM PEAK (13)	110
2100	[14] EARLY EVENING (14)	90
2200	[15] EVENING/NIGHT (15)	80

TOD Schedule Report

for 3730: SW 122 Av&SW 8 St

Print Date: 8/17/2013

Print Time: 3:32 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
3730	SW 122 Av&SW 8 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
EBL	WBT	SBL	NBT	WBL	EBT	NBL	SBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase		Walk	Don't Walk	Min Initial	Veh Ext	Max Limit	Max 2	Yellow	Red
		Phase Bank 1 2 3	1 2 3	1 2 3	1 2 3	1 2 3	1 2 3		
1	EBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 4	2 - 2 - 3	10 - 6 - 20	33 - 0 - 30	3	0
2	WBT	0 - 0 - 7	0 - 0 - 15	16 - 16 - 7	1 - 1 - 4	30 - 25 - 30	0 - 0 - 50	4	1.9
3	SBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 4	2 - 2 - 3	10 - 6 - 20	25 - 0 - 30	3	0
4	NBT	2 - 2 - 7	26 - 26 - 15	7 - 7 - 4	2.5 - 2.5 - 4	10 - 8 - 25	33 - 27 - 40	3	2.4
5	WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 4	2 - 2 - 3	20 - 6 - 20	40 - 30 - 30	3	0
6	EBT	0 - 0 - 7	0 - 0 - 15	16 - 16 - 7	1 - 1 - 4	30 - 25 - 30	0 - 0 - 50	4	1.9
7	NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 4	2 - 2 - 3	10 - 6 - 20	25 - 0 - 30	3	0
8	SBT	2 - 2 - 7	26 - 26 - 15	7 - 7 - 4	2.5 - 2.5 - 4	10 - 8 - 25	33 - 0 - 40	3	2.4

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12345678
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 EBL	2 WBT	3 SBL	4 NBT	5 WBL	6 EBT	7 NBL	8 SBT	Ring Offset	Offset
	1	160	18	82	14	29	18	82	14	29	0	142
	2	120	15	62	9	17	8	69	9	17	0	63
	4	180	19	97	20	27	13	103	20	27	0	131
	5	135	11	72	12	23	11	72	12	23	0	77
	6	160	12	98	10	23	12	98	10	23	0	0
	7	120	19	55	14	15	19	55	14	15	0	32
	8	110	21	47	11	14	21	47	11	14	0	5
	9	100	18	43	8	14	18	43	8	14	0	63
	10	110	13	45	12	23	22	36	12	23	0	97
	11	150	13	70	17	33	40	43	17	33	0	17
	13	110	8	50	12	23	22	36	12	23	0	13
	14	90	13	35	8	17	13	35	8	17	0	67
	15	80	9	35	6	13	9	35	6	13	0	9
	18	80	10	36	6	11	10	36	6	11	0	60
	19	90	13	35	8	17	15	33	8	17	0	67
	20	110	13	55	8	17	17	51	8	17	0	56
	22	80	9	30	5	19	12	27	5	19	0	4
	23	95	13	36	12	17	13	36	12	17	0	25
	25	80	9	35	6	13	9	35	6	13	0	9

Local TOD Schedule

Time	Plan	DOW
0000	15	Su M T W Th F S
0100	Free	M T W Th F
0130	Free	Su S
0230	Flash	M T W Th F
0530	2	M T W Th F
0615	18	Su S
0630	4	M T W Th F
0900	19	Su S
0930	5	M T W Th F
1000	20	Su S
1000	23	M T W Th F
1530	10	M T W Th F
1630	11	M T W Th F
1930	13	M T W Th F
2100	22	Su S
2100	14	M T W Th F
2200	15	M T W Th F

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

TOD Central Schedule Day-Type for Current Day

Day Type: SS
SCHOOL MON TUE THURS FOLLOW BY SCHOOL

TIME	PLAN	CYCLE
0	[15] EVENING/NIGHT (15)	80
100	[16] MID-NIGHT/NIGHT (16)	FREE
115	[17] LATE NIGHT (17)	FLASH
530	[02] PRE-AM PEAK (2)	120
630	[04] HEAVY AM PEAK (4)	180
930	[05] POST-AM PEAK (5)	135
1000	[23] WKND LATE NITE (23)	95
1530	[10] PRE-PM PEAK (10)	110
1630	[11] PM PEAK (11)	150
1930	[13] POST PM PEAK (13)	110
2100	[14] EARLY EVENING (14)	90
2200	[15] EVENING/NIGHT (15)	80

TOD Schedule Report

for 5511: SW 122 Av&SW 2 St

Print Date: 8/17/2013

Print Time: 6:19 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
5511	SW 122 Av&SW 2 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
-	WBT	-	NBT	WBL	EBT	-	SBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase		Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
2	WBT	7 - 0 - 7	16 - 0 - 16	7 - 16 - 7	1 - 1 - 2.5	20 - 30 - 25	0 - 30 - 25	4	0.7
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	NBT	7 - 0 - 7	16 - 0 - 16	7 - 7 - 7	2.5 - 2.5 - 2.5	30 - 50 - 35	50 - 40 - 50	4	0.7
5	WBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 15 - 7	20 - 20 - 10	3	0
6	EBT	7 - 0 - 7	16 - 0 - 16	7 - 16 - 7	1 - 1 - 2.5	20 - 30 - 25	0 - 30 - 25	4	0.7
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	SBT	7 - 0 - 7	16 - 0 - 16	7 - 7 - 7	2.5 - 2.5 - 2.5	30 - 50 - 35	50 - 40 - 50	4	0.7

Last In Service Date: unknown

Permitted Phases

	12345678
Default	-23456-8
External Permit 0	--------
External Permit 1	--------
External Permit 2	--------

Current TOD Schedule	Plan	Cycle	Green Time 1 -	2 WBT	3 -	4 NBT	5 WBL	6 EBT	7 -	8 SBT	Ring Offset	Offset
	1	100	0	39	0	51	10	26	0	51	0	0
	2	80	0	25	0	45	5	17	0	45	0	0
	3	100	0	39	0	51	10	26	0	51	0	0
	4	100	0	55	0	35	10	42	0	35	0	0

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0600	Free	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-7------	SuM T W ThF S
0600	TOD OUTPUTS	-7------	SuM T W ThF S
0915	TOD OUTPUTS	-7---3--	SuM T W ThF S
2100	TOD OUTPUTS	-7------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	-7------	SuM T W ThF S
0600	TOD OUTPUTS	-7------	SuM T W ThF S
0715	TOD OUTPUTS	-------1	M T W ThF
0915	TOD OUTPUTS	-7---3--	SuM T W ThF S
1345	TOD OUTPUTS	------2-	M T W ThF
1600	TOD OUTPUTS	-7--4---	M T W ThF
1800	TOD OUTPUTS	-7---3--	M T W ThF
2100	TOD OUTPUTS	-7------	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

TOD Central Schedule Day-Type for Current Day

Day Type: SS
SCHOOL MON TUE THURS FOLLOW BY SCHOOL

TIME	PLAN	CYCLE
0	FLASH (63)	0
1600	[14] EARLY EVENING (14)	0
1800	[16] MID-NIGHT/NIGHT (16)	0
1845	[17] LATE NIGHT (17)	0
2000	FREE (62)	0

TOD Schedule Report

for 6502: NW 127 Av&NW 17 St

Print Date: 8/17/2013

Print Time: 7:11 PM

Asset	Intersection	TOD Schedule	Op Mode	Plan #	Cycle	Offset	TOD Setting	Active PhaseBank	Active Maximum
6502	NW 127 Av&NW 17 St	DOW-7		N/A	0	0	N/A	0	Max 0

Splits

PH 1	PH 2	PH 3	PH 4	PH 5	PH 6	PH 7	PH 8
NBL	SBT	-	-	-	NBT	-	EBT
0	0	0	0	0	0	0	0

Active Phase Bank: Phase Bank 1

Phase		Walk Phase Bank 1 2 3	Don't Walk 1 2 3	Min Initial 1 2 3	Veh Ext 1 2 3	Max Limit 1 2 3	Max 2 1 2 3	Yellow	Red
1	NBL	0 - 0 - 0	0 - 0 - 0	5 - 5 - 5	2 - 2 - 2	7 - 12 - 12	30 - 15 - 15	3	0
2	SBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	30 - 40 - 40	50 - 45 - 45	4	1
3	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
4	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
5	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
6	NBT	0 - 0 - 0	0 - 0 - 0	16 - 16 - 16	1 - 1 - 1	30 - 40 - 40	50 - 45 - 45	4	1
7	-	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0 - 0 - 0	0	0
8	EBT	7 - 7 - 7	20 - 20 - 20	7 - 7 - 7	2.5 - 2.5 - 2.5	15 - 25 - 25	40 - 30 - 30	3	1

Current TOD Schedule	Plan	Cycle	1 NBL	2 SBT	3 -	4 -	5 -	6 NBT	7 -	8 EBT	Ring Offset	Offset

Last In Service Date: unknown

Permitted Phases

	12345678
Default	12---6-8
External Permit 0	-2---6-8
External Permit 1	-2---6-8
External Permit 2	-2---6-8

Local TOD Schedule

Time	Plan	DOW
0000	Flash	Su M T W Th F S
0600	Free	Su M T W Th F S

Current Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0700	TOD OUTPUTS	-------1	Su S
1500	TOD OUTPUTS	------2-	Su S
1800	TOD OUTPUTS	--------	SuM T W ThF S

Local Time of Day Function

Time	Function	Settings *	Day of Week
0000	TOD OUTPUTS	--------	SuM T W ThF S
0600	TOD OUTPUTS	-------1	M T W ThF
0700	TOD OUTPUTS	-------1	Su S
0900	TOD OUTPUTS	--------	M T W ThF
1500	TOD OUTPUTS	------2-	M T W ThF
1500	TOD OUTPUTS	------2-	Su S
1800	TOD OUTPUTS	--------	SuM T W ThF S

*** Settings**

Blank - FREE - Phase Bank 1, Max 1
Blank - Plan - Phase Bank 1, Max 2
1 - Phase Bank 2, Max 1
2 - Phase Bank 2, Max 2
3 - Phase Bank 3, Max 1
4 - Phase Bank 3, Max 2
5 - EXTERNAL PERMIT 1
6 - EXTERNAL PERMIT 2
7 - X-PED OMIT
8 - TBA

No Calendar Defined/Enabled

72-Hour Approach Counts

NB & SB
Start Date: 11/5/2013
Start Time: 12:00:00 AM
Station ID: 15821
Location 1: NW 127 Avenue - Northbound
Location 2: North of NW 12 Street

Total NB

Start Time	Day 1 11/5/2013 Vehicles Classes 1 - 3	Day 1 11/5/2013 Vehicles Classes 4 - 7	Day 1 11/5/2013 Vehicles Classes 8 - 14	Day 2 11/6/2013 Vehicles Classes 1 - 3	Day 2 11/6/2013 Vehicles Classes 4 - 7	Day 2 11/6/2013 Vehicles Classes 8 - 14	Day 3 11/7/2013 Vehicles Classes 1 - 3	Day 3 11/7/2013 Vehicles Classes 4 - 7	Day 3 11/7/2013 Vehicles Classes 8 - 14	Average	Average by Hour	Vehicles Classes 4 - 7 Average	Vehicles Classes 8 - 14 Average	Vehicles Classes 4 - 14 Average	Vehicles Classes 4 - 14 Average by Hour
12:00 AM	3	0	0	5	1	0	6	0	0	2.00	5	0.00	0.00	0.00	0
12:15 AM	3	0	0	4	0	0	2	0	1	1.00	5	0.00	0.00	0.00	0
12:30 AM	2	1	0	3	0	0	1	0	0	1.00	5	0.00	0.00	0.00	0
12:45 AM	0	1	0	4	2	0	3	0	0	1.00	5	1.00	0.00	0.00	1
01:00 AM	2	0	0	2	2	0	3	0	0	1.00	5	1.00	0.00	0.00	1
01:15 AM	5	0	0	6	2	0	1	0	0	2.00	5	1.00	0.00	0.00	1
01:30 AM	0	0	0	2	2	0	3	0	0	1.00	5	1.00	0.00	0.00	1
01:45 AM	2	0	0	2	3	1	1	0	0	1.00	5	1.00	0.00	1.00	1
02:00 AM	2	0	0	2	0	0	2	0	0	1.00	5	0.00	0.00	0.00	0
02:15 AM	2	0	0	8	0	0	4	0	0	2.00	6	0.00	0.00	0.00	0
02:30 AM	2	0	0	5	0	1	3	0	0	1.00	7	0.00	0.00	0.00	0
02:45 AM	2	0	0	3	2	0	1	0	0	1.00	8	1.00	0.00	0.00	1
03:00 AM	3	0	0	9	2	0	1	0	0	2.00	10	1.00	0.00	0.00	2
03:15 AM	7	1	0	10	5	0	2	0	0	3.00	12	2.00	0.00	1.00	3
03:30 AM	7	0	0	6	1	0	3	1	0	2.00	12	1.00	0.00	0.00	0
03:45 AM	10	1	0	14	0	2	0	0	0	3.00	18	0.00	1.00	1.00	4
04:00 AM	11	1	0	14	2	0	9	0	1	4.00	23	1.00	0.00	1.00	4
04:15 AM	8	0	2	9	2	0	9	0	1	3.00	26	1.00	1.00	1.00	4
04:30 AM	23	0	1	24	0	0	20	3	0	8.00	36	1.00	0.00	1.00	5
04:45 AM	24	2	0	24	0	2	21	0	1	8.00	54	1.00	1.00	1.00	6
05:00 AM	15	1	0	27	0	2	14	1	0	7.00	80	1.00	1.00	1.00	7
05:15 AM	50	2	1	28	1	4	30	1	2	13.00	120	1.00	2.00	2.00	8
05:30 AM	64	1	2	85	3	3	74	5	0	26.00	164	3.00	2.00	2.00	12
05:45 AM	100	3	0	91	3	0	104	3	3	34.00	214	3.00	1.00	2.00	14
06:00 AM	138	5	0	139	5	1	135	2	1	47.00	283	4.00	1.00	2.00	17
06:15 AM	159	11	2	162	9	2	161	8	1	57.00	338	9.00	2.00	6.00	20
06:30 AM	234	7	2	216	3	2	210	6	1	76.00	375	5.00	2.00	4.00	19
06:45 AM	301	8	5	279	7	2	320	5	0	103.00	410	7.00	2.00	5.00	21
07:00 AM	294	7	1	293	7	6	298	7	1	102.00	427	7.00	3.00	5.00	20
07:15 AM	272	2	3	260	9	7	285	8	2	94.00	439	6.00	4.00	5.00	20
07:30 AM	326	7	5	322	9	2	310	9	6	111.00	448	8.00	4.00	6.00	19
07:45 AM	354	6	2	351	9	1	355	5	0	120.00	442	7.00	1.00	4.00	16
08:00 AM	321	4	4	336	6	5	343	8	2	114.00	426	6.00	4.00	5.00	17
08:15 AM	306	5	3	305	8	3	295	4	1	103.00	385	6.00	2.00	4.00	16
08:30 AM	325	5	2	308	5	2	291	3	3	105.00	336	4.00	2.00	3.00	16
08:45 AM	283	7	1	301	7	1	326	9	3	104.00	275	8.00	2.00	5.00	17
09:00 AM	178	5	1	211	5	2	243	7	6	73.00	204	6.00	3.00	4.00	16
09:15 AM	144	5	6	157	6	3	163	1	4	54.00	156	4.00	4.00	4.00	16
09:30 AM	118	2	0	125	9	5	127	8	2	44.00	127	6.00	2.00	4.00	15
09:45 AM	85	6	3	97	7	2	93	0	4	33.00	105	4.00	3.00	4.00	14
10:00 AM	58	4	4	60	7	1	83	6	3	25.00	94	6.00	3.00	4.00	14
10:15 AM	65	2	1	86	6	0	56	4	3	25.00	90	4.00	1.00	3.00	13
10:30 AM	53	3	4	69	7	0	59	2	0	22.00	83	4.00	1.00	3.00	14
10:45 AM	47	7	2	61	6	3	65	4	1	22.00	82	6.00	2.00	4.00	15
11:00 AM	51	3	1	76	7	2	41	3	1	21.00	81	4.00	1.00	3.00	18
11:15 AM	48	4	4	40	8	3	49	5	1	18.00	72	6.00	3.00	4.00	17
11:30 AM	54	6	0	51	9	2	62	4	2	21.00	73	6.00	1.00	4.00	17
11:45 AM	49	9	7	48	4	3	51	13	4	21.00	70	9.00	5.00	7.00	18
12:00 PM	41	2	3	26	1	1	31	5	2	12.00	73	3.00	2.00	2.00	16
12:15 PM	52	2	3	49	4	2	47	6	4	19.00	84	4.00	3.00	4.00	19
12:30 PM	42	4	2	47	8	4	42	8	1	18.00	92	7.00	2.00	5.00	19
12:45 PM	64	3	2	57	14	3	63	6	2	24.00	96	8.00	2.00	5.00	18
01:00 PM	56	11	2	60	2	5	60	8	2	23.00	99	7.00	3.00	5.00	17
01:15 PM	82	8	4	53	3	0	78	9	2	27.00	103	7.00	2.00	4.00	16
01:30 PM	57	7	0	59	3	1	59	8	4	22.00	102	6.00	2.00	4.00	15
01:45 PM	67	2	3	85	6	4	73	4	2	27.00	108	4.00	3.00	4.00	15
02:00 PM	66	4	5	83	2	3	69	6	4	27.00	105	4.00	4.00	4.00	16
02:15 PM	76	2	3	86	6	1	56	1	4	26.00	101	3.00	3.00	3.00	17
02:30 PM	58	5	3	75	6	4	96	1	3	28.00	100	4.00	3.00	4.00	17
02:45 PM	65	6	1	52	8	2	67	5	6	24.00	99	6.00	3.00	5.00	17
03:00 PM	65	4	1	60	8	1	59	7	6	23.00	99	6.00	3.00	5.00	17
03:15 PM	65	8	1	76	1	1	69	5	1	25.00	97	5.00	1.00	3.00	16
03:30 PM	72	4	3	71	8	1	76	3	3	27.00	92	5.00	2.00	4.00	17
03:45 PM	66	3	3	53	7	3	66	9	2	24.00	85	6.00	3.00	5.00	16
04:00 PM	48	5	2	53	0	3	64	10	3	21.00	80	5.00	3.00	4.00	13
04:15 PM	53	7	0	48	11	1	51	3	2	20.00	77	7.00	1.00	4.00	12
04:30 PM	59	4	0	49	6	0	55	4	3	20.00	80	5.00	1.00	3.00	10
04:45 PM	53	5	1	54	1	0	51	3	1	19.00	82	3.00	1.00	2.00	9
05:00 PM	40	6	0	54	3	2	48	5	1	18.00	81	5.00	1.00	3.00	9
05:15 PM	73	1	0	63	4	0	59	4	2	23.00	81	3.00	1.00	2.00	8
05:30 PM	57	1	1	64	3	1	67	5	0	22.00	75	3.00	1.00	2.00	7
05:45 PM	52	1	2	51	2	0	45	4	1	18.00	68	2.00	1.00	2.00	6
06:00 PM	50	2	1	50	2	0	48	5	1	18.00	65	3.00	1.00	2.00	5
06:15 PM	48	2	0	43	1	1	53	3	1	17.00	59	2.00	1.00	1.00	4
06:30 PM	45	1	1	43	1	0	38	2	1	15.00	54	1.00	1.00	1.00	5
06:45 PM	46	0	0	40	1	0	47	2	1	15.00	51	1.00	0.00	1.00	6
07:00 PM	33	1	0	40	2	0	31	3	1	12.00	46	2.00	0.00	1.00	7
07:15 PM	35	3	1	30	3	1	32	1	3	12.00	44	2.00	2.00	2.00	7
07:30 PM	29	4	0	30	2	0	34	4	1	12.00	41	3.00	0.00	2.00	6
07:45 PM	17	2	0	38	4	0	23	4	2	10.00	38	3.00	1.00	2.00	5
08:00 PM	23	1	1	32	1	0	30	3	1	10.00	35	2.00	1.00	1.00	4
08:15 PM	18	0	0	24	0	2	33	1	1	9.00	33	0.00	1.00	1.00	4
08:30 PM	17	0	0	33	2	0	26	1	1	9.00	31	1.00	0.00	1.00	4
08:45 PM	17	0	0	20	2	0	22	3	1	7.00	30	2.00	0.00	1.00	4
09:00 PM	14	0	0	23	2	0	30	0	2	8.00	29	1.00	1.00	1.00	4
09:15 PM	21	1	0	19	0	0	18	1	1	7.00	27	1.00	0.00	1.00	4
09:30 PM	16	0	0	23	1	0	24	2	3	8.00	26	1.00	1.00	1.00	4
09:45 PM	19	0	0	12	1	0	23	2	0	6.00	26	1.00	0.00	1.00	3
10:00 PM	12	1	0	10	0	1	25	0	1	6.00	26	0.00	1.00	1.00	3
10:15 PM	12	0	0	11	1	0	23	3	2	6.00	24	1.00	1.00	1.00	3
10:30 PM	14	0	0	18	0	0	36	0	1	8.00	22	0.00	0.00	0.00	3
10:45 PM	16	0	1	10	1	2	21	1	1	6.00	19	1.00	1.00	1.00	4
11:00 PM	9	1	1	10	1	0	16	0	2	4.00	16	1.00	1.00	1.00	3
11:15 PM	9	0	0	5	1	0	15	0	2	4.00	12	0.00	1.00	1.00	2
11:30 PM	7	0	0	9	1	1	24	2	0	5.00	8	1.00	0.00	1.00	1
11:45 PM	7	1	0	7	0	0	9	0	1	3.00	3	0.00	0.00	0.00	0
Totals	6573	269	120	6747	343	126	6869	317	153						
Average of	6730	310	133												

Total SB

Start Time	Day 1 11/5/2013 Vehicles Classes 1 - 3	Day 1 11/5/2013 Vehicles Classes 4 - 7	Day 1 11/5/2013 Vehicles Classes 8 - 14	Day 2 11/6/2013 Vehicles Classes 1 - 3	Day 2 11/6/2013 Vehicles Classes 4 - 7	Day 2 11/6/2013 Vehicles Classes 8 - 14	Day 3 11/7/2013 Vehicles Classes 1 - 3	Day 3 11/7/2013 Vehicles Classes 4 - 7	Day 3 11/7/2013 Vehicles Classes 8 - 14	Average	Average by Hour	Vehicles Classes 4 - 7 Average	Vehicles Classes 8 - 14 Average	Vehicles Classes 4 - 14 Average	Vehicles Classes 4 - 14 Average by Hour
12:00 AM	16	0	0	23	0	0	13	0	0	6.00	18	0.00	0.00	0.00	0
12:15 AM	18	1	0	17	1	0	19	0	0	6.00	15	1.00	0.00	0.00	0
12:30 AM	9	0	0	8	2	0	10	0	0	3.00	13	1.00	0.00	0.00	0
12:45 AM	5	1	0	10	0	0	12	0	1	3.00	12	0.00	0.00	0.00	1
01:00 AM	5	2	0	10	0	0	8	0	0	3.00	11	1.00	0.00	0.00	1
01:15 AM	15	0	0	8	0	0	8	1	0	4.00	9	0.00	0.00	0.00	2
01:30 AM	4	0	0	3	4	0	5	0	0	2.00	7	1.00	0.00	1.00	3
01:45 AM	4	0	0	9	1	0	8	0	0	2.00	7	0.00	0.00	0.00	3
02:00 AM	3	0	0	2	2	0	2	0	1	1.00	7	1.00	0.00	1.00	4
02:15 AM	6	0	1	7	3	0	5	0	0	2.00	8	1.00	0.00	1.00	4
02:30 AM	2	0	0	6	4	0	8	0	0	2.00	8	1.00	0.00	1.00	4
02:45 AM	6	0	0	5	4	0	3	0	0	2.00	8	1.00	0.00	1.00	4
03:00 AM	2	2	0	1	2	1	5	1	0	2.00	8	2.00	0.00	1.00	5
03:15 AM	5	0	0	3	4	1	2	0	1	2.00	8	1.00	0.00	1.00	6
03:30 AM	7	0	0	5	2	1	3	0	0	2.00	8	1.00	0.00	1.00	6
03:45 AM	3	3	2	6	3	0	3	1	0	2.00	8	2.00	1.00	2.00	7
04:00 AM	2	0	2	2	3	3	1	1	1	2.00	9	1.00	2.00	2.00	7
04:15 AM	3	0	2	5	0	4	6	0	0	2.00	10	0.00	2.00	1.00	7
04:30 AM	2	1	0	3	1	3	4	2	2	2.00	11	1.00	2.00	2.00	8
04:45 AM	6	2	4	2	1	2	2	2	2	3.00	13	2.00	3.00	2.00	10
05:00 AM	7	2	1	4	1	1	1	2	1	3.00	15	3.00	1.00	2.00	11
05:15 AM	5	3	2	5	5	0	2	2	2	3.00	16	3.00	1.00	2.00	11
05:30 AM	3	1	2	7	6	3	5	4	5	4.00	19	4.00	3.00	4.00	12
05:45 AM	11	5	2	6	3	5	5	2	3	5.00	23	3.00	3.00	3.00	11
06:00 AM	9	2	0	9	2	2	8	2	2	4.00	26	2.00	1.00	2.00	11
06:15 AM	9	4	0	13	4	1	16	4	2	6.00	35	4.00	1.00	3.00	12
06:30 AM	18	3	1	19	3	1	18	3	4	8.00	48	3.00	2.00	3.00	12
06:45 AM	22	1	3	14	8	0	14	2	5	8.00	57	4.00	3.00	3.00	11
07:00 AM	33	4	0	33	5	1	31	5	3	13.00	71	5.00	1.00	3.00	11
07:15 AM	51	7	2	44	6	0	53	3	2	19.00	73	5.00	1.00	3.00	10
07:30 AM	50	1	2	47	3	0	49	4	1	17.00	69	3.00	1.00	2.00	10
07:45 AM	54	5	1	70	4	1	61	4	1	22.00	68	4.00	1.00	3.00	11
08:00 AM	44	1	1	37	3	1	42	2	2	15.00	58	2.00	1.00	2.00	11
08:15 AM	45	4	2	36	6	1	38	5	0	15.00	53	5.00	1.00	3.00	10
08:30 AM	45	4	3	39	6	0	42	6	0	16.00	50	5.00	1.00	3.00	10
08:45 AM	31	5	0	30	4	3	28	2	1	12.00	46	4.00	1.00	3.00	9
09:00 AM	22	1	0	30	4	1	30	2	0	10.00	45	2.00	0.00	1.00	9
09:15 AM	36	3	1	26	5	1	27	5	0	12.00	50	4.00	1.00	3.00	12
09:30 AM	34	5	0	31	3	1	28	5	0	12.00	49	4.00	0.00	2.00	11
09:45 AM	32	4	2	22	2	1	26	6	1	11.00	50	4.00	1.00	3.00	13
10:00 AM	39	4	4	28	7	3	39	5	2	15.00	50	5.00	3.00	4.00	13
10:15 AM	31	2	2	26	2	2	27	2	3	11.00	50	2.00	2.00	2.00	12
10:30 AM	33	3	2	29	5	1	35	7	5	13.00	54	5.00	3.00	4.00	12
10:45 AM	38	5	1	28	6	1	19	0	2	11.00	62	4.00	1.00	3.00	11
11:00 AM	30	4	0	46	5	0	41	6	2	15.00	68	5.00	1.00	3.00	12
11:15 AM	41	3	0	45	3	2	40	2	3	15.00	73	3.00	2.00	2.00	12
11:30 AM	58	7	2	47	4	0	64	6	0	21.00	83	6.00	1.00	3.00	14
11:45 AM	37	4	4	48	4	6	45	4	4	17.00	81	4.00	5.00	4.00	13
12:00 PM	52	5	0	56	8	0	50	5	0	20.00	83	6.00	0.00	3.00	11
12:15 PM	69	5	1	83	5	1	50	8	4	25.00	83	6.00	2.00	4.00	12
12:30 PM	59	3	1	58	3	1	44	5	0	19.00	84	4.00	1.00	2.00	12
12:45 PM	50	0	2	41	5	3	62	3	1	19.00	87	3.00	2.00	2.00	12
01:00 PM	52	6	1	54	7	3	53	5	1	20.00	88	6.00	2.00	4.00	13
01:15 PM	66	4	3	68	5	0	76	9	4	26.00	90	6.00	2.00	4.00	11
01:30 PM	58	2	4	68	0	2	61	2	3	22.00	90	1.00	3.00	2.00	11
01:45 PM	53	2	1	51	3	1	59	7	1	20.00	93	4.00	1.00	3.00	12
02:00 PM	62	3	0	63	5	2	59	2	1	22.00	110	3.00	1.00	2.00	14
02:15 PM	77	6	0	75	3	1	61	6	6	26.00	123	5.00	2.00	4.00	17
02:30 PM	60	6	1	76	1	2	71	4	4	25.00	135	4.00	2.00	3.00	17
02:45 PM	85	10	1	109	9	1	107	7	4	37.00	152	9.00	2.00	5.00	17
03:00 PM	99	5	4	94	6	5	90	9	3	35.00	163	7.00	4.00	5.00	16
3:15 PM	98	4	1	92	10	2	124	7	2	38.00	186	7.00	2.00	4.00	16
03:30 PM	113	6	1	126	6	2	123	2	3	42.00	210	5.00	2.00	3.00	16
03:45 PM	138	1	1	128	6	6	139	6	3	48.00	235	4.00	3.00	4.00	17
04:00 PM	169	3	4	169	9	1	160	5	5	58.00	258	6.00	3.00	5.00	17
04:15 PM	181	6	1	182	4	4	177	5	2	62.00	270	5.00	2.00	4.00	16
04:30 PM	183	10	3	206	2	1	191	6	2	67.00	265	6.00	2.00	4.00	13
04:45 PM	222	4	3	199	8	4	194	1	3	71.00	249	4.00	3.00	4.00	9
05:00 PM	209	5	1	203	7	5	198	5	1	70.00	227	6.00	2.00	4.00	5
05:15 PM	182	2	2	207	0	1	119	1	1	57.00	203	1.00	1.00	1.00	1
05:30 PM	105	0	0	154	0	0	197	0	1	51.00	182	0.00	0.00	0.00	1
05:45 PM	79	0	0	196	1	0	166	0	0	49.00	197	0.00	0.00	0.00	2
06:00 PM	79	0	0	204	0	0	133	2	0	46.00	210	1.00	0.00	0.00	4
06:15 PM	72	0	1	164	3	2	83	0	0	36.00	225	1.00	1.00	1.00	6
06:30 PM	202	0	0	199	0	2	189	3	2	66.00	233	1.00	1.00	1.00	6
06:45 PM	181	2	1	190	1	2	179	2	3	62.00	204	2.00	2.00	2.00	6
07:00 PM	189	2	1	190	3	3	158	0	1	61.00	175	2.00	2.00	2.00	6
07:15 PM	137	1	2	123	2	0	130	1	0	44.00	141	1.00	1.00	1.00	5
07:30 PM	122	1	0	102	2	0	108	1	1	37.00	125	1.00	0.00	1.00	6
07:45 PM	88	2	2	115	1	1	84	4	3	33.00	113	2.00	2.00	2.00	6
08:00 PM	73	1	0	81	4	0	81	1	1	27.00	97	2.00	0.00	1.00	5
08:15 PM	88	0	3	92	4	0	61	2	0	28.00	84	2.00	1.00	2.00	5
08:30 PM	70	1	0	75	1	0	74	2	2	25.00	75	1.00	1.00	1.00	4
08:45 PM	41	1	0	39	1	0	73	1	0	17.00	65	1.00	0.00	1.00	4
09:00 PM	30	1	0	41	1	0	50	1	4	14.00	65	1.00	1.00	1.00	4
09:15 PM	57	0	0	63	2	0	49	0	1	19.00	62	1.00	0.00	1.00	4
09:30 PM	35	1	0	43	0	0	51	2	0	15.00	59	1.00	0.00	1.00	3
09:45 PM	53	1	0	45	1	0	48	0	2	17.00	58	1.00	1.00	1.00	3
10:00 PM	25	0	0	34	1	0	37	1	1	11.00	53	1.00	0.00	1.00	3
10:15 PM	41	0	0	59	1	0	45	0	0	16.00	56	0.00	0.00	0.00	3
10:30 PM	48	0	0	30	2	0	47	1	1	14.00	53	1.00	0.00	1.00	4
10:45 PM	25	0	0	27	1	0	54	1	2	12.00	48	1.00	1.00	1.00	3
11:00 PM	21	0	0	43	1	0	59	3	2	14.00	43	1.00	1.00	1.00	2
11:15 PM	20	1	0	51	2	1	51	2	1	13.00	29	1.00	0.00	1.00	1
11:30 PM	18	0	0	24	0	0	40	1	0	9.00	16	0.00	0.00	0.00	0
11:45 PM	19	0	1	15	0	0	31	0	0	7.00	7	0.00	0.00	0.00	0
Totals	5246	222	98	5748	304	112	5507	251	146						
Average of	5500	259	119												

| Start Time | Total Average | Total

NB & SB
Start Date: 11/5/2013
Start Time: 12:00:00 AM
Station ID: 15820
Location 1: NW 127 Avenue - Northbound
Location 2: South of NW 12 Street

Total NB

Start Time	Day 1 11/5/2013 Vehicles Classes 1 - 3	Vehicles Class 4 - 7	Vehicle Class 8 - 14	Day 2 11/6/2013 Vehicles Classes 1 - 3	Vehicles Class 4 - 7	Vehicle Class 8 - 14	Day 3 11/7/2013 Vehicles Classes 1 - 3	Vehicles Class 4 - 7	Vehicle Class 8 - 14	Average	Average by Hour	Vehicles Classes 4 - 7 Average	Vehicles Classes 8 - 14 Average	Vehicles Classes 4 - 14 Average	Vehicles Classes 4 - 14 Average by Hour
12:00 AM	14	0	0	16	1	0	22	0	0	6.00	18	0.00	0.00	0.00	0
12:15 AM	17	0	0	17	0	0	16	0	0	6.00	14	0.00	0.00	0.00	0
12:30 AM	12	0	0	12	0	0	14	0	0	4.00	11	0.00	0.00	0.00	0
12:45 AM	9	0	0	2	0	0	8	0	0	2.00	9	0.00	0.00	0.00	0
01:00 AM	6	0	0	4	0	0	4	0	0	2.00	9	0.00	0.00	0.00	0
01:15 AM	9	0	0	9	0	0	5	0	0	3.00	9	0.00	0.00	0.00	0
01:30 AM	7	1	0	9	0	0	4	0	0	2.00	7	0.00	0.00	0.00	0
01:45 AM	5	0	0	7	0	0	5	0	0	2.00	6	0.00	0.00	0.00	0
02:00 AM	4	0	0	5	0	0	7	0	0	2.00	5	0.00	0.00	0.00	0
02:15 AM	3	0	0	5	0	0	4	0	0	1.00	4	0.00	0.00	0.00	0
02:30 AM	2	0	0	5	0	0	5	0	0	1.00	4	0.00	0.00	0.00	0
02:45 AM	3	0	0	3	0	0	1	0	0	1.00	5	0.00	0.00	0.00	0
03:00 AM	2	0	0	1	0	0	2	0	0	1.00	5	0.00	0.00	0.00	0
03:15 AM	3	0	0	4	0	0	4	0	0	1.00	5	0.00	0.00	0.00	0
03:30 AM	5	0	0	3	0	0	11	1	0	2.00	6	0.00	0.00	0.00	0
03:45 AM	1	0	0	2	0	0	4	0	0	1.00	6	0.00	0.00	0.00	0
04:00 AM	1	0	0	6	0	0	2	0	0	1.00	9	0.00	0.00	0.00	0
04:15 AM	9	0	0	7	0	0	4	0	0	2.00	11	0.00	0.00	0.00	0
04:30 AM	5	0	0	6	0	0	8	1	0	2.00	12	0.00	0.00	0.00	0
04:45 AM	11	1	0	12	0	0	15	0	0	4.00	14	0.00	0.00	0.00	0
05:00 AM	6	0	0	9	0	0	9	0	0	3.00	18	0.00	0.00	0.00	0
05:15 AM	8	0	0	9	0	0	12	0	0	3.00	22	0.00	0.00	0.00	1
05:30 AM	13	0	0	16	0	0	10	0	0	4.00	32	0.00	0.00	0.00	2
05:45 AM	28	0	1	18	1	0	23	0	0	8.00	46	0.00	0.00	0.00	3
06:00 AM	21	2	0	24	1	0	16	0	0	7.00	61	0.00	0.00	1.00	5
06:15 AM	41	1	0	35	1	0	36	3	0	13.00	80	2.00	0.00	1.00	5
06:30 AM	52	1	0	60	2	1	45	2	0	18.00	107	2.00	0.00	1.00	5
06:45 AM	**64**	**4**	**0**	**66**	**3**	**1**	**65**	**5**	**0**	**23.00**	**132**	**4.00**	**0.00**	**2.00**	**5**
07:00 AM	77	2	1	74	3	0	79	2	0	26.00	158	2.00	0.00	1.00	4
07:15 AM	114	3	0	118	1	0	122	1	1	40.00	175	2.00	0.00	1.00	4
07:30 AM	122	3	0	139	2	0	125	0	0	43.00	175	2.00	0.00	1.00	4
07:45 AM	162	4	0	127	3	1	145	0	0	49.00	164	2.00	0.00	1.00	3
08:00 AM	133	2	0	123	2	0	122	2	1	43.00	146	2.00	0.00	1.00	2
08:15 AM	111	3	1	73	0	0	172	1	1	40.00	136	1.00	1.00	1.00	1
08:30 AM	83	1	0	82	0	0	126	1	0	32.00	143	0.00	0.00	0.00	1
08:45 AM	105	0	0	86	1	0	88	0	0	31.00	152	0.00	0.00	0.00	1
09:00 AM	96	0	0	85	0	0	116	0	0	33.00	165	0.00	0.00	0.00	2
09:15 AM	143	0	0	123	0	0	157	2	1	47.00	173	1.00	0.00	1.00	3
09:30 AM	137	1	0	130	0	1	99	0	0	44.00	163	0.00	0.00	0.00	2
09:45 AM	142	3	0	153	1	0	97	0	0	44.00	158	1.00	0.00	1.00	3
10:00 AM	115	1	1	119	1	1	128	2	0	41.00	148	1.00	1.00	1.00	3
10:15 AM	127	2	0	110	1	0	95	0	0	37.00	135	0.00	0.00	0.00	4
10:30 AM	101	2	0	99	2	0	116	3	0	36.00	124	2.00	0.00	1.00	5
10:45 AM	91	0	0	98	2	1	110	0	0	34.00	114	1.00	0.00	1.00	4
11:00 AM	75	2	0	85	2	0	85	2	3	28.00	106	2.00	1.00	2.00	4
11:15 AM	80	0	1	77	1	0	77	1	0	26.00	99	1.00	0.00	1.00	4
11:30 AM	72	0	0	74	1	1	84	0	0	26.00	94	0.00	0.00	0.00	4
11:45 AM	65	0	1	81	3	0	82	2	0	26.00	89	2.00	0.00	1.00	5
12:00 PM	70	2	0	56	3	1	55	4	0	21.00	85	3.00	0.00	2.00	5
12:15 PM	61	1	1	59	3	0	62	1	0	21.00	83	2.00	0.00	1.00	4
12:30 PM	58	1	1	53	3	1	71	1	0	21.00	83	2.00	1.00	1.00	4
12:45 PM	69	2	0	56	1	0	65	2	0	22.00	86	2.00	0.00	1.00	5
01:00 PM	50	1	0	53	3	0	60	0	0	19.00	90	1.00	0.00	1.00	5
01:15 PM	65	4	1	56	1	1	64	0	0	21.00	98	2.00	1.00	1.00	6
01:30 PM	75	2	0	78	5	1	48	4	0	24.00	105	4.00	0.00	2.00	7
01:45 PM	81	2	0	75	5	0	67	1	0	26.00	108	3.00	0.00	1.00	6
02:00 PM	74	5	0	87	3	1	66	4	0	27.00	109	4.00	0.00	2.00	7
02:15 PM	83	4	1	80	0	0	77	4	0	28.00	112	3.00	0.00	2.00	7
02:30 PM	72	2	0	75	1	1	89	1	0	27.00	114	1.00	0.00	1.00	7
02:45 PM	72	0	1	85	4	0	79	4	0	27.00	115	3.00	0.00	2.00	7
03:00 PM	74	4	0	118	2	1	68	4	0	30.00	114	3.00	0.00	2.00	8
03:15 PM	82	5	0	113	3	0	62	1	0	30.00	114	3.00	0.00	2.00	8
03:30 PM	76	2	0	96	4	0	75	1	1	28.00	121	2.00	0.00	1.00	8
03:45 PM	62	4	0	79	6	1	74	7	1	26.00	129	6.00	1.00	3.00	10
04:00 PM	93	1	1	81	7	0	84	5	0	30.00	135	4.00	0.00	2.00	8
04:15 PM	115	5	0	92	1	0	112	3	1	37.00	137	3.00	0.00	2.00	8
04:30 PM	118	4	0	81	6	2	108	4	0	36.00	127	5.00	1.00	3.00	7
04:45 PM	103	3	0	97	0	0	82	4	0	32.00	119	2.00	0.00	1.00	5
05:00 PM	87	3	0	91	1	0	97	5	1	32.00	112	3.00	0.00	2.00	5
05:15 PM	71	4	0	72	3	0	93	1	0	27.00	107	3.00	0.00	1.00	4
05:30 PM	85	3	0	81	2	0	78	2	0	28.00	115	2.00	0.00	1.00	4
05:45 PM	78	1	0	69	3	0	74	2	0	25.00	118	2.00	0.00	1.00	4
06:00 PM	87	2	0	74	2	0	78	1	0	27.00	123	2.00	0.00	1.00	4
06:15 PM	102	0	1	97	2	0	115	2	0	35.00	124	1.00	0.00	1.00	4
06:30 PM	94	1	0	95	0	0	86	2	1	31.00	114	1.00	0.00	1.00	4
06:45 PM	98	0	0	86	2	1	86	1	0	30.00	108	1.00	0.00	1.00	3
07:00 PM	77	2	0	93	1	0	83	0	0	28.00	102	1.00	0.00	1.00	2
07:15 PM	68	3	0	82	1	0	67	1	0	25.00	99	2.00	0.00	1.00	2
07:30 PM	64	0	0	72	0	0	88	1	0	25.00	96	0.00	0.00	0.00	2
07:45 PM	61	0	0	69	0	1	82	1	0	24.00	90	0.00	0.00	0.00	3
08:00 PM	80	1	0	67	1	0	78	2	0	25.00	85	1.00	0.00	1.00	4
08:15 PM	69	1	0	48	2	0	80	0	0	22.00	77	1.00	0.00	1.00	4
08:30 PM	63	0	0	58	3	0	47	1	0	19.00	73	1.00	0.00	1.00	3
08:45 PM	54	0	0	58	2	0	57	2	0	19.00	69	1.00	0.00	1.00	2
09:00 PM	42	1	0	60	1	0	49	2	1	17.00	62	1.00	0.00	1.00	2
09:15 PM	42	0	0	59	1	0	62	1	0	18.00	58	1.00	0.00	0.00	1
09:30 PM	53	0	0	39	1	0	42	0	0	15.00	51	0.00	0.00	0.00	1
09:45 PM	39	0	0	30	2	0	38	1	0	12.00	47	1.00	0.00	1.00	1
10:00 PM	29	0	0	38	0	0	53	0	0	13.00	45	0.00	0.00	0.00	1
10:15 PM	34	0	0	32	0	0	31	1	0	11.00	43	0.00	0.00	0.00	1
10:30 PM	27	0	0	26	0	0	44	1	0	11.00	40	0.00	0.00	0.00	1
10:45 PM	29	2	0	22	0	0	34	2	0	10.00	37	1.00	0.00	1.00	1
11:00 PM	38	0	0	27	0	0	30	0	0	11.00	35	0.00	0.00	0.00	0
11:15 PM	22	1	0	22	0	0	23	0	0	8.00	24	0.00	0.00	0.00	0
11:30 PM	20	0	0	22	0	0	26	0	0	8.00	16	0.00	0.00	0.00	0
11:45 PM	16	0	0	21	0	0	37	1	0	8.00	8	0.00	0.00	0.00	0
Totals	5694	114	13	5608	126	19	5812	119	13						
Average of Totals	5705	120	15												

Total SB

Start Time	Day 1 11/5/2013 Vehicles Classes 1 - 3	Vehicles Class 4 - 7	Vehicle Class 8 - 14	Day 2 11/6/2013 Vehicles Classes 1 - 3	Vehicles Class 4 - 7	Vehicle Class 8 - 14	Day 3 11/7/2013 Vehicles Classes 1 - 3	Vehicles Class 4 - 7	Vehicle Class 8 - 14	Average	Average by Hour	Vehicles Classes 4 - 7 Average	Vehicles Classes 8 - 14 Average	Vehicles Classes 4 - 14 Average	Vehicles Classes 4 - 14 Average by Hour
12:00 AM	43	0	0	31	0	0	53	0	0	14.00	50	0.00	0.00	0.00	1
12:15 AM	37	0	1	46	0	0	53	0	0	15.00	44	0.00	0.00	0.00	1
12:30 AM	28	2	1	25	0	0	39	0	0	11.00	37	1.00	0.00	1.00	1
12:45 AM	29	0	0	34	0	1	29	0	0	10.00	32	0.00	0.00	0.00	0
1:00 AM	24	0	0	23	0	0	25	0	0	8.00	26	0.00	0.00	0.00	0
1:15 AM	23	1	0	20	1	0	24	0	0	8.00	22	1.00	0.00	0.00	0
1:30 AM	15	0	0	16	0	0	21	1	0	6.00	17	0.00	0.00	0.00	0
1:45 AM	11	0	0	16	0	0	10	0	0	4.00	13	0.00	0.00	0.00	0
2:00 AM	11	0	0	6	1	0	14	0	0	4.00	12	0.00	0.00	0.00	0
2:15 AM	8	0	0	11	1	0	10	0	0	3.00	10	0.00	0.00	0.00	0
2:30 AM	9	0	0	4	0	0	4	0	0	2.00	9	0.00	0.00	0.00	0
2:45 AM	8	0	0	8	0	0	8	0	0	3.00	9	0.00	0.00	0.00	0
3:00 AM	4	0	0	7	0	0	6	0	0	2.00	8	0.00	0.00	0.00	0
3:15 AM	8	0	0	5	0	0	4	0	0	2.00	8	0.00	0.00	0.00	0
3:30 AM	4	0	0	7	0	0	3	0	0	2.00	7	0.00	0.00	0.00	0
3:45 AM	4	0	0	3	0	0	12	0	0	2.00	6	0.00	0.00	0.00	0
4:00 AM	0	0	0	2	0	0	12	0	0	2.00	6	0.00	0.00	0.00	0
4:15 AM	3	0	0	6	0	0	2	0	0	1.00	6	0.00	0.00	0.00	0
4:30 AM	3	0	0	2	0	0	8	0	0	1.00	6	0.00	0.00	0.00	0
4:45 AM	6	0	0	5	0	0	5	0	0	2.00	6	0.00	0.00	0.00	0
5:00 AM	5	0	0	1	0	0	7	1	0	2.00	5	0.00	0.00	0.00	0
5:15 AM	2	0	0	2	0	0	6	0	0	1.00	4	0.00	0.00	0.00	1
5:30 AM	1	0	0	3	0	0	2	0	0	1.00	5	0.00	0.00	0.00	1
5:45 AM	7	0	0	3	0	0	0	0	0	1.00	6	0.00	0.00	0.00	1
6:00 AM	0	0	0	7	0	0	5	0	0	1.00	7	0.00	0.00	0.00	1
6:15 AM	5	1	0	6	1	0	6	1	0	2.00	12	1.00	0.00	1.00	3
6:30 AM	5	1	0	6	1	0	4	0	0	2.00	18	1.00	0.00	0.00	3
6:45 AM	10	1	0	6	1	0	**4**	0	0	**2.00**	22	**1.00**	**0.00**	**0.00**	**4**
7:00 AM	15	3	0	14	3	0	15	4	0	6.00	27	3.00	0.00	2.00	4
7:15 AM	27	1	0	12	2	0	28	2	0	8.00	33	2.00	0.00	1.00	4
7:30 AM	20	0	0	17	1	0	17	2	0	6.00	44	1.00	0.00	1.00	4
7:45 AM	26	0	0	18	2	0	17	0	0	7.00	60	1.00	0.00	0.00	4
8:00 AM	35	4	0	31	2	0	35	3	0	12.00	78	3.00	0.00	2.00	5
8:15 AM	63	1	0	57	1	0	46	3	0	19.00	83	2.00	0.00	1.00	4
8:30 AM	74	1	0	54	0	0	65	2	0	22.00	82	1.00	0.00	1.00	3
8:45 AM	66	1	0	87	3	0	67	1	0	25.00	75	2.00	0.00	1.00	3
9:00 AM	50	0	1	43	1	0	53	1	0	17.00	62	1.00	0.00	1.00	3
9:15 AM	55	1	0	53	0	0	56	0	0	18.00	57	0.00	0.00	0.00	4
9:30 AM	41	3	0	46	2	0	36	3	0	15.00	51	3.00	0.00	1.00	4
9:45 AM	38	2	0	33	0	1	29	2	0	12.00	48	1.00	0.00	1.00	3
10:00 AM	40	3	0	26	3	0	26	3	0	12.00	51	3.00	0.00	2.00	2
10:15 AM	36	2	0	33	1	0	38	0	0	12.00	51	1.00	0.00	0.00	0
10:30 AM	37	1	0	36	0	0	34	1	0	12.00	51	1.00	0.00	0.00	1
10:45 AM	41	0	0	46	0	0	44	2	0	15.00	52	1.00	0.00	0.00	1
11:00 AM	41	0	0	35	1	0	29	1	0	12.00	52	1.00	0.00	0.00	1
11:15 AM	40	1	0	30	3	0	30	1	0	12.00	55	2.00	0.00	1.00	2
11:30 AM	35	1	0	35	0	0	42	0	0	13.00	63	0.00	0.00	0.00	2
11:45 AM	53	0	0	42	0	0	43	1	0	15.00	70	0.00	0.00	0.00	3
12:00 PM	41	1	0	46	1	0	38	4	0	15.00	76	2.00	0.00	1.00	4
12:15 PM	54	0	0	51	1	0	75	1	1	20.00	82	1.00	0.00	1.00	3
12:30 PM	64	0	1	56	2	0	60	0	0	20.00	85	1.00	0.00	1.00	3
12:45 PM	53	2	0	66	4	0	61	1	0	21.00	88	2.00	0.00	1.00	3
1:00 PM	55	1	0	73	0	0	61	0	0	21.00	88	0.00	0.00	0.00	2
1:15 PM	57	2	0	79	0	0	65	1	0	23.00	94	1.00	0.00	1.00	3
1:30 PM	70	0	0	65	2	0	68	1	0	23.00	96	1.00	0.00	1.00	3
1:45 PM	58	1	0	60	0	0	69	0	0	21.00	98	0.00	0.00	0.00	3
2:00 PM	73	3	0	82	2	1	82	2	1	27.00	104	2.00	0.00	1.00	4
2:15 PM	63	1	0	85	0	0	70	2	0	25.00	102	1.00	0.00	1.00	4
2:30 PM	75	2	0	84	3	0	63	0	0	25.00	105	2.00	0.00	1.00	4
2:45 PM	76	1	0	87	2	0	73	1	0	27.00	111	1.00	0.00	1.00	5
3:00 PM	78	2	0	76	2	0	67	0	0	25.00	121	1.00	0.00	1.00	6
3:15 PM	82	2	0	77	3	0	81	3	0	28.00	135	3.00	0.00	1.00	6
3:30 PM	87	3	0	82	2	0	96	5	0	31.00	146	3.00	0.00	2.00	7
3:45 PM	93	4	0	105	3	0	119	6	0	37.00	161	4.00	0.00	2.00	7
4:00 PM	121	1	0	108	0	0	113	5	0	39.00	176	2.00	0.00	1.00	7
4:15 PM	105	3	0	111	8	0	119	0	1	39.00	191	4.00	0.00	2.00	8
4:30 PM	120	4	0	130	2	1	150	2	1	46.00	212	3.00	1.00	2.00	9
4:45 PM	148	0	1	164	5	0	145	4	0	52.00	232	3.00	0.00	2.00	9
5:00 PM	149	3	1	152	3	2	175	2	1	54.00	255	3.00	1.00	2.00	9
5:15 PM	182	5	0	149	4	0	193	6	2	60.00	281	5.00	1.00	3.00	9
5:30 PM	189	4	1	184	2	0	211	6	0	66.00	310	4.00	0.00	2.00	8
5:45 PM	227	2	1	231	4	0	208	3	2	75.00	341	3.00	1.00	2.00	8
6:00 PM	230	4	0	242	4	2	237	2	2	80.00	356	3.00	1.00	2.00	9
6:15 PM	257	1	0	270	5	2	259	3	3	89.00	365	3.00	2.00	2.00	9
6:30 PM	280	2	1	287	1	2	296	4	4	97.00	361	2.00	2.00	2.00	10
6:45 PM	256	2	4	262	4	0	275	2	3	90.00	344	3.00	2.00	3.00	10
7:00 PM	280	4	3	244	3	1	261	2	1	89.00	332	3.00	2.00	2.00	9
7:15 PM	272	2	0	230	5	2	244	4	3	85.00	310	4.00	2.00	3.00	9
7:30 PM	259	6	0	226	1	1	220	1	2	80.00	281	3.00	1.00	2.00	7
7:45 PM	231	5	1	221	3	0	238	2	1	78.00	247	3.00	1.00	2.00	6
8:00 PM	210	5	2	188	2	1	189	1	1	67.00	204	3.00	1.00	2.00	5
8:15 PM	170	0	0	179	2	0	151	1	1	56.00	168	1.00	0.00	1.00	4
8:30 PM	135	0	0	159	2	1	118	2	1	46.00	143	1.00	1.00	1.00	4
8:45 PM	103	1	0	109	1	0	97	1	0	35.00	120	1.00	0.00	1.00	3
9:00 PM	76	0	0	86	2	0	108	3	1	31.00	108	2.00	0.00	1.00	3
9:15 PM	87	1	0	100	2	0	86	0	1	31.00	99	1.00	0.00	1.00	3
9:30 PM	56	0	0	69	1	0	79	0	1	23.00	90	0.00	0.00	0.00	2
9:45 PM	55	2	0	69	0	0	75	2	0	23.00	86	1.00	0.00	1.00	2
10:00 PM	60	0	0	67	2	0	69	1	0	22.00	84	1.00	0.00	1.00	2
10:15 PM	70	0	0	65	0	0	62	0	0	22.00	80	0.00	0.00	0.00	1
10:30 PM	54	0	0	56	1	0	63	0	0	19.00	81	0.00	0.00	0.00	2
10:45 PM	62	2	1	69	1	0	53	2	1	21.00	78	2.00	1.00	1.00	2
11:00 PM	45	0	0	52	0	0	68	0	0	18.00	73	0.00	0.00	0.00	1
11:15 PM	67	2	0	65	3	0	69	1	0	23.00	55	2.00	0.00	1.00	1
11:30 PM	48	0	0	52	0	0	45	0	0	16.00	32	0.00	0.00	0.00	0
11:45 PM	35	0	0	49	0	0	60	0	0	16.00	16	0.00	0.00	0.00	0
Totals	6864.00	115	20	6878	129	17	7020	124	35						
Average of Totals	6921	123	24												

Start Time	Total Average	Average by Hour	Total Average of Vehicles Classes 4 - 7	Total Average of Vehicles Classes 8 - 14	Total Average
12:00 AM	20	68	0	0	0
12:15 AM	21	58	0	0	0
12:30 AM	15	48

EB & WB
Start Date: 11/5/2013
Start Time: 12:00:00 AM
Station ID: 20228
Location 1: NW 12 Street - Eastbound
Location 2: West of SR 821/Florida Turpike

Total EB

Start Time	Day 1 11/5/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Day 2 11/6/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Day 3 11/7/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Average	Average by Hour	Vehicles Classes 4 - 7 Average	Vehicles Classes 8 - 14 Average	Vehicles Classes 4 - 14 Average	Vehicles Classes 4 - 14 Average by Hour
12:00 AM	13	0	0	19	1	0	11	0	0	5.00	20	0.00	0.00	0.00	0
12:15 AM	17	0	0	15	2	0	18	0	0	5.00	18	1.00	0.00	1.00	0
12:30 AM	20	0	0	16	0	0	7	0	0	5.00	16	0.00	0.00	0.00	0
12:45 AM	9	0	0	11	0	0	12	1	0	4.00	14	0.00	0.00	0.00	1
01:00 AM	9	0	0	5	0	0	11	0	1	3.00	13	0.00	0.00	0.00	1
01:15 AM	9	0	0	15	0	0	10	0	0	4.00	13	0.00	0.00	0.00	2
01:30 AM	6	0	0	7	4	0	10	0	0	3.00	13	1.00	0.00	1.00	3
01:45 AM	7	0	0	10	1	1	8	0	0	3.00	13	0.00	0.00	0.00	3
02:00 AM	5	0	0	7	3	0	7	0	1	3.00	14	1.00	0.00	1.00	4
02:15 AM	8	1	1	10	4	1	9	0	0	4.00	16	1.00	1.00	1.00	5
02:30 AM	11	1	0	10	2	0	7	0	0	3.00	17	1.00	0.00	1.00	6
02:45 AM	6	0	0	6	5	3	13	0	0	4.00	19	2.00	1.00	1.00	6
03:00 AM	20	2	1	10	2	1	10	3	0	5.00	25	2.00	1.00	2.00	8
03:15 AM	11	0	1	12	3	1	15	0	4	5.00	28	1.00	2.00	2.00	8
03:30 AM	17	1	0	12	3	1	13	0	0	5.00	33	1.00	0.00	1.00	8
03:45 AM	26	2	3	24	5	1	27	1	3	10.00	41	3.00	2.00	3.00	10
04:00 AM	17	1	0	18	2	5	24	1	1	8.00	52	1.00	2.00	2.00	12
04:15 AM	32	0	1	26	1	5	27	0	2	10.00	66	0.00	3.00	2.00	15
04:30 AM	28	4	1	39	4	2	35	1	3	13.00	85	3.00	2.00	3.00	18
04:45 AM	56	3	9	49	8	1	60	4	3	21.00	120	5.00	4.00	5.00	20
05:00 AM	56	6	5	55	11	1	52	8	2	22.00	156	8.00	2.00	5.00	23
05:15 AM	77	7	0	81	8	0	74	7	6	29.00	191	7.00	2.00	5.00	25
05:30 AM	150	7	4	121	13	2	133	6	2	48.00	236	9.00	2.00	5.00	28
05:45 AM	147	11	1	165	10	11	155	12	2	57.00	293	11.00	5.00	8.00	32
06:00 AM	155	5	4	156	10	5	159	8	7	57.00	354	8.00	5.00	7.00	33
06:15 AM	203	12	5	200	10	4	215	12	4	74.00	423	11.00	4.00	8.00	36
06:30 AM	293	7	4	293	8	11	307	13	9	105.00	481	9.00	8.00	9.00	35
06:45 AM	372	12	5	307	20	4	329	4	8	118.00	498	12.00	6.00	9.00	30
07:00 AM	363	12	6	348	13	3	361	19	5	126.00	513	15.00	5.00	10.00	25
07:15 AM	412	7	4	355	9	2	380	13	7	132.00	524	10.00	4.00	7.00	21
07:30 AM	353	3	2	331	7	2	391	3	6	122.00	516	4.00	3.00	4.00	19
07:45 AM	396	6	4	367	5	1	408	7	1	133.00	521	6.00	2.00	4.00	22
08:00 AM	443	7	4	371	7	9	384	9	2	137.00	508	8.00	5.00	6.00	23
08:15 AM	374	9	2	383	6	5	330	5	2	124.00	479	7.00	3.00	5.00	24
08:30 AM	360	9	3	406	6	7	338	9	8	127.00	448	8.00	6.00	7.00	26
08:45 AM	338	3	6	376	8	5	336	6	1	120.00	412	6.00	4.00	5.00	25
09:00 AM	305	9	4	305	9	4	320	9	7	108.00	376	9.00	5.00	7.00	27
09:15 AM	278	8	4	242	7	3	275	12	6	93.00	340	9.00	4.00	7.00	26
09:30 AM	261	7	4	269	9	2	257	7	4	91.00	321	8.00	3.00	6.00	25
09:45 AM	241	8	3	223	8	3	256	11	2	84.00	293	10.00	3.00	7.00	25
10:00 AM	184	9	6	224	5	7	204	6	4	72.00	276	7.00	6.00	6.00	24
10:15 AM	201	9	2	200	4	2	221	13	5	74.00	263	9.00	5.00	7.00	24
10:30 AM	169	6	1	186	7	1	188	6	6	63.00	245	6.00	3.00	5.00	22
10:45 AM	193	6	4	185	8	6	194	6	3	67.00	236	7.00	4.00	6.00	22
11:00 AM	161	9	1	160	9	4	174	8	7	59.00	225	9.00	4.00	7.00	24
11:15 AM	152	7	4	161	8	3	162	6	4	56.00	221	7.00	4.00	5.00	24
11:30 AM	142	9	5	168	6	4	150	5	0	54.00	217	7.00	3.00	5.00	24
11:45 AM	160	6	5	147	12	8	148	9	4	56.00	226	10.00	6.00	8.00	26
12:00 PM	160	4	4	139	12	3	165	9	3	55.00	226	8.00	3.00	6.00	24
12:15 PM	161	6	1	143	5	6	136	9	4	52.00	226	7.00	3.00	5.00	24
12:30 PM	159	9	8	191	8	1	182	9	4	63.00	232	9.00	4.00	7.00	26
12:45 PM	152	10	1	163	6	5	151	8	7	56.00	228	8.00	4.00	6.00	25
01:00 PM	140	7	1	161	9	3	156	6	4	51.00	227	9.00	5.00	7.00	25
01:15 PM	171	7	4	173	6	4	144	11	6	58.00	224	8.00	5.00	6.00	23
01:30 PM	175	10	3	161	8	4	156	6	4	59.00	226	8.00	4.00	6.00	24
01:45 PM	144	5	2	176	4	4	152	8	4	55.00	224	6.00	4.00	5.00	25
02:00 PM	132	9	2	165	9	4	137	6	6	52.00	229	8.00	4.00	6.00	28
02:15 PM	156	10	7	181	7	1	166	10	4	60.00	235	9.00	4.00	7.00	29
02:30 PM	155	12	7	178	7	5	143	8	3	57.00	241	9.00	4.00	7.00	29
02:45 PM	159	8	0	166	10	3	173	16	8	60.00	249	11.00	4.00	8.00	29
03:00 PM	156	11	1	175	10	5	146	10	6	58.00	250	10.00	4.00	7.00	28
03:15 PM	181	7	6	180	12	2	194	11	4	66.00	251	10.00	4.00	7.00	28
03:30 PM	182	16	3	173	5	4	195	6	5	65.00	238	9.00	4.00	7.00	22
03:45 PM	176	4	1	170	8	1	176	5	7	61.00	229	6.00	4.00	5.00	20
04:00 PM	172	11	3	163	4	2	162	9	1	59.00	227	8.00	2.00	5.00	19
04:15 PM	134	8	2	178	8	4	137	5	3	53.00	227	7.00	3.00	5.00	18
04:30 PM	160	4	5	145	5	6	169	7	3	56.00	225	5.00	5.00	5.00	15
04:45 PM	160	5	3	164	6	1	181	5	4	59.00	215	5.00	3.00	4.00	12
05:00 PM	187	3	2	165	3	3	161	6	4	59.00	191	4.00	3.00	4.00	9
05:15 PM	164	2	4	151	2	1	129	0	2	51.00	166	1.00	2.00	2.00	6
05:30 PM	162	6	1	125	2	2	114	1	0	46.00	148	3.00	1.00	2.00	6
05:45 PM	174	1	0	67	2	0	72	1	2	35.00	140	1.00	1.00	1.00	6
06:00 PM	148	1	0	69	1	0	87	1	0	34.00	142	1.00	0.00	1.00	6
06:15 PM	139	4	1	70	2	1	74	1	2	33.00	142	2.00	1.00	2.00	6
06:30 PM	131	3	2	55	1	0	144	1	2	38.00	146	2.00	1.00	2.00	6
06:45 PM	122	0	1	45	1	0	161	0	1	37.00	151	0.00	1.00	1.00	5
07:00 PM	130	0	0	47	0	0	128	3	2	34.00	152	1.00	1.00	1.00	6
07:15 PM	102	5	0	61	1	1	157	2	3	37.00	149	3.00	1.00	2.00	6
07:30 PM	117	2	0	119	1	1	148	0	3	43.00	143	1.00	1.00	1.00	6
07:45 PM	108	0	1	101	3	1	123	2	4	38.00	132	2.00	2.00	2.00	6
08:00 PM	94	2	0	87	0	0	97	2	0	31.00	117	1.00	0.00	1.00	5
08:15 PM	72	1	3	94	4	1	100	1	1	31.00	110	2.00	2.00	2.00	5
08:30 PM	92	0	0	79	1	0	111	1	3	32.00	100	1.00	1.00	1.00	4
08:45 PM	51	2	0	58	3	0	89	2	1	23.00	89	2.00	0.00	1.00	3
09:00 PM	56	0	0	67	0	0	86	3	1	24.00	85	1.00	0.00	1.00	3
09:15 PM	54	0	0	57	2	0	72	2	2	21.00	83	1.00	1.00	1.00	3
09:30 PM	56	1	0	55	0	0	76	1	0	21.00	84	1.00	0.00	0.00	3
09:45 PM	54	1	0	56	1	0	59	2	2	19.00	80	1.00	1.00	1.00	3
10:00 PM	62	3	0	60	0	1	71	0	2	22.00	81	1.00	1.00	1.00	3
10:15 PM	56	2	1	63	0	0	76	0	1	22.00	73	1.00	1.00	1.00	3
10:30 PM	47	0	0	39	1	0	65	0	1	17.00	64	0.00	0.00	0.00	2
10:45 PM	40	0	0	48	0	0	86	4	3	20.00	57	1.00	1.00	1.00	2
11:00 PM	29	0	0	43	0	0	50	2	3	14.00	45	1.00	1.00	1.00	1
11:15 PM	27	0	0	34	0	0	58	2	0	13.00	31	1.00	0.00	0.00	0
11:30 PM	32	0	0	26	0	0	33	0	0	10.00	18	0.00	0.00	0.00	0
11:45 PM	24	0	0	20	0	0	31	0	0	8.00	8	0.00	0.00	0.00	0
Totals	12981	443	208	12412	473	221	13114	454	277						
Average of Totals	12836	457	235												

Total WB

Start Time	Day 1 11/5/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Day 2 11/6/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Day 3 11/7/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Average	Average by Hour	Vehicles Classes 4 - 7 Average	Vehicles Classes 8 - 14 Average	Vehicles Classes 4 - 14 Average	Vehicles Classes 4 - 14 Average by Hour
12:00 AM	92	0	0	62	0	0	66	1	0	25.00	71	0.00	0.00	0.00	0
12:15 AM	67	0	0	59	1	0	51	1	0	20.00	57	1.00	0.00	1.00	0
12:30 AM	35	1	0	46	0	0	46	1	0	14.00	45	1.00	0.00	1.00	0
12:45 AM	31	0	0	41	1	0	35	0	0	12.00	38	0.00	0.00	0.00	0
01:00 AM	29	1	0	40	1	0	25	0	0	11.00	32	1.00	0.00	1.00	0
01:15 AM	23	1	0	29	0	0	22	1	0	8.00	24	1.00	0.00	1.00	0
01:30 AM	24	0	0	18	1	0	21	1	0	7.00	22	1.00	0.00	1.00	0
01:45 AM	16	0	0	21	1	1	13	0	0	6.00	20	0.00	0.00	0.00	0
02:00 AM	15	0	0	10	1	0	5	0	0	3.00	18	0.00	0.00	0.00	1
02:15 AM	15	0	0	22	0	0	14	0	0	6.00	18	0.00	0.00	0.00	2
02:30 AM	11	1	0	14	0	1	15	0	0	5.00	17	0.00	0.00	0.00	3
02:45 AM	13	0	0	9	2	0	12	1	0	4.00	15	1.00	0.00	1.00	3
03:00 AM	9	2	0	10	0	0	8	1	0	3.00	15	1.00	0.00	1.00	2
03:15 AM	12	2	0	21	1	0	12	0	0	5.00	16	1.00	0.00	1.00	1
03:30 AM	10	1	0	7	0	0	4	1	0	3.00	16	1.00	0.00	1.00	1
03:45 AM	15	0	0	11	0	0	9	1	0	4.00	19	0.00	0.00	0.00	2
04:00 AM	17	1	0	8	0	0	13	0	0	4.00	22	0.00	0.00	0.00	3
04:15 AM	10	0	0	20	1	0	13	0	1	5.00	27	0.00	1.00	1.00	4
04:30 AM	14	1	0	19	3	0	17	1	1	6.00	32	2.00	0.00	1.00	4
04:45 AM	21	2	0	23	0	1	15	0	0	7.00	39	1.00	0.00	1.00	4
05:00 AM	19	0	1	26	2	2	31	0	0	9.00	50	1.00	1.00	1.00	6
05:15 AM	27	0	1	30	1	1	32	1	1	10.00	64	1.00	1.00	1.00	9
05:30 AM	35	1	0	43	1	4	30	2	0	13.00	80	1.00	1.00	1.00	15
05:45 AM	50	7	2	71	1	4	62	8	1	23.00	97	5.00	2.00	4.00	17
06:00 AM	55	5	2	71	1	4	62	8	1	23.00	97	5.00	2.00	4.00	17
06:15 AM	65	9	2	59	11	8	73	6	3	26.00	105	9.00	4.00	7.00	17
06:30 AM	60	4	0	70	4	2	64	6	1	23.00	109	5.00	1.00	3.00	14
06:45 AM	64	4	2	72	3	2	70	4	1	25.00	118	4.00	2.00	3.00	16
07:00 AM	90	3	4	75	4	1	88	7	3	31.00	122	5.00	3.00	4.00	16
07:15 AM	93	9	3	77	0	3	75	7	0	30.00	125	5.00	2.00	4.00	15
07:30 AM	85	9	2	91	8	1	84	4	3	32.00	130	7.00	2.00	5.00	14
07:45 AM	76	1	2	73	8	3	90	4	0	29.00	136	4.00	2.00	3.00	15
08:00 AM	98	3	3	105	6	0	84	3	2	34.00	146	4.00	2.00	3.00	19
08:15 AM	106	2	1	97	7	1	94	5	4	35.00	147	5.00	2.00	3.00	21
08:30 AM	81	13	3	116	7	1	113	6	3	38.00	142	9.00	2.00	6.00	24
08:45 AM	119	10	3	93	14	5	97	6	2	39.00	135	10.00	3.00	7.00	23
09:00 AM	99	10	3	93	4	0	96	11	3	35.00	128	8.00	2.00	5.00	22
09:15 AM	73	5	6	84	8	5	77	5	4	30.00	125	6.00	5.00	6.00	22
09:30 AM	86	2	2	78	7	4	90	11	3	31.00	128	7.00	3.00	5.00	21
09:45 AM	86	10	2	88	7	2	78	9	4	32.00	130	9.00	3.00	6.00	21
10:00 AM	83	8	7	83	6	2	90	7	1	32.00	136	7.00	3.00	5.00	21
10:15 AM	85	3	8	88	14	0	93	6	1	33.00	140	8.00	1.00	5.00	20
10:30 AM	99	12	6	84	6	1	82	5	0	33.00	151	8.00	2.00	5.00	21
10:45 AM	102	7	1	100	9	7	104	7	2	38.00	163	8.00	3.00	6.00	22
11:00 AM	95	8	2	106	7	2	101	6	1	36.00	169	7.00	2.00	4.00	24
11:15 AM	118	7	5	115	5	3	126	10	3	44.00	184	7.00	4.00	6.00	25
11:30 AM	136	8	2	118	11	4	122	6	2	45.00	195	8.00	3.00	6.00	27
11:45 AM	124	13	4	116	11	5	142	14	4	55.00	239	10.00	4.00	7.00	27
12:00 PM	138	6	4	157	7	4	156	13	5	51.00	218	6.00	4.00	5.00	28
12:15 PM	157	11	4	154	11	3	143	11	5	55.00	227	11.00	4.00	8.00	29
12:30 PM	165	11	4	144	5	5	142	14	4	55.00	239	10.00	4.00	7.00	27
12:45 PM	153	14	4	156	13	5	154	10	1	57.00	244	12.00	3.00	8.00	26
01:00 PM	166	9	1	175	7	2	167	12	4	60.00	251	9.00	2.00	6.00	25
01:15 PM	184	11	3	193	3	3	189	9	6	67.00	257	8.00	4.00	6.00	27
01:30 PM	162	11	4	167	8	2	177	10	1	60.00	262	10.00	2.00	6.00	29
01:45 PM	194	8	2	172	11	5	168	11	3	64.00	276	10.00	3.00	7.00	32
02:00 PM	190	10	8	176	11	5	180	8	7	66.00	296	10.00	7.00	8.00	34
02:15 PM	191	7	5	216	10	5	197	14	5	72.00	311	10.00	5.00	8.00	36
02:30 PM	200	12	7	210	10	5	202	10	7	74.00	327	11.00	6.00	9.00	39
02:45 PM	249	12	3	209	15	5	240	13	8	84.00	348	13.00	5.00	9.00	39
03:00 PM	229	10	3	211	12	6	228	26	5	81.00	371	16.00	5.00	10.00	43
03:15 PM	181	11	7	240	13	7	249	16	5	88.00	395	15.00	6.00	11.00	45
03:30 PM	261	11	7	266	13	6	277	11	5	95.00	423	12.00	6.00	9.00	46
03:45 PM	291	11	8	289	19	6	309	24	9	107.00	452	18.00	8.00	13.00	47
04:00 PM	312	12	8	276	18	6	278	23	7	105.00	479	18.00	7.00	12.00	44
04:15 PM	331	18	6	318	15	10	320	15	8	116.00	529	16.00	8.00	12.00	43
04:30 PM	356	11	4	352	18	8	342	13	8	124.00	552	14.00	7.00	10.00	40
04:45 PM	381	10	12	387	6	7	382	14	11	134.00	553	10.00	10.00	10.00	38
05:00 PM	447	15	7	443	13	4	442	13	14	155.00	517	14.00	8.00	11.00	33
05:15 PM	427	16	7	433	15	9	331	5	4	139.00	467	12.00	7.00	9.00	25
05:30 PM	393	13	4	329	12	5	362	9	2	125.00	430	11.00	4.00	8.00	20
05:45 PM	387	19	6	223	0	0	243	2	0	98.00	418	7.00	2.00	5.00	16
06:00 PM	421	7	6	241	0	0	265	2	2	105.00	432	3.00	3.00	3.00	16
06:15 PM	434	18	4	231	0	0	231	2	0	102.00	437	7.00	1.00	4.00	20
06:30 PM	363	8	4	261	0	0	376	4	5	113.00	442	4.00	3.00	4.00	21
06:45 PM	378	8	2	227	0	0	377	7	10	112.00	424	5.00	4.00	5.00	22
07:00 PM	372	17	4	233	0	0	346	10	9	110.00	398	9.00	4.00	7.00	22
07:15 PM	328	12	4	263	2	1	338	7	4	107.00	364	7.00	3.00	5.00	17
07:30 PM	273	6	3	276	5	2	270	11	5	95.00	327	7.00	3.00	5.00	15
07:45 PM	237	8	1	257	6	1	252	7	7	86.00	302	7.00	3.00	5.00	15
08:00 PM	221	3	0	232	2	1	214	5	2	76.00	281	3.00	1.00	2.00	13
08:15 PM	200	4	1	208	4	4	204	5	1	70.00	274	4.00	2.00	3.00	15
08:30 PM	201	5	4	182	7	2	224	6	3	70.00	267	6.00	3.00	5.00	14
08:45 PM	173	3	4	179	5	1	213	4	3	65.00	257	4.00	3.00	3.00	12
09:00 PM	177	5	2	204	2	4	215	6	2	69.00	258	4.00	3.00	4.00	11
09:15 PM	167	3	2	182	7	2	207	2	0	63.00	249	2.00	1.00	2.00	10
09:30 PM	165	1	1	197	4	1	164	7	2	60.00	245	4.00	1.00	3.00	11
09:45 PM	184	4	1	194	2	1	201	1	2	66.00	229	2.00	1.00	2.00	10
10:00 PM	162	4	2	164	2	1	195	5	1	60.00	205	4.00	1.00	3.00	9
10:15 PM	154	4	1	157	6	2	206	2	1	59.00	186	4.00	1.00	3.00	8
10:30 PM	113	2	1	124	2	2	149	2	1	44.00	163	2.00	1.00	2.00	6
10:45 PM	109	0	1	128	1	2	132	1	0	42.00	153	1.00	1.00	1.00	5
11:00 PM	107	4	1	116	1	3	133	3	1	41.00	137	3.00	2.00	2.00	5
11:15 PM	85	1	0	109	1	1	121	4	1	36.00	96	2.00	1.00	1.00	3
11:30 PM	96	1	0	94	1	1	112	1	0	34.00	60	1.00	0.00	1.00	2
11:45 PM	75	2	2	61	1	0	91	0	2	26.00	26	1.00	1.00	1.00	1
Totals	14186	599	252	13202	510	231	13826	580	250						
Average of Totals	13738	563	244												

Start Time	Total	Average by Hour		Total Average of Vehicles Classes 4 - 7	Total Average of Vehicles Classes 8 - 14	Total Average
12:00 AM	30	91		0	0	0
12:15 AM	26	75		2	0	2
12:30

NB
Start Date: 11/5/2013
Start Time: 12:00:00 AM
Station ID: 15818
Location 1: SR 821/Florida Turnpike - SB On Ramp
Location 2: From NW 12 Street

Start Time	Day 1 11/5/2013			Day 2 11/6/2013			Day 3 11/7/2013			Average	Average by Hour	Total Average of Vehicles Classes 4 - 7	Total Average of Vehicles Classes 8 - 14	Vehicles Classes 4 - 14 Average	Vehicles Classes 4 - 14 Average by Hour	Total Average	
	Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14								
12:00 AM	14	0	0	23	0	0	12	0	0	5.00	14	0.00	0.00	0.00	0	0.00	
12:15 AM	9	0	0	7	0	0	14	0	0	3.00	10	0.00	0.00	0.00	0	0.00	
12:30 AM	16	0	0	12	0	0	8	0	0	4.00	8	0.00	0.00	0.00	0	0.00	
12:45 AM	4	0	0	8	0	0	5	0	0	2.00	6	0.00	0.00	0.00	0	0.00	
1:00 AM	1	0	0	3	0	0	4	0	0	1.00	5	0.00	0.00	0.00	0	0.00	
1:15 AM	4	0	0	4	0	0	3	0	0	1.00	5	0.00	0.00	0.00	0	0.00	
1:30 AM	4	0	0	4	0	0	6	0	0	2.00	5	0.00	0.00	0.00	0	0.00	
1:45 AM	2	0	0	1	0	0	2	0	1	1.00	3	0.00	0.00	0.00	0	0.00	
2:00 AM	2	0	0	6	0	0	5	0	0	1.00	3	0.00	0.00	0.00	0	0.00	
2:15 AM	2	0	0	2	0	0	5	0	0	1.00	3	0.00	0.00	0.00	0	0.00	
2:30 AM	0	0	0	1	0	0	1	0	0	0.00	3	0.00	0.00	0.00	0	0.00	
2:45 AM	0	0	0	2	0	0	3	1	0	1.00	4	0.00	0.00	0.00	0	0.00	
3:00 AM	0	0	0	3	0	0	4	0	0	1.00	3	0.00	0.00	0.00	0	0.00	
3:15 AM	1	0	0	2	0	0	2	0	0	1.00	3	0.00	0.00	0.00	0	0.00	
3:30 AM	3	0	0	1	0	0	3	0	0	1.00	3	0.00	0.00	0.00	0	0.00	
3:45 AM	1	0	0	1	0	0	0	0	0	0.00	3	0.00	0.00	0.00	0	0.00	
4:00 AM	2	0	0	4	1	0	3	0	0	1.00	4	0.00	0.00	0.00	0	0.00	
4:15 AM	3	0	0	2	0	0	1	0	0	1.00	4	0.00	0.00	0.00	0	0.00	
4:30 AM	1	0	0	3	0	0	6	0	0	1.00	6	0.00	0.00	0.00	1	0.00	
4:45 AM	1	0	0	2	0	0	7	0	0	1.00	8	0.00	0.00	0.00	1	0.00	
5:00 AM	4	1	0	3	1	0	4	0	0	1.00	11	1.00	0.00	0.00	2	1.00	
5:15 AM	3	0	0	7	2	0	9	2	0	3.00	16	1.00	0.00	1.00	3	1.00	
5:30 AM	8	0	0	10	1	0	5	1	0	3.00	21	1.00	0.00	0.00	3	1.00	
5:45 AM	13	3	0	13	0	1	8	0	0	4.00	32	1.00	0.00	1.00	4	1.00	
6:00 AM	18	0	1	17	2	1	17	0	1	6.00	41	1.00	1.00	1.00	4	2.00	
6:15 AM	22	1	0	24	3	0	20	2	1	8.00	47	2.00	0.00	1.00	4	2.00	0.81
6:30 AM	54	0	0	35	2	0	32	1	0	14.00	54	1.00	0.00	1.00	4	1.00	0.93
6:45 AM	32	1	0	36	4	0	41	3	0	13.00	55	3.00	0.00	1.00	4	3.00	0.95
7:00 AM	34	2	0	38	1	0	33	3	0	12.00	57	2.00	0.00	1.00	4	2.00	0.98
7:15 AM	41	1	0	47	1	0	43	2	0	15.00	58	1.00	0.00	1.00	4	1.00	1.00
7:30 AM	49	1	0	42	1	0	42	3	0	15.00	55	2.00	0.00	1.00	4	2.00	0.95
7:45 AM	43	0	0	42	2	0	47	1	0	15.00	51	1.00	0.00	1.00	4	1.00	0.88
8:00 AM	40	1	0	35	2	0	39	1	0	13.00	46	1.00	0.00	1.00	4	1.00	0.79
8:15 AM	39	1	0	33	0	0	28	2	1	12.00	41	1.00	0.00	1.00	4	1.00	0.71
8:30 AM	37	4	0	27	1	0	27	0	0	11.00	40	2.00	0.00	1.00	5	2.00	
8:45 AM	31	1	0	32	3	0	24	3	0	10.00	42	2.00	0.00	1.00	6	2.00	
9:00 AM	25	1	0	19	1	1	23	0	0	8.00	39	1.00	0.00	1.00	6	1.00	
9:15 AM	36	3	0	21	0	0	32	5	1	11.00	42	3.00	0.00	2.00	6	3.00	
9:30 AM	36	2	0	40	5	0	27	4	0	13.00	43	4.00	0.00	2.00	5	4.00	
9:45 AM	25	1	0	21	3	0	15	2	0	7.00	42	2.00	0.00	1.00	4	2.00	
10:00 AM	30	3	0	34	4	0	30	0	0	11.00	49	2.00	0.00	1.00	4	2.00	
10:15 AM	35	0	0	35	5	0	34	2	0	12.00	50	2.00	0.00	1.00	4	2.00	
10:30 AM	29	3	0	27	2	0	43	2	0	12.00	53	2.00	0.00	1.00	5	2.00	
10:45 AM	36	1	1	42	0	0	42	3	0	14.00	53	1.00	0.00	1.00	5	1.00	
11:00 AM	39	2	0	33	1	0	33	3	1	12.00	54	2.00	0.00	1.00	7	2.00	
11:15 AM	34	4	1	45	3	0	42	4	1	15.00	59	4.00	1.00	2.00	7	5.00	
11:30 AM	30	2	0	28	3	1	42	0	0	12.00	61	2.00	0.00	1.00	7	2.00	
11:45 AM	37	4	0	38	4	1	43	7	0	15.00	66	5.00	0.00	3.00	7	5.00	
12:00 PM	49	0	1	39	2	0	57	3	0	17.00	69	2.00	0.00	1.00	5	2.00	
12:15 PM	52	3	0	44	3	0	49	5	0	17.00	73	4.00	0.00	2.00	5	4.00	
12:30 PM	42	2	0	56	1	0	47	1	0	17.00	76	1.00	0.00	1.00	4	1.00	
12:45 PM	50	1	1	47	2	0	53	4	0	18.00	81	2.00	0.00	1.00	5	2.00	
1:00 PM	46	3	0	68	2	0	66	1	0	21.00	83	2.00	0.00	1.00	5	2.00	
1:15 PM	67	2	1	48	2	0	62	2	0	20.00	84	2.00	0.00	1.00	6	2.00	
1:30 PM	63	2	0	70	0	1	51	7	1	22.00	86	3.00	1.00	2.00	7	4.00	
1:45 PM	71	2	0	60	0	0	42	4	0	20.00	93	2.00	0.00	1.00	9	2.00	
2:00 PM	67	2	0	64	6	2	55	0	0	22.00	95	3.00	1.00	2.00	10	4.00	
2:15 PM	59	3	1	76	3	0	56	1	2	22.00	99	2.00	1.00	2.00	11	3.00	
2:30 PM	59	6	1	86	7	2	87	9	1	29.00	100	7.00	1.00	4.00	11	8.00	
2:45 PM	59	2	0	61	6	1	70	3	0	22.00	94	4.00	0.00	2.00	9	4.00	
3:00 PM	75	2	0	64	7	0	76	7	0	26.00	95	5.00	0.00	3.00	9	5.00	
3:15 PM	63	5	0	61	1	3	73	2	1	23.00	100	3.00	1.00	2.00	8	4.00	
3:30 PM	69	7	0	73	4	0	53	3	0	23.00	101	5.00	0.00	2.00	7	5.00	
3:45 PM	61	3	0	67	4	0	74	2	0	23.00	104	3.00	0.00	2.00	7	3.00	
4:00 PM	91	1	0	88	2	0	90	4	2	31.00	107	2.00	1.00	2.00	6	3.00	0.94
4:15 PM	74	3	0	77	0	0	60	2	1	24.00	109	2.00	0.00	1.00	5	2.00	0.96
4:30 PM	83	4	0	67	5	0	70	4	1	26.00	112	4.00	0.00	2.00	5	4.00	0.98
4:45 PM	79	0	0	73	5	0	79	1	0	26.00	111	2.00	0.00	1.00	4	2.00	0.97
5:00 PM	109	1	1	97	1	0	88	4	0	33.00	114	2.00	0.00	1.00	4	2.00	1.00
5:15 PM	68	1	0	95	0	0	73	2	0	27.00	109	1.00	0.00	1.00	4	1.00	0.96
5:30 PM	56	1	1	89	2	0	73	1	0	25.00	110	1.00	0.00	1.00	4	1.00	0.96
5:45 PM	91	2	0	84	2	2	75	1	1	29.00	109	2.00	1.00	1.00	3	3.00	0.96
6:00 PM	64	3	0	84	2	0	101	0	0	28.00	106	2.00	0.00	1.00	3	2.00	0.93
6:15 PM	81	1	0	86	4	1	78	0	0	28.00	101	2.00	0.00	1.00	3	2.00	
6:30 PM	56	0	0	88	1	0	68	1	0	24.00	92	1.00	0.00	0.00	2	1.00	
6:45 PM	87	0	0	88	3	0	52	2	0	26.00	86	2.00	0.00	1.00	3	2.00	
7:00 PM	47	0	0	96	1	0	63	3	1	23.00	77	1.00	0.00	1.00	2	1.00	
7:15 PM	60	1	0	62	1	0	51	0	0	19.00	73	1.00	0.00	0.00	1	1.00	
7:30 PM	44	2	0	50	0	0	64	1	0	18.00	73	1.00	0.00	1.00	2	1.00	
7:45 PM	39	0	0	56	0	0	54	0	0	17.00	70	0.00	0.00	0.00	1	0.00	
8:00 PM	63	0	0	54	1	0	56	1	0	19.00	69	1.00	0.00	0.00	2	1.00	
8:15 PM	51	1	1	49	2	0	63	0	1	19.00	67	1.00	1.00	1.00	3	2.00	
8:30 PM	34	0	0	55	0	0	45	0	1	15.00	62	0.00	0.00	0.00	2	0.00	
8:45 PM	45	0	0	43	1	1	54	3	0	16.00	67	1.00	0.00	1.00	2	1.00	
9:00 PM	46	1	0	50	1	0	54	1	0	17.00	68	1.00	0.00	1.00	1	1.00	
9:15 PM	51	0	0	36	0	0	37	0	0	14.00	69	0.00	0.00	0.00	0	0.00	
9:30 PM	48	0	0	58	0	1	73	0	0	20.00	65	0.00	0.00	0.00	0	0.00	
9:45 PM	40	0	0	47	0	1	63	0	0	17.00	57	0.00	0.00	0.00	0	0.00	
10:00 PM	43	0	0	46	0	1	68	0	1	18.00	50	0.00	1.00	0.00	0	1.00	
10:15 PM	34	0	0	25	0	0	32	1	0	10.00	40	0.00	0.00	0.00	0	0.00	
10:30 PM	31	1	0	30	0	0	42	0	0	12.00	38	0.00	0.00	0.00	0	0.00	
10:45 PM	18	0	0	38	0	0	31	0	0	10.00	31	0.00	0.00	0.00	0	0.00	
11:00 PM	27	1	0	26	0	0	19	0	0	8.00	26	0.00	0.00	0.00	0	0.00	
11:15 PM	10	0	0	13	0	0	45	1	0	8.00	18	0.00	0.00	0.00	0	0.00	
11:30 PM	10	0	0	14	0	0	25	0	0	5.00	10	0.00	0.00	0.00	0	0.00	
11:45 PM	14	0	0	10	0	0	23	0	0	5.00	5	0.00	0.00	0.00	0	0.00	
Totals	3576	112	11	3773	142	21	3759	144	21								
Average of Totals	3703	133	18														

SB
Start Date: 11/5/2013
Start Time: 12:00:00 AM
Station ID: 15819
Location 1: SR 821/Florida Turnpike - SB Off Ramp
Location 2: To NW 12 Street

Start Time	Day 1 11/5/2013			Day 2 11/6/2013			Day 3 11/7/2013			Average	Average by Hour	Total Average of Vehicles Classes 4 - 7	Total Average of Vehicles Classes 8 - 14	Vehicles Classes 4 - 14 Average	Vehicles Classes 4 - 14 Average by Hour	Total Average	
	Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14								
12:00 AM	19	0	0	19	1	1	16	3	0	7.00	21	1.00	0.00	1.00	4	1.00	
12:15 AM	23	1	0	16	0	0	16	1	1	6.00	17	1.00	0.00	1.00	4	1.00	
12:30 AM	8	1	0	11	0	0	14	1	1	4.00	15	1.00	0.00	1.00	4	1.00	
12:45 AM	6	0	0	9	0	1	19	3	1	4.00	14	1.00	1.00	1.00	4	2.00	
1:00 AM	9	0	0	10	2	1	6	2	0	3.00	13	1.00	0.00	1.00	4	1.00	
1:15 AM	8	0	0	14	0	1	8	3	0	4.00	12	1.00	0.00	1.00	4	1.00	
1:30 AM	5	0	0	7	0	0	7	4	0	3.00	10	1.00	0.00	1.00	5	1.00	
1:45 AM	3	2	0	9	2	0	6	3	0	3.00	10	2.00	0.00	1.00	5	2.00	
2:00 AM	4	2	0	5	2	0	4	4	0	2.00	9	3.00	0.00	1.00	5	3.00	
2:15 AM	1	2	2	6	2	4	3	0	0	2.00	9	1.00	2.00	2.00	6	3.00	
2:30 AM	6	2	0	8	1	1	3	3	0	3.00	9	2.00	0.00	1.00	5	2.00	
2:45 AM	6	1	1	9	1	2	1	1	0	2.00	9	1.00	1.00	1.00	5	2.00	
3:00 AM	1	3	0	5	2	1	2	4	0	2.00	10	3.00	0.00	2.00	6	3.00	
3:15 AM	4	1	1	8	2	1	0	1	2	2.00	11	1.00	1.00	1.00	6	2.00	
3:30 AM	6	2	0	10	3	0	3	2	0	3.00	11	2.00	0.00	1.00	7	2.00	
3:45 AM	8	1	0	5	2	3	4	3	0	3.00	11	2.00	1.00	2.00	8	3.00	
4:00 AM	3	2	0	7	2	2	4	3	2	3.00	12	2.00	1.00	2.00	8	3.00	
4:15 AM	3	1	3	7	2	0	1	1	2	2.00	14	1.00	2.00	2.00	9	3.00	
4:30 AM	5	2	1	7	6	0	5	4	1	3.00	19	4.00	1.00	2.00	10	5.00	
4:45 AM	9	3	0	7	2	2	9	1	1	4.00	27	2.00	1.00	2.00	12	3.00	
5:00 AM	8	4	2	10	1	4	11	4	5	5.00	39	3.00	4.00	3.00	15	7.00	
5:15 AM	15	2	2	12	4	4	17	4	3	7.00	52	3.00	3.00	3.00	17	6.00	
5:30 AM	31	5	3	29	5	7	19	2	2	11.00	68	4.00	4.00	4.00	21	8.00	
5:45 AM	34	6	3	45	4	4	38	8	2	16.00	90	6.00	3.00	5.00	25	9.00	
6:00 AM	45	8	7	45	2	0	40	9	3	18.00	121	6.00	3.00	5.00	27	9.00	
6:15 AM	53	7	6	51	9	10	57	6	5	23.00	152	7.00	7.00	7.00	30	14.00	
6:30 AM	74	10	5	89	13	4	92	9	4	33.00	194	11.00	4.00	8.00	32	15.00	0.51
6:45 AM	131	11	2	121	8	3	126	15	3	47.00	250	11.00	3.00	7.00	38	14.00	0.66
7:00 AM	120	5	9	133	13	5	140	10	6	49.00	311	9.00	7.00	8.00	40	16.00	0.82
7:15 AM	185	17	5	183	11	3	160	13	4	65.00	358	14.00	4.00	9.00	40	18.00	0.95
7:30 AM	247	19	9	230	22	9	243	19	6	89.00	378	20.00	8.00	14.00	38	28.00	1.00
7:45 AM	329	16	5	293	7	8	297	11	7	108.00	373	11.00	7.00	9.00	33	18.00	0.99
8:00 AM	263	14	8	299	5	9	255	5	4	96.00	354	8.00	7.00	8.00	35	15.00	0.94
8:15 AM	261	8	7	230	8	5	233	9	4	85.00	337	8.00	5.00	7.00	37	13.00	0.89
8:30 AM	238	16	6	239	11	4	228	9	5	84.00	318	12.00	5.00	9.00	39	17.00	0.84
8:45 AM	253	17	10	221	16	5	266	11	5	89.00	285	15.00	7.00	11.00	39	22.00	
9:00 AM	220	17	7	199	11	7	233	16	4	79.00	245	15.00	6.00	10.00	37	21.00	
9:15 AM	161	12	8	200	10	5	176	12	8	66.00	208	11.00	7.00	9.00	35	18.00	
9:30 AM	122	12	2	171	13	7	114	12	6	51.00	178	12.00	5.00	9.00	32	17.00	
9:45 AM	132	12	7	144	13	5	107	11	6	49.00	166	12.00	6.00	9.00	31	18.00	
10:00 AM	111	9	8	126	7	4	95	13	5	42.00	155	10.00	6.00	8.00	29	16.00	
10:15 AM	84	9	3	105	11	1	101	8	4	36.00	151	9.00	3.00	6.00	30	12.00	
10:30 AM	104	16	8	98	9	4	99	9	4	39.00	148	11.00	5.00	8.00	32	16.00	
10:45 AM	110	7	2	104	13	6	82	13	3	38.00	146	11.00	4.00	7.00	32	15.00	
11:00 AM	85	12	12	96	14	3	102	9	5	38.00	147	12.00	7.00	9.00	34	19.00	
11:15 AM	95	7	11	76	7	3	80	15	3	33.00	144	10.00	6.00	8.00	32	16.00	
11:30 AM	98	15	3	97	12	3	94	8	5	37.00	152	12.00	4.00	8.00	31	16.00	
11:45 AM	89	12	8	107	12	6	103	13	4	39.00	155	12.00	6.00	9.00	33	18.00	
12:00 PM	93	12	5	98	7	5	87	7	3	35.00	156	9.00	4.00	7.00	32	13.00	
12:15 PM	106	8	5	99	12	5	122	9	5	41.00	160	10.00	5.00	7.00	35	15.00	
12:30 PM	92	15	5	100	12	7	109	14	8	40.00	159	14.00	7.00	10.00	35	21.00	
12:45 PM	98	14	5	108	11	9	103	5	3	40.00	161	10.00	6.00	8.00	32	16.00	
1:00 PM	101	14	2	88	17	6	103	12	6	39.00	163	14.00	5.00	10.00	35	19.00	
1:15 PM	110	11	7	98	10	3	111	10	2	40.00	172	10.00	4.00	7.00	35	14.00	
1:30 PM	108	12	7	111	5	4	111	11	5	42.00	176	9.00	5.00	7.00	37	14.00	
1:45 PM	96	13	14	99	12	5	116	14	7	42.00	181	13.00	9.00	11.00	39	22.00	
2:00 PM	118	11	7	122	16	3	128	16	9	48.00	193	14.00	6.00	10.00	37	20.00	
2:15 PM	97	9	4	138	14	4	103	17	6	44.00	201	13.00	5.00	9.00	39	18.00	
2:30 PM	125	12	13	125	15	1	119	7	4	47.00	213	11.00	6.00	9.00	39	17.00	
2:45 PM	141	14	5	127	14	6	164	11	6	54.00	230	13.00	6.00	9.00	42	19.00	
3:00 PM	151	23	5	143	16	3	133	18	8	56.00	257	19.00	5.00	12.00	48	24.00	
3:15 PM	158	17	5	139	10	2	153	12	6	56.00	271	13.00	4.00	9.00	48	17.00	
3:30 PM	168	19	7	163	18	5	179	16	4	64.00	294	18.00	5.00	12.00	52	23.00	
3:45 PM	211	20	8	218	24	9	210	22	9	81.00	311	22.00	9.00	15.00	51	31.00	0.76
4:00 PM	194	15	6	185	13	5	182	23	9	70.00	332	17.00	7.00	12.00	47	24.00	0.82
4:15 PM	216	21	5	205	22	6	217	14	8	79.00	363	19.00	6.00	13.00	46	25.00	0.89
4:30 PM	222	16	5	225	17	4	220	12	9	81.00	384	15.00	6.00	11.00	42	21.00	0.94
4:45 PM	288	17	7	274	13	5	292	18	7	102.00	407	16.00	6.00	11.00	40	22.00	1.00
5:00 PM	265	18	6	285	15	4	295	18	2	101.00	401	17.00	4.00	11.00	36	21.00	0.99
5:15 PM	261	14	6	300	14	4	283	8	7	100.00	382	12.00	6.00	9.00	29	18.00	0.94
5:30 PM	287	12	6	298	12	2	302	15	5	104.00	361	13.00	4.00	9.00	26	17.00	0.89
5:45 PM	275	15	5	257	4	0	293	12	4	96.00	341	10.00	3.00	7.00	21	13.00	0.84
6:00 PM	230	8	2	195	1	0	289	11	1	82.00	326	7.00	1.00	4.00	18	8.00	
6:15 PM	256	16	3	181	3	0	238	9	4	79.00	321	9.00	2.00	6.00	21	11.00	
6:30 PM	233	12	2	204	4	0	292	7	1	84.00	303	8.00	1.00	4.00	20	9.00	
6:45 PM	249	5	1	195	1	1	264	9	5	81.00	263	5.00	2.00	4.00	20	7.00	
7:00 PM	243	13	8	167	7	2	238	9	5	77.00	221	10.00	5.00	7.00	19	15.00	
7:15 PM	190	9	3	155	5	2	181	3	5	61.00	175	6.00	3.00	5.00	15	9.00	
7:30 PM	126	4	1	122	3	3	125	8	2	44.00	139	5.00	2.00	4.00	12	7.00	
7:45 PM	106	3	3	122	3	1	104	4	3	39.00	120	3.00	2.00	3.00	12	5.00	
8:00 PM	78	3	0	79	6	1	103	2	3	31.00	103	4.00	1.00	3.00	11	5.00	
8:15 PM	74	3	0	72	1	2	71	2	3	25.00	91	2.00	2.00	2.00	9	4.00	
8:30 PM	73	5	0	46	8	0	82	4	4	25.00	86	6.00	1.00	4.00	10	7.00	
8:45 PM	43	2	0	61	5	0	79	4	1	22.00	82	4.00	0.00	2.00	8	4.00	
9:00 PM	45	1	1	60	2	1	62	2	1	19.00	79	2.00	1.00	1.00	7	3.00	
9:15 PM	55	3	1	61	6	0	47	2	3	20.00	78	4.00	1.00	3.00	7	5.00	
9:30 PM	57	1	0	60	5	1	54	4	3	21.00	77	3.00	1.00	2.00	6	4.00	
9:45 PM	49	2	1	47	4	0	63	1	0	19.00	71	2.00	0.00	1.00	5	2.00	
10:00 PM	49	1	0	45	2	0	59	3	1	18.00	66	2.00	0.00	1.00	5	2.00	
10:15 PM	51	4	0	41	3	0	69	2	4	19.00	62	3.00	1.00	2.00	6	4.00	
10:30 PM	41	0	0	46	5	0	37	1	1	15.00	54	2.00	0.00	1.00	5	2.00	
10:45 PM	32	0	2	46	3	1	44	0	1	14.00	47	1.00	1.00	1.00	5	2.00	
11:00 PM	29	3	1	42	3	0	45	2	3	14.00	43	3.00	1.00	2.00	6	4.00	
11:15 PM	20	1	0	39	2	0	33	1	2	11.00	29	1.00	1.00	1.00	4	2.00	
11:30 PM	21	2	1	25	1	0	24	1	1	8.00	18	1.00	1.00	1.00	3	2.00	
11:45 PM	28	3	1	19	4	0	29	1	2	10.00	10	3.00	1.00	2.00	2	4.00	
Totals	10194	787	357	10067	713	280	10506	743	337								
Average of Totals	10256	748	325														

NB
Start Date: 11/5/2013
Start Time: 12:00:00 AM
Station ID: 19611
Location 1: SR 821/Florida Turnpike - NB On Ramp
Location 2: From NW 12 Street

	Day 1 11/5/2013			Day 2 11/6/2013			Day 3 11/7/2013										
Start Time	Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Average	Average by Hour	Total Average of Vehicles Classes 4 - 7	Total Average of Vehicles Classes 8 - 14	Vehicles Classes 4 - 14 Average	Vehicles Classes 4 - 14 Average by	Total Average	
12:00 AM	20	0	0	14	1	0	21	0	0	6.00	17	0.00	0.00	0.00	1	0.00	
12:15 AM	13	0	0	12	3	0	17	0	0	5.00	13	1.00	0.00	1.00	1	1.00	
12:30 AM	12	0	0	11	0	0	12	0	0	4.00	11	0.00	0.00	0.00	0	0.00	
12:45 AM	12	0	0	6	0	0	4	0	0	2.00	9	0.00	0.00	0.00	0	0.00	
1:00 AM	6	0	0	8	0	0	8	0	0	2.00	9	0.00	0.00	0.00	0	0.00	
1:15 AM	8	1	0	13	0	0	6	0	0	3.00	10	0.00	0.00	0.00	0	0.00	
1:30 AM	5	0	0	8	2	0	6	0	0	2.00	9	1.00	0.00	0.00	0	1.00	
1:45 AM	3	0	0	7	0	0	7	0	0	2.00	10	0.00	0.00	0.00	1	0.00	
2:00 AM	10	0	0	5	2	0	9	0	0	3.00	12	1.00	0.00	0.00	2	1.00	
2:15 AM	3	0	0	9	1	0	6	0	0	2.00	11	0.00	0.00	0.00	3	0.00	
2:30 AM	11	0	0	6	3	0	7	0	0	3.00	13	1.00	0.00	1.00	4	1.00	
2:45 AM	9	0	0	14	3	0	8	0	0	4.00	13	1.00	0.00	1.00	4	1.00	
3:00 AM	7	1	0	4	2	0	7	1	0	2.00	13	1.00	0.00	1.00	4	1.00	
3:15 AM	10	0	0	9	3	0	15	0	0	4.00	14	1.00	0.00	1.00	3	1.00	
3:30 AM	7	0	0	9	2	1	4	0	0	3.00	15	1.00	0.00	1.00	2	1.00	
3:45 AM	12	0	1	10	1	1	15	0	0	4.00	19	0.00	1.00	1.00	2	1.00	
4:00 AM	8	1	0	11	0	0	10	0	0	3.00	22	0.00	0.00	0.00	2	0.00	
4:15 AM	13	0	0	20	2	0	12	0	0	5.00	31	1.00	0.00	0.00	5	1.00	
4:30 AM	18	2	0	21	5	0	17	0	0	7.00	40	2.00	0.00	1.00	7	2.00	
4:45 AM	21	1	1	19	3	0	20	1	0	7.00	52	2.00	0.00	1.00	9	2.00	
5:00 AM	38	5	0	24	7	1	28	6	0	12.00	66	6.00	0.00	3.00	9	6.00	
5:15 AM	41	3	0	36	4	0	38	3	0	14.00	77	3.00	0.00	2.00	9	3.00	
5:30 AM	60	2	1	47	7	2	48	6	0	19.00	92	5.00	1.00	3.00	10	6.00	
5:45 AM	45	2	0	63	3	1	73	2	0	21.00	119	2.00	0.00	1.00	12	2.00	
6:00 AM	72	2	1	66	6	2	58	4	0	23.00	141	4.00	1.00	3.00	14	5.00	
6:15 AM	81	7	2	70	3	2	92	4	1	29.00	167	5.00	2.00	3.00	16	7.00	
6:30 AM	123	11	2	129	6	2	133	10	0	46.00	187	9.00	1.00	5.00	19	10.00	1.50
6:45 AM	131	6	1	121	4	1	123	4	0	43.00	196	5.00	1.00	3.00	19	6.00	0.83
7:00 AM	139	7	2	132	6	4	141	8	1	49.00	207	7.00	2.00	5.00	20	9.00	1.17
7:15 AM	163	13	2	113	6	4	130	8	1	49.00	213	9.00	2.00	6.00	19	11.00	1.50
7:30 AM	172	7	5	162	7	0	134	4	4	55.00	219	6.00	3.00	5.00	19	9.00	1.00
7:45 AM	156	6	2	145	5	0	162	11	2	54.00	214	7.00	1.00	4.00	18	8.00	1.17
8:00 AM	144	6	3	177	3	3	153	4	3	55.00	208	4.00	3.00	4.00	18	7.00	0.67
8:15 AM	146	6	7	163	7	3	151	10	2	55.00	192	8.00	4.00	6.00	18	12.00	1.33
8:30 AM	134	7	3	160	3	3	134	4	3	50.00	169	5.00	3.00	4.00	16	8.00	0.83
8:45 AM	140	6	4	135	8	1	134	3	4	48.00	147	6.00	3.00	4.00	15	9.00	
9:00 AM	117	4	5	101	4	1	109	4	3	39.00	123	4.00	3.00	4.00	15	7.00	
9:15 AM	86	6	2	94	8	4	86	4	2	32.00	110	6.00	3.00	4.00	14	9.00	
9:30 AM	77	5	2	77	4	2	84	2	3	28.00	104	4.00	2.00	3.00	13	6.00	
9:45 AM	67	6	2	62	4	1	66	8	2	24.00	99	6.00	2.00	4.00	14	8.00	
10:00 AM	80	2	2	73	3	4	65	4	0	26.00	99	3.00	2.00	3.00	13	5.00	
10:15 AM	88	3	1	68	3	1	67	7	0	26.00	98	4.00	1.00	3.00	14	5.00	
10:30 AM	69	3	5	55	7	1	65	5	1	23.00	95	5.00	2.00	4.00	15	7.00	
10:45 AM	72	4	1	66	6	4	56	3	0	24.00	95	4.00	2.00	3.00	14	6.00	
11:00 AM	74	6	2	61	3	5	64	9	0	25.00	95	6.00	2.00	4.00	15	8.00	
11:15 AM	56	2	2	66	7	2	64	4	4	23.00	97	4.00	3.00	4.00	16	7.00	
11:30 AM	61	5	3	55	4	2	74	3	2	23.00	98	4.00	2.00	3.00	15	6.00	
11:45 AM	67	4	1	61	9	2	66	6	0	24.00	98	6.00	1.00	4.00	15	7.00	
12:00 PM	70	8	3	68	9	4	78	6	0	27.00	100	8.00	2.00	5.00	14	10.00	
12:15 PM	65	5	0	64	5	3	71	4	1	24.00	103	5.00	1.00	3.00	12	6.00	
12:30 PM	66	4	2	58	7	0	72	1	1	23.00	109	4.00	1.00	3.00	12	5.00	
12:45 PM	64	4	0	76	4	3	79	8	0	26.00	119	5.00	1.00	3.00	12	6.00	
1:00 PM	88	5	2	86	5	0	80	6	1	30.00	119	5.00	1.00	3.00	12	6.00	
1:15 PM	83	6	1	95	4	2	76	4	2	30.00	120	5.00	2.00	3.00	12	7.00	
1:30 PM	100	5	1	98	4	3	78	3	2	33.00	121	4.00	2.00	3.00	12	6.00	
1:45 PM	84	4	4	81	4	1	72	4	1	26.00	121	4.00	2.00	3.00	13	6.00	
2:00 PM	74	8	2	88	5	0	97	3	1	31.00	128	5.00	1.00	3.00	14	6.00	
2:15 PM	74	4	0	101	7	3	84	4	2	31.00	134	5.00	2.00	3.00	13	7.00	
2:30 PM	90	7	1	79	9	1	104	5	2	33.00	141	7.00	1.00	4.00	16	8.00	
2:45 PM	90	4	1	90	7	2	92	5	4	33.00	153	5.00	2.00	4.00	15	7.00	
3:00 PM	109	4	1	113	4	0	101	5	0	37.00	162	4.00	0.00	2.00	15	4.00	
3:15 PM	115	8	3	96	12	2	100	8	2	38.00	177	9.00	2.00	6.00	18	11.00	
3:30 PM	132	6	0	126	5	2	127	4	2	45.00	188	5.00	1.00	3.00	15	6.00	
3:45 PM	120	5	4	102	9	0	135	5	2	42.00	196	6.00	2.00	4.00	15	8.00	
4:00 PM	142	4	6	153	9	4	148	2	3	52.00	204	5.00	4.00	5.00	15	9.00	1.67
4:15 PM	137	4	2	139	3	2	149	7	1	49.00	227	5.00	2.00	3.00	13	7.00	1.67
4:30 PM	151	1	2	154	6	1	151	4	4	53.00	251	4.00	2.00	3.00	13	6.00	1.33
4:45 PM	132	8	2	139	8	1	155	6	0	50.00	256	7.00	1.00	4.00	14	8.00	2.33
5:00 PM	217	4	3	225	2	3	211	3	3	75.00	261	3.00	3.00	3.00	13	6.00	1.00
5:15 PM	208	3	4	228	3	3	201	3	2	73.00	239	3.00	3.00	3.00	12	6.00	1.00
5:30 PM	160	9	1	177	1	7	161	2	3	58.00	219	4.00	4.00	4.00	11	8.00	1.33
5:45 PM	162	0	7	172	4	3	147	2	2	55.00	200	2.00	4.00	3.00	9	6.00	0.67
6:00 PM	162	0	4	152	1	3	152	0	3	53.00	178	0.00	3.00	2.00	7	3.00	0.00
6:15 PM	149	1	1	146	3	0	167	4	4	53.00	158	3.00	2.00	2.00	6	5.00	
6:30 PM	115	1	1	131	0	3	99	2	2	39.00	132	1.00	2.00	2.00	5	3.00	
6:45 PM	95	0	1	92	1	0	106	1	1	33.00	117	1.00	1.00	1.00	4	2.00	
7:00 PM	96	0	1	106	3	3	86	1	0	33.00	106	1.00	1.00	1.00	4	2.00	
7:15 PM	77	1	0	65	0	2	95	2	2	27.00	92	1.00	1.00	1.00	3	2.00	
7:30 PM	67	1	0	75	0	0	66	3	1	24.00	85	1.00	0.00	1.00	3	1.00	
7:45 PM	66	0	2	80	2	0	47	1	1	22.00	82	1.00	1.00	1.00	3	2.00	
8:00 PM	50	0	0	65	0	0	55	1	0	19.00	81	0.00	0.00	0.00	4	0.00	
8:15 PM	54	1	1	56	1	0	64	3	0	20.00	81	2.00	0.00	1.00	5	2.00	
8:30 PM	59	0	1	65	2	0	64	1	1	21.00	79	1.00	1.00	1.00	5	2.00	
8:45 PM	44	1	1	64	3	1	70	2	1	21.00	76	2.00	1.00	2.00	5	3.00	
9:00 PM	51	0	0	55	3	0	65	0	0	19.00	74	1.00	0.00	1.00	3	1.00	
9:15 PM	58	0	0	43	0	0	57	4	1	18.00	73	1.00	0.00	1.00	2	1.00	
9:30 PM	50	2	0	58	0	0	51	1	1	18.00	73	1.00	0.00	1.00	1	1.00	
9:45 PM	56	1	0	60	1	0	56	0	0	19.00	68	1.00	0.00	0.00	1	1.00	
10:00 PM	51	1	0	58	0	0	54	1	0	18.00	60	1.00	0.00	0.00	1	1.00	
10:15 PM	46	1	0	45	1	0	65	0	0	18.00	52	1.00	0.00	0.00	1	1.00	
10:30 PM	33	1	0	34	1	0	49	1	0	13.00	42	1.00	0.00	1.00	1	1.00	
10:45 PM	28	0	0	25	0	0	46	1	1	11.00	36	0.00	0.00	0.00	0	0.00	
11:00 PM	27	0	0	40	0	0	27	0	0	10.00	32	0.00	0.00	0.00	0	0.00	
11:15 PM	16	0	0	17	0	0	35	0	0	8.00	22	0.00	0.00	0.00	0	0.00	
11:30 PM	17	0	0	19	0	0	24	0	0	7.00	14	0.00	0.00	0.00	0	0.00	
11:45 PM	20	0	0	22	0	0	19	0	0	7.00	7	0.00	0.00	0.00	0	0.00	
Totals	7107	284	130	7179	338	122	7197	285	98								
Average of Totals	7161	302	117														

NB
Start Date: 11/5/2013
Start Time: 12:00:00 AM
Station ID: 17515
Location 1: SR 821/Florida Turnpike - NB Off Ramp
Location 2: to NW 12 Street

	Day 1 11/12/2013			Day 2 11/13/2013			Day 3 11/14/2013										
Start Time	Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Average	Average by Hour	Total Average of Vehicles Classes 4 - 7	Total Average of Vehicles Classes 8 - 14	Vehicles Classes 4 - 14 Average	Vehicles Classes 4 - 14 Average by Hour	Total Average	
12:00 AM	11	0	0	11	0	0	7	0	0	3.00	10	0.00	0.00	0.00	0	0.00	
12:15 AM	8	0	0	9	0	0	6	0	0	3.00	9	0.00	0.00	0.00	0	0.00	
12:30 AM	5	0	0	6	0	0	11	0	1	3.00	7	0.00	0.00	0.00	0	0.00	
12:45 AM	5	0	0	4	1	0	2	0	0	1.00	5	0.00	0.00	0.00	0	0.00	
1:00 AM	4	0	0	2	0	0	8	0	0	2.00	5	0.00	0.00	0.00	0	0.00	
1:15 AM	2	0	0	4	0	0	3	0	1	1.00	4	0.00	0.00	0.00	0	0.00	
1:30 AM	1	0	0	4	0	0	1	0	0	1.00	4	0.00	0.00	0.00	0	0.00	
1:45 AM	1	0	0	3	0	1	2	0	0	1.00	4	0.00	0.00	0.00	0	0.00	
2:00 AM	1	0	0	3	0	0	2	0	0	1.00	4	0.00	0.00	0.00	0	0.00	
2:15 AM	4	0	0	2	0	0	1	0	0	1.00	4	0.00	0.00	0.00	0	0.00	
2:30 AM	2	0	0	1	0	0	2	0	0	1.00	4	0.00	0.00	0.00	0	0.00	
2:45 AM	3	0	0	2	0	0	5	0	0	1.00	4	0.00	0.00	0.00	1	0.00	
3:00 AM	2	0	0	2	0	0	2	0	1	1.00	4	0.00	0.00	0.00	1	0.00	
3:15 AM	6	0	0	3	1	0	2	0	0	1.00	4	0.00	0.00	0.00	1	0.00	
3:30 AM	6	1	0	0	1	0	2	1	0	1.00	4	1.00	0.00	1.00	1	1.00	
3:45 AM	6	0	0	2	0	0	1	0	0	1.00	5	0.00	0.00	0.00	0	0.00	
4:00 AM	1	0	1	3	0	0	4	0	0	1.00	9	0.00	0.00	0.00	0	0.00	
4:15 AM	0	0	0	0	0	0	6	0	0	1.00	11	0.00	0.00	0.00	0	0.00	
4:30 AM	4	0	0	6	1	0	11	0	0	2.00	13	0.00	0.00	0.00	0	0.00	
4:45 AM	13	0	0	16	0	0	14	0	0	5.00	18	0.00	0.00	0.00	1	0.00	
5:00 AM	8	0	0	10	0	0	7	0	0	3.00	29	0.00	0.00	0.00	1	0.00	
5:15 AM	4	1	0	11	0	0	6	1	0	3.00	35	1.00	0.00	0.00	2	1.00	
5:30 AM	16	2	0	24	1	0	14	3	0	7.00	46	2.00	0.00	1.00	4	2.00	
5:45 AM	43	1	0	46	1	0	49	0	0	16.00	56	1.00	0.00	0.00	4	1.00	
6:00 AM	23	0	0	28	2	1	28	0	1	9.00	71	1.00	1.00	1.00	7	2.00	
6:15 AM	35	3	0	36	4	0	47	3	0	14.00	91	3.00	0.00	2.00	7	3.00	
6:30 AM	52	3	1	47	1	0	51	2	0	17.00	104	2.00	0.00	1.00	7	2.00	
6:45 AM	95	5	2	89	4	1	77	4	0	31.00	118	4.00	1.00	3.00	7	5.00	
7:00 AM	76	3	0	91	2	0	89	3	0	29.00	133	3.00	0.00	1.00	6	3.00	1.00
7:15 AM	69	2	1	83	3	0	81	4	0	27.00	147	3.00	0.00	2.00	8	3.00	1.00
7:30 AM	99	1	1	83	3	0	96	0	0	31.00	164	1.00	0.00	1.00	8	1.00	0.33
7:45 AM	141	1	1	134	3	0	127	4	0	46.00	182	3.00	0.00	2.00	10	3.00	1.00
8:00 AM	113	2	3	125	6	2	136	2	0	43.00	190	3.00	2.00	3.00	11	5.00	1.00
8:15 AM	123	6	2	126	3	1	137	1	1	44.00	181	3.00	1.00	2.00	11	4.00	1.00
8:30 AM	142	3	1	129	3	2	152	5	2	49.00	164	4.00	2.00	3.00	12	6.00	1.33
8:45 AM	155	5	0	155	4	3	157	5	1	54.00	142	5.00	1.00	3.00	12	6.00	1.67
9:00 AM	89	4	0	107	3	0	96	8	2	34.00	117	5.00	1.00	3.00	11	6.00	1.67
9:15 AM	77	2	1	75	5	3	73	3	3	27.00	109	3.00	2.00	3.00	10	5.00	
9:30 AM	77	4	1	59	3	1	95	6	1	27.00	107	4.00	1.00	3.00	9	5.00	
9:45 AM	85	4	0	87	3	0	80	3	1	29.00	104	3.00	0.00	2.00	8	3.00	
10:00 AM	73	2	1	83	4	0	66	5	0	26.00	104	4.00	0.00	2.00	8	4.00	
10:15 AM	70	5	1	74	5	1	66	2	0	25.00	105	4.00	1.00	2.00	8	5.00	
10:30 AM	66	4	1	64	2	2	74	2	1	24.00	103	3.00	1.00	2.00	8	4.00	
10:45 AM	92	2	1	81	0	1	74	6	0	29.00	109	3.00	1.00	2.00	9	4.00	
11:00 AM	76	3	0	72	4	1	77	4	2	27.00	110	4.00	1.00	2.00	10	5.00	
11:15 AM	68	4	0	57	2	1	72	6	0	23.00	111	4.00	0.00	2.00	11	4.00	
11:30 AM	86	6	1	83	4	1	83	4	1	30.00	115	5.00	1.00	3.00	11	6.00	
11:45 AM	81	7	0	92	5	2	78	5	1	30.00	114	6.00	1.00	3.00	10	7.00	
12:00 PM	65	6	1	83	5	2	81	4	1	28.00	111	5.00	1.00	3.00	10	6.00	
12:15 PM	80	1	3	88	4	0	59	6	0	27.00	112	4.00	1.00	2.00	10	5.00	
12:30 PM	82	5	0	81	2	1	90	4	0	29.00	113	4.00	0.00	2.00	11	4.00	
12:45 PM	75	5	2	69	5	0	80	3	0	27.00	112	4.00	1.00	3.00	12	5.00	
1:00 PM	85	4	1	83	3	1	81	4	2	29.00	112	4.00	1.00	3.00	11	5.00	
1:15 PM	79	4	1	89	3	1	67	6	3	28.00	110	4.00	2.00	3.00	10	6.00	
1:30 PM	74	5	1	79	6	1	78	5	1	28.00	108	5.00	1.00	3.00	9	6.00	
1:45 PM	77	3	0	84	2	2	73	3	0	27.00	111	3.00	1.00	2.00	9	4.00	
2:00 PM	67	3	1	78	2	0	82	4	2	27.00	110	3.00	1.00	2.00	10	4.00	
2:15 PM	71	5	1	71	4	2	79	2	0	26.00	110	4.00	1.00	2.00	10	5.00	
2:30 PM	88	3	1	88	5	1	84	4	1	31.00	114	4.00	1.00	3.00	11	5.00	
2:45 PM	67	1	1	70	6	3	80	2	4	26.00	113	3.00	3.00	3.00	11	6.00	
3:00 PM	78	2	0	63	3	1	92	6	1	27.00	117	4.00	1.00	2.00	11	5.00	
3:15 PM	77	6	1	98	5	0	75	7	0	30.00	116	6.00	0.00	3.00	12	6.00	
3:30 PM	84	6	1	80	7	0	88	4	0	30.00	111	6.00	0.00	3.00	11	6.00	
3:45 PM	79	6	1	94	3	0	79	4	4	30.00	111	4.00	2.00	3.00	10	6.00	
4:00 PM	76	2	3	77	6	0	66	5	1	26.00	111	4.00	1.00	3.00	10	5.00	2.00
4:15 PM	72	4	0	76	3	1	66	4	0	25.00	117	4.00	0.00	2.00	9	4.00	2.00
4:30 PM	96	2	0	68	4	0	91	4	2	30.00	121	3.00	1.00	2.00	8	4.00	1.50
4:45 PM	87	9	0	92	4	1	76	2	0	30.00	120	5.00	0.00	3.00	8	5.00	2.50
5:00 PM	89	3	0	92	1	0	101	3	2	32.00	122	2.00	1.00	2.00	6	3.00	1.00
5:15 PM	65	2	0	98	2	1	90	0	0	29.00	120	1.00	0.00	1.00	5	1.00	0.50
5:30 PM	89	1	4	82	3	2	75	3	0	29.00	121	2.00	2.00	2.00	5	4.00	1.00
5:45 PM	82	2	0	102	1	0	94	2	3	32.00	118	2.00	1.00	1.00	4	3.00	1.00
6:00 PM	80	0	0	87	3	0	95	2	0	30.00	112	2.00	0.00	1.00	4	2.00	1.00
6:15 PM	80	2	1	100	2	1	82	1	0	30.00	104	2.00	1.00	1.00	4	3.00	
6:30 PM	81	2	0	72	3	0	75	2	0	26.00	94	2.00	0.00	1.00	4	2.00	
6:45 PM	88	2	0	62	1	1	81	1	0	26.00	90	1.00	0.00	1.00	4	1.00	
7:00 PM	68	3	0	56	0	0	74	1	0	22.00	82	1.00	0.00	1.00	3	1.00	
7:15 PM	61	0	0	50	2	0	62	5	0	20.00	78	2.00	0.00	1.00	3	2.00	
7:30 PM	65	2	0	59	2	1	70	1	0	22.00	74	2.00	0.00	1.00	3	2.00	
7:45 PM	46	0	1	55	1	0	62	0	0	18.00	68	0.00	0.00	0.00	2	0.00	
8:00 PM	40	2	0	52	0	1	62	1	0	18.00	63	1.00	0.00	1.00	3	1.00	
8:15 PM	33	1	0	54	1	1	51	0	0	16.00	56	1.00	0.00	1.00	3	1.00	
8:30 PM	37	0	1	33	1	0	69	0	0	16.00	51	0.00	0.00	0.00	2	0.00	
8:45 PM	41	1	0	30	1	0	40	1	0	13.00	47	1.00	0.00	1.00	3	1.00	
9:00 PM	26	1	0	35	1	1	35	4	0	11.00	48	2.00	0.00	1.00	2	2.00	
9:15 PM	31	1	0	25	0	0	38	0	0	11.00	47	0.00	0.00	0.00	2	0.00	
9:30 PM	34	1	0	33	2	0	38	1	0	12.00	45	1.00	0.00	1.00	2	1.00	
9:45 PM	30	0	0	48	1	0	45	0	0	14.00	43	0.00	0.00	0.00	1	0.00	
10:00 PM	16	2	0	29	1	0	40	0	0	10.00	38	1.00	0.00	1.00	2	1.00	
10:15 PM	30	0	0	19	0	0	29	2	0	9.00	35	1.00	0.00	0.00	1	1.00	
10:30 PM	27	0	0	26	0	0	35	1	0	10.00	32	0.00	0.00	0.00	1	0.00	
10:45 PM	18	1	0	22	1	1	37	1	0	9.00	27	1.00	0.00	1.00	1	1.00	
11:00 PM	12	0	1	19	1	0	30	0	0	7.00	23	0.00	0.00	0.00	0	0.00	
11:15 PM	11	0	0	13	0	0	33	0	0	6.00	16	0.00	0.00	0.00	0	0.00	
11:30 PM	17	0	0	12	1	0	19	0	0	5.00	10	0.00	0.00	0.00	0	0.00	
11:45 PM	19	0	0	13	0	0	14	0	0	5.00	5	0.00	0.00	0.00	0	0.00	
Totals	5094	197	47	5223	198	51	5423	207	47								
Average of Totals	5247	201	48														

EB
Start Date: 11/5/2013
Start Time: 12:00:00 AM
Station ID: 24058
Location 1: NW 12 Street - Eastbound
Location 2: Between SR 821 and Dolphin Mall Entrance

EB

Start Time	Day 1 11/5/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Day 2 11/6/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Day 3 11/7/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Average	Average by Hour	Vehicles Classes 4 - 7 Average	Vehicles Classes 8 - 14 Average	Vehicles Classes 4 - 14 Average	Vehicles Classes 4 - 14 Average by Hour
12:00 AM	18	0	0	14	3	0	14	4	0	6.00	19	2.00	0.00	1.00	4
12:15 AM	14	1	0	12	0	0	10	3	0	4.00	16	1.00	0.00	0.00	4
12:30 AM	19	0	0	14	0	0	7	2	1	5.00	15	1.00	0.00	1.00	4
12:45 AM	7	0	0	12	0	0	10	4	1	4.00	12	1.00	0.00	1.00	4
1:00 AM	12	1	0	4	0	0	9	3	0	3.00	11	1.00	0.00	1.00	4
1:15 AM	8	1	0	6	0	0	11	3	2	3.00	10	1.00	0.00	1.00	4
1:30 AM	3	0	0	7	0	0	7	3	0	2.00	10	1.00	0.00	1.00	4
1:45 AM	3	2	0	11	1	1	9	4	0	3.00	11	2.00	0.00	1.00	4
2:00 AM	1	1	0	3	2	0	7	3	0	2.00	11	2.00	0.00	1.00	5
2:15 AM	6	2	2	7	2	1	7	1	0	3.00	13	2.00	1.00	1.00	5
2:30 AM	7	3	0	8	1	0	3	3	0	3.00	13	2.00	0.00	1.00	5
2:45 AM	3	2	1	8	2	1	8	3	0	3.00	15	2.00	1.00	2.00	6
3:00 AM	14	3	0	8	2	0	7	2	0	4.00	21	2.00	0.00	1.00	6
3:15 AM	8	1	0	9	1	0	10	0	1	3.00	23	1.00	0.00	1.00	7
3:30 AM	17	4	0	9	3	1	9	6	0	5.00	27	4.00	0.00	2.00	8
3:45 AM	27	5	0	17	2	1	21	5	0	9.00	31	4.00	0.00	2.00	8
4:00 AM	7	3	0	13	3	1	17	5	1	6.00	40	4.00	1.00	2.00	9
4:15 AM	16	4	2	13	4	0	18	2	1	7.00	49	3.00	1.00	2.00	11
4:30 AM	25	2	0	23	2	0	26	6	0	9.00	62	3.00	0.00	2.00	13
4:45 AM	51	3	2	44	7	0	53	4	0	18.00	90	5.00	1.00	3.00	17
5:00 AM	34	7	2	42	2	2	34	4	4	15.00	127	4.00	3.00	4.00	22
5:15 AM	53	5	4	53	7	1	46	7	1	20.00	156	6.00	2.00	4.00	28
5:30 AM	108	11	2	100	6	2	92	13	2	37.00	193	10.00	2.00	6.00	31
5:45 AM	141	14	0	156	16	3	146	13	2	55.00	248	14.00	2.00	8.00	38
6:00 AM	108	14	3	105	15	6	121	18	2	44.00	307	16.00	4.00	10.00	44
6:15 AM	157	13	3	153	9	1	162	12	3	57.00	382	11.00	2.00	7.00	49
6:30 AM	234	20	6	255	16	7	264	18	11	92.00	460	18.00	8.00	13.00	56
6:45 AM	346	25	4	305	20	1	295	25	7	114.00	522	23.00	4.00	14.00	59
7:00 AM	321	19	6	304	30	7	334	23	6	119.00	567	24.00	6.00	15.00	59
7:15 AM	379	15	9	384	20	10	364	25	7	135.00	605	20.00	9.00	14.00	60
7:30 AM	449	14	10	426	22	14	420	22	12	154.00	608	19.00	12.00	16.00	56
7:45 AM	435	17	12	479	14	13	434	15	13	159.00	600	15.00	13.00	14.00	49
8:00 AM	425	22	18	461	22	9	431	14	11	157.00	577	19.00	13.00	16.00	44
8:15 AM	402	13	9	406	4	9	379	11	13	138.00	546	9.00	10.00	10.00	39
8:30 AM	445	7	8	424	9	7	398	13	7	146.00	520	10.00	7.00	9.00	40
8:45 AM	394	14	2	383	15	5	390	15	5	136.00	475	15.00	4.00	10.00	42
9:00 AM	355	13	13	347	11	1	371	21	6	126.00	445	15.00	7.00	11.00	44
9:15 AM	316	11	5	311	11	7	313	24	7	112.00	406	15.00	6.00	11.00	42
9:30 AM	279	15	6	294	19	5	272	12	11	101.00	377	15.00	7.00	11.00	43
9:45 AM	307	22	4	289	12	4	290	16	6	106.00	359	17.00	5.00	11.00	42
10:00 AM	216	4	11	275	12	3	239	16	6	87.00	336	11.00	7.00	9.00	40
10:15 AM	206	22	6	229	14	4	237	17	8	83.00	319	18.00	6.00	12.00	41
10:30 AM	228	20	3	223	12	3	237	11	8	83.00	301	14.00	5.00	10.00	37
10:45 AM	234	12	8	236	9	7	229	12	3	83.00	287	11.00	6.00	9.00	34
11:00 AM	196	18	4	177	14	6	202	12	4	70.00	281	15.00	5.00	10.00	34
11:15 AM	179	12	4	186	9	5	178	13	3	65.00	278	11.00	4.00	8.00	33
11:30 AM	188	17	2	200	9	5	194	6	4	69.00	279	11.00	4.00	7.00	33
11:45 AM	208	12	3	233	15	7	195	13	5	77.00	281	13.00	5.00	9.00	35
12:00 PM	180	11	5	165	14	6	204	10	5	67.00	274	12.00	5.00	9.00	35
12:15 PM	192	9	5	182	8	5	176	13	5	66.00	270	10.00	5.00	8.00	34
12:30 PM	172	12	5	212	14	4	203	14	6	71.00	268	13.00	5.00	9.00	32
12:45 PM	186	18	3	197	18	6	189	7	3	70.00	259	14.00	4.00	9.00	31
1:00 PM	162	15	4	165	16	4	187	8	3	63.00	254	13.00	4.00	8.00	29
1:15 PM	183	12	5	184	8	2	173	9	2	64.00	250	10.00	3.00	6.00	28
1:30 PM	167	15	3	165	10	5	177	14	2	62.00	246	13.00	3.00	8.00	28
1:45 PM	161	8	4	187	13	3	194	10	5	65.00	243	10.00	4.00	7.00	26
2:00 PM	150	9	4	172	12	0	163	12	5	59.00	243	11.00	3.00	7.00	27
2:15 PM	172	8	3	168	12	1	164	9	4	60.00	235	10.00	3.00	6.00	27
2:30 PM	169	9	3	183	10	2	147	7	3	59.00	237	9.00	3.00	6.00	29
2:45 PM	171	13	2	187	12	7	184	12	1	65.00	241	12.00	3.00	8.00	31
3:00 PM	143	9	3	142	9	7	135	10	1	51.00	231	9.00	4.00	7.00	31
3:15 PM	162	17	6	190	11	1	164	8	3	62.00	228	12.00	3.00	8.00	30
3:30 PM	183	17	4	166	8	2	169	13	5	63.00	214	13.00	4.00	8.00	28
3:45 PM	139	14	4	130	13	7	179	6	2	55.00	199	11.00	4.00	8.00	27
4:00 PM	139	5	2	146	8	4	110	13	3	48.00	200	9.00	3.00	6.00	26
4:15 PM	122	8	1	143	9	2	127	15	3	48.00	187	11.00	2.00	6.00	22
4:30 PM	120	7	4	120	10	4	149	9	5	48.00	178	9.00	4.00	7.00	19
4:45 PM	144	11	4	158	11	4	164	8	3	56.00	176	10.00	4.00	7.00	16
5:00 PM	84	2	3	98	1	3	120	2	0	35.00	168	2.00	2.00	2.00	13
5:15 PM	102	6	0	109	1	0	121	8	2	39.00	176	5.00	1.00	3.00	14
5:30 PM	118	5	2	145	5	3	123	7	2	46.00	178	6.00	2.00	4.00	14
5:45 PM	126	5	1	140	5	2	145	5	4	48.00	175	5.00	2.00	4.00	12
6:00 PM	134	5	0	131	2	2	102	7	2	43.00	172	5.00	1.00	3.00	11
6:15 PM	117	3	0	107	1	2	128	7	3	41.00	169	4.00	2.00	3.00	11
6:30 PM	128	2	2	109	2	2	139	3	1	43.00	171	2.00	2.00	2.00	11
6:45 PM	112	3	1	129	3	4	145	3	1	45.00	168	3.00	2.00	3.00	12
7:00 PM	124	4	4	105	6	0	114	4	1	40.00	159	5.00	2.00	3.00	12
7:15 PM	118	7	0	111	4	0	139	3	4	43.00	150	5.00	1.00	3.00	11
7:30 PM	102	3	2	111	5	2	131	0	4	40.00	135	3.00	3.00	3.00	11
7:45 PM	89	5	3	95	5	1	124	2	1	36.00	123	4.00	2.00	3.00	10
8:00 PM	81	2	0	93	1	2	95	3	1	31.00	110	2.00	1.00	2.00	8
8:15 PM	76	3	2	71	3	2	85	5	1	28.00	100	4.00	2.00	3.00	8
8:30 PM	68	0	1	74	5	0	97	4	2	28.00	92	3.00	1.00	2.00	7
8:45 PM	54	1	1	64	2	0	81	2	0	23.00	84	2.00	0.00	1.00	6
9:00 PM	49	2	1	53	6	0	73	3	1	21.00	80	4.00	1.00	2.00	6
9:15 PM	52	3	0	54	4	1	60	2	1	20.00	79	3.00	1.00	2.00	6
9:30 PM	63	2	0	51	3	0	60	2	0	20.00	78	2.00	0.00	1.00	6
9:45 PM	51	1	0	55	3	1	57	2	1	19.00	74	2.00	1.00	1.00	5
10:00 PM	47	6	0	53	4	1	65	1	1	20.00	73	4.00	1.00	2.00	6
10:15 PM	45	4	1	51	4	0	62	3	1	19.00	67	4.00	1.00	2.00	5
10:30 PM	41	1	0	47	1	0	56	0	0	16.00	60	1.00	0.00	0.00	4
10:45 PM	39	2	0	36	4	0	80	4	0	18.00	53	3.00	0.00	2.00	5
11:00 PM	20	1	1	50	1	0	55	1	1	14.00	44	1.00	1.00	1.00	4
11:15 PM	32	0	0	30	3	0	38	2	1	12.00	30	2.00	0.00	1.00	3
11:30 PM	35	3	0	17	2	0	22	0	0	9.00	18	2.00	0.00	1.00	2
11:45 PM	22	0	3	25	4	0	27	0	0	9.00	9	1.00	1.00	1.00	1
Totals	12955	754	276	13274	725	264	13432	779	288						
Average of Totals	13220	753	276												

WB

Start Time	Day 1 11/12/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Day 2 11/13/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Day 3 11/14/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Average	Average by Hour	Vehicles Classes 4 - 7 Average	Vehicles Classes 8 - 14 Average	Vehicles Classes 4 - 14 Average	Vehicles Classes 4 - 14 Average by Hour
12:00 AM	88	0	0	46	3	0	77	0	0	24.00	74	1.00	0.00	1.00	1
12:15 AM	69	0	0	52	1	0	61	0	0	20.00	60	0.00	0.00	0.00	0
12:30 AM	55	0	1	53	1	0	55	0	0	18.00	49	0.00	0.00	0.00	0
12:45 AM	37	0	0	29	1	0	36	1	0	12.00	38	1.00	0.00	0.00	0
01:00 AM	31	0	0	31	0	0	29	1	0	10.00	32	0.00	0.00	0.00	0
01:15 AM	26	1	0	23	0	0	27	0	1	9.00	28	0.00	0.00	0.00	0
01:30 AM	16	0	0	19	0	0	32	0	0	7.00	23	0.00	0.00	0.00	0
01:45 AM	20	0	0	20	0	0	14	0	0	6.00	18	0.00	0.00	0.00	0
02:00 AM	19	1	0	16	0	0	18	1	0	6.00	17	1.00	0.00	0.00	1
02:15 AM	13	0	0	14	1	0	11	1	0	4.00	14	1.00	0.00	0.00	1
02:30 AM	4	1	0	9	1	0	4	0	0	2.00	13	1.00	0.00	0.00	2
02:45 AM	9	0	0	13	1	0	18	2	0	5.00	14	1.00	0.00	1.00	2
03:00 AM	8	0	0	9	2	0	9	0	0	3.00	13	1.00	0.00	0.00	1
03:15 AM	9	0	0	8	3	0	6	0	0	3.00	14	1.00	0.00	1.00	2
03:30 AM	11	0	0	8	1	0	10	1	0	3.00	15	1.00	0.00	0.00	2
03:45 AM	13	0	0	10	1	0	10	1	0	4.00	16	0.00	0.00	0.00	2
04:00 AM	7	0	0	8	1	0	13	3	0	4.00	17	1.00	0.00	1.00	2
04:15 AM	4	0	0	15	3	1	15	0	0	4.00	20	1.00	0.00	1.00	2
04:30 AM	13	0	0	8	1	0	14	0	0	4.00	24	0.00	0.00	0.00	2
04:45 AM	12	1	0	16	0	0	14	0	1	5.00	28	0.00	0.00	0.00	4
05:00 AM	20	0	1	15	2	1	20	2	2	7.00	34	1.00	1.00	1.00	8
05:15 AM	17	0	1	28	1	1	23	2	1	8.00	42	1.00	1.00	1.00	8
05:30 AM	24	2	1	17	3	0	23	4	0	8.00	47	3.00	0.00	2.00	10
05:45 AM	28	2	2	26	5	2	29	2	1	11.00	53	3.00	2.00	2.00	11
06:00 AM	39	7	1	37	5	2	42	4	0	15.00	59	5.00	1.00	3.00	12
06:15 AM	30	5	0	37	1	3	36	4	2	13.00	66	3.00	2.00	3.00	13
06:30 AM	39	4	2	37	3	3	35	3	0	14.00	75	3.00	2.00	3.00	15
06:45 AM	41	3	1	45	3	5	45	5	1	17.00	84	4.00	2.00	3.00	17
07:00 AM	51	9	1	67	2	0	52	11	2	22.00	90	7.00	1.00	4.00	19
07:15 AM	53	2	4	55	7	7	61	4	3	22.00	95	4.00	5.00	5.00	20
07:30 AM	63	7	3	56	6	2	60	6	3	23.00	106	6.00	3.00	5.00	22
07:45 AM	61	10	1	73	5	5	46	4	2	23.00	113	6.00	3.00	5.00	22
08:00 AM	85	5	0	66	7	4	68	6	5	27.00	116	6.00	5.00	5.00	23
08:15 AM	91	7	7	90	4	7	79	10	4	33.00	116	7.00	6.00	7.00	24
08:30 AM	87	6	4	74	7	3	81	3	5	30.00	105	5.00	4.00	5.00	22
08:45 AM	77	11	5	58	3	7	67	4	5	26.00	101	6.00	5.00	6.00	23
09:00 AM	63	6	5	74	10	6	70	4	5	27.00	105	7.00	5.00	6.00	20
09:15 AM	57	9	1	60	2	4	56	8	3	22.00	108	6.00	3.00	5.00	19
09:30 AM	60	7	3	79	9	2	57	7	6	26.00	123	8.00	4.00	6.00	21
09:45 AM	95	3	4	87	2	1	67	7	3	30.00	135	4.00	3.00	3.00	20
10:00 AM	86	8	2	71	9	1	80	8	3	30.00	143	8.00	2.00	5.00	22
10:15 AM	82	8	6	96	7	3	111	15	3	37.00	155	10.00	4.00	7.00	23
10:30 AM	113	7	5	106	9	1	99	4	1	38.00	164	7.00	3.00	5.00	21
10:45 AM	112	9	1	85	7	7	111	5	2	38.00	175	7.00	3.00	5.00	21
11:00 AM	111	3	7	104	6	2	123	15	3	42.00	189	8.00	4.00	6.00	22
11:15 AM	124	6	4	118	9	2	139	7	2	46.00	203	7.00	3.00	5.00	23
11:30 AM	123	9	1	135	10	2	153	6	4	49.00	213	8.00	2.00	5.00	25
11:45 AM	145	10	4	140	6	2	150	7	6	52.00	222	8.00	4.00	6.00	25
12:00 PM	138	9	6	161	5	8	161	10	2	56.00	235	8.00	5.00	7.00	28
12:15 PM	149	8	8	165	9	5	146	4	9	56.00	254	7.00	7.00	7.00	28
12:30 PM	167	9	1	153	8	2	168	8	4	58.00	272	8.00	2.00	5.00	25
12:45 PM	176	13	8	190	11	10	163	9	3	65.00	291	11.00	7.00	9.00	27
01:00 PM	207	6	5	226	5	5	207	6	5	75.00	296	6.00	5.00	5.00	25
01:15 PM	204	10	4	219	8	3	208	7	1	74.00	301	8.00	3.00	6.00	25
01:30 PM	229	9	1	206	9	3	214	15	4	77.00	302	11.00	3.00	7.00	23
01:45 PM	219	3	3	201	12	7	213	9	5	79.00	307	8.00	5.00	7.00	23
02:00 PM	243	5	3	228	4	5	217	8	3	80.00	311	6.00	4.00	5.00	24
02:15 PM	226	6	4	228	7	5	197	1	2	75.00	314	5.00	4.00	4.00	27
02:30 PM	220	7	9	234	5	7	244	9	7	82.00	325	7.00	8.00	7.00	32
02:45 PM	210	10	6	210	7	7	197	8	8	74.00	338	8.00	7.00	8.00	33
03:00 PM	225	15	2	235	6	7	239	11	4	83.00	369	11.00	4.00	8.00	34
03:15 PM	233	11	5	240	5	4	253	17	9	86.00	394	11.00	6.00	9.00	32
03:30 PM	275	7	10	255	8	3	278	13	8	95.00	418	9.00	7.00	8.00	33
03:45 PM	291	13	3	289	9	5	318	14	7	105.00	431	12.00	5.00	9.00	31
04:00 PM	318	5	4	277	6	8	336	8	6	108.00	434	6.00	6.00	6.00	30
04:15 PM	297	10	9	324	10	9	310	10	11	110.00	457	10.00	10.00	10.00	33
04:30 PM	309	9	7	302	4	1	328	5	7	108.00	462	6.00	5.00	6.00	29
04:45 PM	332	10	11	307	11	4	287	9	2	108.00	474	10.00	6.00	8.00	31
05:00 PM	384	9	8	375	16	7	370	5	7	131.00	467	10.00	7.00	9.00	29
05:15 PM	336	2	7	301	5	6	363	13	3	115.00	445	7.00	5.00	6.00	24
05:30 PM	350	6	8	304	9	5	379	11	6	120.00	446	9.00	6.00	8.00	22
05:45 PM	321	5	11	267	2	3	287	8	9	101.00	426	5.00	8.00	6.00	20
06:00 PM	316	5	9	322	1	2	319	3	4	109.00	419	3.00	5.00	4.00	18
06:15 PM	353	2	1	330	3	8	342	4	3	116.00	403	3.00	4.00	4.00	18
06:30 PM	271	5	9	277	4	7	315	3	7	100.00	374	4.00	8.00	6.00	19
06:45 PM	263	6	3	271	6	2	289	1	3	94.00	352	4.00	3.00	4.00	16
07:00 PM	271	3	2	267	5	4	275	3	7	93.00	335	4.00	4.00	4.00	16
07:15 PM	237	3	6	267	4	4	251	6	7	87.00	319	4.00	6.00	5.00	16
07:30 PM	222	4	3	220	4	2	242	2	1	78.00	303	3.00	2.00	3.00	13
07:45 PM	209	5	2	237	4	6	223	4	4	77.00	297	4.00	4.00	4.00	13
08:00 PM	172	5	2	236	5	3	267	2	4	77.00	289	4.00	3.00	4.00	12
08:15 PM	198	0	1	224	5	3	206	3	1	71.00	284	3.00	2.00	2.00	11
08:30 PM	191	4	0	209	3	4	230	3	4	72.00	284	3.00	3.00	3.00	10
08:45 PM	193	3	1	200	3	4	210	2	2	69.00	286	3.00	2.00	3.00	10
09:00 PM	207	2	4	203	2	2	222	5	5	72.00	293	3.00	4.00	3.00	9
09:15 PM	177	2	1	217	0	2	234	2	1	71.00	289	1.00	1.00	1.00	9
09:30 PM	203	4	3	246	3	1	201	4	0	74.00	273	4.00	1.00	3.00	10
09:45 PM	222	6	0	230	1	3	221	2	0	76.00	247	3.00	1.00	2.00	9
10:00 PM	199	2	1	189	2	3	207	2	5	68.00	214	2.00	3.00	3.00	9
10:15 PM	163	3	2	157	2	2	162	1	2	55.00	183	2.00	2.00	2.00	7
10:30 PM	143	3	2	151	2	1	127	1	0	48.00	163	2.00	1.00	2.00	6
10:45 PM	109	4	1	136	1	1	136	1	1	43.00	148	2.00	1.00	2.00	5
11:00 PM	123	0	0	101	0	0	108	0	3	37.00	132	0.00	1.00	1.00	4
11:15 PM	94	2	0	83	0	1	132	0	1	35.00	95	1.00	1.00	1.00	3
11:30 PM	90	1	2	95	0	0	112	0	1	33.00	60	0.00	1.00	1.00	2
11:45 PM	75	2	1	73	1	0	88	2	0	27.00	27	2.00	0.00	1.00	1
Totals	13201	442	277	13185	412	280	13618	452	277						
Average of Totals	13335	435	278												

	Total Average	Average by Hour		Total Average of Vehicles Classes 4 - 7	Total Average of Vehicles Classes 8 - 14	Total Average
	30	93		3	0	3
	24	76		1	0	1
	23	64		1	0	1

EB & WB
Start Date: 11/5/2013
Start Time: 12:00:00 AM
Station ID: 20807
Location 1: NW 12 Street - Westbound
Location 2: West of NW 107 Avenue

Total EB

Start Time	Day 1 11/5/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Day 2 11/6/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Day 3 11/7/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Average	Average by Hour	Vehicles Classes 4 - 7 Average	Vehicles Classes 8 - 14 Average	Vehicles Classes 4 - 14 Average	Vehicles Classes 4 - 14 Average by Hour
12:00 AM	90	0	0	61	1	0	66	1	1	24.00	57	1.00	0.00	1.00	1
12:15 AM	41	1	0	34	0	0	25	1	0	11.00	41	1.00	0.00	0.00	0
12:30 AM	51	0	0	45	0	0	33	0	1	14.00	35	0.00	0.00	0.00	0
12:45 AM	23	0	0	26	0	0	25	1	0	8.00	25	0.00	0.00	0.00	0
01:00 AM	26	0	0	23	0	0	20	0	0	8.00	21	0.00	0.00	0.00	0
01:15 AM	15	0	1	13	0	0	19	0	1	5.00	17	0.00	1.00	0.00	0
01:30 AM	8	0	0	17	0	0	14	0	0	4.00	15	0.00	0.00	0.00	0
01:45 AM	12	0	0	12	0	0	15	0	0	4.00	14	0.00	0.00	0.00	0
02:00 AM	9	0	0	5	1	1	19	0	0	4.00	13	0.00	0.00	0.00	1
02:15 AM	7	0	2	9	0	0	13	0	0	3.00	13	0.00	1.00	0.00	1
02:30 AM	13	1	0	8	1	0	7	0	0	3.00	14	1.00	0.00	0.00	1
02:45 AM	5	0	1	3	1	1	16	0	0	3.00	14	0.00	1.00	1.00	1
03:00 AM	14	1	0	10	0	0	10	0	0	4.00	17	0.00	0.00	0.00	0
03:15 AM	10	0	0	9	0	0	13	1	0	4.00	18	0.00	0.00	0.00	1
03:30 AM	8	0	0	8	3	0	10	0	0	3.00	21	0.00	0.00	0.00	1
03:45 AM	16	0	0	21	0	1	15	0	0	6.00	23	0.00	0.00	0.00	1
04:00 AM	10	0	0	16	0	1	18	2	0	5.00	27	1.00	0.00	1.00	2
04:15 AM	19	0	1	21	2	0	19	1	0	7.00	34	0.00	0.00	0.00	3
04:30 AM	13	0	0	14	0	0	14	0	0	5.00	42	0.00	0.00	0.00	4
04:45 AM	24	0	2	27	1	1	34	2	0	10.00	63	1.00	1.00	1.00	5
05:00 AM	27	2	1	41	0	3	31	1	2	12.00	82	1.00	2.00	2.00	6
05:15 AM	47	0	2	43	2	0	41	1	2	15.00	104	1.00	1.00	1.00	7
05:30 AM	82	3	1	68	0	1	77	2	0	26.00	130	2.00	1.00	1.00	8
05:45 AM	83	2	2	85	2	3	80	4	1	29.00	171	3.00	2.00	2.00	11
06:00 AM	88	3	1	92	3	6	105	4	2	34.00	212	3.00	3.00	3.00	14
06:15 AM	114	5	1	116	1	0	125	3	2	41.00	264	3.00	1.00	2.00	18
06:30 AM	179	6	4	194	4	2	207	9	1	67.00	324	6.00	2.00	4.00	23
06:45 AM	216	10	3	194	4	3	192	4	5	70.00	362	6.00	4.00	5.00	26
07:00 AM	231	5	2	245	6	7	253	13	9	86.00	394	8.00	6.00	7.00	26
07:15 AM	297	4	5	289	9	9	276	6	10	101.00	406	6.00	8.00	7.00	23
07:30 AM	287	5	6	278	9	11	340	5	6	105.00	401	6.00	8.00	7.00	18
07:45 AM	285	5	4	288	1	9	318	5	7	102.00	379	4.00	7.00	5.00	15
08:00 AM	213	2	0	311	6	8	334	3	3	98.00	362	4.00	4.00	4.00	13
08:15 AM	209	0	0	301	1	3	345	2	5	96.00	347	1.00	3.00	2.00	13
08:30 AM	165	2	1	279	3	8	278	1	8	83.00	328	2.00	5.00	4.00	16
08:45 AM	168	1	0	282	4	4	295	5	5	85.00	312	3.00	3.00	3.00	19
09:00 AM	170	0	4	244	4	7	314	2	5	83.00	293	2.00	5.00	4.00	21
09:15 AM	167	2	1	255	6	1	241	12	6	77.00	277	7.00	3.00	5.00	21
09:30 AM	148	8	2	214	10	5	204	10	6	67.00	265	9.00	4.00	7.00	22
09:45 AM	192	5	4	180	8	1	197	6	3	66.00	260	6.00	3.00	5.00	19
10:00 AM	172	3	5	232	6	1	172	6	2	67.00	257	5.00	3.00	4.00	18
10:15 AM	164	9	3	177	6	4	211	8	5	65.00	252	8.00	4.00	6.00	21
10:30 AM	153	7	1	198	8	1	181	4	4	62.00	248	6.00	2.00	4.00	20
10:45 AM	170	3	3	180	1	2	194	6	6	63.00	251	3.00	4.00	4.00	21
11:00 AM	176	11	4	168	13	3	178	7	1	62.00	252	10.00	3.00	7.00	22
11:15 AM	168	7	5	185	2	4	163	5	8	61.00	269	5.00	6.00	5.00	21
11:30 AM	186	11	2	180	5	4	189	3	4	65.00	280	6.00	3.00	5.00	21
11:45 AM	181	7	3	174	4	1	186	12	4	64.00	285	8.00	3.00	5.00	23
12:00 PM	229	6	8	204	6	3	245	9	5	79.00	292	7.00	5.00	6.00	23
12:15 PM	204	1	4	216	8	2	204	6	6	72.00	284	5.00	4.00	5.00	21
12:30 PM	180	8	5	203	6	4	209	13	4	70.00	284	9.00	4.00	7.00	21
12:45 PM	201	3	3	221	5	4	193	8	5	71.00	284	5.00	4.00	5.00	19
01:00 PM	183	3	1	222	7	1	212	8	5	71.00	280	6.00	2.00	4.00	19
01:15 PM	198	5	4	218	6	1	204	10	3	72.00	285	7.00	3.00	5.00	20
01:30 PM	180	4	7	207	6	2	218	8	1	70.00	279	6.00	3.00	5.00	19
01:45 PM	185	4	5	199	8	2	190	8	3	67.00	278	7.00	3.00	5.00	18
02:00 PM	193	7	3	230	6	3	230	7	4	76.00	283	7.00	3.00	5.00	18
02:15 PM	184	0	6	191	6	2	196	8	2	66.00	281	5.00	3.00	4.00	19
02:30 PM	214	1	7	176	6	1	212	5	3	69.00	292	4.00	4.00	4.00	21
02:45 PM	220	5	2	201	7	2	197	9	4	72.00	303	7.00	3.00	5.00	22
03:00 PM	205	5	4	225	9	4	202	6	5	74.00	317	7.00	4.00	6.00	22
03:15 PM	226	10	3	207	9	4	225	6	6	77.00	326	8.00	4.00	6.00	20
03:30 PM	233	5	6	210	6	4	242	6	5	80.00	325	6.00	5.00	5.00	17
03:45 PM	245	6	6	235	7	2	266	7	3	86.00	325	7.00	4.00	5.00	15
04:00 PM	250	4	4	240	2	4	237	4	3	83.00	318	3.00	4.00	4.00	15
04:15 PM	225	4	1	201	5	4	234	5	1	76.00	325	5.00	2.00	3.00	15
04:30 PM	237	0	5	225	2	2	241	2	5	80.00	327	1.00	4.00	3.00	15
04:45 PM	219	3	4	212	9	4	246	8	4	79.00	334	7.00	4.00	5.00	16
05:00 PM	246	5	5	276	5	5	264	1	1	90.00	335	4.00	4.00	4.00	13
05:15 PM	238	2	2	216	4	1	236	2	4	78.00	320	3.00	2.00	3.00	11
05:30 PM	273	3	4	240	6	4	245	2	4	87.00	308	4.00	4.00	4.00	10
05:45 PM	253	5	1	174	0	0	277	4	4	80.00	290	3.00	2.00	2.00	8
06:00 PM	253	4	2	176	1	0	238	3	2	75.00	280	3.00	1.00	2.00	9
06:15 PM	204	3	2	157	2	0	223	1	5	66.00	272	2.00	2.00	2.00	10
06:30 PM	237	4	4	151	1	0	218	3	1	69.00	265	3.00	2.00	2.00	10
06:45 PM	195	2	1	206	1	1	214	5	6	70.00	259	3.00	3.00	3.00	11
07:00 PM	220	6	2	184	1	3	177	2	4	67.00	246	3.00	3.00	3.00	10
07:15 PM	172	5	0	172	0	6	178	1	1	59.00	236	2.00	2.00	2.00	9
07:30 PM	152	3	1	197	2	4	199	3	4	63.00	230	3.00	3.00	3.00	8
07:45 PM	144	0	3	173	6	1	180	1	2	57.00	223	2.00	2.00	2.00	8
08:00 PM	171	2	2	160	2	2	171	1	3	57.00	217	2.00	2.00	2.00	8
08:15 PM	156	0	3	163	0	1	154	1	3	53.00	211	0.00	2.00	1.00	7
08:30 PM	144	4	2	159	5	2	177	5	2	56.00	207	5.00	2.00	3.00	7
08:45 PM	139	2	0	143	4	1	164	4	2	51.00	208	3.00	1.00	2.00	5
09:00 PM	139	2	1	138	0	1	172	1	1	51.00	217	1.00	1.00	1.00	3
09:15 PM	150	2	1	156	3	1	131	0	1	49.00	228	2.00	1.00	1.00	4
09:30 PM	158	0	0	173	1	0	180	0	3	57.00	229	0.00	1.00	1.00	4
09:45 PM	177	0	0	178	0	0	183	1	1	60.00	210	0.00	0.00	0.00	4
10:00 PM	164	2	3	160	1	0	223	1	4	62.00	186	1.00	2.00	2.00	5
10:15 PM	144	2	2	128	0	1	171	0	3	50.00	164	1.00	2.00	1.00	4
10:30 PM	115	0	0	96	0	1	123	0	4	38.00	143	0.00	2.00	1.00	3
10:45 PM	107	1	1	96	0	1	117	1	0	36.00	127	1.00	1.00	1.00	2
11:00 PM	89	0	0	116	0	0	150	0	3	40.00	110	0.00	1.00	1.00	1
11:15 PM	71	0	0	79	1	1	113	0	0	29.00	70	0.00	0.00	0.00	0
11:30 PM	62	0	0	67	0	1	64	0	0	22.00	41	0.00	0.00	0.00	0
11:45 PM	47	0	1	54	0	1	64	0	0	19.00	19	0.00	1.00	0.00	0
Totals	13981	274	207	14506	305	210	15541	344	270						
Average of Totals	14676	308	229												

Total WB

Start Time	Day 1 11/5/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Day 2 11/6/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Day 3 11/7/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Average	Average by Hour	Vehicles Classes 4 - 7 Average	Vehicles Classes 8 - 14 Average	Vehicles Classes 4 - 14 Average	Vehicles Classes 4 - 14 Average by Hour
12:00 AM	42	0	0	38	0	0	43	0	1	14.00	40	0.00	0.00	0.00	2
12:15 AM	35	0	0	28	2	0	24	2	1	10.00	32	1.00	0.00	1.00	2
12:30 AM	17	0	0	36	1	1	31	1	1	10.00	26	1.00	1.00	1.00	1
12:45 AM	18	0	0	27	0	0	12	0	1	6.00	20	0.00	0.00	0.00	0
1:00 AM	15	0	0	25	0	1	14	0	0	6.00	17	0.00	0.00	0.00	0
1:15 AM	14	0	2	10	0	0	13	0	0	4.00	14	0.00	1.00	0.00	1
1:30 AM	18	0	0	7	0	1	14	0	0	4.00	14	0.00	0.00	0.00	2
1:45 AM	7	0	0	12	0	0	5	0	0	3.00	12	0.00	0.00	0.00	2
2:00 AM	8	1	0	8	0	0	5	0	2	3.00	11	0.00	1.00	1.00	2
2:15 AM	7	0	0	12	1	0	10	0	2	4.00	10	0.00	1.00	1.00	2
2:30 AM	3	1	0	8	0	0	8	0	0	2.00	8	0.00	0.00	0.00	1
2:45 AM	4	0	0	6	1	0	8	0	1	2.00	8	0.00	0.00	0.00	2
3:00 AM	6	1	0	4	0	0	5	1	1	2.00	10	1.00	0.00	1.00	3
3:15 AM	6	0	0	7	0	0	4	0	0	2.00	10	0.00	0.00	0.00	2
3:30 AM	9	1	0	1	1	0	3	1	0	2.00	12	1.00	0.00	1.00	2
3:45 AM	19	0	1	7	0	0	7	2	1	4.00	17	1.00	1.00	1.00	1
4:00 AM	4	0	0	6	1	0	6	0	0	2.00	25	0.00	0.00	0.00	0
4:15 AM	11	0	0	14	0	0	10	0	0	4.00	32	0.00	0.00	0.00	1
4:30 AM	21	0	0	20	0	1	23	0	1	7.00	36	0.00	1.00	0.00	3
4:45 AM	34	0	0	32	1	1	36	0	0	12.00	40	0.00	0.00	0.00	4
5:00 AM	19	0	1	30	0	1	29	1	2	9.00	50	0.00	1.00	1.00	6
5:15 AM	20	2	2	24	4	0	20	1	0	8.00	57	2.00	1.00	2.00	8
5:30 AM	35	1	1	31	0	2	27	1	1	11.00	64	1.00	1.00	1.00	9
5:45 AM	62	2	3	56	2	3	65	1	1	22.00	75	2.00	2.00	2.00	10
6:00 AM	36	4	1	52	2	1	38	5	2	16.00	80	4.00	1.00	3.00	10
6:15 AM	32	3	2	46	3	2	38	3	2	15.00	89	3.00	2.00	3.00	9
6:30 AM	56	5	1	65	3	2	61	3	0	22.00	101	4.00	1.00	2.00	10
6:45 AM	65	1	3	81	2	2	80	4	2	27.00	108	2.00	2.00	2.00	11
7:00 AM	62	1	2	71	5	3	78	1	2	25.00	117	2.00	2.00	2.00	14
7:15 AM	70	7	2	80	3	1	73	4	4	27.00	123	5.00	2.00	4.00	16
7:30 AM	79	2	5	78	6	1	87	2	3	29.00	132	3.00	3.00	3.00	14
7:45 AM	101	5	1	99	8	2	101	4	7	36.00	138	5.00	3.00	5.00	14
8:00 AM	56	2	3	98	6	4	102	5	2	31.00	130	4.00	3.00	4.00	11
8:15 AM	68	1	1	125	5	0	121	4	2	36.00	132	3.00	1.00	2.00	10
8:30 AM	58	3	0	128	5	2	109	3	3	35.00	131	4.00	2.00	3.00	12
8:45 AM	51	0	0	90	3	3	102	6	1	28.00	135	3.00	1.00	2.00	13
9:00 AM	50	2	1	121	2	1	107	7	2	33.00	158	4.00	1.00	3.00	15
9:15 AM	73	1	1	110	4	3	110	5	7	35.00	174	3.00	4.00	4.00	17
9:30 AM	97	1	3	113	10	1	118	5	4	39.00	193	5.00	3.00	4.00	19
9:45 AM	163	2	1	134	7	0	135	5	8	51.00	209	5.00	3.00	4.00	19
10:00 AM	147	7	3	128	8	4	138	6	2	49.00	213	7.00	3.00	5.00	19
10:15 AM	155	7	2	147	8	6	155	6	4	54.00	222	7.00	4.00	6.00	18
10:30 AM	153	6	4	161	6	2	154	5	2	55.00	228	6.00	3.00	4.00	17
10:45 AM	167	6	3	153	6	4	149	3	3	55.00	235	5.00	3.00	4.00	16
11:00 AM	162	5	3	161	4	6	175	6	2	58.00	243	5.00	4.00	4.00	17
11:15 AM	170	4	3	173	7	6	168	5	5	60.00	249	5.00	5.00	5.00	17
11:30 AM	170	5	2	186	6	4	184	1	2	62.00	261	4.00	3.00	3.00	18
11:45 AM	181	4	7	176	7	1	179	5	6	63.00	269	5.00	5.00	5.00	21
12:00 PM	182	4	1	174	7	3	198	5	6	64.00	270	5.00	4.00	4.00	21
12:15 PM	229	9	8	197	4	5	188	10	2	72.00	276	8.00	5.00	6.00	22
12:30 PM	205	8	4	191	5	5	203	5	8	70.00	277	6.00	5.00	6.00	21
12:45 PM	199	5	2	147	9	2	203	6	5	64.00	282	7.00	3.00	5.00	22
1:00 PM	191	8	5	190	3	5	225	5	1	70.00	289	5.00	4.00	5.00	22
1:15 PM	205	3	9	206	3	2	218	7	4	73.00	286	4.00	5.00	5.00	23
1:30 PM	218	9	3	193	9	6	218	9	7	75.00	289	9.00	5.00	7.00	23
1:45 PM	202	9	6	200	4	4	207	6	3	71.00	285	6.00	4.00	5.00	22
2:00 PM	167	6	8	192	6	5	208	6	2	67.00	286	6.00	5.00	6.00	22
2:15 PM	211	6	5	218	5	4	225	9	3	76.00	289	7.00	4.00	5.00	20
2:30 PM	191	6	5	200	10	3	208	7	7	71.00	292	8.00	5.00	6.00	21
2:45 PM	210	8	3	204	3	3	210	7	4	72.00	293	6.00	3.00	5.00	18
3:00 PM	207	4	3	187	5	3	207	6	5	70.00	297	5.00	4.00	4.00	17
3:15 PM	225	7	5	202	8	4	254	7	3	79.00	299	7.00	4.00	6.00	17
3:30 PM	208	2	5	213	4	2	213	3	1	72.00	301	3.00	3.00	3.00	14
3:45 PM	223	5	1	204	7	6	235	5	1	76.00	314	6.00	3.00	4.00	14
4:00 PM	209	4	3	190	7	7	223	3	2	72.00	312	5.00	4.00	4.00	12
4:15 PM	261	3	2	204	2	4	243	4	4	81.00	317	3.00	3.00	3.00	11
4:30 PM	236	3	3	256	4	6	250	2	1	85.00	311	3.00	3.00	3.00	11
4:45 PM	195	2	1	227	2	1	235	4	1	74.00	299	3.00	1.00	2.00	12
5:00 PM	226	4	3	233	2	2	223	0	4	77.00	297	2.00	3.00	3.00	13
5:15 PM	197	3	4	221	4	3	221	4	3	75.00	280	3.00	4.00	3.00	11
5:30 PM	206	4	2	217	6	0	211	4	5	73.00	280	5.00	2.00	4.00	12
5:45 PM	239	1	3	147	4	2	242	2	6	72.00	273	2.00	4.00	3.00	11
6:00 PM	187	1	1	132	1	0	211	2	1	60.00	274	1.00	1.00	1.00	11
6:15 PM	241	4	5	153	1	7	259	4	4	75.00	288	3.00	5.00	4.00	13
6:30 PM	196	5	3	145	1	3	233	4	3	66.00	291	3.00	3.00	3.00	12
6:45 PM	209	0	4	201	5	2	230	3	5	73.00	292	3.00	4.00	3.00	11
7:00 PM	221	2	4	220	4	1	209	4	0	74.00	282	3.00	2.00	3.00	10
7:15 PM	215	1	1	235	5	4	241	1	3	78.00	266	2.00	3.00	3.00	9
7:30 PM	188	1	0	201	2	5	199	1	4	67.00	241	1.00	3.00	2.00	9
7:45 PM	149	0	5	198	5	2	205	0	1	63.00	226	2.00	3.00	2.00	10
8:00 PM	161	1	1	170	3	3	183	1	3	58.00	208	2.00	2.00	2.00	9
8:15 PM	147	2	2	153	0	7	159	3	2	53.00	200	2.00	4.00	3.00	9
8:30 PM	145	2	1	141	2	5	167	3	3	52.00	191	2.00	3.00	3.00	7
8:45 PM	110	0	0	125	1	2	166	0	1	45.00	178	0.00	1.00	1.00	6
9:00 PM	143	3	1	142	3	2	150	3	0	50.00	167	3.00	1.00	2.00	7
9:15 PM	119	0	0	120	3	2	153	2	0	44.00	154	2.00	1.00	1.00	7
9:30 PM	105	5	1	129	1	1	109	2	0	39.00	142	3.00	1.00	2.00	7
9:45 PM	84	0	4	95	3	4	114	1	1	34.00	127	1.00	3.00	2.00	6
10:00 PM	92	5	0	110	3	1	120	3	0	37.00	115	4.00	0.00	2.00	5
10:15 PM	87	1	0	99	1	0	102	1	0	32.00	101	1.00	0.00	1.00	4
10:30 PM	57	1	1	69	0	2	86	1	1	24.00	88	1.00	1.00	1.00	3
10:45 PM	58	0	1	48	2	1	88	0	0	22.00	82	1.00	1.00	1.00	3
11:00 PM	55	1	1	60	1	0	86	0	0	23.00	79	1.00	0.00	1.00	2
11:15 PM	42	0	0	54	0	0	76	1	0	19.00	56	0.00	0.00	0.00	1
11:30 PM	49	0	0	43	0	1	63	2	0	18.00	37	1.00	0.00	1.00	1
11:45 PM	46	0	0	48	0	0	71	1	1	19.00	19	0.00	0.00	0.00	0
Totals	11004	251	194	11147	308	215	12132	283	214						
Average of Totals	11428	281	208												

Start Time	Total Average	Average by Hour		Total Average of Vehicles Classes 4 - 7	Total Average of Vehicles Classes 8 - 14	Total Average
12:00 AM	97			1	0	1
12:15 AM	73			2	0	2
12:30 AM	61

EB & WB
Start Date: 11/5/2013
Start Time: 12:00:00 AM
Station ID: 20808
Location 1: NW 25 Street - Westbound
Location 2: West of SR 821/Florida Turnpike

Total EB

Start Time	Day 1 11/5/2013 Vehicles Classes 1 - 3	Day 1 11/5/2013 Vehicles Classes 4 - 7	Day 1 11/5/2013 Vehicles Classes 8 - 14	Day 2 11/6/2013 Vehicles Classes 1 - 3	Day 2 11/6/2013 Vehicles Classes 4 - 7	Day 2 11/6/2013 Vehicles Classes 8 - 14	Day 3 11/7/2013 Vehicles Classes 1 - 3	Day 3 11/7/2013 Vehicles Classes 4 - 7	Day 3 11/7/2013 Vehicles Classes 8 - 14	Average	Average by Hour	Vehicles Classes 4 - 7 Average	Vehicles Classes 8 - 14 Average	Vehicles Classes 4 - 14 Average	Vehicles Classes 4 - 14 Average by Hour
12:00 AM	7	0	0	11	1	0	7	2	1	3.00	8	1.00	0.00	1.00	2
12:15 AM	5	0	0	5	0	0	5	0	0	2.00	6	0.00	0.00	0.00	2
12:30 AM	2	0	0	5	1	1	8	0	0	2.00	6	0.00	0.00	0.00	3
12:45 AM	3	2	0	1	0	0	2	0	1	1.00	5	1.00	0.00	1.00	4
01:00 AM	2	0	1	3	1	0	0	1	1	1.00	5	1.00	1.00	1.00	4
01:15 AM	3	0	0	6	0	0	2	3	0	2.00	5	1.00	0.00	1.00	3
01:30 AM	1	0	0	1	1	1	4	0	3	1.00	4	0.00	1.00	1.00	3
01:45 AM	1	0	0	0	2	0	2	1	0	1.00	4	1.00	0.00	1.00	2
02:00 AM	8	0	0	2	0	0	1	0	1	1.00	5	0.00	0.00	0.00	2
02:15 AM	3	0	0	2	2	0	4	2	0	1.00	5	1.00	0.00	1.00	2
02:30 AM	1	0	0	4	0	0	2	0	1	1.00	6	0.00	1.00	0.00	1
02:45 AM	2	1	0	2	0	1	4	3	1	2.00	7	1.00	1.00	1.00	1
03:00 AM	0	0	0	3	0	0	0	1	1	1.00	7	0.00	0.00	0.00	0
03:15 AM	4	0	0	6	1	0	10	0	1	2.00	9	0.00	0.00	0.00	1
03:30 AM	6	0	1	9	0	0	4	1	0	2.00	11	0.00	0.00	0.00	2
03:45 AM	8	0	0	5	1	0	2	0	1	2.00	16	0.00	0.00	0.00	3
04:00 AM	9	1	0	12	1	2	3	1	0	3.00	22	1.00	1.00	1.00	5
04:15 AM	7	1	2	10	0	0	14	0	0	4.00	26	0.00	1.00	1.00	6
04:30 AM	21	1	1	18	1	0	14	2	1	7.00	37	1.00	1.00	1.00	8
04:45 AM	20	6	1	19	3	2	19	2	0	8.00	54	4.00	1.00	2.00	12
05:00 AM	12	2	0	20	1	1	20	5	0	7.00	75	3.00	0.00	2.00	14
05:15 AM	48	6	2	34	4	2	34	5	1	15.00	101	5.00	2.00	3.00	16
05:30 AM	59	7	2	70	6	3	58	9	3	24.00	141	7.00	3.00	5.00	23
05:45 AM	83	4	2	75	9	1	79	5	3	29.00	201	6.00	2.00	4.00	28
06:00 AM	98	8	3	96	4	1	86	4	1	33.00	270	5.00	2.00	4.00	35
06:15 AM	138	12	3	149	19	5	148	19	3	55.00	353	17.00	4.00	10.00	40
06:30 AM	**243**	**11**	**9**	**237**	**11**	**5**	**223**	**17**	**4**	**84.00**	**415**	**13.00**	**6.00**	**10.00**	**44**
06:45 AM	277	17	7	255	15	7	289	15	4	98.00	457	16.00	6.00	11.00	49
07:00 AM	341	9	6	314	13	6	337	15	4	116.00	492	12.00	5.00	9.00	50
07:15 AM	302	20	11	307	14	15	360	20	2	117.00	505	18.00	9.00	14.00	52
07:30 AM	357	16	13	343	20	8	341	27	6	126.00	505	21.00	9.00	15.00	50
07:45 AM	401	11	10	347	23	5	383	12	8	133.00	498	15.00	8.00	12.00	44
08:00 AM	350	10	1	370	19	11	372	15	9	129.00	482	15.00	7.00	11.00	41
08:15 AM	351	11	9	317	11	12	310	20	10	117.00	434	14.00	10.00	12.00	38
08:30 AM	357	11	7	349	16	7	309	9	6	119.00	385	12.00	7.00	9.00	38
08:45 AM	344	12	3	334	11	6	325	16	3	117.00	322	13.00	4.00	9.00	39
09:00 AM	208	9	3	228	10	4	249	15	5	81.00	252	11.00	4.00	8.00	40
09:15 AM	174	14	5	153	17	6	211	27	5	68.00	211	19.00	5.00	12.00	44
09:30 AM	142	11	5	157	15	3	145	20	4	56.00	183	15.00	4.00	10.00	42
09:45 AM	122	13	5	121	14	7	119	17	4	47.00	168	15.00	5.00	10.00	45
10:00 AM	98	18	2	88	18	9	100	22	3	40.00	154	19.00	5.00	12.00	45
10:15 AM	86	13	7	106	15	3	108	21	2	40.00	148	16.00	4.00	10.00	42
10:30 AM	93	19	13	106	18	8	86	16	6	41.00	142	18.00	9.00	13.00	44
10:45 AM	66	13	9	91	11	1	80	20	4	33.00	137	15.00	5.00	10.00	44
11:00 AM	73	13	3	87	20	4	89	13	3	34.00	139	15.00	3.00	9.00	45
11:15 AM	74	19	6	85	17	8	69	20	4	34.00	147	19.00	6.00	12.00	45
11:30 AM	81	24	5	84	15	6	78	22	5	36.00	151	20.00	5.00	13.00	42
11:45 AM	86	15	8	70	13	2	92	22	6	35.00	149	17.00	5.00	11.00	37
12:00 PM	122	10	7	103	13	4	103	13	6	42.00	152	12.00	6.00	9.00	37
12:15 PM	111	7	8	85	10	2	96	20	7	38.00	151	12.00	6.00	9.00	38
12:30 PM	83	12	4	91	9	2	89	15	4	34.00	151	12.00	5.00	8.00	41
12:45 PM	95	16	4	87	19	7	94	16	1	38.00	154	17.00	4.00	11.00	43
01:00 PM	105	17	6	103	16	4	99	13	5	41.00	152	15.00	5.00	10.00	42
01:15 PM	105	23	7	89	14	4	82	21	1	38.00	150	19.00	4.00	12.00	42
01:30 PM	82	14	5	86	11	5	100	21	6	37.00	153	15.00	5.00	10.00	39
01:45 PM	87	12	4	98	17	5	81	15	7	36.00	156	15.00	5.00	10.00	39
02:00 PM	82	17	6	101	12	7	112	10	5	39.00	157	13.00	6.00	10.00	39
02:15 PM	100	15	8	120	13	2	94	16	2	41.00	151	15.00	4.00	9.00	38
02:30 PM	92	13	3	92	15	4	119	19	6	40.00	153	16.00	4.00	10.00	39
02:45 PM	99	16	5	80	19	4	94	11	4	37.00	158	15.00	4.00	10.00	39
03:00 PM	83	15	2	85	9	7	76	13	8	33.00	159	12.00	6.00	9.00	39
03:15 PM	105	14	3	104	17	8	117	14	3	43.00	163	15.00	5.00	10.00	40
03:30 PM	115	19	5	118	12	6	114	14	6	45.00	154	15.00	6.00	10.00	38
03:45 PM	102	10	3	87	21	6	92	14	5	38.00	151	15.00	5.00	10.00	34
04:00 PM	87	13	3	94	10	3	94	18	10	37.00	148	14.00	5.00	10.00	31
04:15 PM	85	8	6	75	17	1	101	9	4	34.00	163	11.00	4.00	8.00	30
04:30 PM	122	8	1	114	14	2	103	10	3	42.00	173	11.00	2.00	6.00	29
04:45 PM	92	7	4	82	10	5	97	11	4	35.00	186	9.00	4.00	7.00	29
05:00 PM	**136**	**12**	**7**	**139**	**14**	**4**	**136**	**12**	**5**	**52.00**	**193**	**13.00**	**5.00**	**9.00**	**28**
05:15 PM	120	9	2	124	9	3	113	8	8	44.00	188	9.00	4.00	7.00	24
05:30 PM	162	5	6	156	9	2	139	12	3	55.00	178	9.00	4.00	6.00	21
05:45 PM	98	1	4	121	5	7	122	11	7	42.00	152	6.00	6.00	6.00	18
06:00 PM	124	8	1	138	8	3	134	7	1	47.00	139	8.00	2.00	5.00	14
06:15 PM	97	4	0	97	8	2	87	6	1	34.00	115	6.00	1.00	4.00	13
06:30 PM	80	1	5	81	6	2	79	3	0	29.00	100	3.00	2.00	3.00	12
06:45 PM	84	1	0	73	4	0	90	4	1	29.00	89	3.00	0.00	2.00	12
07:00 PM	66	5	2	56	5	2	61	10	1	23.00	76	7.00	2.00	4.00	12
07:15 PM	50	3	2	55	3	2	53	6	0	19.00	69	4.00	1.00	3.00	10
07:30 PM	53	4	1	45	6	1	44	5	1	18.00	63	5.00	1.00	3.00	8
07:45 PM	33	5	2	50	1	0	50	4	2	16.00	58	3.00	1.00	2.00	7
08:00 PM	41	2	2	43	2	1	42	5	2	16.00	54	3.00	2.00	2.00	6
08:15 PM	31	0	0	38	2	1	40	2	1	13.00	49	1.00	1.00	1.00	6
08:30 PM	33	2	1	44	3	2	30	2	3	13.00	47	2.00	2.00	2.00	6
08:45 PM	31	4	0	38	0	1	36	2	0	12.00	43	2.00	0.00	1.00	5
09:00 PM	24	0	0	34	7	2	26	3	2	11.00	41	3.00	1.00	2.00	5
09:15 PM	33	3	1	25	0	0	34	0	0	11.00	38	1.00	0.00	1.00	4
09:30 PM	24	0	0	27	2	1	24	1	0	9.00	34	1.00	0.00	1.00	4
09:45 PM	27	2	2	21	0	1	36	2	0	10.00	33	1.00	1.00	1.00	4
10:00 PM	20	1	0	14	3	1	27	0	2	8.00	32	1.00	1.00	1.00	4
10:15 PM	13	1	0	22	2	0	22	0	0	7.00	33	1.00	0.00	1.00	4
10:30 PM	23	2	0	23	1	0	25	1	0	8.00	32	1.00	0.00	1.00	4
10:45 PM	17	1	0	21	1	0	37	4	0	9.00	30	2.00	0.00	1.00	4
11:00 PM	12	1	0	18	0	0	42	6	0	9.00	25	2.00	0.00	1.00	3
11:15 PM	11	0	0	9	3	0	27	0	0	6.00	16	1.00	0.00	1.00	2
11:30 PM	11	1	0	20	2	1	13	2	0	6.00	10	2.00	0.00	1.00	1
11:45 PM	6	0	0	13	0	0	14	0	0	4.00	4	0.00	0.00	0.00	0
Totals	8591	704	297	8556	778	292	8747	878	268						
Average of Totals	8631	787	286												

Total WB

Start Time	Day 1 11/5/2013 Vehicles Classes 1 - 3	Day 1 11/5/2013 Vehicles Classes 4 - 7	Day 1 11/5/2013 Vehicles Classes 8 - 14	Day 2 11/6/2013 Vehicles Classes 1 - 3	Day 2 11/6/2013 Vehicles Classes 4 - 7	Day 2 11/6/2013 Vehicles Classes 8 - 14	Day 3 11/7/2013 Vehicles Classes 1 - 3	Day 3 11/7/2013 Vehicles Classes 4 - 7	Day 3 11/7/2013 Vehicles Classes 8 - 14	Average	Average by Hour	Vehicles Classes 4 - 7 Average	Vehicles Classes 8 - 14 Average	Vehicles Classes 4 - 14 Average	Vehicles Classes 4 - 14 Average by Hour
12:00 AM	18	0	1	24	3	0	22	0	0	8.00	21	1.00	0.00	1.00	4
12:15 AM	11	0	0	13	0	0	16	3	0	5.00	16	1.00	0.00	1.00	4
12:30 AM	8	1	0	11	1	0	21	1	0	5.00	13	1.00	0.00	1.00	4
12:45 AM	3	1	1	14	0	0	10	1	0	3.00	11	1.00	0.00	1.00	3
1:00 AM	12	0	0	12	2	0	4	0	1	3.00	10	1.00	0.00	1.00	2
1:15 AM	5	0	0	3	1	0	7	1	1	2.00	9	1.00	0.00	1.00	1
1:30 AM	6	0	1	12	0	0	10	0	1	3.00	9	0.00	1.00	0.00	1
1:45 AM	8	0	2	3	0	0	6	0	0	2.00	8	0.00	1.00	0.00	1
2:00 AM	6	0	0	7	0	0	4	2	0	2.00	7	1.00	0.00	0.00	1
2:15 AM	3	1	1	4	0	0	9	0	1	2.00	7	0.00	1.00	1.00	2
2:30 AM	7	0	0	3	0	0	4	1	0	2.00	7	0.00	0.00	0.00	1
2:45 AM	4	0	0	4	0	1	3	0	0	1.00	7	0.00	0.00	0.00	1
3:00 AM	3	0	0	3	0	0	4	1	2	2.00	8	0.00	1.00	1.00	1
3:15 AM	4	0	0	5	0	1	4	0	2	2.00	9	0.00	0.00	0.00	1
3:30 AM	5	0	0	9	1	0	5	0	0	2.00	9	0.00	0.00	0.00	2
3:45 AM	2	1	0	10	1	0	3	0	0	2.00	10	1.00	0.00	0.00	3
4:00 AM	6	0	0	8	0	3	9	1	1	3.00	13	0.00	1.00	1.00	4
4:15 AM	7	0	2	3	0	0	1	2	2	2.00	13	1.00	1.00	1.00	3
4:30 AM	9	1	0	8	0	0	5	1	1	3.00	16	1.00	0.00	1.00	3
4:45 AM	10	0	1	17	0	0	13	3	0	5.00	20	1.00	0.00	1.00	3
5:00 AM	9	0	0	7	0	1	5	1	0	3.00	27	0.00	0.00	0.00	3
5:15 AM	14	0	1	11	2	2	12	1	0	5.00	36	1.00	1.00	1.00	4
5:30 AM	19	1	1	16	0	0	23	1	2	7.00	46	1.00	1.00	1.00	5
5:45 AM	35	2	0	30	1	1	34	2	1	12.00	61	2.00	1.00	1.00	6
6:00 AM	37	1	0	34	1	0	31	1	2	12.00	76	1.00	1.00	1.00	7
6:15 AM	37	3	1	48	1	1	37	2	2	15.00	95	2.00	1.00	2.00	9
6:30 AM	**54**	**2**	**2**	**55**	**4**	**2**	**73**	**1**	**2**	**22.00**	**116**	**2.00**	**2.00**	**2.00**	**9**
6:45 AM	84	3	0	68	2	2	75	3	4	27.00	131	3.00	2.00	2.00	9
7:00 AM	82	3	3	83	5	1	96	3	1	31.00	148	4.00	2.00	3.00	10
7:15 AM	105	1	4	102	2	0	106	3	3	36.00	149	2.00	2.00	2.00	10
7:30 AM	109	3	2	104	1	2	110	3	2	37.00	156	2.00	2.00	2.00	12
7:45 AM	129	4	2	120	4	0	123	4	6	44.00	157	4.00	3.00	3.00	14
8:00 AM	88	0	5	86	8	2	95	5	0	32.00	146	4.00	2.00	3.00	15
8:15 AM	137	4	5	119	5	1	106	6	1	43.00	146	5.00	2.00	4.00	18
8:30 AM	112	5	3	105	6	1	103	4	3	38.00	131	5.00	2.00	4.00	21
8:45 AM	100	3	4	94	6	4	82	3	4	33.00	119	4.00	4.00	4.00	26
9:00 AM	80	3	6	82	9	4	91	7	5	32.00	113	6.00	5.00	6.00	32
9:15 AM	78	6	7	71	10	6	59	6	7	28.00	106	7.00	7.00	7.00	36
9:30 AM	56	15	5	57	11	8	65	16	1	26.00	107	14.00	5.00	9.00	38
9:45 AM	65	15	6	53	17	5	66	9	6	27.00	107	14.00	6.00	10.00	39
10:00 AM	60	7	10	59	13	8	57	12	8	25.00	109	11.00	9.00	10.00	40
10:15 AM	74	13	4	61	15	8	69	12	3	29.00	112	13.00	5.00	9.00	41
10:30 AM	60	16	8	64	14	4	51	15	3	26.00	115	15.00	5.00	10.00	41
10:45 AM	65	12	6	67	15	7	62	15	11	29.00	117	14.00	8.00	11.00	38
11:00 AM	62	16	8	76	10	6	52	12	11	28.00	118	13.00	8.00	11.00	35
11:15 AM	74	12	6	78	9	4	88	14	7	32.00	123	12.00	6.00	9.00	33
11:30 AM	72	13	4	67	6	0	67	15	5	28.00	125	11.00	3.00	7.00	31
11:45 AM	74	6	5	73	15	4	76	11	5	30.00	131	11.00	5.00	8.00	31
12:00 PM	85	13	7	92	12	4	71	11	5	33.00	143	12.00	5.00	9.00	34
12:15 PM	106	15	1	85	13	1	69	11	2	34.00	156	13.00	1.00	7.00	33
12:30 PM	87	7	4	85	8	3	95	14	3	34.00	161	10.00	3.00	7.00	33
12:45 PM	106	13	13	100	9	3	106	16	9	42.00	163	13.00	8.00	11.00	33
1:00 PM	135	7	4	113	17	4	114	11	6	46.00	163	12.00	5.00	8.00	29
1:15 PM	82	9	3	110	10	7	111	7	8	39.00	162	9.00	6.00	7.00	30
1:30 PM	96	7	6	88	9	1	104	13	4	36.00	166	10.00	4.00	7.00	33
1:45 PM	121	10	3	111	11	5	104	9	6	42.00	183	10.00	5.00	7.00	34
2:00 PM	124	6	4	110	8	12	114	22	3	45.00	193	12.00	6.00	9.00	37
2:15 PM	98	13	8	115	14	2	116	10	11	43.00	202	12.00	7.00	10.00	38
2:30 PM	134	13	2	151	13	6	144	8	4	53.00	210	11.00	4.00	8.00	37
2:45 PM	125	11	5	141	11	8	141	14	9	52.00	224	12.00	7.00	10.00	38
3:00 PM	131	13	5	140	22	4	156	10	5	54.00	258	15.00	5.00	10.00	37
3:15 PM	131	18	5	122	11	6	155	5	6	51.00	289	11.00	6.00	9.00	36
3:30 PM	176	13	3	184	14	4	192	11	6	67.00	327	13.00	4.00	9.00	36
3:45 PM	233	8	6	241	13	3	245	13	8	86.00	358	11.00	6.00	9.00	34
4:00 PM	249	9	5	233	16	1	231	19	4	85.00	384	15.00	3.00	9.00	33
4:15 PM	246	13	6	242	11	6	257	14	2	89.00	424	13.00	5.00	9.00	32
4:30 PM	297	1	5	261	9	6	283	16	7	98.00	470	9.00	6.00	7.00	31
4:45 PM	325	13	7	323	7	5	308	9	7	112.00	504	10.00	6.00	8.00	32
5:00 PM	**350**	**6**	**7**	**378**	**12**	**9**	**353**	**9**	**5**	**125.00**	**527**	**9.00**	**7.00**	**8.00**	**30**
5:15 PM	391	9	7	405	5	8	371	8	8	135.00	525	7.00	8.00	8.00	28
5:30 PM	396	6	6	374	11	6	375	11	7	132.00	511	9.00	6.00	8.00	24
5:45 PM	382	7	7	401	6	3	394	7	6	135.00	493	7.00	5.00	6.00	21
6:00 PM	364	5	5	351	6	2	359	11	4	123.00	453	7.00	4.00	6.00	23
6:15 PM	347	2	4	350	4	3	363	5	7	121.00	397	4.00	5.00	4.00	20
6:30 PM	332	5	3	310	8	6	359	5	2	114.00	332	6.00	4.00	5.00	19
6:45 PM	290	13	1	277	8	8	244	11	5	95.00	265	11.00	5.00	8.00	17
7:00 PM	204	2	1	204	2	4	172	7	3	67.00	206	4.00	3.00	3.00	12
7:15 PM	187	2	4	145	2	3	154	7	0	56.00	172	4.00	2.00	3.00	11
7:30 PM	136	4	2	147	2	3	122	5	1	47.00	150	4.00	2.00	3.00	11
7:45 PM	88	3	0	117	4	0	105	5	3	36.00	128	4.00	1.00	3.00	10
8:00 PM	102	1	1	105	4	0	72	7	1	33.00	110	4.00	1.00	2.00	9
8:15 PM	89	7	2	103	3	2	100	1	3	34.00	100	4.00	2.00	3.00	9
8:30 PM	54	5	1	61	1	1	93	3	2	25.00	85	3.00	1.00	2.00	7
8:45 PM	29	3	1	44	5	1	75	0	0	18.00	80	3.00	1.00	2.00	6
9:00 PM	65	2	1	78	5	1	56	2	0	23.00	80	3.00	1.00	2.00	5
9:15 PM	45	1	2	58	0	0	59	4	1	19.00	76	2.00	1.00	1.00	3
9:30 PM	55	2	0	58	1	1	59	3	0	20.00	74	2.00	0.00	1.00	3
9:45 PM	51	0	2	41	2	2	63	2	0	18.00	67	1.00	1.00	1.00	3
10:00 PM	44	0	0	59	1	0	62	0	1	19.00	62	0.00	0.00	0.00	3
10:15 PM	57	0	1	47	1	0	45	1	3	17.00	55	1.00	1.00	1.00	3
10:30 PM	36	0	0	31	1	2	42	1	1	13.00	48	1.00	1.00	1.00	2
10:45 PM	28	0	2	38	1	0	47	3	0	13.00	43	1.00	1.00	1.00	2
11:00 PM	23	0	0	38	1	0	46	1	0	12.00	38	1.00	0.00	0.00	1
11:15 PM	20	0	0	29	0	1	39	0	0	10.00	26	0.00	0.00	0.00	1
11:30 PM	22	0	2	16	0	2	32	0	0	8.00	16	0.00	1.00	1.00	1
11:45 PM	30	0	0	16	1	0	29	0	0	8.00	8	0.00	0.00	0.00	0
Totals	9412	471	281	9369	532	250	9492	570	292						
Average of	9424	524	274												

| Total

EB
Start Date: 11/5/2013
Start Time: 12:00:00 AM
Station ID: 20809
Location 1: NW 25 Street - Eastbound
Location 2: Between SR 821 and NW 114 Avenue

EB

Start Time	Day 1 11/5/2013 Vehicles Classes 1 - 3	Day 1 11/5/2013 Vehicles Classes 4 - 7	Day 1 11/5/2013 Vehicles Classes 8 - 14	Day 2 11/6/2013 Vehicles Classes 1 - 3	Day 2 11/6/2013 Vehicles Classes 4 - 7	Day 2 11/6/2013 Vehicles Classes 8 - 14	Day 3 11/7/2013 Vehicles Classes 1 - 3	Day 3 11/7/2013 Vehicles Classes 4 - 7	Day 3 11/7/2013 Vehicles Classes 8 - 14	Average	Average by Hour	Vehicles Classes 4 - 7 Average	Vehicles Classes 8 - 14 Average	Vehicles Classes 4 - 14 Average	Vehicles Classes 4 - 14 Average by Hour
12:00 AM	6	0	0	15	2	0	10	2	2	4.00	11	1.00	1.00	1.00	3
12:15 AM	6	1	0	4	0	0	3	0	0	2.00	9	0.00	0.00	0.00	3
12:30 AM	3	0	0	14	1	1	7	1	0	3.00	9	1.00	0.00	1.00	4
12:45 AM	4	2	0	1	0	0	5	1	1	2.00	8	1.00	0.00	1.00	4
01:00 AM	5	1	0	5	0	1	1	2	0	2.00	8	1.00	0.00	1.00	4
01:15 AM	3	1	0	7	1	0	4	4	0	2.00	9	2.00	0.00	1.00	4
01:30 AM	4	0	0	4	2	0	6	3	0	2.00	10	2.00	0.00	1.00	4
01:45 AM	1	1	0	2	2	1	4	2	1	2.00	10	2.00	1.00	1.00	4
02:00 AM	9	1	1	5	1	0	4	0	2	3.00	10	1.00	1.00	1.00	4
02:15 AM	5	1	0	7	1	0	8	2	0	3.00	8	1.00	0.00	1.00	4
02:30 AM	6	0	0	5	0	1	4	2	1	2.00	8	1.00	1.00	1.00	4
02:45 AM	2	1	0	7	2	0	2	2	2	2.00	8	2.00	1.00	1.00	4
03:00 AM	3	1	0	4	0	1	1	2	0	1.00	9	1.00	0.00	1.00	4
03:15 AM	3	0	0	7	2	0	10	3	2	3.00	11	2.00	1.00	1.00	4
03:30 AM	6	2	0	7	1	0	4	1	0	2.00	11	1.00	0.00	1.00	5
03:45 AM	10	1	0	3	0	1	7	2	0	3.00	17	1.00	0.00	1.00	6
04:00 AM	5	1	0	14	1	1	3	0	3	3.00	23	1.00	0.00	1.00	9
04:15 AM	6	3	1	4	3	0	7	3	0	3.00	26	3.00	0.00	2.00	9
04:30 AM	20	2	0	21	3	1	18	5	0	8.00	35	3.00	0.00	2.00	12
04:45 AM	21	5	1	19	6	1	16	8	0	9.00	46	6.00	1.00	4.00	15
05:00 AM	7	1	0	17	2	0	20	5	0	6.00	61	3.00	0.00	1.00	16
05:15 AM	26	9	1	29	7	1	24	10	1	12.00	83	9.00	1.00	5.00	20
05:30 AM	48	7	0	46	9	3	45	10	1	19.00	113	9.00	1.00	5.00	26
05:45 AM	64	11	0	63	10	0	59	11	0	24.00	164	11.00	0.00	5.00	32
06:00 AM	74	9	2	78	9	1	71	7	0	28.00	219	8.00	1.00	5.00	43
06:15 AM	95	18	2	109	21	3	105	21	3	42.00	289	20.00	3.00	11.00	52
06:30 AM	201	15	5	185	16	4	182	20	6	70.00	340	17.00	5.00	11.00	56
06:45 AM	201	27	8	194	20	13	221	20	7	79.00	373	22.00	9.00	16.00	63
07:00 AM	274	22	8	251	15	14	273	17	7	98.00	401	18.00	10.00	14.00	64
07:15 AM	269	27	5	236	20	6	250	21	11	93.00	411	23.00	7.00	15.00	68
07:30 AM	282	18	12	278	26	14	261	23	14	103.00	412	22.00	13.00	18.00	70
07:45 AM	297	19	15	273	32	6	290	13	15	107.00	401	21.00	12.00	17.00	66
08:00 AM	292	21	11	294	23	16	275	22	15	108.00	386	22.00	14.00	18.00	64
08:15 AM	265	23	10	265	13	13	218	24	16	94.00	349	20.00	13.00	17.00	58
08:30 AM	269	22	9	247	18	4	227	19	9	92.00	311	20.00	7.00	14.00	55
08:45 AM	261	18	11	241	22	15	240	15	12	92.00	265	18.00	11.00	15.00	54
09:00 AM	165	18	4	193	21	7	207	14	9	71.00	215	18.00	7.00	12.00	52
09:15 AM	143	26	5	123	21	1	160	20	9	56.00	178	22.00	5.00	14.00	52
09:30 AM	111	15	9	115	21	6	108	21	7	46.00	156	19.00	7.00	13.00	52
09:45 AM	101	19	1	92	28	4	104	21	4	42.00	145	23.00	3.00	13.00	54
10:00 AM	82	24	4	78	17	4	73	18	7	34.00	134	20.00	5.00	12.00	53
10:15 AM	72	23	4	79	22	5	73	25	4	34.00	131	23.00	4.00	14.00	52
10:30 AM	71	27	5	81	26	3	76	22	4	35.00	133	25.00	4.00	15.00	53
10:45 AM	65	16	5	77	17	2	66	27	2	31.00	132	20.00	3.00	12.00	53
11:00 AM	54	14	4	91	22	4	134	18	7	31.00	134	18.00	5.00	11.00	54
11:15 AM	76	29	6	82	24	9	73	19	3	36.00	141	24.00	6.00	15.00	53
11:30 AM	75	18	7	76	25	9	68	27	2	34.00	140	23.00	6.00	15.00	49
11:45 AM	75	21	7	66	19	1	84	22	6	33.00	138	21.00	5.00	13.00	45
12:00 PM	102	21	2	99	15	4	86	13	4	38.00	140	16.00	3.00	10.00	44
12:15 PM	84	15	6	77	13	4	86	23	7	35.00	139	17.00	6.00	11.00	44
12:30 PM	68	19	6	69	16	2	81	21	4	32.00	137	19.00	4.00	11.00	44
12:45 PM	90	16	6	78	26	1	72	20	2	35.00	138	21.00	3.00	12.00	45
01:00 PM	102	21	3	80	14	4	90	16	4	37.00	138	17.00	4.00	10.00	46
01:15 PM	83	20	6	74	20	5	72	14	2	33.00	137	18.00	4.00	11.00	46
01:30 PM	73	14	6	73	17	5	77	23	5	33.00	139	18.00	5.00	12.00	44
01:45 PM	81	19	2	79	22	7	76	22	3	35.00	155	21.00	4.00	13.00	45
02:00 PM	76	18	2	96	17	2	87	19	3	36.00	156	18.00	2.00	10.00	44
02:15 PM	89	11	6	85	18	2	85	17	1	35.00	150	15.00	3.00	9.00	45
02:30 PM	121	17	1	109	26	5	131	22	5	49.00	154	22.00	4.00	13.00	49
02:45 PM	80	23	6	88	16	4	85	19	2	36.00	141	19.00	4.00	12.00	48
03:00 PM	79	18	2	62	19	6	65	15	7	30.00	138	17.00	5.00	11.00	48
03:15 PM	83	25	6	97	16	6	94	20	5	39.00	140	20.00	6.00	13.00	51
03:30 PM	80	19	9	88	17	1	84	22	2	36.00	131	19.00	4.00	12.00	49
03:45 PM	87	20	2	78	26	2	62	15	5	33.00	127	20.00	3.00	12.00	47
04:00 PM	65	22	3	64	15	7	77	31	4	32.00	123	23.00	5.00	14.00	44
04:15 PM	58	21	5	63	20	1	79	16	5	30.00	129	19.00	4.00	11.00	41
04:30 PM	83	15	5	68	18	4	81	12	4	32.00	131	15.00	4.00	10.00	37
04:45 PM	70	14	1	64	16	2	72	17	5	29.00	137	16.00	3.00	9.00	35
05:00 PM	91	10	10	92	25	5	94	12	4	38.00	137	16.00	6.00	11.00	34
05:15 PM	72	10	4	83	14	1	91	11	4	32.00	133	12.00	3.00	7.00	28
05:30 PM	112	9	6	86	11	2	94	16	5	38.00	124	12.00	4.00	8.00	26
05:45 PM	62	5	0	83	12	6	68	22	1	29.00	107	13.00	2.00	8.00	22
06:00 PM	86	10	2	92	7	3	92	9	1	34.00	101	9.00	2.00	5.00	17
06:15 PM	56	7	1	65	13	1	57	6	1	23.00	86	9.00	1.00	5.00	17
06:30 PM	60	5	2	51	12	1	52	5	1	21.00	79	7.00	1.00	4.00	15
06:45 PM	60	2	0	60	7	1	68	4	1	23.00	73	4.00	1.00	3.00	15
07:00 PM	47	8	0	41	8	2	54	8	1	19.00	63	8.00	1.00	5.00	15
07:15 PM	45	4	3	46	3	1	41	3	1	16.00	57	3.00	2.00	3.00	12
07:30 PM	34	4	2	33	10	0	40	7	3	15.00	53	7.00	2.00	4.00	11
07:45 PM	23	5	2	42	1	0	37	8	0	13.00	51	5.00	1.00	3.00	10
08:00 PM	36	2	1	39	1	1	35	4	2	13.00	50	2.00	1.00	2.00	9
08:15 PM	20	3	0	39	1	3	38	3	0	12.00	52	2.00	1.00	2.00	10
08:30 PM	28	4	1	38	6	1	37	3	0	13.00	51	4.00	1.00	3.00	10
08:45 PM	22	3	1	33	0	1	45	4	0	12.00	49	2.00	1.00	2.00	8
09:00 PM	33	3	0	37	5	5	43	4	2	15.00	47	4.00	2.00	3.00	7
09:15 PM	30	5	0	30	1	1	27	2	2	11.00	44	3.00	1.00	2.00	6
09:30 PM	27	1	0	34	3	0	32	3	0	11.00	42	2.00	0.00	1.00	6
09:45 PM	29	2	0	21	1	0	39	1	0	10.00	46	1.00	0.00	1.00	7
10:00 PM	29	2	2	26	3	3	37	2	0	12.00	44	2.00	2.00	2.00	7
10:15 PM	21	5	0	18	4	1	32	1	0	9.00	40	3.00	0.00	2.00	6
10:30 PM	38	3	1	33	4	1	49	3	0	15.00	36	3.00	1.00	2.00	5
10:45 PM	13	0	1	14	1	0	33	6	0	8.00	27	2.00	0.00	1.00	5
11:00 PM	11	2	0	17	0	0	36	4	1	8.00	22	2.00	0.00	1.00	4
11:15 PM	6	0	0	8	3	0	24	1	0	5.00	14	1.00	0.00	1.00	3
11:30 PM	12	1	0	17	3	1	19	4	0	6.00	9	3.00	0.00	2.00	2
11:45 PM	8	0	0	8	1	0	12	1	0	3.00	3	1.00	0.00	0.00	0
Totals	6899	1024	287	6891	1081	288	7015	1091	301						
Average of Totals	6935	1065	292												

WB

Start Time	Day 1 11/5/2013 Vehicles Classes 1 - 3	Day 1 11/5/2013 Vehicles Classes 4 - 7	Day 1 11/5/2013 Vehicles Classes 8 - 14	Day 2 11/6/2013 Vehicles Classes 1 - 3	Day 2 11/6/2013 Vehicles Classes 4 - 7	Day 2 11/6/2013 Vehicles Classes 8 - 14	Day 3 11/7/2013 Vehicles Classes 1 - 3	Day 3 11/7/2013 Vehicles Classes 4 - 7	Day 3 11/7/2013 Vehicles Classes 8 - 14	Average	Average by Hour	Vehicles Classes 4 - 7 Average	Vehicles Classes 8 - 14 Average	Vehicles Classes 4 - 14 Average	Vehicles Classes 4 - 14 Average by Hour
12:00 AM	13	0	0	25	3	0	17	0	0	6.00	16	1.00	0.00	1.00	4
12:15 AM	9	1	0	8	1	0	13	2	0	4.00	14	1.00	0.00	1.00	3
12:30 AM	7	1	0	8	0	0	19	2	0	4.00	12	1.00	0.00	1.00	3
12:45 AM	4	2	0	6	0	0	7	1	0	2.00	11	1.00	0.00	1.00	3
1:00 AM	13	0	0	9	1	0	8	1	0	4.00	11	1.00	0.00	1.00	3
1:15 AM	3	0	1	5	0	0	4	3	0	2.00	9	1.00	0.00	1.00	3
1:30 AM	5	1	0	8	1	0	7	1	0	3.00	9	1.00	0.00	1.00	2
1:45 AM	10	2	1	4	0	0	1	0	0	2.00	8	1.00	0.00	1.00	1
2:00 AM	4	1	0	8	0	0	5	1	0	2.00	7	1.00	0.00	1.00	1
2:15 AM	4	1	0	4	0	0	6	0	0	2.00	7	0.00	0.00	0.00	1
2:30 AM	7	0	0	6	2	0	1	0	0	2.00	6	1.00	0.00	0.00	1
2:45 AM	3	1	0	2	0	0	2	1	0	1.00	6	1.00	0.00	1.00	1
3:00 AM	6	1	0	4	0	0	7	0	1	2.00	7	0.00	0.00	0.00	0
3:15 AM	3	0	1	4	0	0	3	0	1	1.00	9	0.00	1.00	0.00	1
3:30 AM	8	0	1	5	0	0	3	0	0	2.00	10	0.00	0.00	0.00	3
3:45 AM	2	1	0	8	0	0	7	1	0	2.00	13	1.00	0.00	0.00	5
4:00 AM	7	0	0	11	4	2	12	1	1	4.00	15	2.00	1.00	1.00	7
4:15 AM	3	1	1	4	3	0	3	6	1	2.00	15	3.00	1.00	2.00	8
4:30 AM	9	0	1	11	4	0	9	8	0	5.00	18	4.00	0.00	2.00	8
4:45 AM	8	1	1	12	4	0	10	4	0	4.00	25	3.00	0.00	2.00	9
5:00 AM	11	0	0	7	5	0	9	7	0	4.00	38	4.00	0.00	2.00	11
5:15 AM	14	1	0	7	6	0	17	4	0	5.00	45	4.00	0.00	2.00	11
5:30 AM	32	3	2	27	5	0	28	7	1	12.00	50	5.00	1.00	3.00	12
5:45 AM	44	6	2	42	6	0	45	7	1	17.00	56	6.00	1.00	4.00	12
6:00 AM	31	4	0	21	4	0	32	4	2	11.00	62	4.00	1.00	2.00	11
6:15 AM	27	6	2	26	0	0	22	5	2	10.00	76	4.00	1.00	3.00	13
6:30 AM	43	6	2	47	5	0	53	3	3	18.00	99	5.00	2.00	3.00	15
6:45 AM	63	8	1	58	3	1	64	7	1	23.00	111	5.00	1.00	3.00	15
7:00 AM	73	8	2	69	6	1	64	5	1	25.00	125	6.00	1.00	4.00	16
7:15 AM	96	2	2	74	13	0	99	11	4	33.00	133	9.00	2.00	5.00	18
7:30 AM	77	7	0	80	5	1	96	2	1	30.00	141	5.00	1.00	3.00	18
7:45 AM	103	5	1	106	10	1	96	5	3	37.00	144	7.00	2.00	4.00	20
8:00 AM	81	7	3	79	15	3	102	5	1	33.00	134	9.00	2.00	6.00	24
8:15 AM	128	10	3	110	6	0	104	5	3	41.00	121	7.00	2.00	5.00	23
8:30 AM	92	10	1	102	6	3	76	9	1	33.00	101	8.00	2.00	5.00	25
8:45 AM	71	17	2	63	15	2	67	7	3	27.00	91	13.00	2.00	8.00	27
9:00 AM	53	4	2	50	8	2	45	11	1	20.00	85	8.00	2.00	5.00	25
9:15 AM	56	11	7	39	7	5	50	10	3	21.00	85	9.00	5.00	7.00	26
9:30 AM	51	18	1	62	7	3	53	12	2	23.00	87	12.00	2.00	7.00	26
9:45 AM	56	12	2	45	9	2	52	11	1	21.00	85	11.00	2.00	6.00	26
10:00 AM	48	10	6	49	8	3	44	8	3	20.00	89	9.00	4.00	6.00	28
10:15 AM	52	10	5	55	12	1	56	11	1	23.00	97	11.00	2.00	7.00	31
10:30 AM	56	11	3	54	9	2	36	12	4	21.00	96	11.00	3.00	7.00	31
10:45 AM	46	20	1	63	13	4	65	7	2	25.00	98	13.00	2.00	8.00	30
11:00 AM	67	19	7	63	10	8	63	9	2	28.00	98	13.00	6.00	9.00	30
11:15 AM	49	11	5	50	9	3	62	7	4	22.00	98	9.00	4.00	7.00	28
11:30 AM	65	10	2	57	7	3	53	9	5	23.00	105	9.00	3.00	6.00	28
11:45 AM	76	13	4	50	13	2	55	14	2	25.00	110	13.00	3.00	8.00	28
12:00 PM	61	13	6	78	8	3	69	10	4	28.00	118	10.00	4.00	7.00	30
12:15 PM	86	15	2	71	10	2	58	13	2	29.00	123	13.00	2.00	7.00	32
12:30 PM	74	10	2	73	7	3	70	13	2	28.00	122	10.00	2.00	6.00	32
12:45 PM	89	17	8	72	9	1	81	17	5	33.00	122	14.00	5.00	10.00	32
1:00 PM	89	10	2	73	19	2	85	13	5	33.00	121	14.00	3.00	9.00	28
1:15 PM	61	12	2	73	7	4	80	10	5	28.00	121	10.00	4.00	7.00	27
1:30 PM	74	9	1	62	11	2	82	10	2	28.00	127	10.00	2.00	6.00	26
1:45 PM	91	9	1	90	8	2	76	12	3	32.00	145	10.00	2.00	6.00	27
2:00 PM	87	13	8	83	10	4	84	9	2	33.00	155	11.00	5.00	8.00	29
2:15 PM	87	7	5	90	13	4	96	5	3	34.00	165	8.00	4.00	6.00	29
2:30 PM	117	9	5	131	10	2	125	12	3	46.00	174	10.00	3.00	7.00	31
2:45 PM	100	14	2	104	15	8	124	5	4	42.00	186	11.00	5.00	8.00	30
3:00 PM	94	12	2	120	16	0	128	15	4	43.00	208	14.00	2.00	8.00	31
3:15 PM	107	18	1	101	13	6	128	9	3	43.00	231	13.00	3.00	8.00	32
3:30 PM	158	8	4	168	16	0	162	5	5	58.00	253	10.00	3.00	6.00	33
3:45 PM	192	10	3	166	15	5	186	15	3	66.00	292	13.00	4.00	9.00	34
4:00 PM	169	15	4	174	12	4	193	15	1	65.00	332	14.00	3.00	9.00	32
4:15 PM	226	6	8	192	14	3	208	14	4	75.00	379	11.00	5.00	8.00	30
4:30 PM	248	10	6	239	13	4	239	10	4	86.00	414	11.00	5.00	8.00	29
4:45 PM	301	10	2	307	10	7	305	9	4	106.00	439	10.00	4.00	7.00	27
5:00 PM	347	12	3	327	9	6	294	7	7	112.00	434	9.00	5.00	7.00	26
5:15 PM	331	8	4	303	9	4	316	11	5	110.00	420	9.00	4.00	7.00	25
5:30 PM	326	6	4	326	4	3	310	13	3	111.00	397	8.00	3.00	6.00	23
5:45 PM	303	8	4	278	4	2	293	12	5	101.00	348	8.00	4.00	6.00	23
6:00 PM	270	5	3	283	10	2	290	10	6	98.00	296	8.00	4.00	6.00	21
6:15 PM	230	3	4	248	11	3	271	6	3	87.00	237	7.00	3.00	5.00	18
6:30 PM	193	11	1	184	8	4	146	10	4	62.00	184	10.00	3.00	6.00	15
6:45 PM	135	5	1	155	5	2	128	8	0	49.00	149	6.00	1.00	4.00	12
7:00 PM	121	1	0	105	4	3	108	6	1	39.00	123	4.00	1.00	3.00	10
7:15 PM	105	2	1	108	0	2	86	5	1	34.00	108	2.00	1.00	2.00	9
7:30 PM	73	2	1	88	4	1	69	4	3	27.00	92	3.00	2.00	3.00	9
7:45 PM	68	2	0	75	4	1	52	6	0	23.00	79	4.00	0.00	2.00	8
8:00 PM	68	5	1	70	2	1	70	0	2	24.00	70	2.00	1.00	2.00	7
8:15 PM	43	4	0	39	2	1	70	4	0	18.00	59	3.00	0.00	2.00	6
8:30 PM	26	2	1	38	4	1	56	0	1	14.00	55	2.00	1.00	2.00	6
8:45 PM	40	3	0	45	1	2	35	1	2	14.00	57	2.00	1.00	1.00	5
9:00 PM	25	1	1	51	1	0	38	3	1	13.00	56	2.00	1.00	1.00	5
9:15 PM	38	2	0	40	4	0	37	3	0	14.00	56	3.00	0.00	2.00	5
9:30 PM	48	0	3	37	2	2	51	0	0	16.00	52	1.00	2.00	1.00	4
9:45 PM	24	2	0	44	1	0	45	1	0	13.00	46	1.00	0.00	1.00	5
10:00 PM	43	1	1	33	0	0	39	1	3	13.00	43	1.00	1.00	1.00	4
10:15 PM	28	0	0	27	1	1	32	2	2	10.00	38	1.00	1.00	1.00	3
10:30 PM	20	2	2	28	2	0	31	2	1	10.00	36	2.00	1.00	2.00	3
10:45 PM	17	1	0	30	1	0	37	0	0	10.00	33	1.00	0.00	0.00	1
11:00 PM	16	0	0	24	0	0	27	0	1	8.00	23	0.00	0.00	0.00	1
11:15 PM	20	0	2	16	2	1	24	0	1	8.00	15	1.00	1.00	1.00	1
11:30 PM	23	0	2	16	1	0	22	1	0	7.00	7	1.00	0.00	0.00	0
11:45 PM	20	0	0	16	1	0	22	1	0	7.00	7	1.00	0.00	0.00	0
Totals	7460	583	190	7356	594	165	7487	597	188						
Average of Totals	7434	591	181												

| Total

EB & WB
Start Date: 11/5/2013
Start Time: 12:00:00 AM
Station ID: 24059
Location 1: NW 25 Street - Eastbound
Location 2: Between NW 114 Avenue and NW 112 Avenue

Total EB

Start Time	Day 1 11/5/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Day 2 11/6/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Day 3 11/7/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Average	Average by Hour	Vehicles Classes 4 - 7 Average	Vehicles Classes 8 - 14 Average	Vehicles Classes 4 - 14 Average	Vehicles Classes 4 - 14 Average by Hour
12:00 AM	19	0	0	15	1	0	23	0	1	6.00	20	0.00	0.00	0.00	2
12:15 AM	13	1	1	8	0	1	10	0	1	4.00	19	0.00	1.00	1.00	3
12:30 AM	15	0	0	11	1	0	21	1	1	6.00	17	1.00	0.00	1.00	2
12:45 AM	18	0	0	7	0	0	12	0	0	4.00	14	0.00	0.00	0.00	2
01:00 AM	11	1	0	15	1	2	15	1	0	5.00	12	1.00	1.00	1.00	3
01:15 AM	9	0	0	5	0	0	4	0	0	2.00	9	0.00	0.00	0.00	3
01:30 AM	5	0	0	15	1	1	7	1	0	3.00	9	1.00	0.00	1.00	4
01:45 AM	5	2	1	2	0	0	3	0	1	2.00	8	1.00	1.00	1.00	4
02:00 AM	6	1	0	6	1	0	4	2	0	2.00	8	1.00	0.00	1.00	4
02:15 AM	2	1	0	7	0	1	5	2	1	2.00	10	1.00	1.00	1.00	4
02:30 AM	3	1	1	4	0	1	7	1	1	2.00	10	1.00	1.00	1.00	4
02:45 AM	2	0	0	3	1	2	7	1	1	2.00	10	1.00	1.00	1.00	4
03:00 AM	15	2	1	6	1	1	5	1	1	4.00	10	1.00	1.00	1.00	4
03:15 AM	5	0	1	4	0	1	9	0	1	2.00	8	0.00	1.00	1.00	4
03:30 AM	3	0	1	6	1	1	4	2	1	2.00	9	1.00	1.00	1.00	4
03:45 AM	3	1	1	4	0	2	8	0	2	2.00	9	0.00	2.00	1.00	4
04:00 AM	5	0	1	4	0	1	4	1	0	2.00	10	0.00	1.00	1.00	4
04:15 AM	4	0	1	6	0	2	12	1	2	3.00	11	0.00	2.00	1.00	4
04:30 AM	7	1	1	6	1	0	4	1	0	2.00	11	1.00	0.00	1.00	4
04:45 AM	7	1	2	4	0	2	6	1	1	3.00	16	1.00	2.00	1.00	5
05:00 AM	6	0	0	13	0	2	8	1	0	3.00	22	1.00	1.00	1.00	8
05:15 AM	5	3	1	8	0	0	11	0	1	3.00	26	1.00	1.00	1.00	9
05:30 AM	17	1	2	16	4	2	20	4	1	7.00	35	3.00	2.00	2.00	11
05:45 AM	19	5	2	19	6	2	24	2	4	9.00	45	4.00	3.00	4.00	12
06:00 AM	10	1	0	18	3	1	22	4	1	7.00	59	3.00	1.00	2.00	10
06:15 AM	28	2	2	25	7	3	34	3	2	12.00	82	4.00	2.00	3.00	10
06:30 AM	43	2	4	46	5	3	51	3	2	17.00	112	3.00	3.00	3.00	10
06:45 AM	65	3	2	63	4	1	63	3	1	23.00	164	3.00	1.00	2.00	13
07:00 AM	85	6	2	88	2	1	81	2	0	30.00	219	3.00	1.00	2.00	19
07:15 AM	101	5	5	123	9	0	122	6	4	42.00	277	7.00	3.00	5.00	23
07:30 AM	215	4	3	182	5	5	198	5	3	69.00	315	5.00	4.00	4.00	20
07:45 AM	221	11	6	217	10	4	219	7	9	78.00	344	9.00	6.00	8.00	23
08:00 AM	260	9	3	245	4	5	245	4	5	88.00	356	7.00	4.00	6.00	19
08:15 AM	239	4	2	228	5	3	238	0	0	80.00	359	3.00	2.00	2.00	18
08:30 AM	283	10	5	267	11	2	292	6	8	98.00	360	9.00	5.00	7.00	21
08:45 AM	257	4	3	242	6	0	289	2	8	90.00	345	4.00	4.00	4.00	20
09:00 AM	266	9	2	281	4	3	245	6	4	91.00	342	6.00	3.00	5.00	21
09:15 AM	231	4	4	224	1	0	244	6	12	81.00	321	4.00	5.00	5.00	23
09:30 AM	250	7	1	238	7	8	223	5	9	83.00	296	6.00	6.00	6.00	25
09:45 AM	241	6	1	264	6	6	248	5	6	87.00	261	6.00	5.00	5.00	25
10:00 AM	161	6	2	200	12	2	223	8	4	70.00	220	12.00	3.00	7.00	29
10:15 AM	151	11	2	135	12	3	180	11	2	56.00	188	11.00	2.00	7.00	30
10:30 AM	130	7	4	138	11	0	132	13	3	48.00	170	10.00	2.00	6.00	32
10:45 AM	119	11	6	109	17	6	134	8	8	46.00	163	12.00	7.00	9.00	36
11:00 AM	111	11	5	85	6	11	102	4	9	38.00	155	7.00	8.00	8.00	36
11:15 AM	100	7	8	94	16	3	96	10	7	38.00	153	11.00	6.00	9.00	38
11:30 AM	103	12	10	105	20	5	106	6	5	41.00	158	13.00	7.00	10.00	39
11:45 AM	94	6	7	99	14	3	98	13	11	38.00	158	11.00	7.00	9.00	39
12:00 PM	83	5	4	87	19	7	101	12	10	36.00	160	12.00	7.00	10.00	39
12:15 PM	110	14	6	106	18	6	111	8	6	43.00	173	13.00	6.00	10.00	37
12:30 PM	104	13	3	96	18	6	115	9	8	41.00	178	13.00	6.00	10.00	34
12:45 PM	98	12	6	88	16	2	121	10	6	40.00	179	13.00	5.00	9.00	33
01:00 PM	128	10	7	134	15	3	135	7	5	49.00	182	11.00	5.00	8.00	31
01:15 PM	135	8	3	109	8	4	146	8	8	48.00	180	8.00	5.00	7.00	29
01:30 PM	102	8	2	97	13	3	125	9	11	42.00	172	10.00	6.00	8.00	30
01:45 PM	112	9	7	125	6	7	108	10	3	43.00	171	8.00	6.00	7.00	29
02:00 PM	130	13	2	132	6	3	125	10	4	47.00	167	10.00	3.00	6.00	30
02:15 PM	101	17	2	105	9	8	108	7	2	42.00	162	11.00	4.00	8.00	31
02:30 PM	99	11	5	107	8	8	114	10	8	41.00	163	10.00	7.00	8.00	29
02:45 PM	88	11	5	112	12	5	107	10	5	39.00	175	11.00	5.00	8.00	30
03:00 PM	89	11	7	127	8	2	120	9	4	42.00	175	9.00	4.00	7.00	30
03:15 PM	105	9	5	109	8	2	116	6	6	41.00	171	8.00	4.00	6.00	33
03:30 PM	136	15	4	128	15	7	160	8	5	53.00	176	13.00	5.00	9.00	35
03:45 PM	96	1	4	97	4	4	104	8	7	36.00	184	4.00	5.00	5.00	23
04:00 PM	**143**	**9**	**4**	**144**	**14**	**8**	**134**	**3**	**5**	**52.00**	**181**	**9.00**	**6.00**	**7.00**	**22**
04:15 PM	99	6	3	112	7	4	121	4	3	40.00	173	6.00	3.00	5.00	18
04:30 PM	165	4	9	141	3	6	161	6	6	56.00	162	4.00	7.00	6.00	15
04:45 PM	81	1	5	104	2	6	89	6	2	33.00	131	3.00	4.00	4.00	11
05:00 PM	130	4	1	124	2	3	125	3	5	44.00	125	3.00	3.00	3.00	8
05:15 PM	71	2	1	97	5	1	82	2	1	29.00	104	3.00	1.00	2.00	7
05:30 PM	73	5	1	70	2	2	68	3	0	25.00	95	3.00	1.00	2.00	7
05:45 PM	72	1	0	77	3	0	86	2	2	27.00	86	2.00	1.00	1.00	8
06:00 PM	59	4	2	67	3	1	68	2	2	23.00	73	3.00	2.00	2.00	9
06:15 PM	59	1	4	53	3	1	54	2	3	20.00	66	2.00	3.00	2.00	8
06:30 PM	38	5	1	37	7	1	47	3	1	16.00	60	5.00	1.00	3.00	7
06:45 PM	26	3	1	49	1	0	45	1	3	14.00	58	2.00	1.00	2.00	6
07:00 PM	39	3	0	49	1	1	45	0	2	16.00	57	1.00	1.00	1.00	5
07:15 PM	27	0	0	50	0	2	44	0	1	14.00	56	0.00	1.00	1.00	5
07:30 PM	34	1	1	47	3	2	32	2	2	14.00	54	2.00	2.00	2.00	6
07:45 PM	26	2	1	35	0	2	47	0	2	13.00	52	1.00	2.00	1.00	5
08:00 PM	38	1	1	45	2	1	47	2	1	15.00	49	2.00	1.00	1.00	4
08:15 PM	34	2	2	27	0	3	37	0	2	12.00	48	1.00	2.00	2.00	4
08:30 PM	29	1	0	36	2	0	37	2	1	12.00	47	2.00	0.00	1.00	3
08:45 PM	31	0	0	27	0	0	33	2	0	10.00	49	1.00	0.00	0.00	3
09:00 PM	36	1	1	34	3	1	45	0	1	14.00	47	1.00	1.00	1.00	4
09:15 PM	30	0	1	23	0	1	40	1	0	11.00	33	0.00	1.00	1.00	3
09:30 PM	40	1	1	37	1	1	45	0	1	14.00	22	1.00	1.00	1.00	2
09:45 PM	12	0	1	17	0	2	32	4	1	8.00	8	1.00	1.00	1.00	1
Totals	7880	510	262	7987	556	269	8491	419	345						
Average of Totals:	8119	495	292												

Total WB

Start Time	Day 1 11/5/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Day 2 11/6/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Day 3 11/7/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Average	Average by Hour	Vehicles Classes 4 - 7 Average	Vehicles Classes 8 - 14 Average	Vehicles Classes 4 - 14 Average	Vehicles Classes 4 - 14 Average by Hour
12:00 AM	12	1	0	22	4	2	16	0	0	6.00	17	2.00	1.00	1.00	4
12:15 AM	10	1	0	9	1	0	10	2	1	4.00	14	1.00	0.00	1.00	4
12:30 AM	6	1	1	9	0	1	15	1	0	4.00	12	1.00	1.00	1.00	4
12:45 AM	5	1	1	10	0	0	7	1	0	3.00	11	0.00	1.00	1.00	4
1:00 AM	11	0	1	8	1	1	4	0	2	3.00	11	0.00	1.00	1.00	4
1:15 AM	3	0	1	5	1	1	5	2	0	2.00	11	1.00	1.00	1.00	4
1:30 AM	5	1	0	9	1	1	9	0	1	3.00	11	1.00	0.00	1.00	4
1:45 AM	8	1	3	2	0	1	8	1	1	3.00	10	1.00	2.00	1.00	4
2:00 AM	8	1	0	7	0	2	6	1	1	3.00	9	1.00	1.00	1.00	4
2:15 AM	2	1	1	5	0	0	7	1	0	2.00	9	1.00	0.00	1.00	4
2:30 AM	9	0	1	4	1	1	4	0	1	2.00	9	0.00	1.00	1.00	4
2:45 AM	3	1	0	5	1	2	2	1	0	2.00	10	1.00	1.00	1.00	4
3:00 AM	7	0	1	5	0	1	8	1	3	3.00	11	0.00	2.00	1.00	4
3:15 AM	4	0	1	2	0	2	4	0	2	2.00	12	0.00	2.00	1.00	5
3:30 AM	7	1	1	11	1	2	4	0	1	3.00	13	1.00	1.00	1.00	7
3:45 AM	1	1	1	9	2	1	8	2	0	3.00	15	2.00	1.00	1.00	8
4:00 AM	6	0	0	6	2	5	8	5	1	4.00	17	2.00	2.00	2.00	9
4:15 AM	2	0	2	4	5	0	4	6	3	3.00	18	4.00	2.00	3.00	10
4:30 AM	7	1	2	11	4	0	15	7	0	5.00	23	4.00	1.00	2.00	10
4:45 AM	8	1	1	12	5	0	10	6	0	5.00	31	4.00	0.00	2.00	10
5:00 AM	10	1	0	9	5	2	6	8	1	5.00	47	5.00	1.00	3.00	12
5:15 AM	14	2	1	18	8	3	17	4	1	8.00	54	5.00	2.00	3.00	11
5:30 AM	34	2	1	32	4	1	33	4	2	13.00	58	3.00	1.00	2.00	10
5:45 AM	52	7	2	53	4	3	57	8	1	21.00	69	6.00	2.00	4.00	12
6:00 AM	34	3	2	25	3	2	36	3	2	12.00	79	3.00	1.00	2.00	13
6:15 AM	33	2	2	34	0	0	31	3	2	12.00	98	2.00	1.00	2.00	13
6:30 AM	62	6	3	59	4	1	69	3	5	24.00	124	4.00	3.00	4.00	15
6:45 AM	94	8	0	72	3	2	90	6	1	31.00	134	6.00	1.00	3.00	14
7:00 AM	84	7	1	82	5	2	89	7	1	31.00	148	6.00	1.00	4.00	14
7:15 AM	109	2	0	93	10	1	115	2	2	38.00	157	7.00	1.00	4.00	16
7:30 AM	86	7	2	100	3	0	99	4	1	34.00	170	5.00	1.00	3.00	17
7:45 AM	116	2	2	148	6	2	122	6	1	45.00	179	5.00	2.00	3.00	18
8:00 AM	100	3	4	99	12	5	123	7	3	40.00	171	7.00	4.00	6.00	23
8:15 AM	148	10	6	154	7	0	124	5	1	51.00	159	7.00	2.00	5.00	23
8:30 AM	120	8	2	126	5	3	117	6	1	43.00	135	6.00	2.00	4.00	26
8:45 AM	100	14	4	101	19	1	86	3	6	37.00	122	12.00	4.00	8.00	36
9:00 AM	67	6	3	72	8	3	78	14	1	28.00	111	9.00	2.00	6.00	36
9:15 AM	61	9	1	52	9	7	75	14	7	27.00	108	11.00	8.00	10.00	41
9:30 AM	57	22	8	76	15	3	66	19	4	30.00	111	19.00	5.00	12.00	41
9:45 AM	70	14	4	59	11	3	59	15	1	26.00	113	13.00	3.00	8.00	39
10:00 AM	47	11	7	52	21	7	64	15	4	25.00	117	16.00	6.00	11.00	42
10:15 AM	66	12	5	75	15	6	67	20	3	30.00	123	16.00	5.00	10.00	43
10:30 AM	76	14	4	72	20	3	77	19	2	32.00	122	18.00	3.00	10.00	41
10:45 AM	50	22	4	79	16	3	73	19	4	30.00	119	19.00	4.00	11.00	40
11:00 AM	77	16	7	72	17	3	61	20	6	31.00	118	18.00	5.00	12.00	37
11:15 AM	66	11	3	70	15	2	82	12	2	29.00	120	13.00	2.00	8.00	34
11:30 AM	76	12	4	69	9	4	61	17	7	29.00	125	13.00	5.00	9.00	34
11:45 AM	82	13	2	70	13	4	65	13	3	29.00	131	13.00	3.00	8.00	33
12:00 PM	74	21	3	94	16	0	79	11	3	33.00	139	16.00	2.00	9.00	36
12:15 PM	91	20	2	92	10	5	77	13	0	34.00	143	14.00	2.00	8.00	36
12:30 PM	83	10	3	95	12	5	94	12	4	35.00	146	11.00	4.00	8.00	36
12:45 PM	99	17	8	79	12	3	91	17	6	37.00	147	15.00	6.00	11.00	35
1:00 PM	94	11	4	90	22	1	98	10	7	37.00	149	14.00	4.00	9.00	32
1:15 PM	89	15	4	101	10	7	96	7	6	37.00	152	11.00	6.00	8.00	33
1:30 PM	88	11	2	87	13	2	106	16	2	36.00	155	11.00	2.00	7.00	34
1:45 PM	109	10	1	104	13	3	96	13	6	39.00	172	12.00	3.00	8.00	36
2:00 PM	99	12	7	103	14	6	97	16	2	40.00	179	14.00	5.00	10.00	37
2:15 PM	99	9	3	106	15	6	103	13	7	40.00	186	12.00	5.00	9.00	37
2:30 PM	130	12	3	158	15	6	138	12	6	53.00	192	13.00	5.00	9.00	38
2:45 PM	117	12	4	112	13	10	129	11	3	46.00	201	12.00	6.00	9.00	36
3:00 PM	109	14	6	113	16	0	137	18	7	47.00	222	16.00	4.00	10.00	37
3:15 PM	109	19	4	116	17	6	130	9	3	46.00	242	15.00	4.00	10.00	35
3:30 PM	160	9	4	181	12	1	180	9	4	62.00	266	10.00	3.00	7.00	34
3:45 PM	169	12	11	184	16	2	190	14	5	67.00	284	14.00	6.00	10.00	34
4:00 PM	187	8	4	175	16	4	187	14	4	67.00	308	13.00	4.00	8.00	33
4:15 PM	188	13	4	186	11	5	206	15	3	70.00	346	13.00	4.00	9.00	31
4:30 PM	243	6	4	214	15	2	218	11	5	80.00	393	11.00	4.00	7.00	28
4:45 PM	264	13	4	251	11	5	251	16	2	91.00	425	13.00	4.00	9.00	28
5:00 PM	297	8	2	306	10	5	306	5	4	105.00	446	9.00	4.00	6.00	24
5:15 PM	**349**	**7**	**6**	**355**	**5**	**6**	**318**	**5**	**6**	**117.00**	**443**	**6.00**	**6.00**	**6.00**	**22**
5:30 PM	336	7	6	313	11	3	316	9	5	112.00	423	9.00	5.00	7.00	21
5:45 PM	320	7	5	326	4	4	336	6	4	112.00	401	6.00	4.00	5.00	20
6:00 PM	**313**	**4**	**3**	**279**	**4**	**3**	**299**	**9**	**2**	**102.00**	**354**	**6.00**	**3.00**	**4.00**	**21**
6:15 PM	265	5	5	285	8	2	294	7	2	97.00	303	7.00	3.00	5.00	20
6:30 PM	247	6	6	250	8	5	280	6	3	90.00	245	7.00	5.00	6.00	18
6:45 PM	201	11	1	194	7	2	154	7	5	65.00	190	8.00	3.00	6.00	14
7:00 PM	136	6	2	162	1	2	138	7	2	51.00	153	5.00	2.00	3.00	11
7:15 PM	129	3	2	102	3	2	108	6	0	39.00	125	4.00	1.00	3.00	10
7:30 PM	105	3	2	108	1	3	88	3	2	35.00	111	2.00	2.00	2.00	10
7:45 PM	74	3	1	88	5	0	71	5	2	28.00	95	4.00	1.00	3.00	10
8:00 PM	69	1	1	74	3	2	54	7	0	23.00	82	4.00	1.00	2.00	9
8:15 PM	66	5	4	70	5	2	72	0	2	25.00	75	3.00	3.00	3.00	9
8:30 PM	43	3	0	39	2	2	73	5	1	19.00	64	3.00	1.00	2.00	7
8:45 PM	29	4	1	35	4	3	55	0	1	15.00	60	3.00	2.00	2.00	7
9:00 PM	47	2	1	46	5	2	39	2	1	16.00	64	3.00	1.00	2.00	7
9:15 PM	27	0	2	53	0	2	43	2	0	14.00	60	1.00	1.00	1.00	6
9:30 PM	42	3	1	39	3	1	39	3	1	15.00	60	3.00	1.00	2.00	6
9:45 PM	50	1	4	43	3	1	64	1	1	19.00	55	2.00	2.00	2.00	6
10:00 PM	26	2	0	36	1	2	42	0	0	12.00	48	1.00	1.00	1.00	6
10:15 PM	47	1	0	35	0	0	37	1	3	14.00	45	1.00	1.00	1.00	5
10:30 PM	25	0	0	25	3	2	34	2	3	10.00	39	2.00	2.00	2.00	4
10:45 PM	23	0	3	38	2	1	34	2	2	12.00	37	1.00	2.00	2.00	3
11:00 PM	19	0	0	28	0	1	33	0	0	9.00	33	0.00	0.00	0.00	2
11:15 PM	16	0	0	24	0	0	26	0	2	8.00	24	0.00	1.00	0.00	2
11:30 PM	22	2	3	17	1	2	26	0	0	8.00	16	1.00	2.00	1.00	2
11:45 PM	22	1	0	17	0	1	26	0	1	8.00	8	0.00	1.00	1.00	1
Totals	8061	608	256	8206	674	238	8304	674	232						
Average of Totals:	8190	652	242												

Start Time	Total Average	Average by Hour
12:00 AM	12	37
12:15 AM	8	33
12:30 AM	10	29
12:45 AM	7	25
01:00 AM	8	23
01:15 AM	4	20
01:30 AM	6	20
01:45 AM	5	18
02:00 AM	5	17
02:15 AM	4	19
02:30 AM	4	19
02:45 AM	4	20
03:00 AM	7	21
03:15 AM	4	20
03:30 AM	5	22
03:45 AM	5	24
04:00 AM	6	27
04:15 AM	6	29
04:30 AM	7	34
04:45 AM	8	47
05:00 AM	8	69
05:15 AM	11	80
05:30 AM	20	93
05:45 AM	30	114
06:00 AM	19	138
06:15 AM	24	180
06:30 AM	41	236
06:45 AM	54	298
07:00 AM	61	367
07:15 AM	80	434
07:30 AM	103	485
07:45 AM	123	523
08:00 AM	128	527
08:15 AM	131	518
08:30 AM	141	495
08:45 AM	127	467
09:00 AM	119	453
09:15 AM	108	429
09:30 AM	113	407
09:45 AM	113	374
10:00 AM	95

EB
Start Date: 11/5/2013
Start Time: 12:00:00 AM
Station ID: 24060
Location 1: NW 25 Street - Eastbound
Location 2: West of NW 107 Avenue

| | EB | | |

NB & SB
Start Date: 11/5/2013
Start Time: 12:00:00 AM
Station ID: 20810
Location 1: NW 122 Avenue - Southbound
Location 2: South of NW 6 Terrace

Total NB

Start Time	Day 1 11/5/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Day 2 11/6/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Day 3 11/7/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Average	Average by Hour	Vehicles Classes 4 - 7 Average	Vehicles Classes 8 - 14 Average	Vehicles Classes 4 - 14 Average	Vehicles Classes 4 - 14 Average by Hour
12:00 AM	11	0	0	5	0	0	7	0	0	3.00	8	0.00	0.00	0.00	0
12:15 AM	5	0	0	4	0	0	5	0	0	2.00	6	0.00	0.00	0.00	0
12:30 AM	1	0	0	5	0	0	2	0	0	1.00	5	0.00	0.00	0.00	0
12:45 AM	2	0	0	7	0	0	6	0	0	2.00	5	0.00	0.00	0.00	0
01:00 AM	3	0	0	2	0	0	3	0	0	1.00	3	0.00	0.00	0.00	0
01:15 AM	2	0	0	1	0	0	3	0	0	1.00	2	0.00	0.00	0.00	0
01:30 AM	3	0	0	1	0	0	1	0	0	1.00	1	0.00	0.00	0.00	0
01:45 AM	2	0	0	1	0	0	0	0	0	0.00	0	0.00	0.00	0.00	0
02:00 AM	0	0	0	0	0	0	1	0	0	0.00	0	0.00	0.00	0.00	0
02:15 AM	0	0	0	3	0	0	1	0	0	0.00	0	0.00	0.00	0.00	0
02:30 AM	0	0	0	0	0	0	3	0	0	0.00	0	0.00	0.00	0.00	0
02:45 AM	2	0	0	1	0	0	1	0	0	0.00	0	0.00	0.00	0.00	0
03:00 AM	0	0	0	1	0	0	1	0	0	0.00	0	0.00	0.00	0.00	0
03:15 AM	0	0	0	0	0	0	2	0	0	0.00	0	0.00	0.00	0.00	0
03:30 AM	0	0	0	2	0	0	2	0	0	0.00	0	0.00	0.00	0.00	0
03:45 AM	1	0	0	1	0	0	1	0	0	0.00	0	0.00	0.00	0.00	0
04:00 AM	0	0	0	0	0	0	1	0	0	0.00	0	0.00	0.00	0.00	0
04:15 AM	1	0	0	1	0	0	1	0	0	0.00	0	0.00	0.00	0.00	0
04:30 AM	0	0	0	1	0	0	1	0	0	0.00	0	0.00	0.00	0.00	0
04:45 AM	0	0	0	0	0	0	0	1	0	0.00	1	0.00	0.00	0.00	0
05:00 AM	0	0	0	1	0	0	0	0	0	0.00	2	0.00	0.00	0.00	0
05:15 AM	2	0	0	0	0	0	1	0	0	0.00	3	0.00	0.00	0.00	0
05:30 AM	3	0	0	1	0	0	3	0	0	1.00	5	0.00	0.00	0.00	1
05:45 AM	7	0	0	3	0	0	2	0	0	1.00	7	0.00	0.00	0.00	1
06:00 AM	1	0	0	5	1	0	6	0	0	1.00	11	0.00	0.00	0.00	1
06:15 AM	6	2	0	5	3	0	3	1	0	2.00	17	2.00	0.00	1.00	2
06:30 AM	10	0	0	10	1	0	9	0	0	3.00	24	0.00	0.00	0.00	2
06:45 AM	17	1	0	11	1	0	11	0	0	5.00	32	1.00	0.00	0.00	3
07:00 AM	16	2	0	21	1	0	22	1	0	7.00	43	1.00	0.00	1.00	3
07:15 AM	31	1	0	26	1	0	21	3	0	9.00	56	2.00	0.00	1.00	2
07:30 AM	26	1	0	30	2	0	34	2	0	11.00	68	2.00	0.00	1.00	1
07:45 AM	48	0	0	40	0	0	57	0	0	16.00	67	0.00	0.00	0.00	1
08:00 AM	56	1	0	57	0	0	62	0	0	20.00	58	0.00	0.00	0.00	1
08:15 AM	51	0	0	67	1	0	69	1	0	21.00	44	1.00	0.00	0.00	1
08:30 AM	28	0	0	37	1	0	21	6	0	10.00	31	2.00	0.00	1.00	1
08:45 AM	25	1	0	29	0	0	8	0	0	7.00	27	0.00	0.00	0.00	1
09:00 AM	16	0	0	30	0	0	10	0	0	6.00	25	0.00	0.00	0.00	1
09:15 AM	19	1	0	26	0	0	26	0	0	8.00	26	0.00	0.00	0.00	1
09:30 AM	19	1	0	17	1	0	19	1	0	6.00	24	1.00	0.00	1.00	1
09:45 AM	15	0	0	13	0	0	16	0	0	5.00	24	0.00	0.00	0.00	0
10:00 AM	21	0	0	22	0	0	21	0	0	7.00	25	0.00	0.00	0.00	0
10:15 AM	18	1	0	22	0	0	16	0	0	6.00	23	0.00	0.00	0.00	0
10:30 AM	19	0	0	17	0	0	17	1	0	6.00	24	0.00	0.00	0.00	0
10:45 AM	24	0	0	16	0	0	13	0	0	6.00	23	0.00	0.00	0.00	0
11:00 AM	19	0	0	16	1	0	11	0	0	5.00	25	0.00	0.00	0.00	0
11:15 AM	23	0	0	25	1	0	17	0	0	7.00	25	0.00	0.00	0.00	0
11:30 AM	21	0	0	16	0	0	7	0	0	5.00	25	0.00	0.00	0.00	0
11:45 AM	21	0	0	21	0	0	26	0	0	8.00	30	0.00	0.00	0.00	0
12:00 PM	20	0	0	11	0	0	12	1	0	5.00	29	0.00	0.00	0.00	0
12:15 PM	16	0	0	24	0	0	23	1	0	7.00	32	0.00	0.00	0.00	0
12:30 PM	27	1	0	37	1	0	23	1	0	10.00	33	1.00	0.00	0.00	1
12:45 PM	17	0	0	26	1	0	21	0	0	7.00	32	0.00	0.00	0.00	2
01:00 PM	22	0	0	26	1	0	24	1	0	8.00	37	1.00	0.00	0.00	2
01:15 PM	22	2	0	24	1	0	26	0	0	8.00	46	1.00	0.00	1.00	3
01:30 PM	24	1	0	23	1	0	27	1	0	9.00	49	1.00	0.00	1.00	2
01:45 PM	30	0	0	41	1	0	38	1	0	12.00	51	1.00	0.00	0.00	1
02:00 PM	40	3	0	69	1	0	36	0	0	17.00	50	1.00	0.00	1.00	1
02:15 PM	35	1	0	42	1	0	20	0	0	11.00	49	1.00	0.00	0.00	1
02:30 PM	25	1	0	46	0	0	30	0	0	11.00	57	0.00	0.00	0.00	0
02:45 PM	24	0	0	43	1	0	28	1	0	11.00	61	1.00	0.00	0.00	0
03:00 PM	57	0	0	38	0	0	49	1	0	16.00	65	0.00	0.00	0.00	0
03:15 PM	66	1	0	30	0	0	75	1	0	19.00	66	1.00	0.00	0.00	0
03:30 PM	52	0	0	29	1	0	53	0	0	15.00	61	0.00	0.00	0.00	1
03:45 PM	44	1	0	45	0	0	45	0	0	15.00	58	0.00	0.00	0.00	2
04:00 PM	42	0	0	48	2	0	59	0	0	17.00	58	1.00	0.00	0.00	2
04:15 PM	39	1	0	37	0	0	44	2	0	14.00	56	1.00	0.00	1.00	2
04:30 PM	35	1	0	39	1	0	34	1	0	12.00	60	1.00	0.00	1.00	2
04:45 PM	51	0	0	49	0	0	36	0	0	15.00	66	0.00	0.00	0.00	2
05:00 PM	49	0	0	36	0	0	52	1	0	15.00	69	0.00	0.00	0.00	2
05:15 PM	49	1	0	53	0	0	54	2	0	18.00	70	1.00	0.00	1.00	2
05:30 PM	59	2	0	57	0	0	43	1	0	18.00	68	1.00	0.00	1.00	1
05:45 PM	62	0	0	49	0	0	50	0	0	18.00	65	0.00	0.00	0.00	0
06:00 PM	47	0	0	52	0	0	42	0	0	16.00	59	0.00	0.00	0.00	0
06:15 PM	42	0	0	58	0	0	41	0	0	16.00	54	0.00	0.00	0.00	0
06:30 PM	43	0	0	47	0	0	41	0	0	15.00	49	0.00	0.00	0.00	0
06:45 PM	36	0	0	42	0	0	33	0	0	12.00	45	0.00	0.00	0.00	0
07:00 PM	25	0	0	45	0	0	31	0	0	11.00	42	0.00	0.00	0.00	0
07:15 PM	39	0	0	31	1	0	31	0	0	11.00	39	0.00	0.00	0.00	0
07:30 PM	33	0	0	35	0	0	28	1	0	11.00	37	0.00	0.00	0.00	0
07:45 PM	26	0	0	29	0	0	22	1	0	9.00	34	0.00	0.00	0.00	0
08:00 PM	19	0	0	20	0	0	32	0	0	8.00	33	0.00	0.00	0.00	0
08:15 PM	21	0	0	28	0	0	30	0	0	9.00	32	0.00	0.00	0.00	0
08:30 PM	23	1	0	30	0	0	18	0	0	8.00	29	0.00	0.00	0.00	0
08:45 PM	19	1	0	24	0	0	28	0	0	8.00	26	0.00	0.00	0.00	0
09:00 PM	19	0	0	23	0	0	22	0	0	7.00	22	0.00	0.00	0.00	0
09:15 PM	7	0	0	23	1	0	27	0	0	6.00	21	0.00	0.00	0.00	0
09:30 PM	17	0	0	13	0	0	18	0	0	5.00	21	0.00	0.00	0.00	0
09:45 PM	13	0	0	11	0	0	11	1	0	4.00	20	0.00	0.00	0.00	0
10:00 PM	19	0	0	15	0	0	23	0	0	6.00	20	0.00	0.00	0.00	0
10:15 PM	16	0	0	18	0	0	21	1	0	6.00	17	0.00	0.00	0.00	0
10:30 PM	15	0	0	12	0	0	10	0	0	4.00	16	0.00	0.00	0.00	0
10:45 PM	13	0	0	13	0	0	11	0	0	4.00	15	0.00	0.00	0.00	0
11:00 PM	6	0	0	9	0	0	13	0	0	3.00	12	0.00	0.00	0.00	0
11:15 PM	14	0	0	13	0	0	14	0	0	5.00	9	0.00	0.00	0.00	0
11:30 PM	6	0	0	7	0	0	13	0	0	3.00	4	0.00	0.00	0.00	0
11:45 PM	2	0	0	1	0	0	3	0	0	1.00	1	0.00	0.00	0.00	0
Totals	2022	30	0	2141	30	0	2035	35	0						
Average of Totals	2066	32	0												

Total SB

Start Time	Day 1 11/5/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Day 2 11/6/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Day 3 11/7/2013 Vehicles Classes 1 - 3	Vehicles Classes 4 - 7	Vehicles Classes 8 - 14	Average	Average by Hour	Vehicles Classes 4 - 7 Average	Vehicles Classes 8 - 14 Average	Vehicles Classes 4 - 14 Average	Vehicles Classes 4 - 14 Average by Hour
12:00 AM	1	0	0	1	0	0	2	0	0	0.00	3	0.00	0.00	0.00	0
12:15 AM	3	0	0	2	0	0	3	0	0	1.00	4	0.00	0.00	0.00	0
12:30 AM	3	0	0	1	0	0	3	0	0	1.00	3	0.00	0.00	0.00	0
12:45 AM	2	0	0	2	0	0	4	0	0	1.00	2	0.00	0.00	0.00	0
01:00 AM	0	0	0	2	0	0	3	0	0	1.00	1	0.00	0.00	0.00	0
01:15 AM	1	0	0	0	0	0	0	0	0	0.00	0	0.00	0.00	0.00	0
01:30 AM	1	0	0	1	0	0	1	0	0	0.00	0	0.00	0.00	0.00	0
01:45 AM	0	0	0	1	0	0	1	0	0	0.00	0	0.00	0.00	0.00	0
02:00 AM	0	0	0	0	0	0	1	0	0	0.00	1	0.00	0.00	0.00	0
02:15 AM	1	0	0	1	0	0	0	0	0	0.00	1	0.00	0.00	0.00	0
02:30 AM	0	0	0	1	0	0	0	0	0	0.00	1	0.00	0.00	0.00	0
02:45 AM	1	0	0	1	0	0	3	0	0	1.00	2	0.00	0.00	0.00	0
03:00 AM	1	0	0	1	0	0	0	0	0	0.00	1	0.00	0.00	0.00	0
03:15 AM	0	0	0	1	0	0	1	0	0	0.00	2	0.00	0.00	0.00	0
03:30 AM	2	0	0	2	0	0	1	0	0	0.00	2	0.00	0.00	0.00	0
03:45 AM	1	0	0	0	0	0	1	0	0	0.00	2	0.00	0.00	0.00	0
04:00 AM	3	0	0	2	0	0	0	0	0	1.00	3	0.00	0.00	0.00	0
04:15 AM	0	0	0	1	0	0	3	0	0	0.00	2	0.00	0.00	0.00	0
04:30 AM	3	0	0	2	0	0	3	0	0	1.00	4	0.00	0.00	0.00	0
04:45 AM	0	0	0	4	0	0	1	0	0	1.00	4	0.00	0.00	0.00	0
05:00 AM	3	0	0	0	0	0	1	0	0	0.00	4	0.00	0.00	0.00	0
05:15 AM	7	0	0	4	0	0	7	0	0	2.00	7	0.00	0.00	0.00	1
05:30 AM	5	0	0	3	0	0	5	0	0	1.00	8	0.00	0.00	0.00	2
05:45 AM	3	0	0	4	1	0	5	0	0	1.00	13	0.00	0.00	0.00	3
06:00 AM	6	3	0	10	1	0	7	0	0	3.00	20	1.00	0.00	1.00	3
06:15 AM	11	1	0	8	1	0	4	1	0	3.00	25	1.00	0.00	1.00	2
06:30 AM	20	1	0	16	2	0	17	0	0	6.00	37	1.00	0.00	1.00	2
06:45 AM	25	0	0	27	1	0	15	1	0	8.00	51	1.00	0.00	0.00	2
07:00 AM	27	0	0	26	0	0	19	1	0	8.00	68	0.00	0.00	0.00	2
07:15 AM	49	1	0	43	2	0	38	2	0	15.00	83	2.00	0.00	1.00	3
07:30 AM	72	2	0	62	1	0	40	0	0	20.00	87	1.00	0.00	1.00	3
07:45 AM	90	0	0	88	1	0	44	0	0	25.00	78	0.00	0.00	0.00	3
08:00 AM	92	1	0	76	2	0	38	0	0	23.00	61	1.00	0.00	1.00	3
08:15 AM	66	3	0	65	1	0	37	0	0	19.00	45	1.00	0.00	1.00	2
08:30 AM	29	1	0	40	4	0	28	0	0	11.00	34	2.00	0.00	1.00	1
08:45 AM	37	0	0	17	0	0	14	0	0	8.00	30	0.00	0.00	0.00	0
09:00 AM	26	0	0	26	1	0	6	0	0	7.00	30	0.00	0.00	0.00	0
09:15 AM	21	0	0	30	0	0	16	2	0	8.00	28	1.00	0.00	0.00	0
09:30 AM	16	0	0	17	1	0	31	0	0	7.00	26	0.00	0.00	0.00	0
09:45 AM	17	0	0	31	0	0	27	0	0	8.00	25	0.00	0.00	0.00	0
10:00 AM	16	1	0	18	0	0	11	0	0	5.00	25	0.00	0.00	0.00	0
10:15 AM	21	0	0	17	0	0	13	0	0	6.00	25	0.00	0.00	0.00	0
10:30 AM	25	0	0	14	0	0	19	0	0	6.00	24	0.00	0.00	0.00	0
10:45 AM	26	1	0	19	0	0	27	0	0	8.00	23	0.00	0.00	0.00	0
11:00 AM	16	0	0	15	0	0	15	0	0	5.00	19	0.00	0.00	0.00	1
11:15 AM	16	0	0	13	1	0	18	0	0	5.00	18	0.00	0.00	0.00	1
11:30 AM	17	0	0	12	0	0	17	0	0	5.00	20	0.00	0.00	0.00	1
11:45 AM	11	0	0	9	3	0	13	0	0	4.00	20	1.00	0.00	1.00	2
12:00 PM	16	0	0	11	0	0	13	0	0	4.00	22	0.00	0.00	0.00	0
12:15 PM	23	0	0	17	0	0	17	0	0	7.00	24	0.00	0.00	0.00	0
12:30 PM	11	1	0	11	0	0	15	1	0	5.00	26	1.00	0.00	0.00	1
12:45 PM	16	1	0	15	0	0	22	0	0	6.00	30	0.00	0.00	0.00	1
01:00 PM	14	0	0	21	0	0	19	0	0	6.00	40	0.00	0.00	0.00	1
01:15 PM	24	0	0	28	0	0	27	0	0	9.00	42	0.00	0.00	0.00	1
01:30 PM	23	1	0	32	3	0	20	1	0	9.00	40	2.00	0.00	1.00	1
01:45 PM	29	2	0	74	0	0	40	0	0	16.00	40	1.00	0.00	0.00	0
02:00 PM	18	0	0	28	0	0	22	0	0	8.00	38	0.00	0.00	0.00	1
02:15 PM	18	0	0	31	1	0	15	1	0	7.00	43	1.00	0.00	0.00	1
02:30 PM	24	0	0	28	2	0	27	0	0	9.00	45	1.00	0.00	0.00	1
02:45 PM	45	3	0	26	0	0	55	0	0	14.00	46	1.00	0.00	1.00	1
03:00 PM	48	0	0	25	1	0	43	1	0	13.00	43	1.00	0.00	0.00	0
03:15 PM	24	1	0	27	0	0	33	0	0	9.00	41	0.00	0.00	0.00	1
03:30 PM	33	1	0	24	1	0	31	0	0	10.00	44	1.00	0.00	0.00	2
03:45 PM	31	0	0	39	1	0	25	0	0	11.00	44	0.00	0.00	0.00	2
04:00 PM	26	3	0	37	0	0	33	1	0	11.00	44	1.00	0.00	1.00	3
04:15 PM	43	2	0	25	1	0	35	2	0	12.00	45	2.00	0.00	1.00	2
04:30 PM	21	1	0	33	0	0	32	1	0	10.00	45	1.00	0.00	0.00	1
04:45 PM	31	1	0	36	1	0	27	1	0	11.00	47	1.00	0.00	1.00	1
05:00 PM	38	1	0	32	1	0	38	0	0	12.00	46	1.00	0.00	0.00	1
05:15 PM	30	1	0	40	0	0	36	0	0	12.00	44	0.00	0.00	0.00	1
05:30 PM	35	0	0	36	0	0	40	0	0	12.00	41	0.00	0.00	0.00	1
05:45 PM	30	3	0	31	0	0	28	0	0	10.00	40	1.00	0.00	1.00	1
06:00 PM	36	0	0	23	0	0	30	0	0	10.00	38	0.00	0.00	0.00	0
06:15 PM	28	0	0	24	0	0	25	0	0	9.00	35	0.00	0.00	0.00	0
06:30 PM	34	0	0	37	1	0	29	0	0	11.00	33	0.00	0.00	0.00	0
06:45 PM	24	1	0	23	1	0	19	0	0	8.00	28	1.00	0.00	0.00	0
07:00 PM	27	0	0	18	0	0	15	0	0	7.00	26	0.00	0.00	0.00	0
07:15 PM	22	0	0	17	0	0	26	0	0	7.00	24	0.00	0.00	0.00	0
07:30 PM	16	0	0	25	0	0	11	0	0	6.00	23	0.00	0.00	0.00	0
07:45 PM	13	2	0	19	0	0	19	0	0	6.00	21	1.00	0.00	0.00	0
08:00 PM	15	0	0	16	0	0	10	0	0	5.00	18	0.00	0.00	0.00	0
08:15 PM	15	1	0	20	0	0	17	0	0	6.00	17	0.00	0.00	0.00	0
08:30 PM	11	0	0	8	0	0	14	0	0	4.00	14	0.00	0.00	0.00	0
08:45 PM	11	0	0	8	0	0	7	1	0	3.00	13	0.00	0.00	0.00	0
09:00 PM	12	0	0	7	0	0	13	0	0	4.00	13	0.00	0.00	0.00	0
09:15 PM	9	0	0	5	0	0	11	0	0	3.00	13	0.00	0.00	0.00	0
09:30 PM	5	0	0	8	0	0	10	0	0	3.00	12	0.00	0.00	0.00	0
09:45 PM	10	0	0	9	0	0	8	0	0	3.00	12	0.00	0.00	0.00	0
10:00 PM	10	0	0	11	1	0	11	0	0	4.00	11	0.00	0.00	0.00	0
10:15 PM	6	0	0	8	0	0	3	0	0	2.00	8	0.00	0.00	0.00	0
10:30 PM	8	0	0	7	0	0	9	0	0	3.00	8	0.00	0.00	0.00	0
10:45 PM	4	1	0	5	0	0	6	0	0	2.00	6	0.00	0.00	0.00	0
11:00 PM	6	0	0	3	0	0	4	0	0	1.00	5	0.00	0.00	0.00	0
11:15 PM	4	0	0	4	0	0	11	0	0	2.00	4	0.00	0.00	0.00	0
11:30 PM	3	0	0	2	0	0	8	0	0	1.00	2	0.00	0.00	0.00	0
11:45 PM	2	0	0	4	0	0	4	0	0	1.00	1	0.00	0.00	0.00	0
Totals	1776	42	0	1764	40	0	1572	16	0						
Average of Totals	1704	33	0												

	Total Average	Average by Hour		Total Average of Vehicles Classes 4 - 7	Total Average of Vehicles Classes 8 - 14	Total Average
	3	11		0	0	0
	3	10		0	0	0
	2	8		0	0	0

TMCs

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 137 Avenue

File Name : NW 12 St at NW 137 Ave
Site Code : 01213701
Start Date : 11/14/2013
Page No : 1

Groups Printed- Passenger Cars

	NW 137 Avenue Southbound					NW 12 Street Westbound					NW 137 Avenue Northbound					NW 12 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	0	7	0	0	7	4	1	64	0	69	385	129	2	0	516	0	1	0	0	1	593
07:15 AM	0	16	3	0	19	3	0	58	0	61	397	187	0	0	584	2	0	0	0	2	666
07:30 AM	1	17	0	0	18	1	0	71	1	73	400	182	2	0	584	0	1	0	0	1	676
07:45 AM	0	11	0	0	11	7	0	69	0	76	388	194	1	0	583	1	1	1	0	3	673
Total	1	51	3	0	55	15	1	262	1	279	1570	692	5	0	2267	3	3	1	0	7	2608
08:00 AM	1	20	0	0	21	8	0	57	0	65	383	226	0	0	609	1	0	0	0	1	696
08:15 AM	0	11	0	0	11	1	1	75	0	77	412	200	1	0	613	0	0	0	0	0	701
08:30 AM	0	14	1	0	15	8	0	67	0	75	410	189	2	0	601	1	0	0	0	1	692
08:45 AM	0	9	0	0	9	2	1	56	0	59	347	173	3	0	523	2	0	0	1	3	594
Total	1	54	1	0	56	19	2	255	0	276	1552	788	6	0	2346	4	0	0	1	5	2683
*** BREAK ***																					
04:30 PM	0	98	4	0	102	2	1	262	0	265	102	15	1	0	118	1	0	0	0	1	486
04:45 PM	0	134	4	0	138	0	1	222	0	223	139	32	1	0	172	2	0	0	0	2	535
Total	0	232	8	0	240	2	2	484	0	488	241	47	2	0	290	3	0	0	0	3	1021
05:00 PM	0	204	3	0	207	0	0	242	0	242	112	18	2	0	132	2	0	0	0	2	583
05:15 PM	0	193	12	0	205	3	0	271	0	274	122	20	0	0	142	1	0	0	0	1	622
05:30 PM	0	181	6	0	187	1	0	264	0	265	119	22	1	0	142	2	0	0	0	2	596
05:45 PM	0	196	5	0	201	0	0	223	0	223	166	10	0	0	176	0	1	0	0	1	601
Total	0	774	26	0	800	4	0	1000	0	1004	519	70	3	0	592	5	1	0	0	6	2402
06:00 PM	0	167	7	0	174	1	18	222	0	241	150	16	1	0	167	0	0	0	1	1	583
06:15 PM	0	201	7	0	208	0	1	292	0	293	100	21	1	0	122	0	0	0	0	0	623
Grand Total	2	1479	52	0	1533	41	24	2515	1	2581	4132	1634	18	0	5784	15	4	1	2	22	9920
Apprch %	0.1	96.5	3.4	0		1.6	0.9	97.4	0		71.4	28.3	0.3	0		68.2	18.2	4.5	9.1		
Total %	0	14.9	0.5	0	15.5	0.4	0.2	25.4	0	26	41.7	16.5	0.2	0	58.3	0.2	0	0	0	0.2	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 137 Avenue

File Name : NW 12 St at NW 137 Ave
Site Code : 01213701
Start Date : 11/14/2013
Page No : 1

Groups Printed- Heavy Vehicles

	NW 137 Avenue Southbound					NW 12 Street Westbound					NW 137 Avenue Northbound					NW 12 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	0	4	1	0	5	0	0	2	0	2	1	0	0	0	1	0	0	0	0	0	8
07:15 AM	1	4	1	0	6	2	0	5	0	7	6	0	0	0	6	0	0	0	0	0	19
07:30 AM	0	4	2	0	6	2	0	4	0	6	1	0	0	0	1	0	0	0	0	0	13
07:45 AM	0	6	0	0	6	1	0	4	0	5	0	0	0	0	0	0	0	0	0	0	11
Total	1	18	4	0	23	5	0	15	0	20	8	0	0	0	8	0	0	0	0	0	51
08:00 AM	0	5	3	0	8	0	0	6	0	6	1	2	0	0	3	0	0	0	0	0	17
08:15 AM	0	8	3	0	11	2	0	6	0	8	2	1	0	0	3	0	0	0	0	0	22
08:30 AM	0	5	2	0	7	2	0	8	0	10	1	2	0	0	3	0	0	0	0	0	20
08:45 AM	0	5	1	0	6	1	0	6	0	7	1	2	0	0	3	0	0	0	0	0	16
Total	0	23	9	0	32	5	0	26	0	31	5	7	0	0	12	0	0	0	0	0	75
*** BREAK ***																					
04:30 PM	0	2	3	0	5	2	0	4	0	6	2	1	0	0	3	0	0	0	0	0	14
04:45 PM	0	3	0	0	3	1	0	7	0	8	1	0	0	0	1	0	0	0	0	0	12
Total	0	5	3	0	8	3	0	11	0	14	3	1	0	0	4	0	0	0	0	0	26
05:00 PM	0	2	4	0	6	0	0	2	0	2	3	0	0	0	3	0	0	0	0	0	11
05:15 PM	0	2	0	0	2	1	0	4	0	5	2	0	0	0	2	0	0	0	0	0	9
05:30 PM	0	1	0	0	1	2	0	2	0	4	0	0	0	0	0	0	0	0	0	0	5
05:45 PM	0	2	0	0	2	1	0	4	0	5	2	0	0	0	2	0	0	0	0	0	9
Total	0	7	4	0	11	4	0	12	0	16	7	0	0	0	7	0	0	0	0	0	34
06:00 PM	0	1	0	0	1	1	0	4	0	5	0	1	0	0	1	0	0	0	0	0	7
06:15 PM	0	1	1	0	2	2	0	0	0	2	1	1	0	0	2	0	0	0	0	0	6
Grand Total	1	55	21	0	77	20	0	68	0	88	24	10	0	0	34	0	0	0	0	0	199
Apprch %	1.3	71.4	27.3	0		22.7	0	77.3	0		70.6	29.4	0	0		0	0	0	0		
Total %	0.5	27.6	10.6	0	38.7	10.1	0	34.2	0	44.2	12.1	5	0	0	17.1	0	0	0	0	0	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 137 Avenue

File Name : NW 12 St at NW 137 Ave
Site Code : 01213701
Start Date : 11/14/2013
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NW 137 Avenue Southbound					NW 12 Street Westbound					NW 137 Avenue Northbound					NW 12 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	0	11	1	0	12	4	1	66	0	71	386	129	2	0	517	0	1	0	0	1	601
07:15 AM	1	20	4	0	25	5	0	63	0	68	403	187	0	0	590	2	0	0	0	2	685
07:30 AM	1	21	2	0	24	3	0	75	1	79	401	182	2	0	585	0	1	0	0	1	689
07:45 AM	0	17	0	0	17	8	0	73	0	81	388	194	1	0	583	1	1	1	0	3	684
Total	2	69	7	0	78	20	1	277	1	299	1578	692	5	0	2275	3	3	1	0	7	2659
08:00 AM	1	25	3	0	29	8	0	63	0	71	384	228	0	0	612	1	0	0	0	1	713
08:15 AM	0	19	3	0	22	3	1	81	0	85	414	201	1	0	616	0	0	0	0	0	723
08:30 AM	0	19	3	0	22	10	0	75	0	85	411	191	2	0	604	1	0	0	0	1	712
08:45 AM	0	14	1	0	15	3	1	62	0	66	348	175	3	0	526	2	0	0	1	3	610
Total	1	77	10	0	88	24	2	281	0	307	1557	795	6	0	2358	4	0	0	1	5	2758
*** BREAK ***																					
04:30 PM	0	100	7	0	107	4	1	266	0	271	104	16	1	0	121	1	0	0	0	1	500
04:45 PM	0	137	4	0	141	1	1	229	0	231	140	32	1	0	173	2	0	0	0	2	547
Total	0	237	11	0	248	5	2	495	0	502	244	48	2	0	294	3	0	0	0	3	1047
05:00 PM	0	206	7	0	213	0	0	244	0	244	115	18	2	0	135	2	0	0	0	2	594
05:15 PM	0	195	12	0	207	4	0	275	0	279	124	20	0	0	144	1	0	0	0	1	631
05:30 PM	0	182	6	0	188	3	0	266	0	269	119	22	1	0	142	2	0	0	0	2	601
05:45 PM	0	198	5	0	203	1	0	227	0	228	168	10	0	0	178	0	1	0	0	1	610
Total	0	781	30	0	811	8	0	1012	0	1020	526	70	3	0	599	5	1	0	0	6	2436
06:00 PM	0	168	7	0	175	2	18	226	0	246	150	17	1	0	168	0	0	0	1	1	590
06:15 PM	0	202	8	0	210	2	1	292	0	295	101	22	1	0	124	0	0	0	0	0	629
Grand Total	3	1534	73	0	1610	61	24	2583	1	2669	4156	1644	18	0	5818	15	4	1	2	22	10119
Apprch %	0.2	95.3	4.5	0		2.3	0.9	96.8	0		71.4	28.3	0.3	0		68.2	18.2	4.5	9.1		
Total %	0	15.2	0.7	0	15.9	0.6	0.2	25.5	0	26.4	41.1	16.2	0.2	0	57.5	0.1	0	0	0	0.2	
Passenger Cars	2	1479	52	0	1533	41	24	2515	1	2581	4132	1634	18	0	5784	15	4	1	2	22	9920
% Passenger Cars	66.7	96.4	71.2	0	95.2	67.2	100	97.4	100	96.7	99.4	99.4	100	0	99.4	100	100	100	100	100	98
Heavy Vehicles	1	55	21	0	77	20	0	68	0	88	24	10	0	0	34	0	0	0	0	0	199
% Heavy Vehicles	33.3	3.6	28.8	0	4.8	32.8	0	2.6	0	3.3	0.6	0.6	0	0	0.6	0	0	0	0	0	2

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

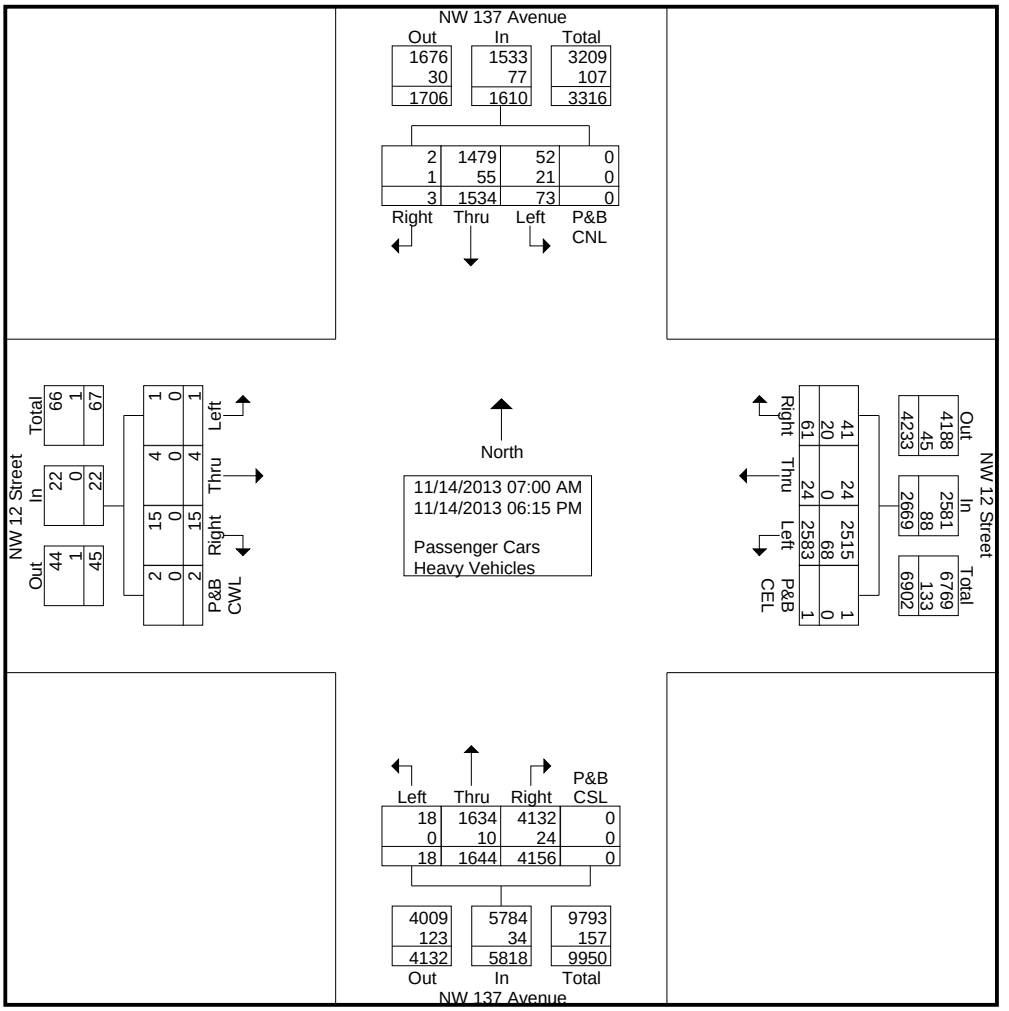
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 137 Avenue

File Name : NW 12 St at NW 137 Ave
Site Code : 01213701
Start Date : 11/14/2013
Page No : 2



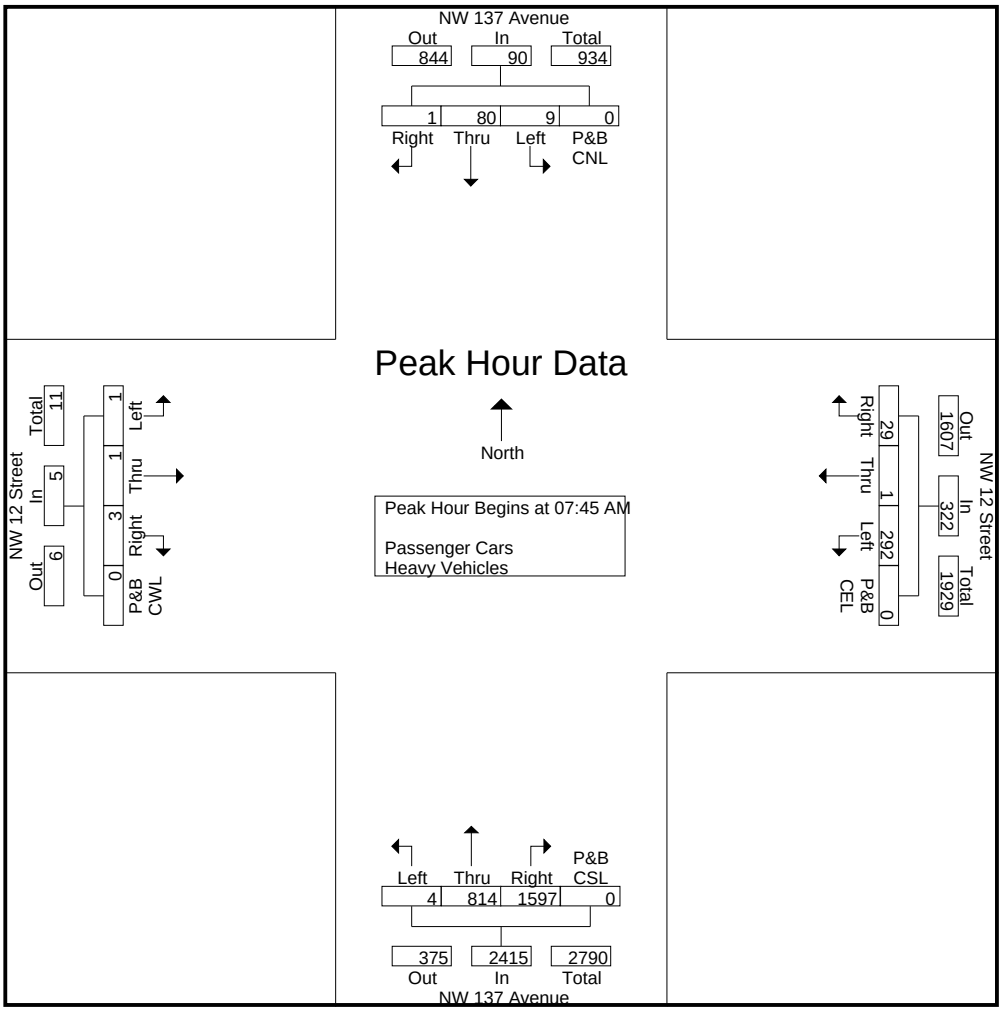
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 137 Avenue

File Name : NW 12 St at NW 137 Ave
Site Code : 01213701
Start Date : 11/14/2013
Page No : 3

	NW 137 Avenue Southbound					NW 12 Street Westbound					NW 137 Avenue Northbound					NW 12 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	0	17	0	0	17	8	0	73	0	81	388	194	1	0	583	1	1	1	0	3	684
08:00 AM	1	25	3	0	29	8	0	63	0	71	384	228	0	0	612	1	0	0	0	1	713
08:15 AM	0	19	3	0	22	3	1	81	0	85	414	201	1	0	616	0	0	0	0	0	723
08:30 AM	0	19	3	0	22	10	0	75	0	85	411	191	2	0	604	1	0	0	0	1	712
Total Volume	1	80	9	0	90	29	1	292	0	322	1597	814	4	0	2415	3	1	1	0	5	2832
% App. Total	1.1	88.9	10	0		9	0.3	90.7	0		66.1	33.7	0.2	0		60	20	20	0		
PHF	.250	.800	.750	.000	.776	.725	.250	.901	.000	.947	.964	.893	.500	.000	.980	.750	.250	.250	.000	.417	.979



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 137 Avenue

File Name : NW 12 St at NW 137 Ave
Site Code : 01213701
Start Date : 11/14/2013
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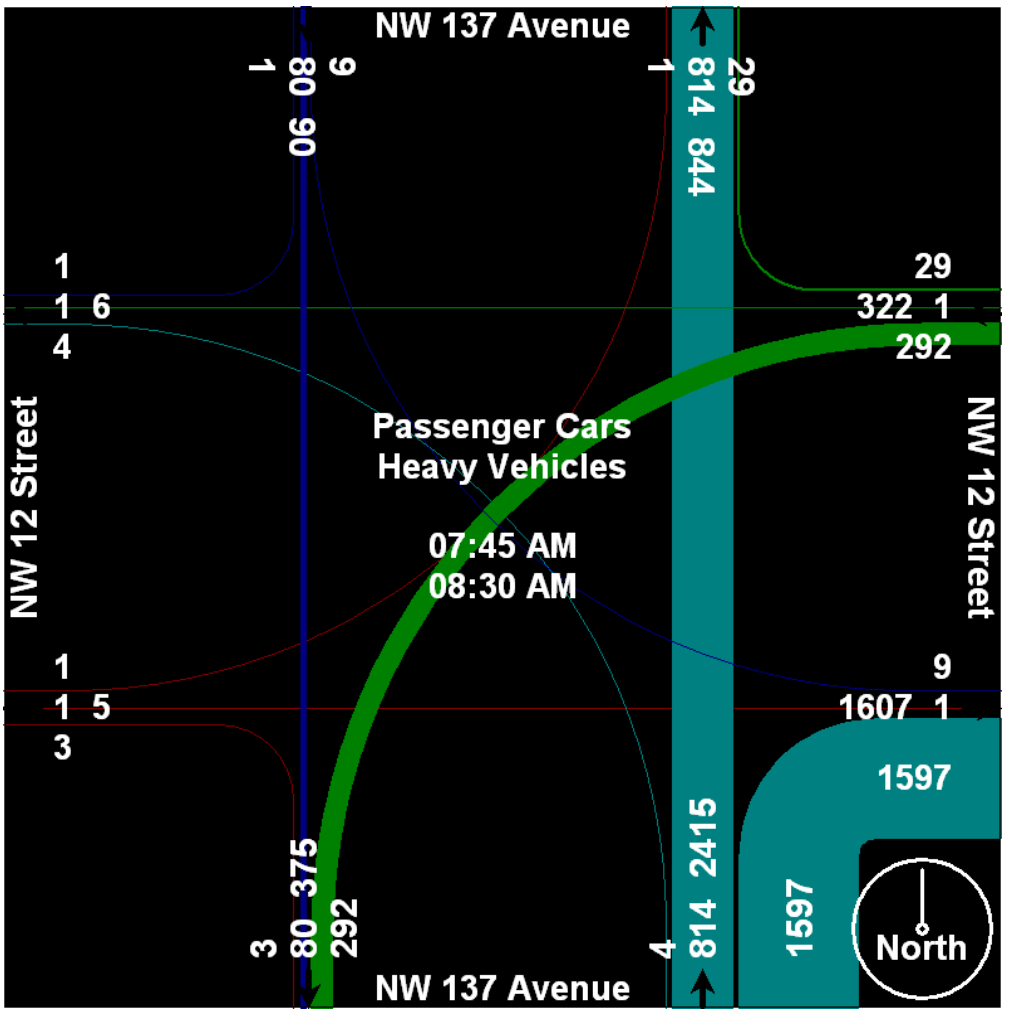


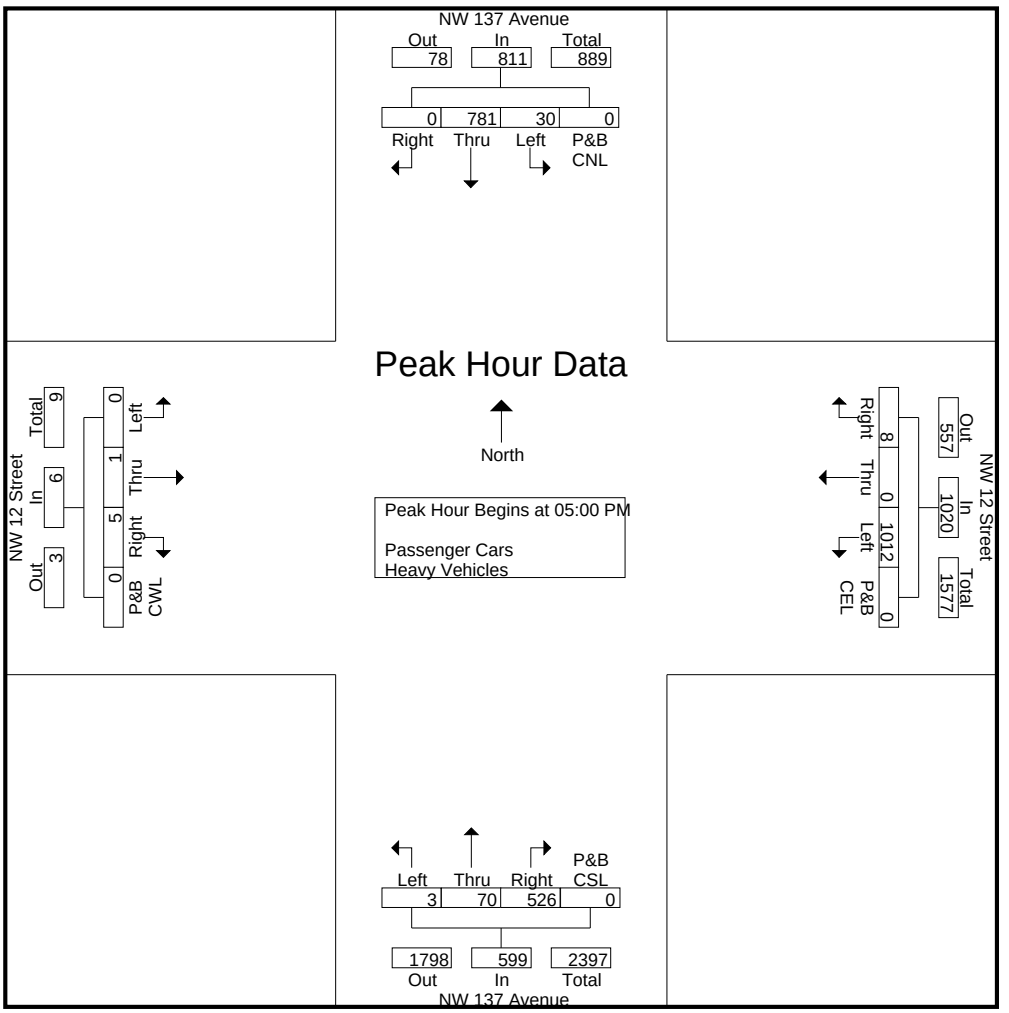
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 137 Avenue

File Name : NW 12 St at NW 137 Ave
Site Code : 01213701
Start Date : 11/14/2013
Page No : 5

	NW 137 Avenue Southbound					NW 12 Street Westbound					NW 137 Avenue Northbound					NW 12 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	0	206	7	0	213	0	0	244	0	244	115	18	2	0	135	2	0	0	0	2	594
05:15 PM	0	195	12	0	207	4	0	275	0	279	124	20	0	0	144	1	0	0	0	1	631
05:30 PM	0	182	6	0	188	3	0	266	0	269	119	22	1	0	142	2	0	0	0	2	601
05:45 PM	0	198	5	0	203	1	0	227	0	228	168	10	0	0	178	0	1	0	0	1	610
Total Volume	0	781	30	0	811	8	0	1012	0	1020	526	70	3	0	599	5	1	0	0	6	2436
% App. Total	0	96.3	3.7	0		0.8	0	99.2	0		87.8	11.7	0.5	0		83.3	16.7	0	0		
PHF	.000	.948	.625	.000	.952	.500	.000	.920	.000	.914	.783	.795	.375	.000	.841	.625	.250	.000	.000	.750	.965



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 137 Avenue

File Name : NW 12 St at NW 137 Ave
Site Code : 01213701
Start Date : 11/14/2013
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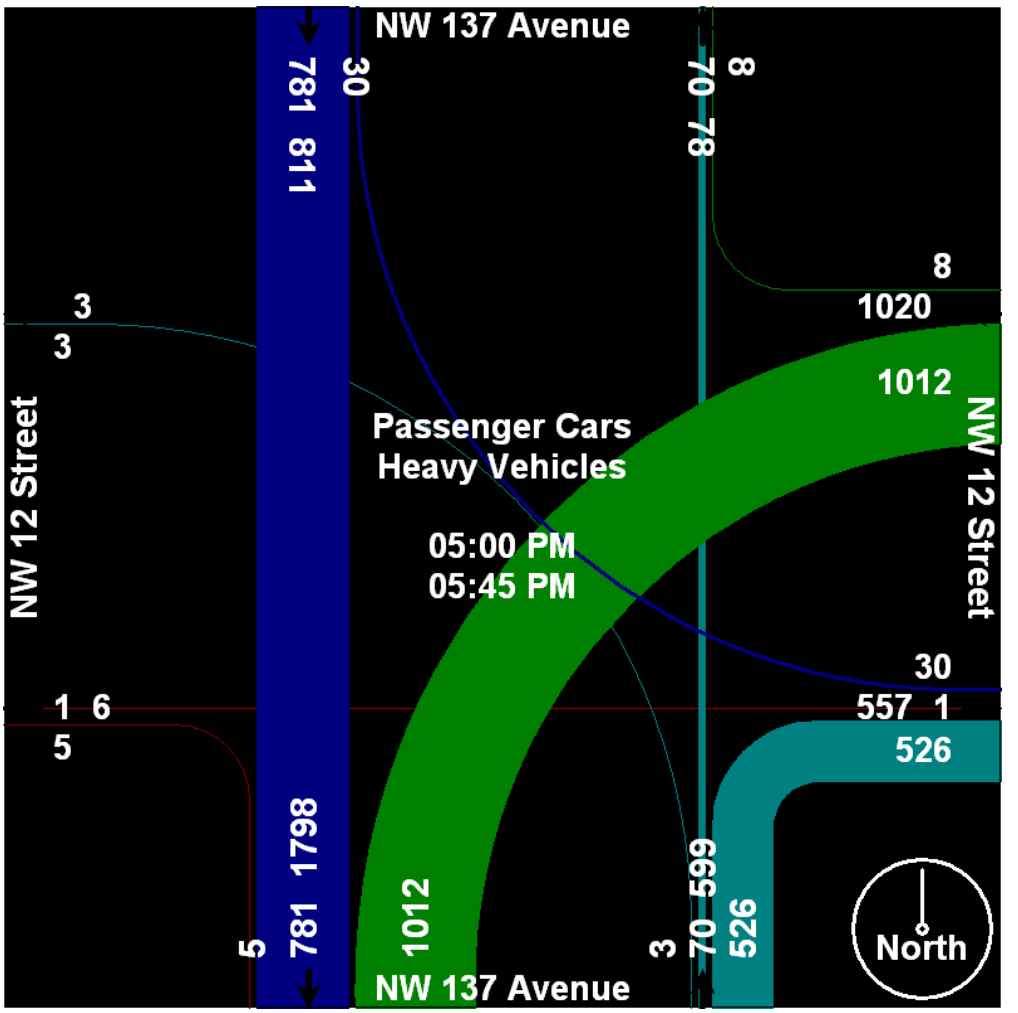


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 127 Avenue

File Name : NW 12 St at NW 127 Ave
Site Code : 01212701
Start Date : 11/14/2013
Page No : 1

Groups Printed- Heavy Vehicles

	NW 127 Avenue Southbound					NW 12 Street Westbound					NW 127 Avenue Northbound					NW 12 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	0	0	1	0	1	3	3	0	0	6	4	0	0	0	4	0	3	2	0	5	16
07:15 AM	0	1	1	0	2	2	6	0	0	8	1	1	0	0	2	0	4	1	0	5	17
07:30 AM	0	0	4	0	4	2	3	0	0	5	0	2	0	0	2	0	2	0	0	2	13
07:45 AM	0	0	5	0	5	1	3	0	0	4	1	0	0	0	1	0	1	0	0	1	11
Total	0	1	11	0	12	8	15	0	0	23	6	3	0	0	9	0	10	3	0	13	57
08:00 AM	2	0	4	0	6	0	2	1	0	3	0	1	0	0	1	0	2	1	0	3	13
08:15 AM	2	0	2	0	4	1	6	2	0	9	0	0	0	0	0	0	3	0	0	3	16
08:30 AM	1	0	1	0	2	0	6	0	0	6	0	1	1	0	2	0	2	0	0	2	12
08:45 AM	0	0	2	0	2	2	3	2	0	7	0	0	0	0	0	0	0	2	0	2	11
Total	5	0	9	0	14	3	17	5	0	25	0	2	1	0	3	0	7	3	0	10	52
*** BREAK ***																					
04:30 PM	0	4	2	0	6	2	8	1	0	11	0	1	0	0	1	0	2	0	0	2	20
04:45 PM	1	1	1	0	3	2	6	2	0	10	1	0	0	0	1	0	3	0	0	3	17
Total	1	5	3	0	9	4	14	3	0	21	1	1	0	0	2	0	5	0	0	5	37
05:00 PM	0	0	2	0	2	4	2	0	0	6	1	0	0	0	1	0	0	0	0	0	9
05:15 PM	0	0	2	0	2	1	5	0	0	6	0	0	0	0	0	0	2	0	0	2	10
05:30 PM	0	1	1	0	2	2	9	0	0	11	2	1	0	0	3	0	0	0	0	0	16
05:45 PM	2	1	0	0	3	3	4	0	0	7	0	0	0	0	0	0	0	0	0	0	10
Total	2	2	5	0	9	10	20	0	0	30	3	1	0	0	4	0	2	0	0	2	45
06:00 PM	0	0	2	0	2	1	3	0	0	4	0	0	0	0	0	0	0	0	0	0	6
06:15 PM	0	2	1	0	3	1	5	0	0	6	0	0	0	0	0	0	1	0	0	1	10
Grand Total	8	10	31	0	49	27	74	8	0	109	10	7	1	0	18	0	25	6	0	31	207
Apprch %	16.3	20.4	63.3	0		24.8	67.9	7.3	0		55.6	38.9	5.6	0		0	80.6	19.4	0		
Total %	3.9	4.8	15	0	23.7	13	35.7	3.9	0	52.7	4.8	3.4	0.5	0	8.7	0	12.1	2.9	0	15	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 127 Avenue

File Name : NW 12 St at NW 127 Ave
Site Code : 01212701
Start Date : 11/14/2013
Page No : 1

Groups Printed- Passenger Cars

	NW 127 Avenue Southbound					NW 12 Street Westbound					NW 127 Avenue Northbound					NW 12 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	17	24	4	0	45	26	41	23	0	90	82	131	0	0	213	1	322	158	0	481	829
07:15 AM	18	33	7	0	58	24	50	39	0	113	98	146	2	0	246	3	326	130	0	459	876
07:30 AM	14	40	1	0	55	46	66	37	0	149	132	181	1	0	314	1	382	129	0	512	1030
07:45 AM	16	46	4	0	66	41	66	39	0	146	103	170	3	0	276	3	419	156	0	578	1066
Total	65	143	16	0	224	137	223	138	0	498	415	628	6	0	1049	8	1449	573	0	2030	3801
08:00 AM	10	29	10	0	49	51	60	25	0	136	107	173	0	0	280	4	417	146	0	567	1032
08:15 AM	11	23	4	0	38	45	65	34	0	144	106	167	0	0	273	0	398	143	1	542	997
08:30 AM	13	26	3	0	42	44	53	16	0	113	109	163	3	0	275	4	350	125	0	479	909
08:45 AM	7	15	8	0	30	72	61	24	0	157	104	125	1	0	230	2	308	125	0	435	852
Total	41	93	25	0	159	212	239	99	0	550	426	628	4	0	1058	10	1473	539	1	2023	3790
*** BREAK ***																					
04:30 PM	48	150	28	0	226	6	306	130	0	442	54	20	1	0	75	5	108	22	0	135	878
04:45 PM	60	159	22	0	241	23	262	106	2	393	46	33	2	0	81	7	102	22	0	131	846
Total	108	309	50	0	467	29	568	236	2	835	100	53	3	0	156	12	210	44	0	266	1724
05:00 PM	56	169	48	0	273	8	297	135	0	440	55	30	6	0	91	9	123	20	0	152	956
05:15 PM	74	199	33	2	308	9	315	141	0	465	53	49	3	0	105	7	111	23	4	145	1023
05:30 PM	81	206	25	0	312	11	318	137	0	466	55	40	1	0	96	5	114	15	0	134	1008
05:45 PM	97	174	33	6	310	11	310	137	0	458	41	31	5	0	77	7	130	18	0	155	1000
Total	308	748	139	8	1203	39	1240	550	0	1829	204	150	15	0	369	28	478	76	4	586	3987
06:00 PM	77	211	44	0	332	6	312	127	0	445	50	30	3	0	83	9	102	13	0	124	984
06:15 PM	98	175	32	0	305	5	281	147	1	434	56	27	4	0	87	9	101	16	0	126	952
Grand Total	697	1679	306	8	2690	428	2863	1297	3	4591	1251	1516	35	0	2802	76	3813	1261	5	5155	15238
Apprch %	25.9	62.4	11.4	0.3		9.3	62.4	28.3	0.1		44.6	54.1	1.2	0		1.5	74	24.5	0.1		
Total %	4.6	11	2	0.1	17.7	2.8	18.8	8.5	0	30.1	8.2	9.9	0.2	0	18.4	0.5	25	8.3	0	33.8	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 127 Avenue

File Name : NW 12 St at NW 127 Ave
Site Code : 01212701
Start Date : 11/14/2013
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NW 127 Avenue Southbound					NW 12 Street Westbound					NW 127 Avenue Northbound					NW 12 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	17	24	5	0	46	29	44	23	0	96	86	131	0	0	217	1	325	160	0	486	845
07:15 AM	18	34	8	0	60	26	56	39	0	121	99	147	2	0	248	3	330	131	0	464	893
07:30 AM	14	40	5	0	59	48	69	37	0	154	132	183	1	0	316	1	384	129	0	514	1043
07:45 AM	16	46	9	0	71	42	69	39	0	150	104	170	3	0	277	3	420	156	0	579	1077
Total	65	144	27	0	236	145	238	138	0	521	421	631	6	0	1058	8	1459	576	0	2043	3858
08:00 AM	12	29	14	0	55	51	62	26	0	139	107	174	0	0	281	4	419	147	0	570	1045
08:15 AM	13	23	6	0	42	46	71	36	0	153	106	167	0	0	273	0	401	143	1	545	1013
08:30 AM	14	26	4	0	44	44	59	16	0	119	109	164	4	0	277	4	352	125	0	481	921
08:45 AM	7	15	10	0	32	74	64	26	0	164	104	125	1	0	230	2	308	127	0	437	863
Total	46	93	34	0	173	215	256	104	0	575	426	630	5	0	1061	10	1480	542	1	2033	3842
*** BREAK ***																					
04:30 PM	48	154	30	0	232	8	314	131	0	453	54	21	1	0	76	5	110	22	0	137	898
04:45 PM	61	160	23	0	244	25	268	108	2	403	47	33	2	0	82	7	105	22	0	134	863
Total	109	314	53	0	476	33	582	239	2	856	101	54	3	0	158	12	215	44	0	271	1761
05:00 PM	56	169	50	0	275	12	299	135	0	446	56	30	6	0	92	9	123	20	0	152	965
05:15 PM	74	199	35	2	310	10	320	141	0	471	53	49	3	0	105	7	113	23	4	147	1033
05:30 PM	81	207	26	0	314	13	327	137	0	477	57	41	1	0	99	5	114	15	0	134	1024
05:45 PM	99	175	33	6	313	14	314	137	0	465	41	31	5	0	77	7	130	18	0	155	1010
Total	310	750	144	8	1212	49	1260	550	0	1859	207	151	15	0	373	28	480	76	4	588	4032
06:00 PM	77	211	46	0	334	7	315	127	0	449	50	30	3	0	83	9	102	13	0	124	990
06:15 PM	98	177	33	0	308	6	286	147	1	440	56	27	4	0	87	9	102	16	0	127	962
Grand Total	705	1689	337	8	2739	455	2937	1305	3	4700	1261	1523	36	0	2820	76	3838	1267	5	5186	15445
Apprch %	25.7	61.7	12.3	0.3		9.7	62.5	27.8	0.1		44.7	54	1.3	0		1.5	74	24.4	0.1		
Total %	4.6	10.9	2.2	0.1	17.7	2.9	19	8.4	0	30.4	8.2	9.9	0.2	0	18.3	0.5	24.8	8.2	0	33.6	
Passenger Cars	697	1679	306	8	2690	428	2863	1297	3	4591	1251	1516	35	0	2802	76	3813	1261	5	5155	15238
% Passenger Cars	98.9	99.4	90.8	100	98.2	94.1	97.5	99.4	100	97.7	99.2	99.5	97.2	0	99.4	100	99.3	99.5	100	99.4	98.7
Heavy Vehicles	8	10	31	0	49	27	74	8	0	109	10	7	1	0	18	0	25	6	0	31	207
% Heavy Vehicles	1.1	0.6	9.2	0	1.8	5.9	2.5	0.6	0	2.3	0.8	0.5	2.8	0	0.6	0	0.7	0.5	0	0.6	1.3

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

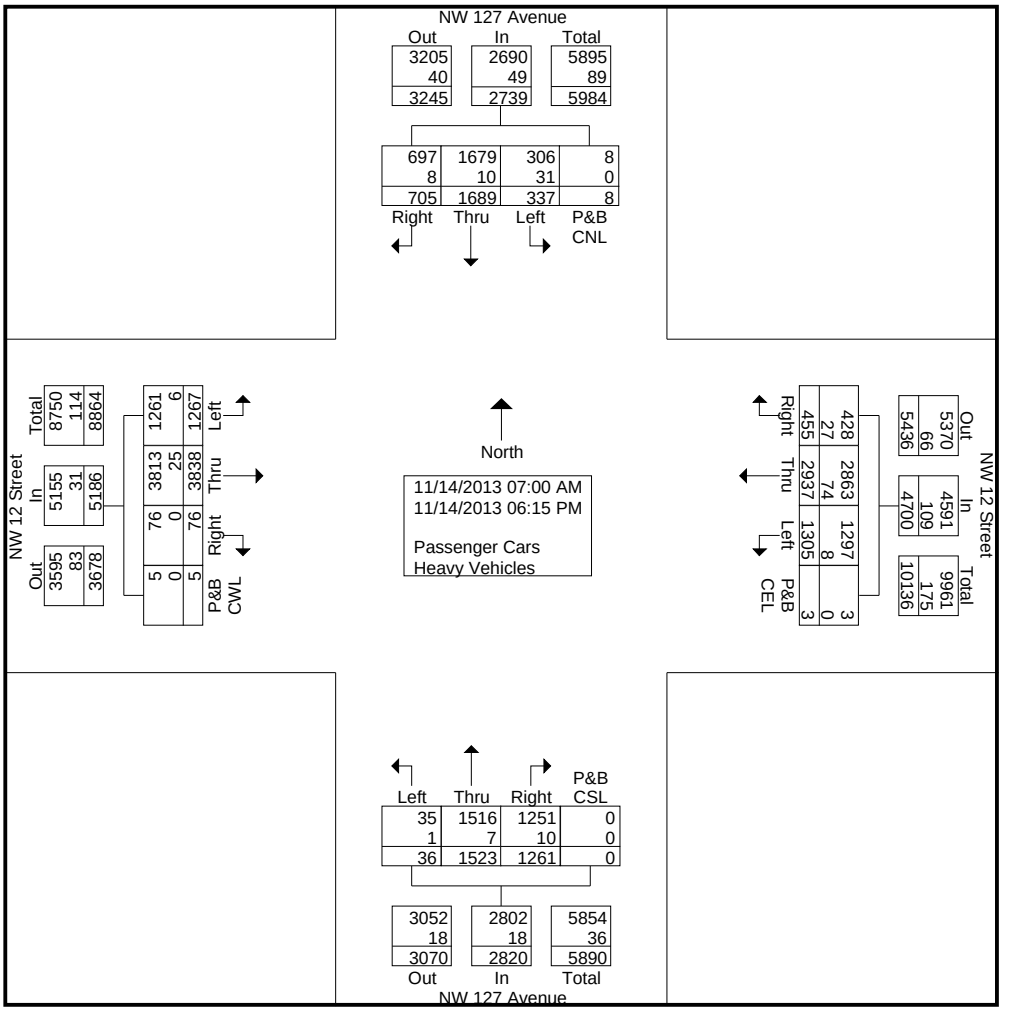
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 127 Avenue

File Name : NW 12 St at NW 127 Ave
Site Code : 01212701
Start Date : 11/14/2013
Page No : 2



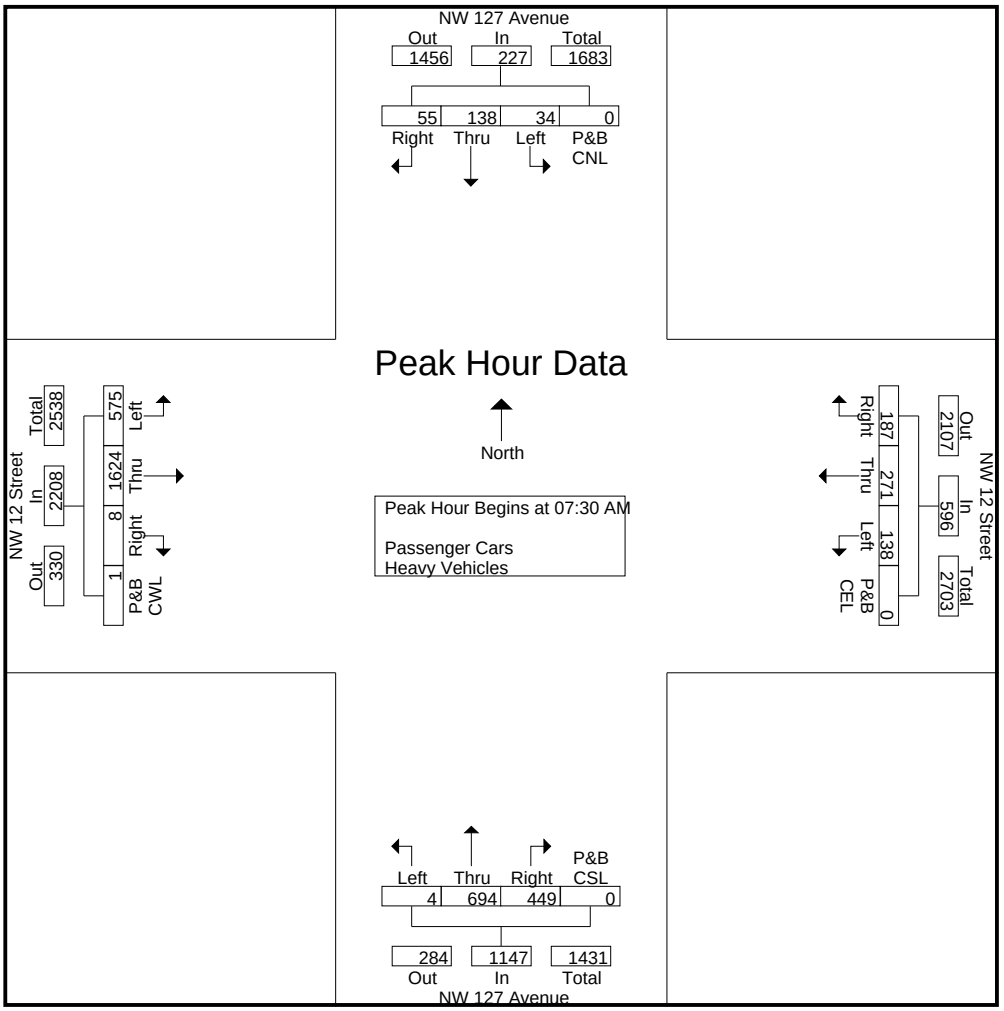
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 127 Avenue

File Name : NW 12 St at NW 127 Ave
Site Code : 01212701
Start Date : 11/14/2013
Page No : 3

	NW 127 Avenue Southbound					NW 12 Street Westbound					NW 127 Avenue Northbound					NW 12 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	14	40	5	0	59	48	69	37	0	154	132	183	1	0	316	1	384	129	0	514	1043
07:45 AM	16	46	9	0	71	42	69	39	0	150	104	170	3	0	277	3	420	156	0	579	1077
08:00 AM	12	29	14	0	55	51	62	26	0	139	107	174	0	0	281	4	419	147	0	570	1045
08:15 AM	13	23	6	0	42	46	71	36	0	153	106	167	0	0	273	0	401	143	1	545	1013
Total Volume	55	138	34	0	227	187	271	138	0	596	449	694	4	0	1147	8	1624	575	1	2208	4178
% App. Total	24.2	60.8	15	0		31.4	45.5	23.2	0		39.1	60.5	0.3	0		0.4	73.6	26	0		
PHF	.859	.750	.607	.000	.799	.917	.954	.885	.000	.968	.850	.948	.333	.000	.907	.500	.967	.921	.250	.953	.970

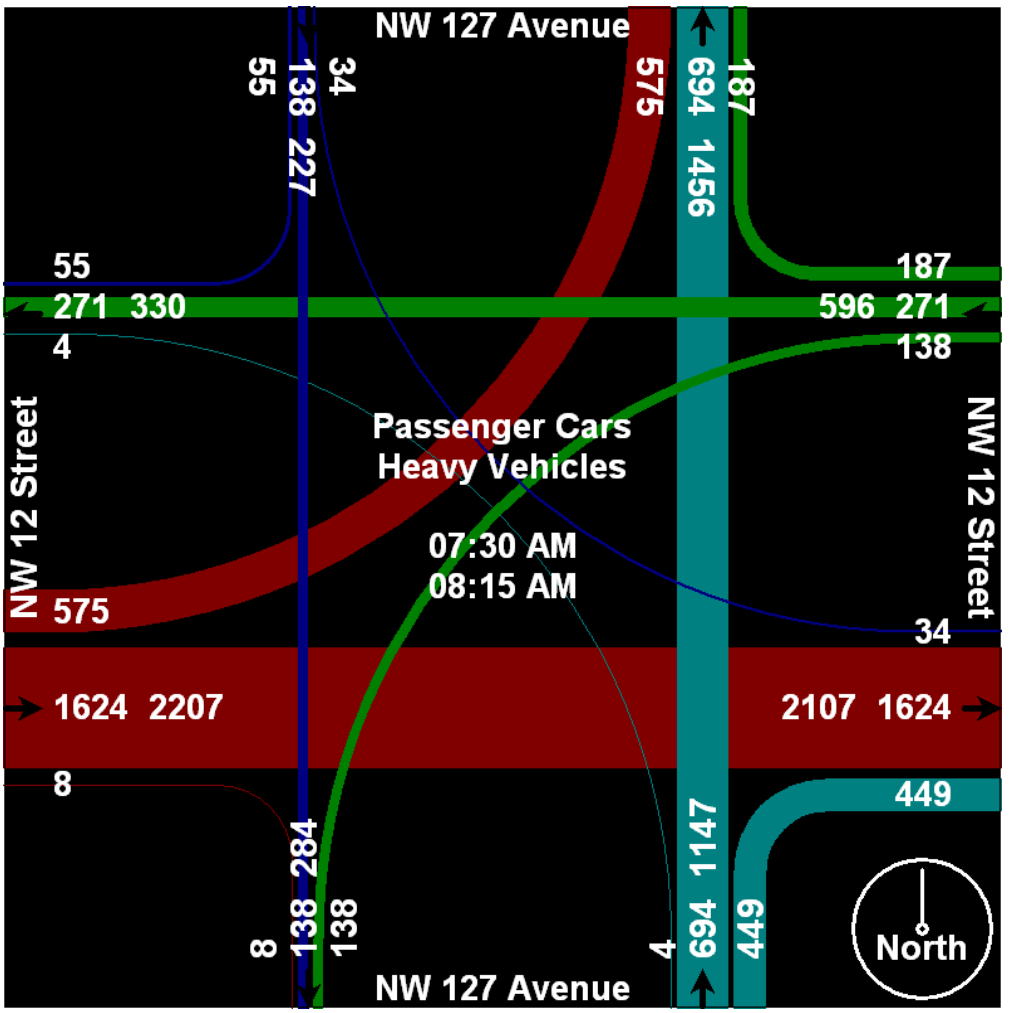


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 127 Avenue

File Name : NW 12 St at NW 127 Ave
Site Code : 01212701
Start Date : 11/14/2013
Page No : 4



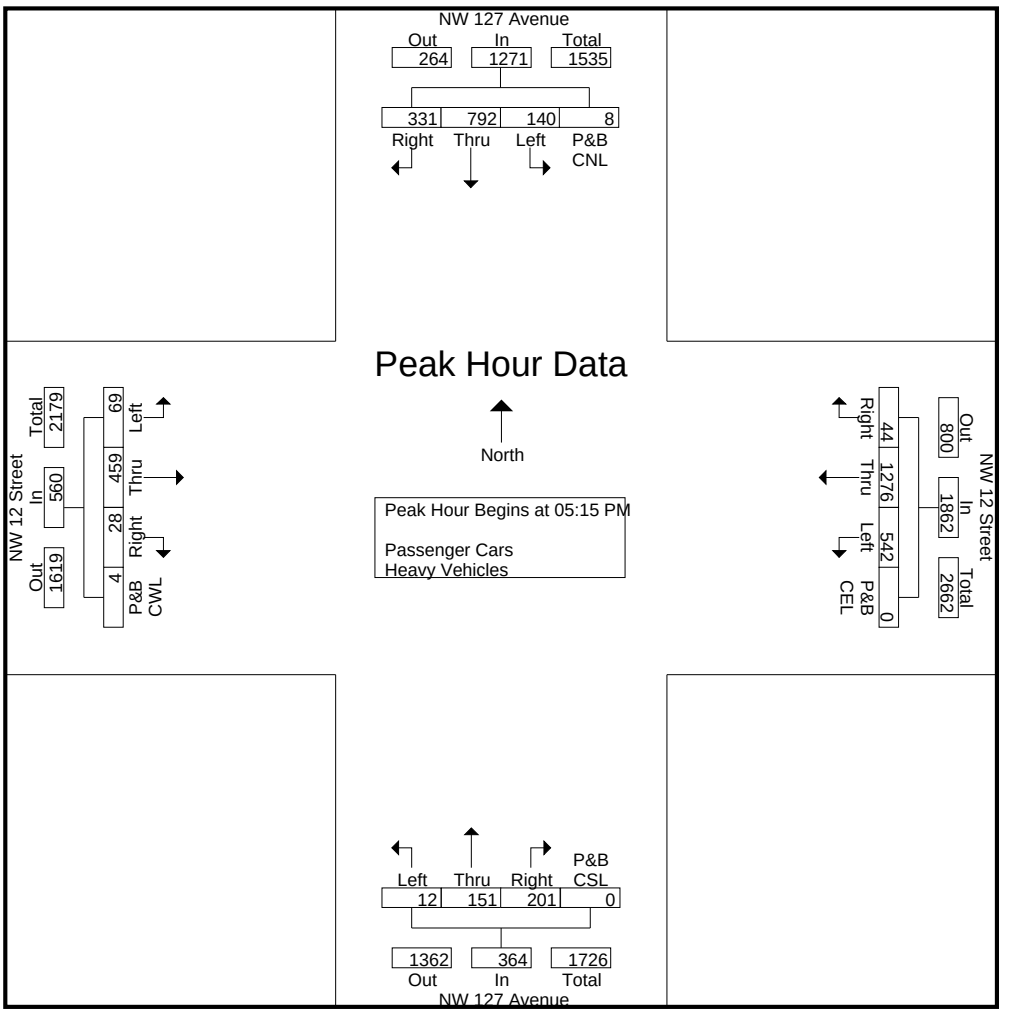
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 127 Avenue

File Name : NW 12 St at NW 127 Ave
Site Code : 01212701
Start Date : 11/14/2013
Page No : 5

	NW 127 Avenue Southbound					NW 12 Street Westbound					NW 127 Avenue Northbound					NW 12 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:15 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	74	199	35	2	310	10	320	141	0	471	53	49	3	0	105	7	113	23	4	147	1033
05:30 PM	81	207	26	0	314	13	327	137	0	477	57	41	1	0	99	5	114	15	0	134	1024
05:45 PM	99	175	33	6	313	14	314	137	0	465	41	31	5	0	77	7	130	18	0	155	1010
06:00 PM	77	211	46	0	334	7	315	127	0	449	50	30	3	0	83	9	102	13	0	124	990
Total Volume	331	792	140	8	1271	44	1276	542	0	1862	201	151	12	0	364	28	459	69	4	560	4057
% App. Total	26	62.3	11	0.6		2.4	68.5	29.1	0		55.2	41.5	3.3	0		5	82	12.3	0.7		
PHF	.836	.938	.761	.333	.951	.786	.976	.961	.000	.976	.882	.770	.600	.000	.867	.778	.883	.750	.250	.903	.982

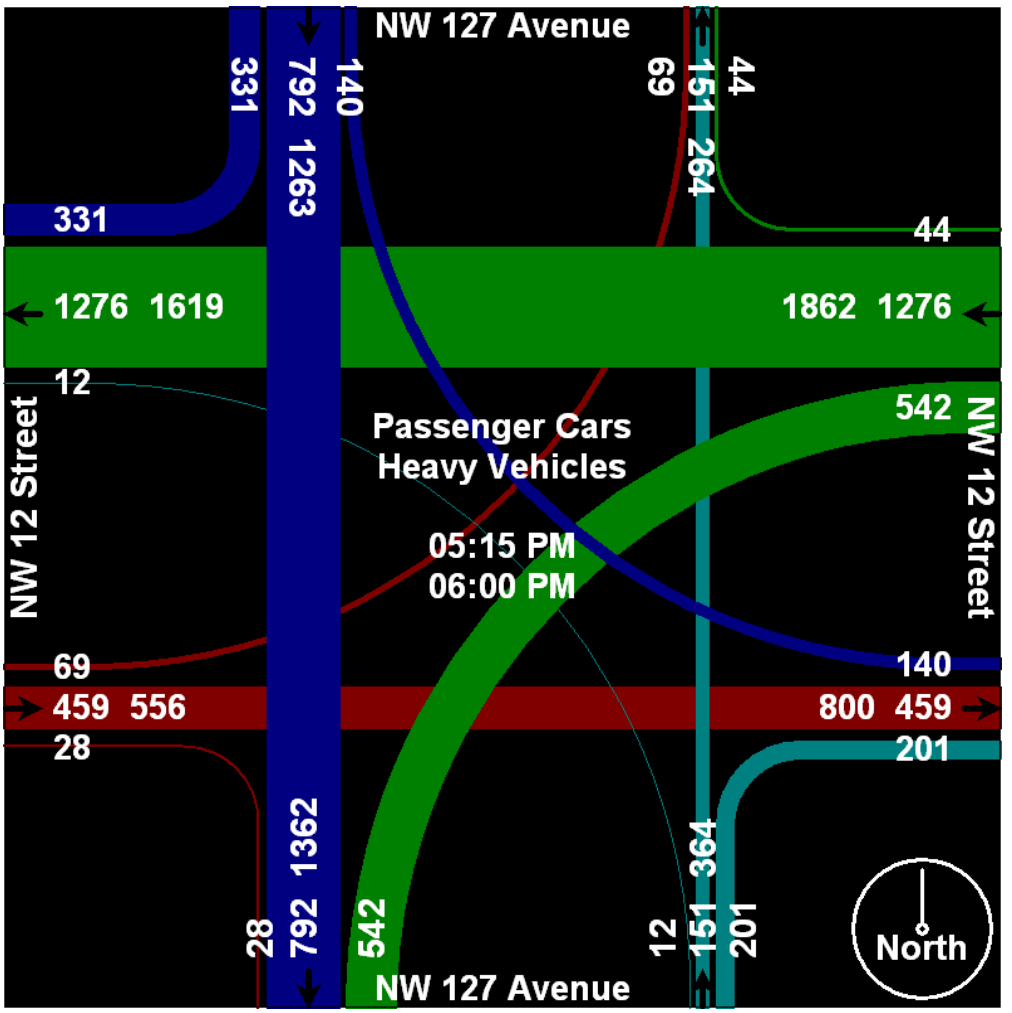


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 127 Avenue

File Name : NW 12 St at NW 127 Ave
Site Code : 01212701
Start Date : 11/14/2013
Page No : 6



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 124 Place

File Name : NW 12 St at NW 124 Pl
Site Code : 01212401
Start Date : 11/14/2013
Page No : 1

Groups Printed- Heavy Vehicles

	NW 12 Street Westbound				NW 124 Place Northbound				NW 12 Street Eastbound				
Start Time	Thru	Left	P&B CEL	App. Total	Right	Left	P&B CSL	App. Total	Right	Thru	P&B CWL	App. Total	Int. Total
07:00 AM	3	0	0	3	0	0	0	0	0	7	0	7	10
07:15 AM	9	0	0	9	1	0	0	1	0	7	0	7	17
07:30 AM	7	0	0	7	0	2	0	2	1	5	0	6	15
07:45 AM	9	0	0	9	0	1	0	1	1	7	0	8	18
Total	28	0	0	28	1	3	0	4	2	26	0	28	60
08:00 AM	5	1	0	6	0	0	0	0	0	6	0	6	12
08:15 AM	8	0	0	8	0	0	0	0	1	5	0	6	14
08:30 AM	10	0	0	10	1	0	0	1	0	2	0	2	13
08:45 AM	10	0	0	10	0	1	0	1	0	2	0	2	13
Total	33	1	0	34	1	1	0	2	1	15	0	16	52
*** BREAK ***													
04:30 PM	8	0	0	8	0	2	0	2	1	3	0	4	14
04:45 PM	12	0	0	12	0	0	0	0	1	5	0	6	18
Total	20	0	0	20	0	2	0	2	2	8	0	10	32
05:00 PM	8	0	0	8	0	0	0	0	0	4	0	4	12
05:15 PM	6	0	0	6	0	0	0	0	0	3	0	3	9
05:30 PM	9	0	0	9	0	1	0	1	0	3	0	3	13
05:45 PM	6	0	0	6	0	0	0	0	0	1	0	1	7
Total	29	0	0	29	0	1	0	1	0	11	0	11	41
06:00 PM	2	1	0	3	0	0	0	0	0	2	0	2	5
06:15 PM	4	0	0	4	0	0	0	0	0	2	0	2	6
Grand Total	116	2	0	118	2	7	0	9	5	64	0	69	196
Apprch %	98.3	1.7	0		22.2	77.8	0		7.2	92.8	0		
Total %	59.2	1	0	60.2	1	3.6	0	4.6	2.6	32.7	0	35.2	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 124 Place

File Name : NW 12 St at NW 124 Pl
Site Code : 01212401
Start Date : 11/14/2013
Page No : 1

Groups Printed- Passenger Cars

	NW 12 Street Westbound				NW 124 Place Northbound				NW 12 Street Eastbound				
Start Time	Thru	Left	P&B CEL	App. Total	Right	Left	P&B CSL	App. Total	Right	Thru	P&B CWL	App. Total	Int. Total
07:00 AM	88	7	0	95	45	5	0	50	0	412	0	412	557
07:15 AM	105	4	0	109	44	6	0	50	0	427	0	427	586
07:30 AM	133	4	0	137	55	12	0	67	3	505	0	508	712
07:45 AM	134	1	0	135	64	7	1	72	5	523	0	528	735
Total	460	16	0	476	208	30	1	239	8	1867	0	1875	2590
08:00 AM	120	5	0	125	76	14	0	90	4	523	0	527	742
08:15 AM	139	13	0	152	43	7	0	50	2	512	0	514	716
08:30 AM	96	9	0	105	40	7	0	47	9	457	0	466	618
08:45 AM	144	5	0	149	35	11	0	46	11	412	0	423	618
Total	499	32	0	531	194	39	0	233	26	1904	0	1930	2694
*** BREAK ***													
04:30 PM	426	23	0	449	19	10	0	29	6	177	0	183	661
04:45 PM	388	39	1	428	13	3	4	20	11	163	1	175	623
Total	814	62	1	877	32	13	4	49	17	340	1	358	1284
05:00 PM	430	42	0	472	14	9	0	23	6	223	0	229	724
05:15 PM	455	63	1	519	14	7	0	21	10	192	0	202	742
05:30 PM	456	42	0	498	12	3	0	15	7	183	1	191	704
05:45 PM	458	31	1	490	13	2	0	15	19	184	0	203	708
Total	1799	178	2	1979	53	21	0	74	42	782	1	825	2878
06:00 PM	437	46	0	483	19	4	0	23	6	188	0	194	700
06:15 PM	426	44	0	470	17	6	0	23	7	185	0	192	685
Grand Total	4435	378	3	4816	523	113	5	641	106	5266	2	5374	10831
Apprch %	92.1	7.8	0.1		81.6	17.6	0.8		2	98	0		
Total %	40.9	3.5	0	44.5	4.8	1	0	5.9	1	48.6	0	49.6	

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 124 Place

File Name : NW 12 St at NW 124 Pl
Site Code : 01212401
Start Date : 11/14/2013
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NW 12 Street Westbound				NW 124 Place Northbound				NW 12 Street Eastbound				
Start Time	Thru	Left	P&B CEL	App. Total	Right	Left	P&B CSL	App. Total	Right	Thru	P&B CWL	App. Total	Int. Total
07:00 AM	91	7	0	98	45	5	0	50	0	419	0	419	567
07:15 AM	114	4	0	118	45	6	0	51	0	434	0	434	603
07:30 AM	140	4	0	144	55	14	0	69	4	510	0	514	727
07:45 AM	143	1	0	144	64	8	1	73	6	530	0	536	753
Total	488	16	0	504	209	33	1	243	10	1893	0	1903	2650
08:00 AM	125	6	0	131	76	14	0	90	4	529	0	533	754
08:15 AM	147	13	0	160	43	7	0	50	3	517	0	520	730
08:30 AM	106	9	0	115	41	7	0	48	9	459	0	468	631
08:45 AM	154	5	0	159	35	12	0	47	11	414	0	425	631
Total	532	33	0	565	195	40	0	235	27	1919	0	1946	2746
*** BREAK ***													
04:30 PM	434	23	0	457	19	12	0	31	7	180	0	187	675
04:45 PM	400	39	1	440	13	3	4	20	12	168	1	181	641
Total	834	62	1	897	32	15	4	51	19	348	1	368	1316
05:00 PM	438	42	0	480	14	9	0	23	6	227	0	233	736
05:15 PM	461	63	1	525	14	7	0	21	10	195	0	205	751
05:30 PM	465	42	0	507	12	4	0	16	7	186	1	194	717
05:45 PM	464	31	1	496	13	2	0	15	19	185	0	204	715
Total	1828	178	2	2008	53	22	0	75	42	793	1	836	2919
06:00 PM	439	47	0	486	19	4	0	23	6	190	0	196	705
06:15 PM	430	44	0	474	17	6	0	23	7	187	0	194	691
Grand Total	4551	380	3	4934	525	120	5	650	111	5330	2	5443	11027
Apprch %	92.2	7.7	0.1		80.8	18.5	0.8		2	97.9	0		
Total %	41.3	3.4	0	44.7	4.8	1.1	0	5.9	1	48.3	0	49.4	
Passenger Cars	4435	378	3	4816	523	113	5	641	106	5266	2	5374	10831
% Passenger Cars	97.5	99.5	100	97.6	99.6	94.2	100	98.6	95.5	98.8	100	98.7	98.2
Heavy Vehicles	116	2	0	118	2	7	0	9	5	64	0	69	196
% Heavy Vehicles	2.5	0.5	0	2.4	0.4	5.8	0	1.4	4.5	1.2	0	1.3	1.8

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

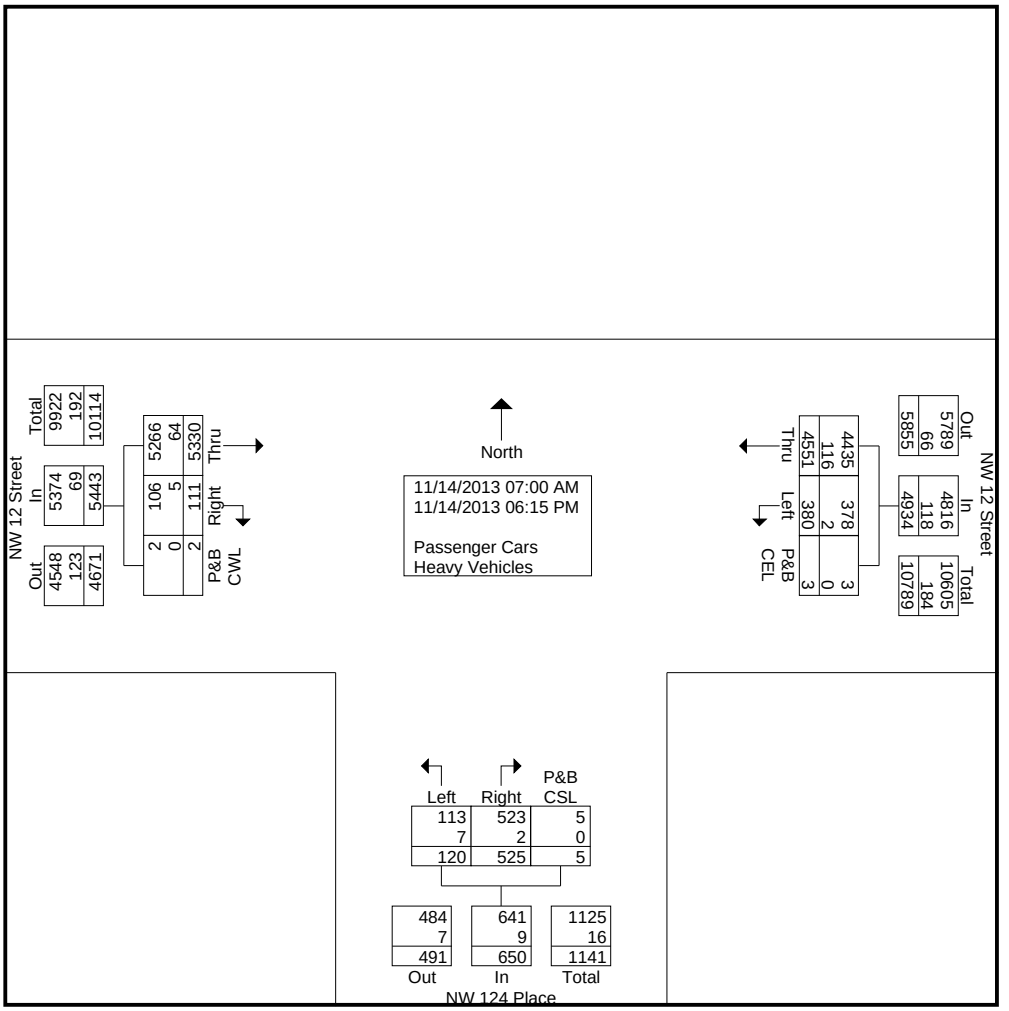
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 124 Place

File Name : NW 12 St at NW 124 Pl
Site Code : 01212401
Start Date : 11/14/2013
Page No : 2



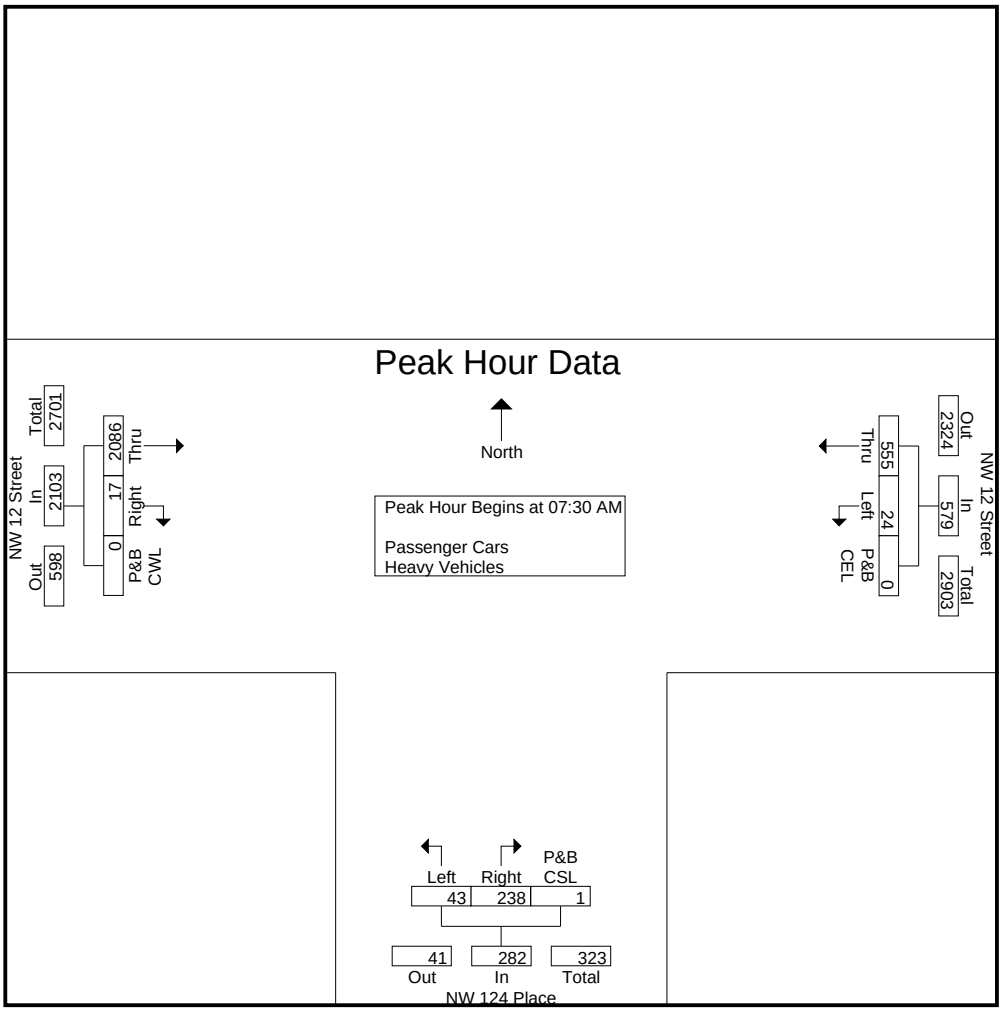
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 124 Place

File Name : NW 12 St at NW 124 Pl
Site Code : 01212401
Start Date : 11/14/2013
Page No : 3

	NW 12 Street Westbound				NW 124 Place Northbound				NW 12 Street Eastbound				
Start Time	Thru	Left	P&B CEL	App. Total	Right	Left	P&B CSL	App. Total	Right	Thru	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 07:30 AM													
07:30 AM	140	4	0	144	55	14	0	69	4	510	0	514	727
07:45 AM	143	1	0	144	64	8	1	73	6	530	0	536	753
08:00 AM	125	6	0	131	76	14	0	90	4	529	0	533	754
08:15 AM	147	13	0	160	43	7	0	50	3	517	0	520	730
Total Volume	555	24	0	579	238	43	1	282	17	2086	0	2103	2964
% App. Total	95.9	4.1	0		84.4	15.2	0.4		0.8	99.2	0		
PHF	.944	.462	.000	.905	.783	.768	.250	.783	.708	.984	.000	.981	.983

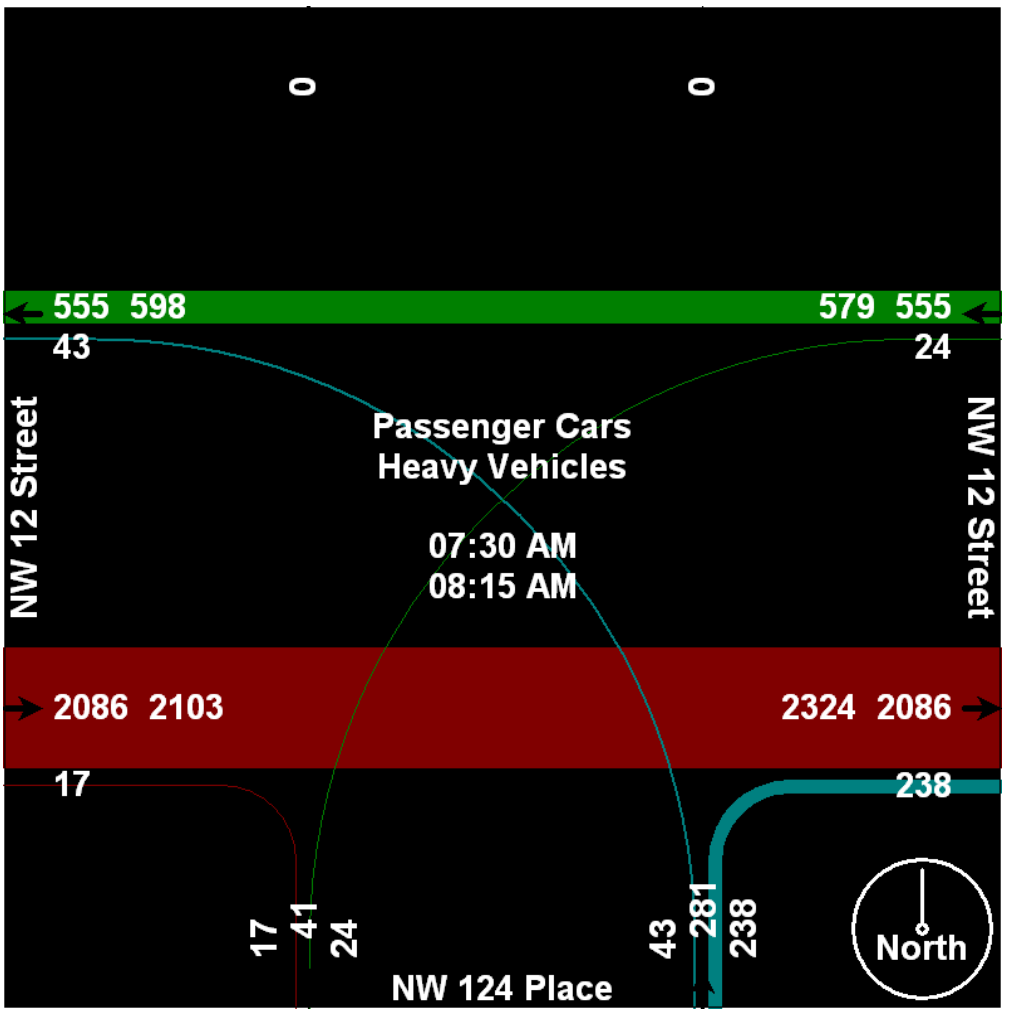


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 124 Place

File Name : NW 12 St at NW 124 Pl
Site Code : 01212401
Start Date : 11/14/2013
Page No : 4



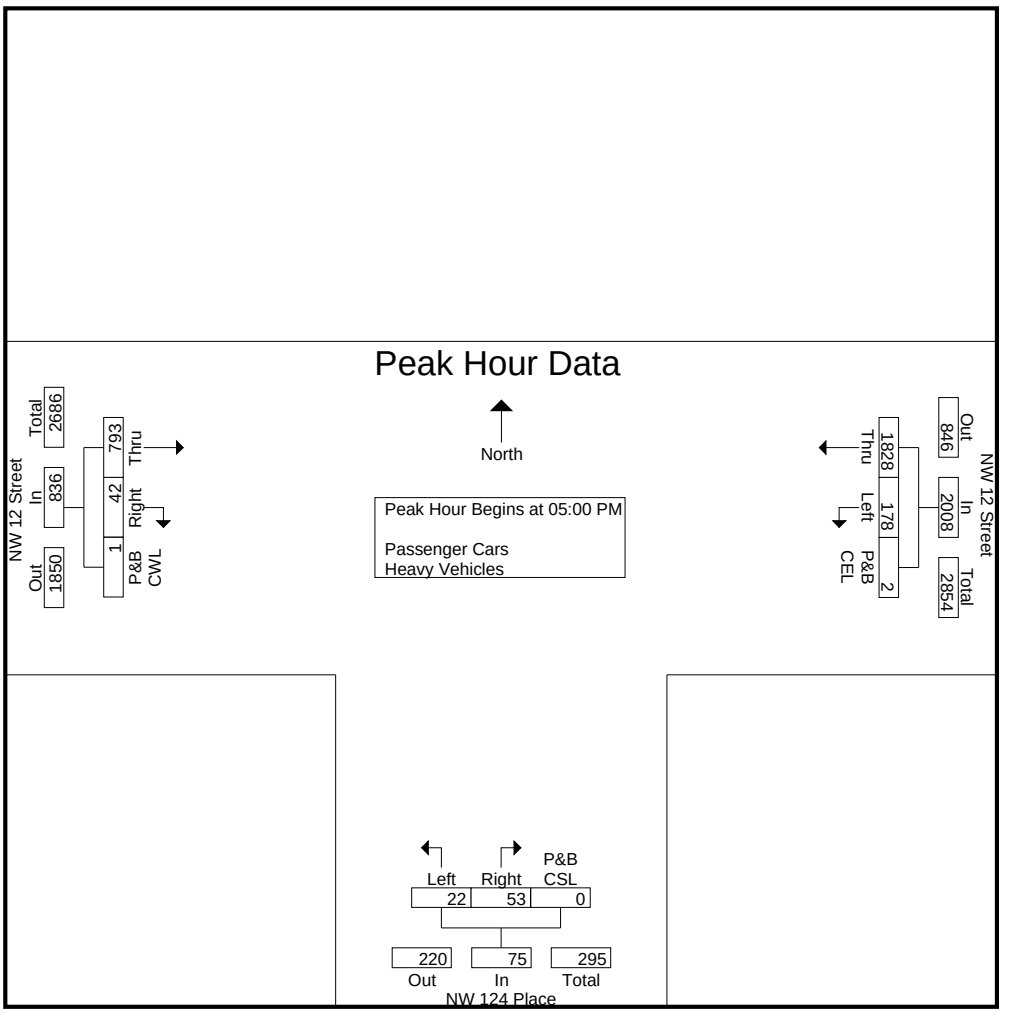
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 124 Place

File Name : NW 12 St at NW 124 Pl
Site Code : 01212401
Start Date : 11/14/2013
Page No : 5

	NW 12 Street Westbound				NW 124 Place Northbound				NW 12 Street Eastbound				
Start Time	Thru	Left	P&B CEL	App. Total	Right	Left	P&B CSL	App. Total	Right	Thru	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 05:00 PM													
05:00 PM	438	42	0	480	14	9	0	23	6	227	0	233	736
05:15 PM	461	63	1	525	14	7	0	21	10	195	0	205	751
05:30 PM	465	42	0	507	12	4	0	16	7	186	1	194	717
05:45 PM	464	31	1	496	13	2	0	15	19	185	0	204	715
Total Volume	1828	178	2	2008	53	22	0	75	42	793	1	836	2919
% App. Total	91	8.9	0.1		70.7	29.3	0		5	94.9	0.1		
PHF	.983	.706	.500	.956	.946	.611	.000	.815	.553	.873	.250	.897	.972

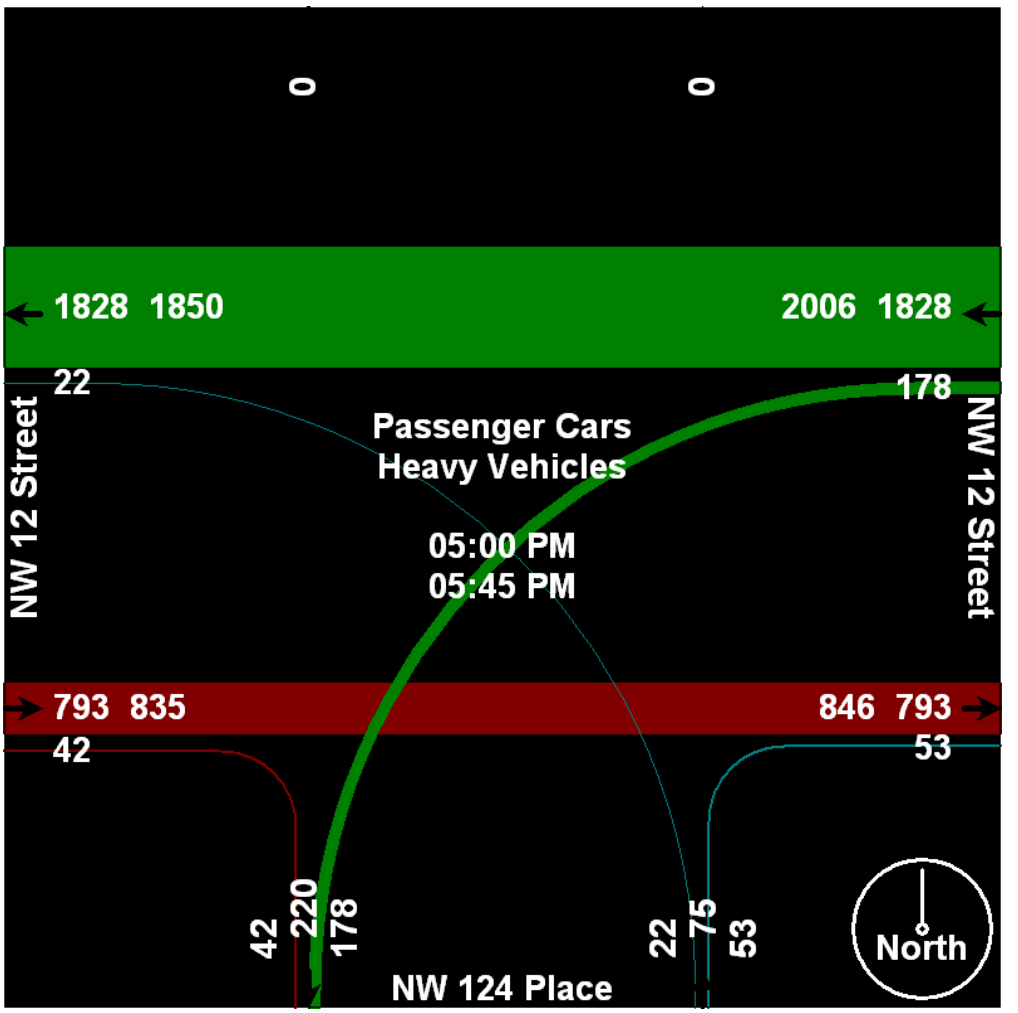


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 124 Place

File Name : NW 12 St at NW 124 Pl
Site Code : 01212401
Start Date : 11/14/2013
Page No : 6



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at SR 821 SB On & Off Ramps

File Name : NW 12 St at SR 821 SB
Site Code : 01211801
Start Date : 11/14/2013
Page No : 1

Groups Printed- Heavy Vehicles

	SR 821 SB On & Off Ramps Southbound					NW 12 Street Westbound					Northbound					NW 12 Street Eastbound						
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Turbo Ln	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	3	0	3	0	6	1	0	0	0	1	0	0	0	0	0	0	3	1	0	0	4	11
07:15 AM	5	0	4	0	9	0	1	0	0	1	0	0	0	0	0	0	1	2	1	0	4	14
07:30 AM	6	0	5	0	11	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	12
07:45 AM	8	0	11	0	19	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	23
Total	22	0	23	0	45	1	6	0	0	7	0	0	0	0	0	0	4	3	1	0	8	60
08:00 AM	4	0	9	0	13	1	0	0	0	1	0	0	0	0	0	0	3	0	1	0	4	18
08:15 AM	3	0	7	0	10	0	3	0	0	3	0	0	0	0	0	0	4	3	1	0	8	21
08:30 AM	6	0	8	0	14	0	4	0	0	4	0	0	0	0	0	0	1	1	0	0	2	20
08:45 AM	4	0	12	0	16	0	5	0	0	5	0	0	0	0	0	0	1	2	0	0	3	24
Total	17	0	36	0	53	1	12	0	0	13	0	0	0	0	0	0	9	6	2	0	17	83
*** BREAK ***																						
04:30 PM	2	0	9	0	11	0	5	0	0	5	0	0	0	0	0	0	2	1	0	0	3	19
04:45 PM	8	0	5	0	13	2	5	0	0	7	0	0	0	0	0	0	1	1	0	0	2	22
Total	10	0	14	0	24	2	10	0	0	12	0	0	0	0	0	0	3	2	0	0	5	41
05:00 PM	5	0	3	0	8	1	3	0	0	4	0	0	0	0	0	0	2	1	0	0	3	15
05:15 PM	10	0	2	0	12	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	1	15
05:30 PM	7	0	3	0	10	2	4	0	0	6	0	0	0	0	0	0	4	3	0	0	7	23
05:45 PM	6	0	2	0	8	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	1	11
Total	28	0	10	0	38	5	9	0	0	14	0	0	0	0	0	0	6	6	0	0	12	64
06:00 PM	6	0	5	0	11	1	1	0	0	2	0	0	0	0	0	0	0	0	1	0	1	14
06:15 PM	2	0	3	0	5	0	3	0	0	3	0	0	0	0	0	0	1	0	0	0	1	9
Grand Total	85	0	91	0	176	10	41	0	0	51	0	0	0	0	0	0	23	17	4	0	44	271
Apprch %	48.3	0	51.7	0		19.6	80.4	0	0		0	0	0	0		0	52.3	38.6	9.1	0		
Total %	31.4	0	33.6	0	64.9	3.7	15.1	0	0	18.8	0	0	0	0	0	0	8.5	6.3	1.5	0	16.2	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at SR 821 SB On & Off Ramps

File Name : NW 12 St at SR 821 SB
Site Code : 01211801
Start Date : 11/14/2013
Page No : 1

Groups Printed- Passenger Cars

	SR 821 SB On & Off Ramps Southbound					NW 12 Street Westbound					Northbound					NW 12 Street Eastbound						
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Turbo Ln	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	43	0	113	0	156	1	63	0	0	64	0	0	0	0	0	0	246	150	24	0	420	640
07:15 AM	64	0	130	0	194	9	56	0	0	65	0	0	0	0	0	0	254	192	25	0	471	730
07:30 AM	76	0	193	0	269	2	51	0	0	53	0	0	0	0	0	0	299	192	38	8	537	859
07:45 AM	72	0	227	0	299	6	61	0	0	67	0	0	0	0	0	0	355	198	32	0	585	951
Total	255	0	663	0	918	18	231	0	0	249	0	0	0	0	0	0	1154	732	119	8	2013	3180
08:00 AM	49	0	233	0	282	8	69	0	0	77	0	0	0	0	0	0	341	210	36	0	587	946
08:15 AM	58	0	222	0	280	4	96	0	0	100	0	0	0	0	0	0	327	194	27	0	548	928
08:30 AM	36	0	207	0	243	8	78	0	0	86	0	0	0	0	0	0	278	173	18	0	469	798
08:45 AM	56	2	234	0	292	10	79	0	0	89	0	0	0	0	0	0	270	158	10	0	438	819
Total	199	2	896	0	1097	30	322	0	0	352	0	0	0	0	0	0	1216	735	91	0	2042	3491
*** BREAK ***																						
04:30 PM	160	0	105	1	266	62	261	0	0	323	0	0	0	0	0	0	105	77	18	0	200	789
04:45 PM	189	0	118	0	307	38	238	0	0	276	0	0	0	0	0	0	81	74	8	0	163	746
Total	349	0	223	1	573	100	499	0	0	599	0	0	0	0	0	0	186	151	26	0	363	1535
05:00 PM	182	0	81	0	263	66	348	0	0	414	0	0	0	0	0	0	118	85	18	1	222	899
05:15 PM	226	0	93	1	320	60	276	0	0	336	0	0	0	0	0	0	114	75	15	0	204	860
05:30 PM	235	0	107	0	342	77	293	0	0	370	0	0	0	0	0	0	93	96	13	0	202	914
05:45 PM	195	0	102	0	297	57	258	0	0	315	0	0	0	0	0	0	102	91	12	0	205	817
Total	838	0	383	1	1222	260	1175	0	0	1435	0	0	0	0	0	0	427	347	58	1	833	3490
06:00 PM	200	0	95	0	295	54	244	0	0	298	0	0	0	0	0	0	99	76	18	0	193	786
06:15 PM	223	0	103	0	326	61	299	0	0	360	0	0	0	0	0	0	103	81	24	0	208	894
Grand Total	2064	2	2363	2	4431	523	2770	0	0	3293	0	0	0	0	0	0	3185	2122	336	9	5652	13376
Apprch %	46.6	0	53.3	0		15.9	84.1	0	0		0	0	0	0		0	56.4	37.5	5.9	0.2		
Total %	15.4	0	17.7	0	33.1	3.9	20.7	0	0	24.6	0	0	0	0	0	0	23.8	15.9	2.5	0.1	42.3	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at SR 821 SB On & Off Ramps

File Name : NW 12 St at SR 821 SB
Site Code : 01211801
Start Date : 11/14/2013
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	SR 821 SB On & Off Ramps Southbound					NW 12 Street Westbound					Northbound					NW 12 Street Eastbound						
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Turbo Ln	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	46	0	116	0	162	2	63	0	0	65	0	0	0	0	0	0	249	151	24	0	424	651
07:15 AM	69	0	134	0	203	9	57	0	0	66	0	0	0	0	0	0	255	194	26	0	475	744
07:30 AM	82	0	198	0	280	2	52	0	0	54	0	0	0	0	0	0	299	192	38	8	537	871
07:45 AM	80	0	238	0	318	6	65	0	0	71	0	0	0	0	0	0	355	198	32	0	585	974
Total	277	0	686	0	963	19	237	0	0	256	0	0	0	0	0	0	1158	735	120	8	2021	3240
08:00 AM	53	0	242	0	295	9	69	0	0	78	0	0	0	0	0	0	344	210	37	0	591	964
08:15 AM	61	0	229	0	290	4	99	0	0	103	0	0	0	0	0	0	331	197	28	0	556	949
08:30 AM	42	0	215	0	257	8	82	0	0	90	0	0	0	0	0	0	279	174	18	0	471	818
08:45 AM	60	2	246	0	308	10	84	0	0	94	0	0	0	0	0	0	271	160	10	0	441	843
Total	216	2	932	0	1150	31	334	0	0	365	0	0	0	0	0	0	1225	741	93	0	2059	3574
*** BREAK ***																						
04:30 PM	162	0	114	1	277	62	266	0	0	328	0	0	0	0	0	0	107	78	18	0	203	808
04:45 PM	197	0	123	0	320	40	243	0	0	283	0	0	0	0	0	0	82	75	8	0	165	768
Total	359	0	237	1	597	102	509	0	0	611	0	0	0	0	0	0	189	153	26	0	368	1576
05:00 PM	187	0	84	0	271	67	351	0	0	418	0	0	0	0	0	0	120	86	18	1	225	914
05:15 PM	236	0	95	1	332	60	278	0	0	338	0	0	0	0	0	0	114	76	15	0	205	875
05:30 PM	242	0	110	0	352	79	297	0	0	376	0	0	0	0	0	0	97	99	13	0	209	937
05:45 PM	201	0	104	0	305	59	258	0	0	317	0	0	0	0	0	0	102	92	12	0	206	828
Total	866	0	393	1	1260	265	1184	0	0	1449	0	0	0	0	0	0	433	353	58	1	845	3554
06:00 PM	206	0	100	0	306	55	245	0	0	300	0	0	0	0	0	0	99	76	19	0	194	800
06:15 PM	225	0	106	0	331	61	302	0	0	363	0	0	0	0	0	0	104	81	24	0	209	903
Grand Total	2149	2	2454	2	4607	533	2811	0	0	3344	0	0	0	0	0	0	3208	2139	340	9	5696	13647
Apprch %	46.6	0	53.3	0		15.9	84.1	0	0		0	0	0	0		0	56.3	37.6	6	0.2		
Total %	15.7	0	18	0	33.8	3.9	20.6	0	0	24.5	0	0	0	0	0	0	23.5	15.7	2.5	0.1	41.7	
Passenger Cars	2064	2	2363	2	4431	523	2770	0	0	3293	0	0	0	0	0	0	3185	2122	336	9	5652	13376
% Passenger Cars																						
Heavy Vehicles	85	0	91	0	176	10	41	0	0	51	0	0	0	0	0	0	23	17	4	0	44	271
% Heavy Vehicles	4	0	3.7	0	3.8	1.9	1.5	0	0	1.5	0	0	0	0	0	0	0.7	0.8	1.2	0	0.8	2

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

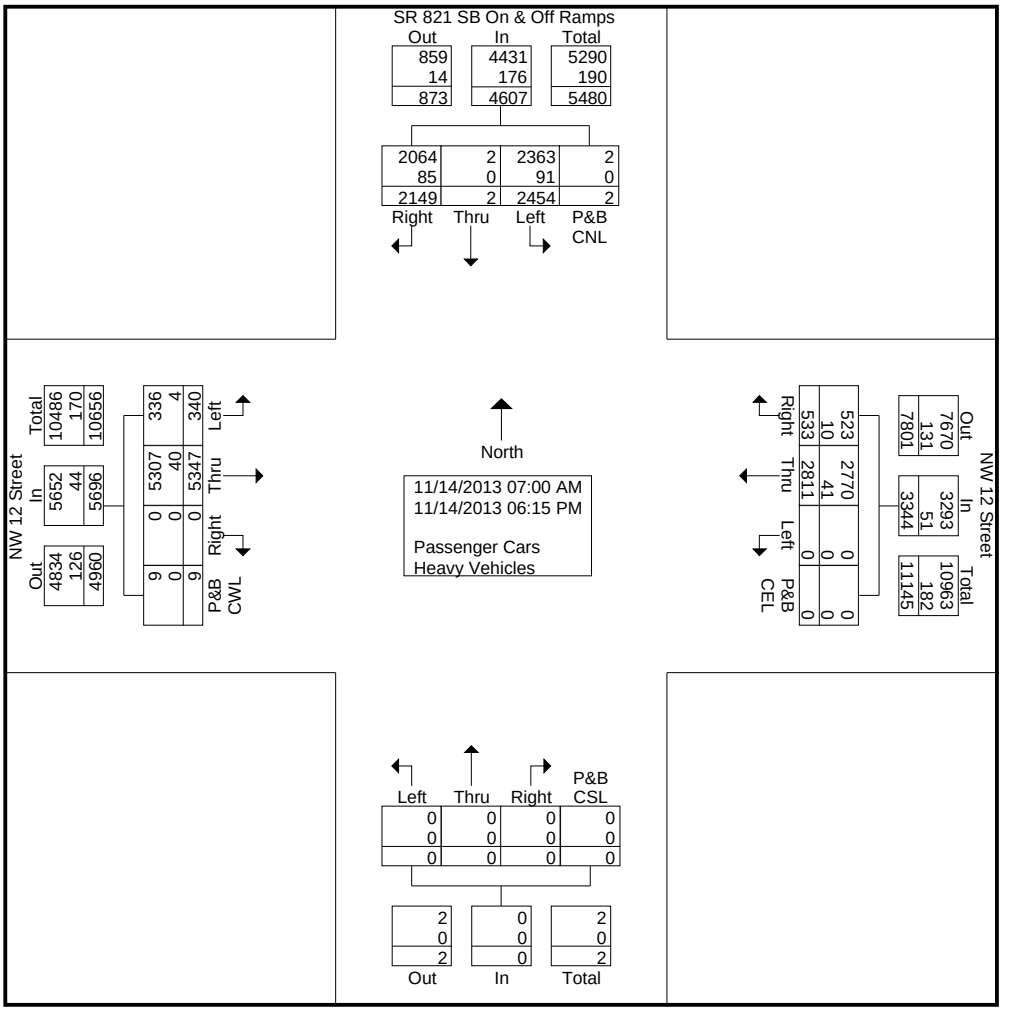
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at SR 821 SB On & Off Ramps

File Name : NW 12 St at SR 821 SB
Site Code : 01211801
Start Date : 11/14/2013
Page No : 2



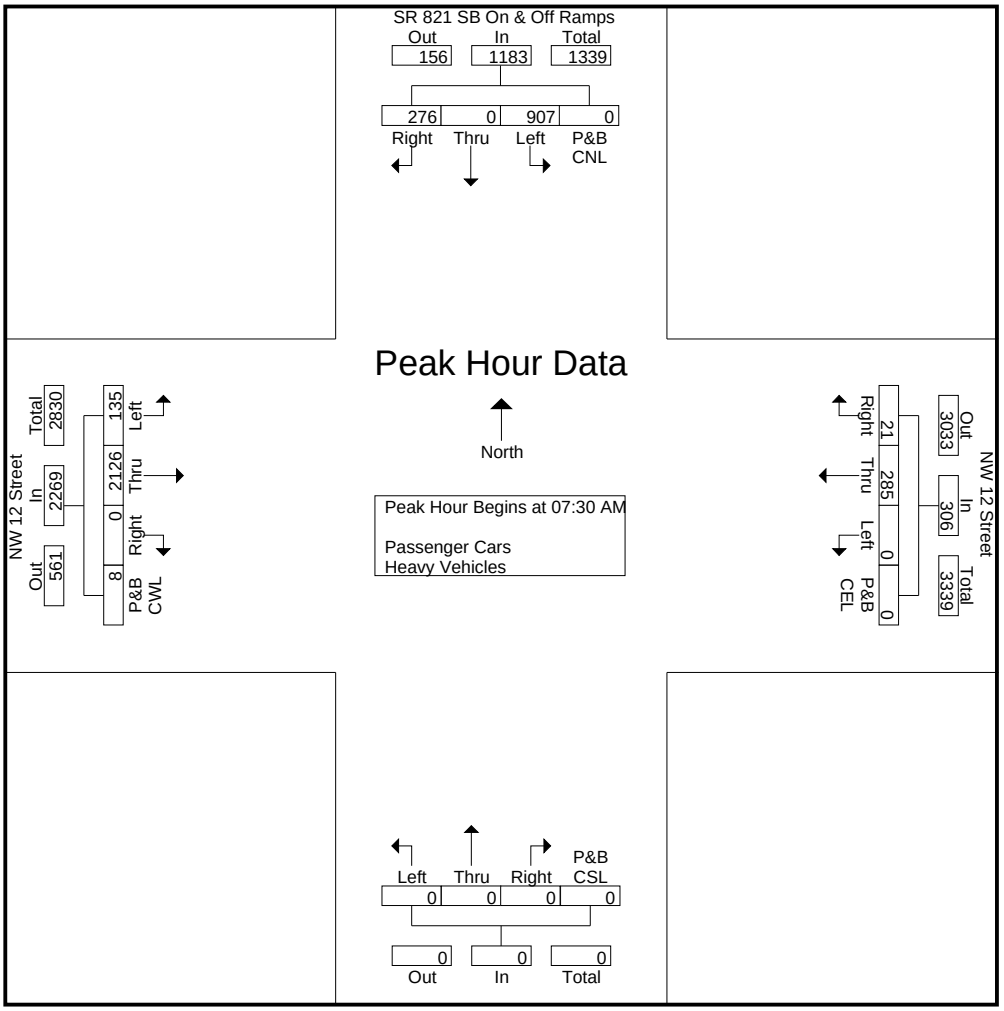
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at SR 821 SB On & Off Ramps

File Name : NW 12 St at SR 821 SB
Site Code : 01211801
Start Date : 11/14/2013
Page No : 3

	SR 821 SB On & Off Ramps Southbound					NW 12 Street Westbound					Northbound					NW 12 Street Eastbound						
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Turbo Ln	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:30 AM																						
07:30 AM	82	0	198	0	280	2	52	0	0	54	0	0	0	0	0	0	299	192	38	8	537	871
07:45 AM	80	0	238	0	318	6	65	0	0	71	0	0	0	0	0	0	355	198	32	0	585	974
08:00 AM	53	0	242	0	295	9	69	0	0	78	0	0	0	0	0	0	344	210	37	0	591	964
08:15 AM	61	0	229	0	290	4	99	0	0	103	0	0	0	0	0	0	331	197	28	0	556	949
Total Volume	276	0	907	0	1183	21	285	0	0	306	0	0	0	0	0	0	1329	797	135	8	2269	3758
% App. Total																						
PHF	.841	.000	.937	.000	.930	.583	.720	.000	.000	.743	.000	.000	.000	.000	.000	.000	.936	.949	.888	.250	.960	.965

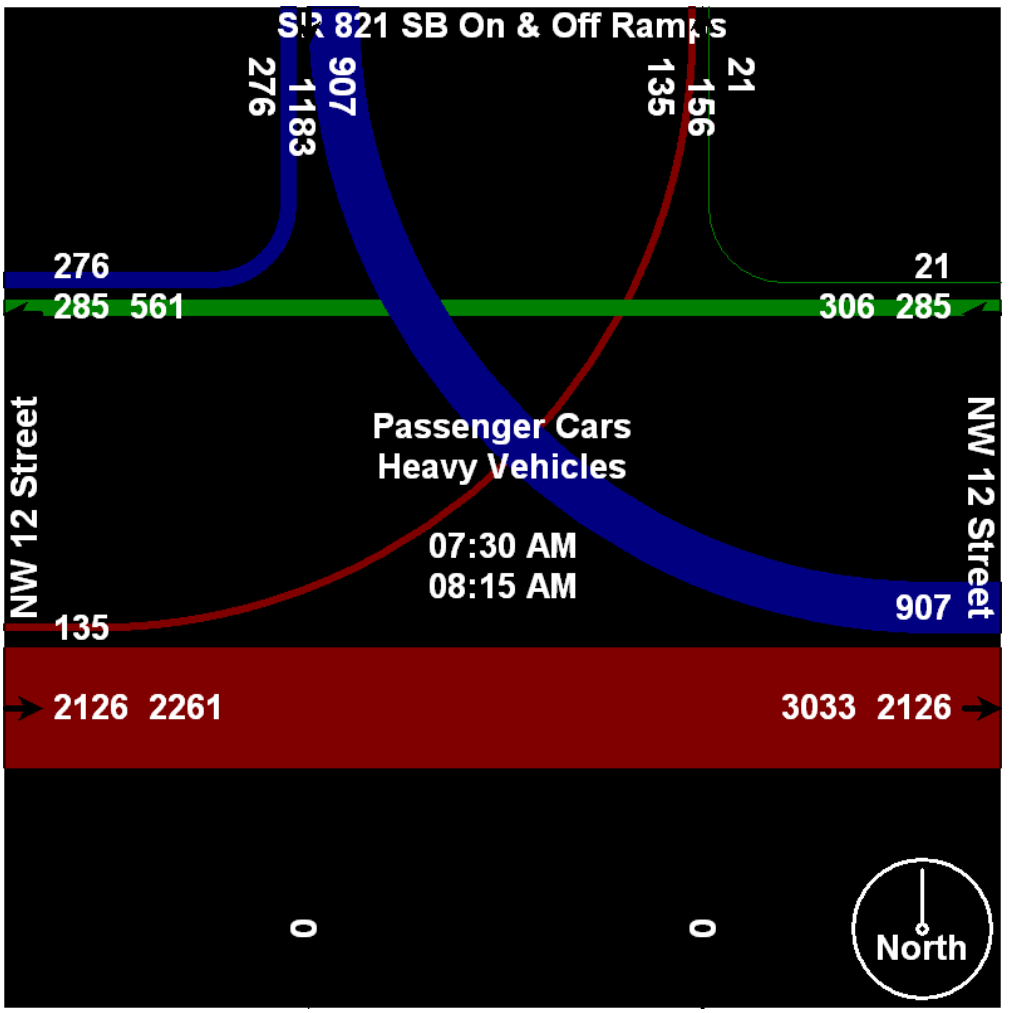


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at SR 821 SB On & Off Ramps

File Name : NW 12 St at SR 821 SB
Site Code : 01211801
Start Date : 11/14/2013
Page No : 4



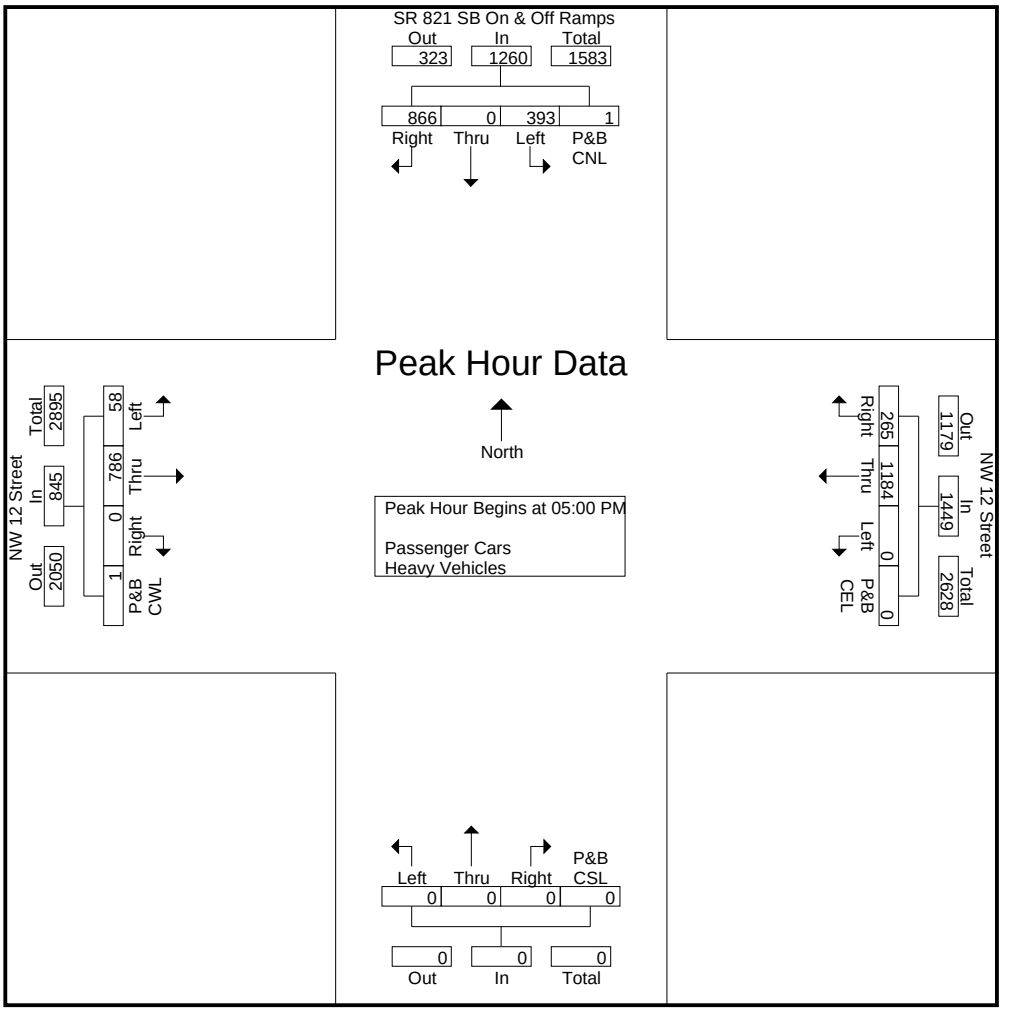
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at SR 821 SB On & Off Ramps

File Name : NW 12 St at SR 821 SB
Site Code : 01211801
Start Date : 11/14/2013
Page No : 5

	SR 821 SB On & Off Ramps Southbound					NW 12 Street Westbound					Northbound					NW 12 Street Eastbound						
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Turbo Ln	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:15 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 05:00 PM																						
05:00 PM	187	0	84	0	271	67	351	0	0	418	0	0	0	0	0	0	120	86	18	1	225	914
05:15 PM	236	0	95	1	332	60	278	0	0	338	0	0	0	0	0	0	114	76	15	0	205	875
05:30 PM	242	0	110	0	352	79	297	0	0	376	0	0	0	0	0	0	97	99	13	0	209	937
05:45 PM	201	0	104	0	305	59	258	0	0	317	0	0	0	0	0	0	102	92	12	0	206	828
Total Volume	866	0	393	1	1260	265	1184	0	0	1449	0	0	0	0	0	0	433	353	58	1	845	3554
% App. Total																						
PHF	.895	.000	.893	.250	.895	.839	.843	.000	.000	.867	.000	.000	.000	.000	.000	.000	.902	.891	.806	.250	.939	.948

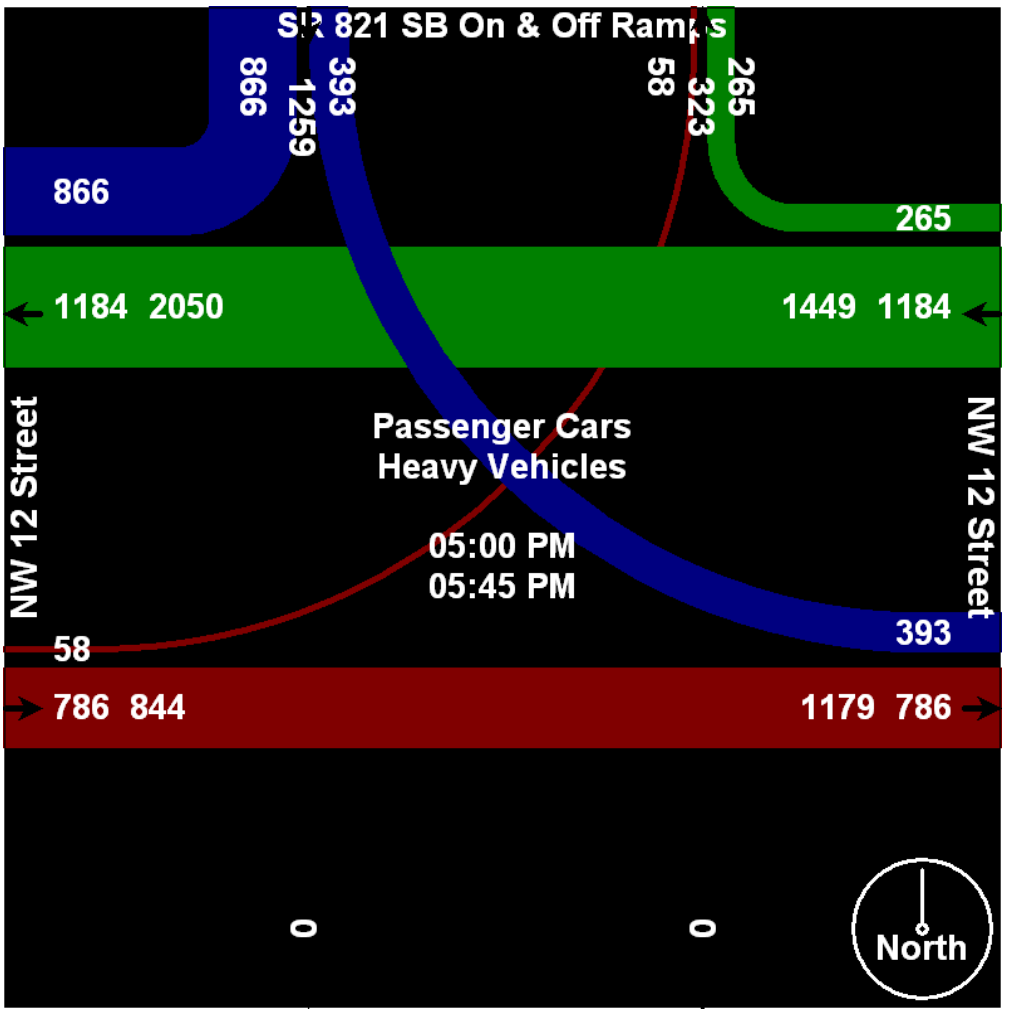


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at SR 821 SB On & Off Ramps

File Name : NW 12 St at SR 821 SB
Site Code : 01211801
Start Date : 11/14/2013
Page No : 6



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at SR 821 NB On & Off Ramps

File Name : nw 12 st at sr 821 nb
Site Code : 01211701
Start Date : 11/14/2013
Page No : 1

Groups Printed- Heavy Vehicles

	SR 821 NB On & Off Ramp Southbound					NW 12 Street Westbound					Northbound					NW 12 Street Eastbound						
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	U-Turn	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Turbo Ln	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	0	0	1	0	1	10	2	0	0	12	0	0	0	0	0	0	11	0	4	0	15	28
07:15 AM	1	0	1	0	2	8	2	0	0	10	0	0	0	0	0	0	7	0	5	0	12	24
07:30 AM	0	0	3	0	3	13	2	0	0	15	0	0	0	0	0	0	12	0	4	0	16	34
07:45 AM	0	0	0	0	0	5	7	0	0	12	0	0	0	0	0	0	15	0	7	0	22	34
Total	1	0	5	0	6	36	13	0	0	49	0	0	0	0	0	0	45	0	20	0	65	120
08:00 AM	0	0	2	0	2	9	3	0	0	12	0	0	0	0	0	0	17	2	6	0	25	39
08:15 AM	0	0	2	0	2	9	8	0	0	17	0	0	0	0	0	0	13	0	6	0	19	38
08:30 AM	4	0	3	0	7	5	3	0	0	8	0	0	0	0	0	0	9	0	6	1	16	31
08:45 AM	2	0	0	0	2	8	7	0	0	15	0	0	0	0	0	0	14	3	5	0	22	39
Total	6	0	7	0	13	31	21	0	0	52	0	0	0	0	0	0	53	5	23	1	82	147
*** BREAK ***																						
04:30 PM	2	0	5	0	7	1	4	0	0	5	0	0	0	0	0	0	9	2	6	0	17	29
04:45 PM	6	0	3	0	9	5	1	0	0	6	0	0	0	0	0	0	10	0	3	0	13	28
Total	8	0	8	0	16	6	5	0	0	11	0	0	0	0	0	0	19	2	9	0	30	57
05:00 PM	1	0	2	0	3	7	4	0	0	11	0	0	0	0	0	0	7	1	1	0	9	23
05:15 PM	3	0	0	0	3	5	1	0	0	6	0	0	0	0	0	0	2	2	9	0	13	22
05:30 PM	2	0	0	0	2	8	3	0	0	11	0	0	0	0	0	0	7	0	5	0	12	25
05:45 PM	0	0	2	0	2	5	3	0	0	8	0	0	0	0	0	0	3	0	2	1	6	16
Total	6	0	4	0	10	25	11	0	0	36	0	0	0	0	0	0	19	3	17	1	40	86
06:00 PM	2	0	0	0	2	3	1	0	0	4	0	0	0	0	0	0	4	0	1	0	5	11
06:15 PM	3	0	2	0	5	4	2	0	0	6	0	0	0	0	0	0	5	1	1	0	7	18
Grand Total	26	0	26	0	52	105	53	0	0	158	0	0	0	0	0	0	145	11	71	2	229	439
Apprch %	50	0	50	0		66.5	33.5	0	0		0	0	0	0		0	63.3	4.8	31	0.9		
Total %	5.9	0	5.9	0	11.8	23.9	12.1	0	0	36	0	0	0	0	0	0	33	2.5	16.2	0.5	52.2	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at SR 821 NB On & Off Ramps

File Name : nw 12 st at sr 821 nb
Site Code : 01211701
Start Date : 11/14/2013
Page No : 1

Groups Printed- Passenger Cars

	SR 821 NB On & Off Ramp Southbound					NW 12 Street Westbound					Northbound					NW 12 Street Eastbound						
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	U-Turn	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Turbo Ln	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	7	0	71	0	78	8	54	0	0	62	0	0	0	0	0	0	323	11	181	0	515	655
07:15 AM	12	0	59	0	71	9	50	0	0	59	0	0	0	0	0	0	332	16	225	0	573	703
07:30 AM	10	0	73	0	83	13	41	0	0	54	0	0	0	0	0	0	485	14	179	0	678	815
07:45 AM	19	0	96	0	115	7	41	0	0	48	0	0	0	0	0	0	502	15	258	0	775	938
Total	48	0	299	0	347	37	186	0	0	223	0	0	0	0	0	0	1642	56	843	0	2541	3111
08:00 AM	22	0	106	0	128	18	49	0	0	67	0	0	0	0	0	0	561	15	210	0	786	981
08:15 AM	23	0	68	0	91	20	66	0	0	86	0	0	0	0	0	0	492	10	249	0	751	928
08:30 AM	21	0	118	0	139	22	66	0	0	88	0	0	0	0	0	0	443	18	190	92	743	970
08:45 AM	29	0	119	0	148	18	56	0	0	74	0	0	0	0	0	0	459	10	186	0	655	877
Total	95	0	411	0	506	78	237	0	0	315	0	0	0	0	0	0	1955	53	835	92	2935	3756
*** BREAK ***																						
04:30 PM	21	0	56	1	78	121	292	0	0	413	0	0	0	0	0	0	202	22	55	0	279	770
04:45 PM	33	0	56	0	89	122	252	0	0	374	0	0	0	0	0	0	191	34	51	0	276	739
Total	54	0	112	1	167	243	544	0	0	787	0	0	0	0	0	0	393	56	106	0	555	1509
05:00 PM	32	0	65	1	98	159	372	1	0	532	0	0	0	0	0	0	207	14	57	0	278	908
05:15 PM	32	0	61	0	93	140	311	0	0	451	0	0	0	0	0	0	195	17	71	10	293	837
05:30 PM	43	0	57	0	100	130	324	0	0	454	0	0	0	0	0	0	223	22	54	0	299	853
05:45 PM	35	0	59	0	94	85	276	1	0	362	0	0	0	0	0	0	204	11	87	2	304	760
Total	142	0	242	1	385	514	1283	2	0	1799	0	0	0	0	0	0	829	64	269	12	1174	3358
06:00 PM	22	0	57	0	79	123	279	0	0	402	0	0	0	0	0	0	194	31	50	0	275	756
06:15 PM	33	0	60	0	93	109	311	0	0	420	0	0	0	0	0	0	201	19	72	0	292	805
Grand Total	394	0	1181	2	1577	1104	2840	2	0	3946	0	0	0	0	0	0	5214	279	2175	104	7772	13295
Apprch %	25	0	74.9	0.1		28	72	0.1	0		0	0	0	0		0	67.1	3.6	28	1.3		
Total %	3	0	8.9	0	11.9	8.3	21.4	0	0	29.7	0	0	0	0	0	0	39.2	2.1	16.4	0.8	58.5	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at SR 821 NB On & Off Ramps

File Name : nw 12 st at sr 821 nb
Site Code : 01211701
Start Date : 11/14/2013
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	SR 821 NB On & Off Ramp Southbound					NW 12 Street Westbound					Northbound					NW 12 Street Eastbound						
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	U-Turn	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Turbo Ln	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	7	0	72	0	79	18	56	0	0	74	0	0	0	0	0	0	334	11	185	0	530	683
07:15 AM	13	0	60	0	73	17	52	0	0	69	0	0	0	0	0	0	339	16	230	0	585	727
07:30 AM	10	0	76	0	86	26	43	0	0	69	0	0	0	0	0	0	497	14	183	0	694	849
07:45 AM	19	0	96	0	115	12	48	0	0	60	0	0	0	0	0	0	517	15	265	0	797	972
Total	49	0	304	0	353	73	199	0	0	272	0	0	0	0	0	0	1687	56	863	0	2606	3231
08:00 AM	22	0	108	0	130	27	52	0	0	79	0	0	0	0	0	0	578	17	216	0	811	1020
08:15 AM	23	0	70	0	93	29	74	0	0	103	0	0	0	0	0	0	505	10	255	0	770	966
08:30 AM	25	0	121	0	146	27	69	0	0	96	0	0	0	0	0	0	452	18	196	93	759	1001
08:45 AM	31	0	119	0	150	26	63	0	0	89	0	0	0	0	0	0	473	13	191	0	677	916
Total	101	0	418	0	519	109	258	0	0	367	0	0	0	0	0	0	2008	58	858	93	3017	3903
*** BREAK ***																						
04:30 PM	23	0	61	1	85	122	296	0	0	418	0	0	0	0	0	0	211	24	61	0	296	799
04:45 PM	39	0	59	0	98	127	253	0	0	380	0	0	0	0	0	0	201	34	54	0	289	767
Total	62	0	120	1	183	249	549	0	0	798	0	0	0	0	0	0	412	58	115	0	585	1566
05:00 PM	33	0	67	1	101	166	376	1	0	543	0	0	0	0	0	0	214	15	58	0	287	931
05:15 PM	35	0	61	0	96	145	312	0	0	457	0	0	0	0	0	0	197	19	80	10	306	859
05:30 PM	45	0	57	0	102	138	327	0	0	465	0	0	0	0	0	0	230	22	59	0	311	878
05:45 PM	35	0	61	0	96	90	279	1	0	370	0	0	0	0	0	0	207	11	89	3	310	776
Total	148	0	246	1	395	539	1294	2	0	1835	0	0	0	0	0	0	848	67	286	13	1214	3444
06:00 PM	24	0	57	0	81	126	280	0	0	406	0	0	0	0	0	0	198	31	51	0	280	767
06:15 PM	36	0	62	0	98	113	313	0	0	426	0	0	0	0	0	0	206	20	73	0	299	823
Grand Total	420	0	1207	2	1629	1209	2893	2	0	4104	0	0	0	0	0	0	5359	290	2246	106	8001	13734
Apprch %	25.8	0	74.1	0.1		29.5	70.5	0	0		0	0	0	0		0	67	3.6	28.1	1.3		
Total %	3.1	0	8.8	0	11.9	8.8	21.1	0	0	29.9	0	0	0	0	0	0	39	2.1	16.4	0.8	58.3	
Passenger Cars	394	0	1181	2	1577	1104	2840	2	0	3946	0	0	0	0	0	0	5214	279	2175	104	7772	13295
% Passenger Cars																						
Heavy Vehicles	26	0	26	0	52	105	53	0	0	158	0	0	0	0	0	0	145	11	71	2	229	439
% Heavy Vehicles	6.2	0	2.2	0	3.2	8.7	1.8	0	0	3.8	0	0	0	0	0	0	2.7	3.8	3.2	1.9	2.9	3.2

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

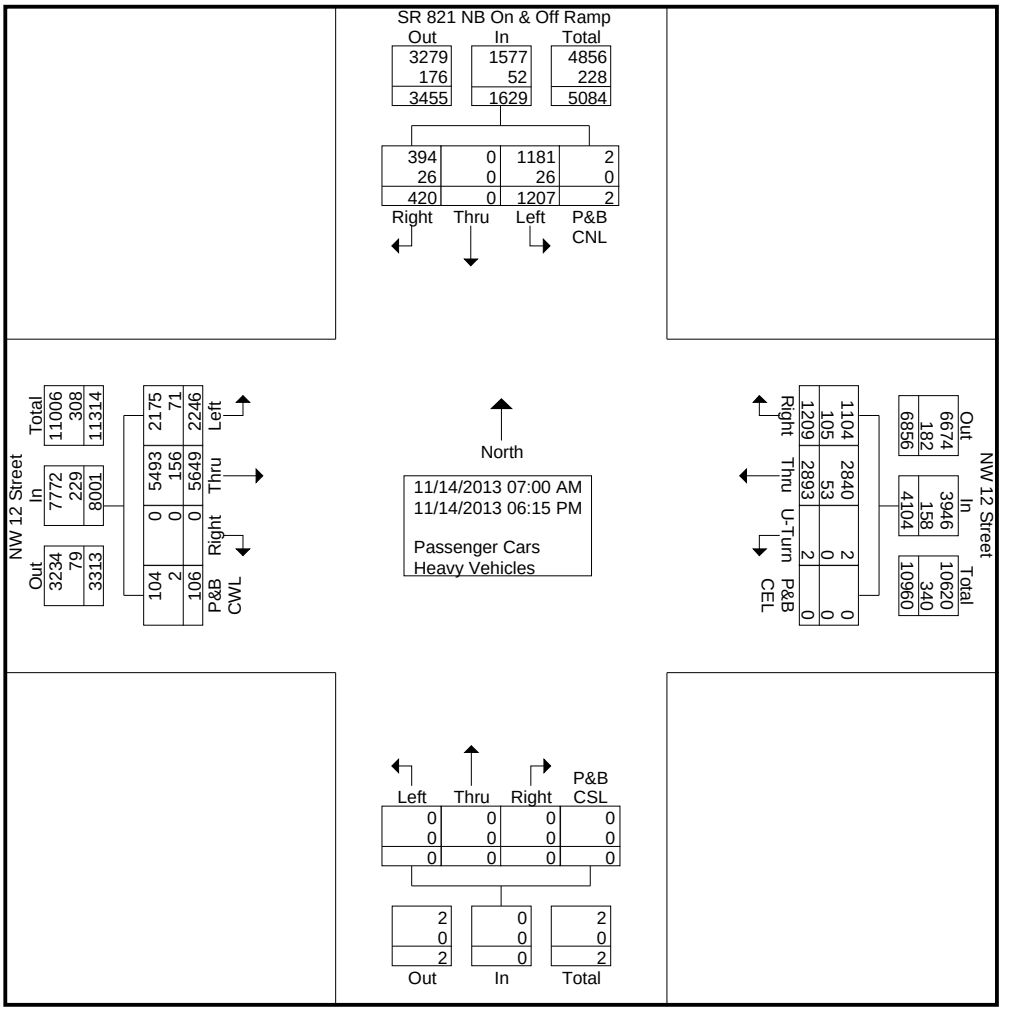
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at SR 821 NB On & Off Ramps

File Name : nw 12 st at sr 821 nb
Site Code : 01211701
Start Date : 11/14/2013
Page No : 2



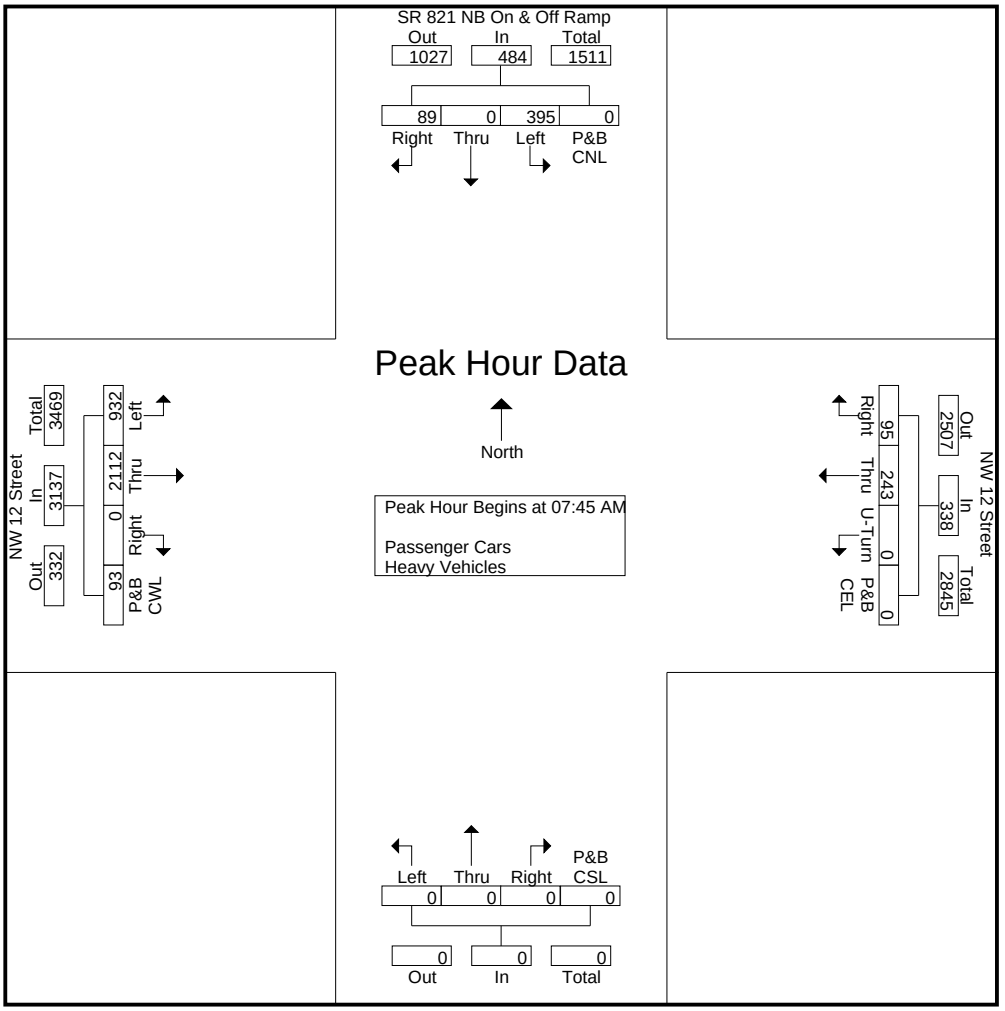
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at SR 821 NB On & Off Ramps

File Name : nw 12 st at sr 821 nb
Site Code : 01211701
Start Date : 11/14/2013
Page No : 3

	SR 821 NB On & Off Ramp Southbound					NW 12 Street Westbound					Northbound					NW 12 Street Eastbound						
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	U-Turn	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Turbo Ln	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:45 AM																						
07:45 AM	19	0	96	0	115	12	48	0	0	60	0	0	0	0	0	0	517	15	265	0	797	972
08:00 AM	22	0	108	0	130	27	52	0	0	79	0	0	0	0	0	0	578	17	216	0	811	1020
08:15 AM	23	0	70	0	93	29	74	0	0	103	0	0	0	0	0	0	505	10	255	0	770	966
08:30 AM	25	0	121	0	146	27	69	0	0	96	0	0	0	0	0	0	452	18	196	93	759	1001
Total Volume	89	0	395	0	484	95	243	0	0	338	0	0	0	0	0	0	2052	60	932	93	3137	3959
% App. Total																						
PHF	.890	.000	.816	.000	.829	.819	.821	.000	.000	.820	.000	.000	.000	.000	.000	.000	.888	.833	.879	.250	.967	.970

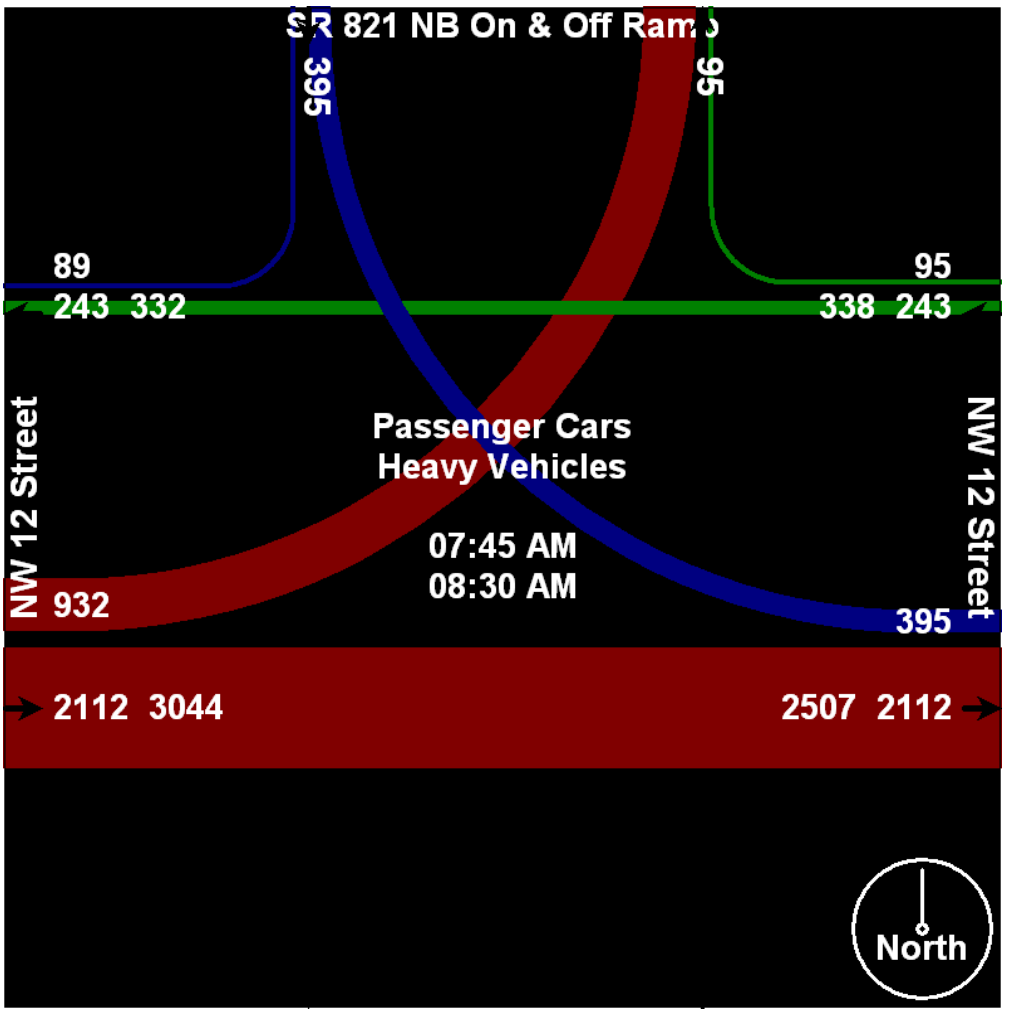


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at SR 821 NB On & Off Ramps

File Name : nw 12 st at sr 821 nb
Site Code : 01211701
Start Date : 11/14/2013
Page No : 4



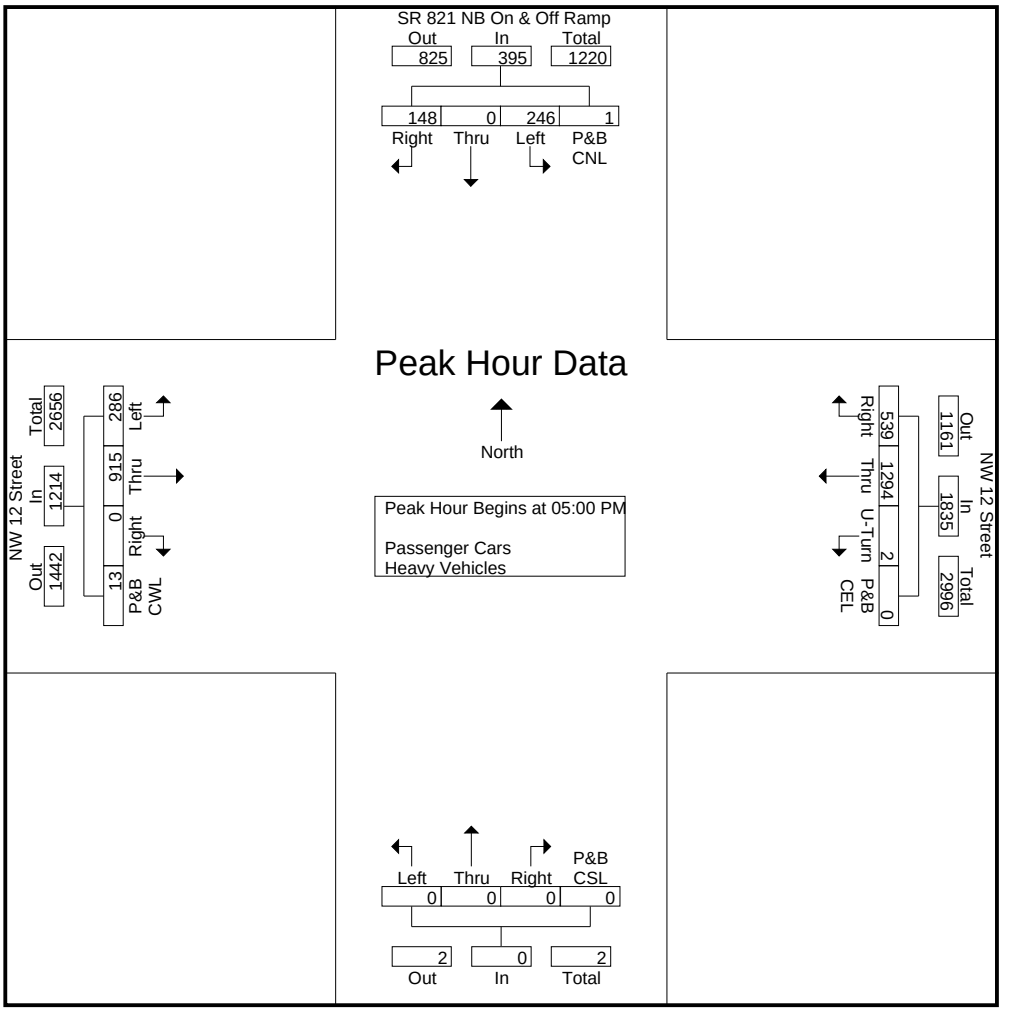
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at SR 821 NB On & Off Ramps

File Name : nw 12 st at sr 821 nb
Site Code : 01211701
Start Date : 11/14/2013
Page No : 5

	SR 821 NB On & Off Ramp Southbound					NW 12 Street Westbound					Northbound					NW 12 Street Eastbound						
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	U-Turn	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Turbo Ln	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:15 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 05:00 PM																						
05:00 PM	33	0	67	1	101	166	376	1	0	543	0	0	0	0	0	0	214	15	58	0	287	931
05:15 PM	35	0	61	0	96	145	312	0	0	457	0	0	0	0	0	0	197	19	80	10	306	859
05:30 PM	45	0	57	0	102	138	327	0	0	465	0	0	0	0	0	0	230	22	59	0	311	878
05:45 PM	35	0	61	0	96	90	279	1	0	370	0	0	0	0	0	0	207	11	89	3	310	776
Total Volume	148	0	246	1	395	539	1294	2	0	1835	0	0	0	0	0	0	848	67	286	13	1214	3444
% App. Total																						
PHF	.822	.000	.918	.250	.968	.812	.860	.500	.000	.845	.000	.000	.000	.000	.000	.000	.922	.761	.803	.325	.976	.925

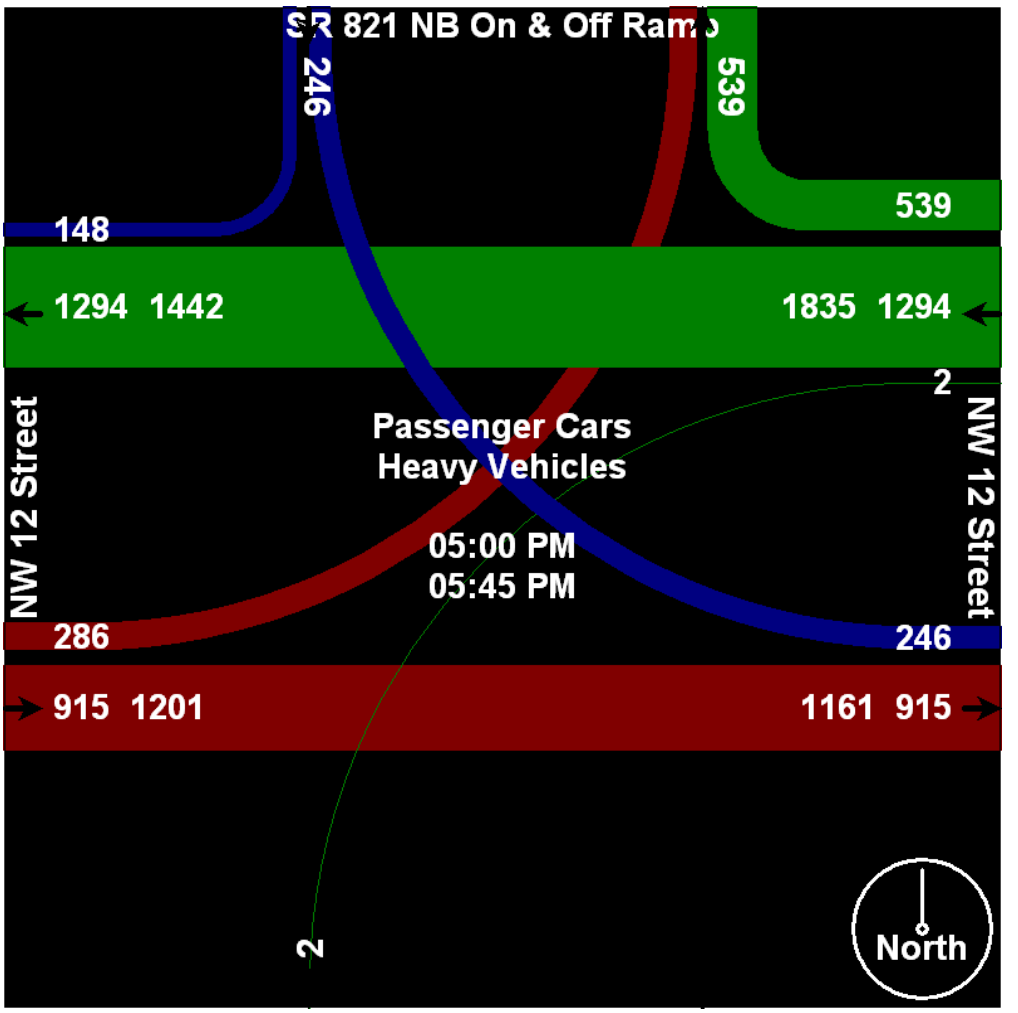


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at SR 821 NB On & Off Ramps

File Name : nw 12 st at sr 821 nb
Site Code : 01211701
Start Date : 11/14/2013
Page No : 6



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 107 Avenue

File Name : NW 12 St at NW 107 Ave
Site Code : 01210701
Start Date : 11/21/2013
Page No : 1

Groups Printed- Heavy Vehicles

	NW 107 Avenue Southbound					NW 12 Street Westbound					NW 107 Avenue Northbound					NW 12 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	0	17	0	1	18	1	4	0	0	5	1	8	0	0	9	1	5	0	0	6	38
07:15 AM	1	16	1	0	18	1	0	0	1	2	1	5	3	0	9	3	1	0	0	4	33
07:30 AM	1	10	2	0	13	1	2	3	1	7	0	7	1	0	8	5	4	1	0	10	38
07:45 AM	1	14	0	1	16	2	4	2	1	9	1	8	0	0	9	1	5	0	1	7	41
Total	3	57	3	2	65	5	10	5	3	23	3	28	4	0	35	10	15	1	1	27	150
08:00 AM	1	7	2	0	10	3	3	4	0	10	1	10	0	0	11	1	7	0	0	8	39
08:15 AM	1	6	1	0	8	1	5	4	1	11	5	9	0	1	15	3	1	0	1	5	39
08:30 AM	0	6	1	0	7	2	3	2	1	8	8	13	2	0	23	2	3	0	0	5	43
08:45 AM	0	8	2	0	10	2	8	4	3	17	1	14	0	0	15	0	1	0	0	1	43
Total	2	27	6	0	35	8	19	14	5	46	15	46	2	1	64	6	12	0	1	19	164
*** BREAK ***																					
04:15 PM	0	4	2	0	6	2	4	1	0	7	1	10	2	0	13	1	4	3	0	8	34
04:30 PM	1	9	1	0	11	2	3	5	0	10	2	17	2	0	21	2	5	1	0	8	50
04:45 PM	0	4	0	0	4	2	2	1	0	5	2	9	2	0	13	1	1	0	0	2	24
Total	1	17	3	0	21	6	9	7	0	22	5	36	6	0	47	4	10	4	0	18	108
05:00 PM	0	2	1	0	3	2	3	0	0	5	6	17	3	0	26	0	5	1	0	6	40
05:15 PM	0	6	0	0	6	2	1	2	0	5	3	7	0	0	10	1	2	1	0	4	25
05:30 PM	0	3	0	0	3	0	4	0	0	4	2	11	0	0	13	2	3	0	0	5	25
05:45 PM	0	4	0	0	4	0	3	0	0	3	1	1	2	0	4	1	1	0	0	2	13
Total	0	15	1	0	16	4	11	2	0	17	12	36	5	0	53	4	11	2	0	17	103
06:00 PM	0	1	1	0	2	2	4	1	0	7	1	13	0	0	14	1	3	1	0	5	28
Grand Total	6	117	14	2	139	25	53	29	8	115	36	159	17	1	213	25	51	8	2	86	553
Apprch %	4.3	84.2	10.1	1.4		21.7	46.1	25.2	7		16.9	74.6	8	0.5		29.1	59.3	9.3	2.3		
Total %	1.1	21.2	2.5	0.4	25.1	4.5	9.6	5.2	1.4	20.8	6.5	28.8	3.1	0.2	38.5	4.5	9.2	1.4	0.4	15.6	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 107 Avenue

File Name : NW 12 St at NW 107 Ave
Site Code : 01210701
Start Date : 11/21/2013
Page No : 1

Groups Printed- Passenger Cars

	NW 107 Avenue Southbound					NW 12 Street Westbound					NW 107 Avenue Northbound					NW 12 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	8	127	20	0	155	22	35	34	3	94	149	430	29	0	608	67	170	59	0	296	1153
07:15 AM	11	183	21	0	215	30	29	23	4	86	161	425	36	0	622	80	241	52	0	373	1296
07:30 AM	7	171	28	0	206	28	51	28	1	108	214	462	40	0	716	87	260	74	0	421	1451
07:45 AM	15	156	17	0	188	36	54	28	1	119	281	611	56	0	948	69	231	73	0	373	1628
Total	41	637	86	0	764	116	169	113	9	407	805	1928	161	0	2894	303	902	258	0	1463	5528
08:00 AM	13	178	37	0	228	41	66	25	2	134	217	512	80	0	809	74	284	100	0	458	1629
08:15 AM	18	178	34	0	230	35	67	44	1	147	273	522	64	0	859	84	270	75	0	429	1665
08:30 AM	34	209	46	1	290	38	47	37	1	123	249	481	65	0	795	76	267	56	0	399	1607
08:45 AM	18	120	17	0	155	37	53	39	1	130	226	458	77	0	761	83	287	60	0	430	1476
Total	83	685	134	1	903	151	233	145	5	534	965	1973	286	0	3224	317	1108	291	0	1716	6377
*** BREAK ***																					
04:15 PM	77	548	51	0	676	31	173	111	1	316	70	274	97	0	441	194	123	28	11	356	1789
04:30 PM	60	491	39	0	590	35	151	136	0	322	88	253	101	0	442	207	100	70	22	399	1753
04:45 PM	44	548	30	0	622	24	184	185	0	393	75	305	113	1	494	162	66	59	0	287	1796
Total	181	1587	120	0	1888	90	508	432	1	1031	233	832	311	1	1377	563	289	157	33	1042	5338
05:00 PM	54	571	53	0	678	30	192	169	0	391	61	297	119	0	477	253	114	58	1	426	1972
05:15 PM	38	567	29	0	634	17	188	157	0	362	55	284	77	0	416	247	68	48	0	363	1775
05:30 PM	40	636	22	0	698	20	166	160	0	346	76	289	90	0	455	258	64	39	1	362	1861
05:45 PM	40	573	31	0	644	18	169	174	5	366	74	261	105	0	440	254	73	52	2	381	1831
Total	172	2347	135	0	2654	85	715	660	5	1465	266	1131	391	0	1788	1012	319	197	4	1532	7439
06:00 PM	56	657	28	0	741	23	143	197	0	363	63	248	79	0	390	161	79	43	53	336	1830
Grand Total	533	5913	503	1	6950	465	1768	1547	20	3800	2332	6112	1228	1	9673	2356	2697	946	90	6089	26512
Apprch %	7.7	85.1	7.2	0		12.2	46.5	40.7	0.5		24.1	63.2	12.7	0		38.7	44.3	15.5	1.5		
Total %	2	22.3	1.9	0	26.2	1.8	6.7	5.8	0.1	14.3	8.8	23.1	4.6	0	36.5	8.9	10.2	3.6	0.3	23	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 107 Avenue

File Name : NW 12 St at NW 107 Ave
Site Code : 01210701
Start Date : 11/21/2013
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NW 107 Avenue Southbound					NW 12 Street Westbound					NW 107 Avenue Northbound					NW 12 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	8	144	20	1	173	23	39	34	3	99	150	438	29	0	617	68	175	59	0	302	1191
07:15 AM	12	199	22	0	233	31	29	23	5	88	162	430	39	0	631	83	242	52	0	377	1329
07:30 AM	8	181	30	0	219	29	53	31	2	115	214	469	41	0	724	92	264	75	0	431	1489
07:45 AM	16	170	17	1	204	38	58	30	2	128	282	619	56	0	957	70	236	73	1	380	1669
Total	44	694	89	2	829	121	179	118	12	430	808	1956	165	0	2929	313	917	259	1	1490	5678
08:00 AM	14	185	39	0	238	44	69	29	2	144	218	522	80	0	820	75	291	100	0	466	1668
08:15 AM	19	184	35	0	238	36	72	48	2	158	278	531	64	1	874	87	271	75	1	434	1704
08:30 AM	34	215	47	1	297	40	50	39	2	131	257	494	67	0	818	78	270	56	0	404	1650
08:45 AM	18	128	19	0	165	39	61	43	4	147	227	472	77	0	776	83	288	60	0	431	1519
Total	85	712	140	1	938	159	252	159	10	580	980	2019	288	1	3288	323	1120	291	1	1735	6541
*** BREAK ***																					
04:15 PM	77	552	53	0	682	33	177	112	1	323	71	284	99	0	454	195	127	31	11	364	1823
04:30 PM	61	500	40	0	601	37	154	141	0	332	90	270	103	0	463	209	105	71	22	407	1803
04:45 PM	44	552	30	0	626	26	186	186	0	398	77	314	115	1	507	163	67	59	0	289	1820
Total	182	1604	123	0	1909	96	517	439	1	1053	238	868	317	1	1424	567	299	161	33	1060	5446
05:00 PM	54	573	54	0	681	32	195	169	0	396	67	314	122	0	503	253	119	59	1	432	2012
05:15 PM	38	573	29	0	640	19	189	159	0	367	58	291	77	0	426	248	70	49	0	367	1800
05:30 PM	40	639	22	0	701	20	170	160	0	350	78	300	90	0	468	260	67	39	1	367	1886
05:45 PM	40	577	31	0	648	18	172	174	5	369	75	262	107	0	444	255	74	52	2	383	1844
Total	172	2362	136	0	2670	89	726	662	5	1482	278	1167	396	0	1841	1016	330	199	4	1549	7542
06:00 PM	56	658	29	0	743	25	147	198	0	370	64	261	79	0	404	162	82	44	53	341	1858
Grand Total	539	6030	517	3	7089	490	1821	1576	28	3915	2368	6271	1245	2	9886	2381	2748	954	92	6175	27065
Apprch %	7.6	85.1	7.3	0		12.5	46.5	40.3	0.7		24	63.4	12.6	0		38.6	44.5	15.4	1.5		
Total %	2	22.3	1.9	0	26.2	1.8	6.7	5.8	0.1	14.5	8.7	23.2	4.6	0	36.5	8.8	10.2	3.5	0.3	22.8	
Passenger Cars	533	5913	503	1	6950	465	1768	1547	20	3800	2332	6112	1228	1	9673	2356	2697	946	90	6089	26512
% Passenger Cars	98.9	98.1	97.3	33.3	98	94.9	97.1	98.2	71.4	97.1	98.5	97.5	98.6	50	97.8	99	98.1	99.2	97.8	98.6	98
Heavy Vehicles	6	117	14	2	139	25	53	29	8	115	36	159	17	1	213	25	51	8	2	86	553
% Heavy Vehicles	1.1	1.9	2.7	66.7	2	5.1	2.9	1.8	28.6	2.9	1.5	2.5	1.4	50	2.2	1	1.9	0.8	2.2	1.4	2

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

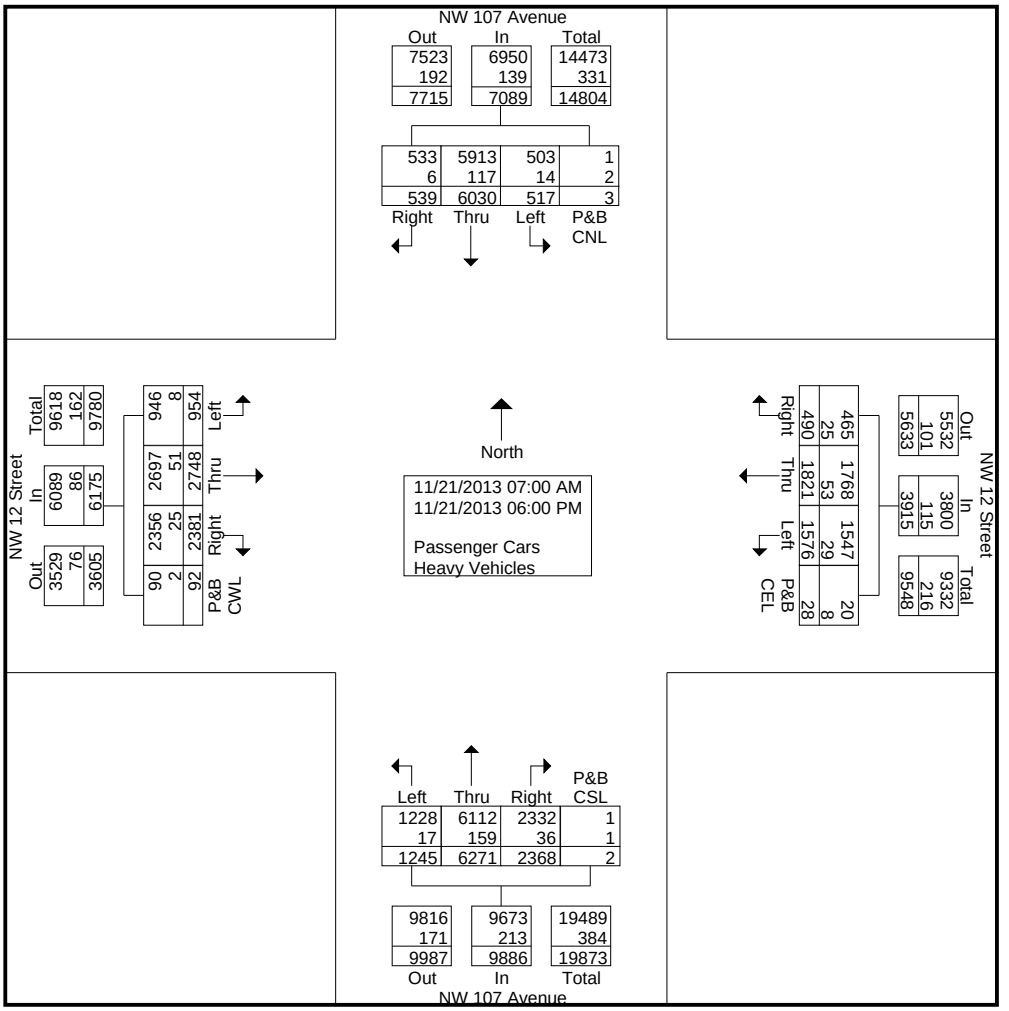
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 107 Avenue

File Name : NW 12 St at NW 107 Ave
Site Code : 01210701
Start Date : 11/21/2013
Page No : 2



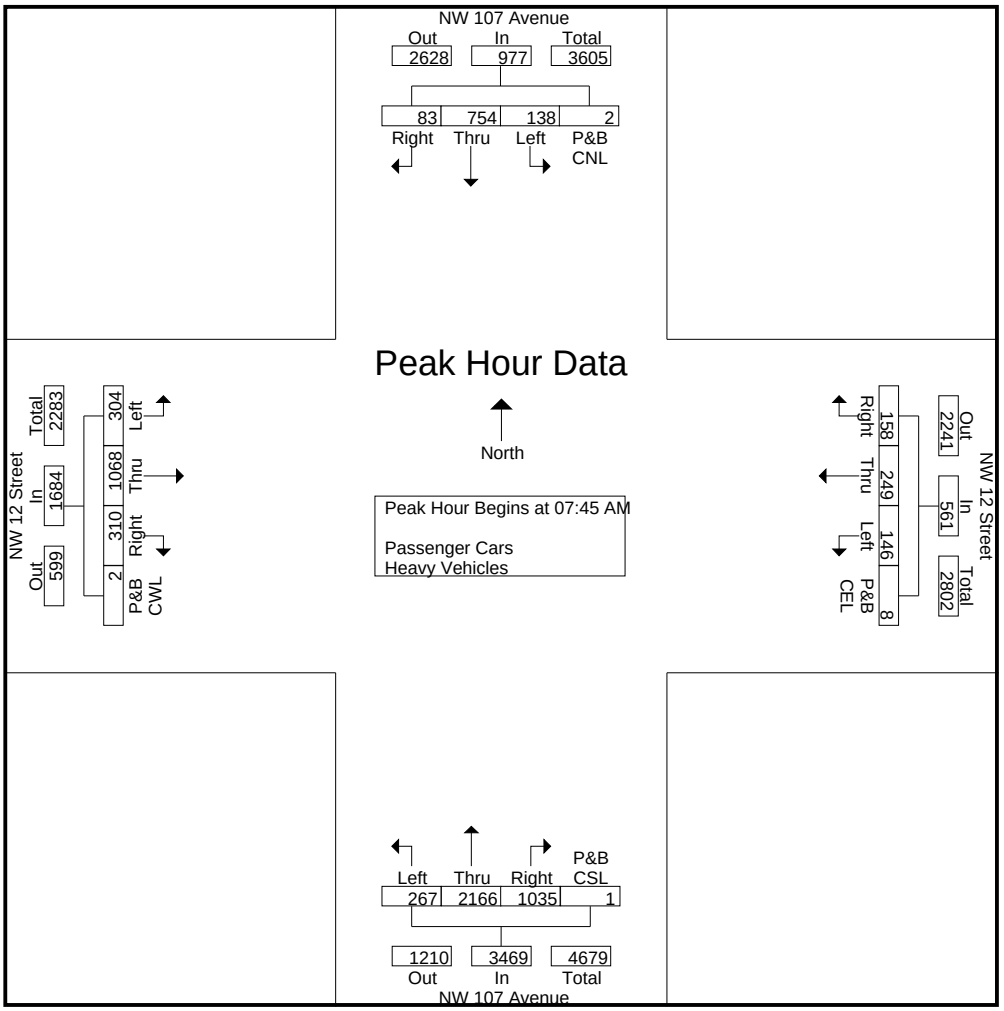
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 107 Avenue

File Name : NW 12 St at NW 107 Ave
Site Code : 01210701
Start Date : 11/21/2013
Page No : 3

	NW 107 Avenue Southbound					NW 12 Street Westbound					NW 107 Avenue Northbound					NW 12 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	16	170	17	1	204	38	58	30	2	128	282	619	56	0	957	70	236	73	1	380	1669
08:00 AM	14	185	39	0	238	44	69	29	2	144	218	522	80	0	820	75	291	100	0	466	1668
08:15 AM	19	184	35	0	238	36	72	48	2	158	278	531	64	1	874	87	271	75	1	434	1704
08:30 AM	34	215	47	1	297	40	50	39	2	131	257	494	67	0	818	78	270	56	0	404	1650
Total Volume	83	754	138	2	977	158	249	146	8	561	1035	2166	267	1	3469	310	1068	304	2	1684	6691
% App. Total	8.5	77.2	14.1	0.2		28.2	44.4	26	1.4		29.8	62.4	7.7	0		18.4	63.4	18.1	0.1		
PHF	.610	.877	.734	.500	.822	.898	.865	.760	1.00	.888	.918	.875	.834	.250	.906	.891	.918	.760	.500	.903	.982

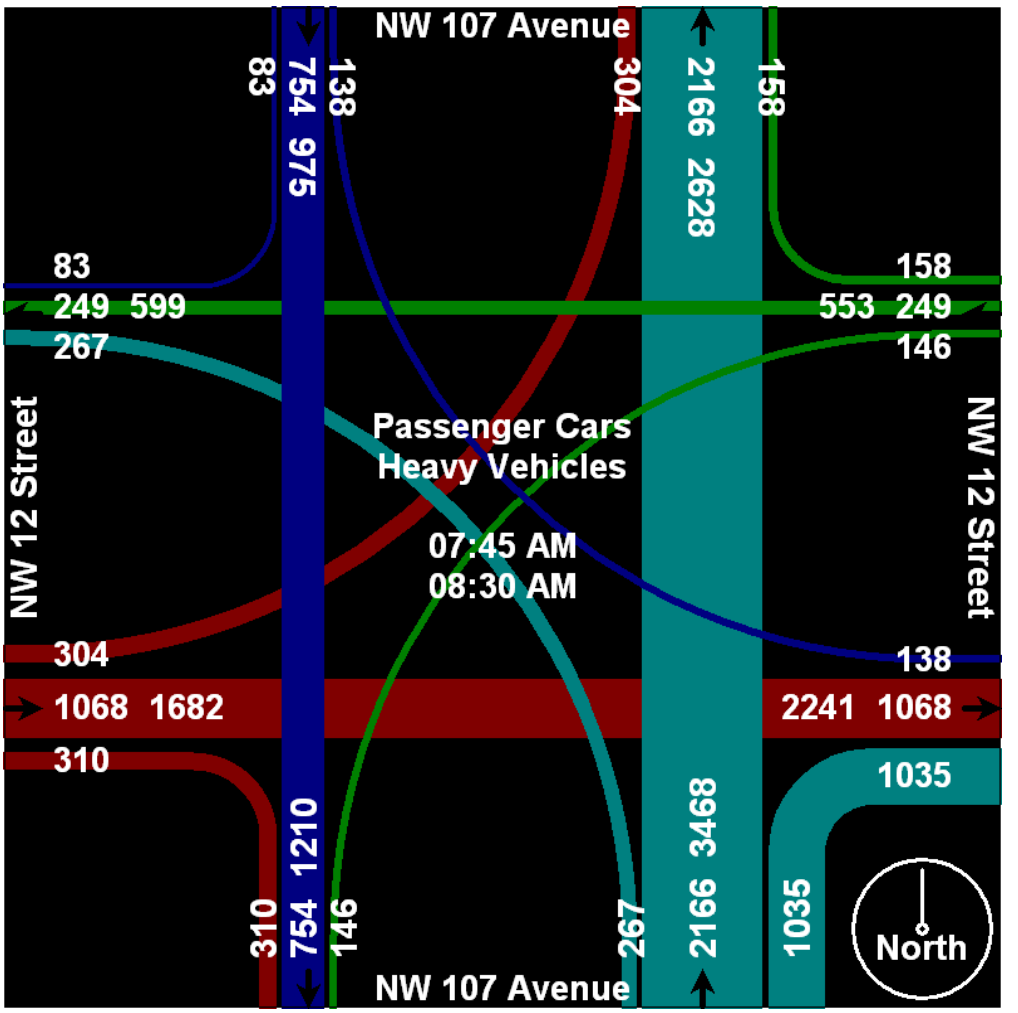


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 107 Avenue

File Name : NW 12 St at NW 107 Ave
Site Code : 01210701
Start Date : 11/21/2013
Page No : 4



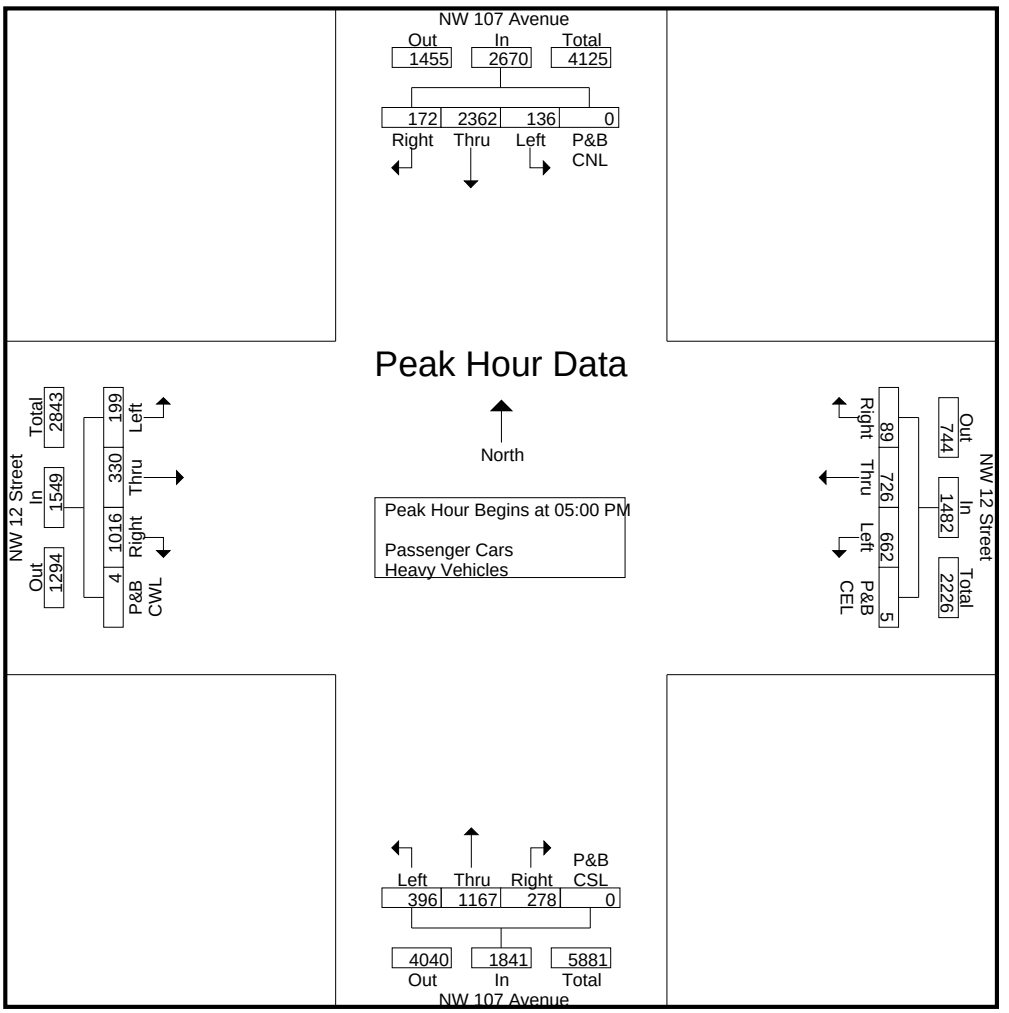
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 107 Avenue

File Name : NW 12 St at NW 107 Ave
Site Code : 01210701
Start Date : 11/21/2013
Page No : 5

	NW 107 Avenue Southbound					NW 12 Street Westbound					NW 107 Avenue Northbound					NW 12 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	54	573	54	0	681	32	195	169	0	396	67	314	122	0	503	253	119	59	1	432	2012
05:15 PM	38	573	29	0	640	19	189	159	0	367	58	291	77	0	426	248	70	49	0	367	1800
05:30 PM	40	639	22	0	701	20	170	160	0	350	78	300	90	0	468	260	67	39	1	367	1886
05:45 PM	40	577	31	0	648	18	172	174	5	369	75	262	107	0	444	255	74	52	2	383	1844
Total Volume	172	2362	136	0	2670	89	726	662	5	1482	278	1167	396	0	1841	1016	330	199	4	1549	7542
% App. Total	6.4	88.5	5.1	0		6	49	44.7	0.3		15.1	63.4	21.5	0		65.6	21.3	12.8	0.3		
PHF	.796	.924	.630	.000	.952	.695	.931	.951	.250	.936	.891	.929	.811	.000	.915	.977	.693	.843	.500	.896	.937

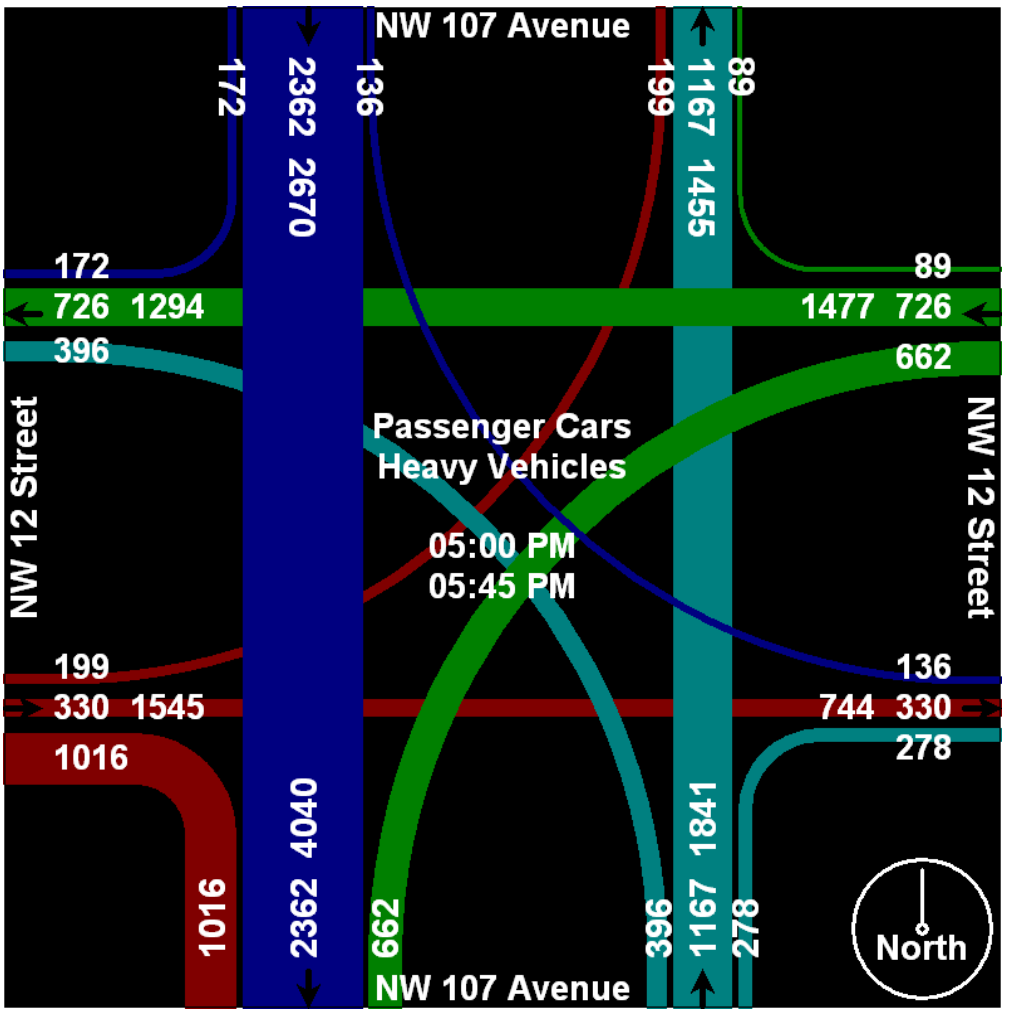


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 107 Avenue

File Name : NW 12 St at NW 107 Ave
Site Code : 01210701
Start Date : 11/21/2013
Page No : 6



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 117 Avenue

File Name : NW 25 St at NW 117 Ave
Site Code : 02511701
Start Date : 11/13/2013
Page No : 1

Groups Printed- Heavy Vehicles

	NW 117 Avenue Southbound					NW 25 Street Westbound					NW 117 Avenue Northbound					NW 25 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	7	0	0	7	13
07:15 AM	1	0	1	0	2	0	6	1	0	7	0	0	0	0	0	0	7	0	0	7	16
07:30 AM	1	0	0	0	1	1	3	1	0	5	0	0	0	0	0	0	11	4	0	15	21
07:45 AM	3	0	0	0	3	0	10	0	0	10	0	0	1	0	1	0	6	1	0	7	21
Total	6	0	1	0	7	1	24	2	0	27	0	0	1	0	1	0	31	5	0	36	71
08:00 AM	2	0	0	0	2	0	12	0	0	12	0	0	0	0	0	0	7	0	0	7	21
08:15 AM	3	0	0	0	3	3	10	0	0	13	1	0	0	0	1	0	9	1	0	10	27
08:30 AM	3	0	0	0	3	1	14	0	0	15	0	0	2	0	2	0	11	2	0	13	33
08:45 AM	0	0	1	0	1	5	9	1	0	15	0	0	0	0	0	0	5	0	0	5	21
Total	8	0	1	0	9	9	45	1	0	55	1	0	2	0	3	0	32	3	0	35	102
*** BREAK ***																					
04:15 PM	4	0	0	0	4	0	13	0	0	13	0	0	0	0	0	0	21	0	0	21	38
04:30 PM	5	1	0	0	6	0	10	0	0	10	1	0	1	0	2	0	6	2	0	8	26
04:45 PM	6	0	1	0	7	2	12	1	0	15	1	0	0	0	1	0	9	3	0	12	35
Total	15	1	1	0	17	2	35	1	0	38	2	0	1	0	3	0	36	5	0	41	99
05:00 PM	1	0	0	0	1	1	8	0	0	9	0	0	0	0	0	0	6	1	0	7	17
05:15 PM	0	1	1	0	2	1	10	0	0	11	1	0	0	0	1	0	12	0	0	12	26
05:30 PM	3	0	0	0	3	0	4	0	0	4	0	0	0	0	0	0	9	0	0	9	16
05:45 PM	3	0	0	0	3	0	7	0	0	7	1	0	0	0	1	0	10	0	0	10	21
Total	7	1	1	0	9	2	29	0	0	31	2	0	0	0	2	0	37	1	0	38	80
06:00 PM	1	0	1	0	2	0	7	0	0	7	0	0	0	0	0	0	5	1	0	6	15
Grand Total	37	2	5	0	44	14	140	4	0	158	5	0	4	0	9	0	141	15	0	156	367
Apprch %	84.1	4.5	11.4	0		8.9	88.6	2.5	0		55.6	0	44.4	0		0	90.4	9.6	0		
Total %	10.1	0.5	1.4	0	12	3.8	38.1	1.1	0	43.1	1.4	0	1.1	0	2.5	0	38.4	4.1	0	42.5	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 117 Avenue

File Name : NW 25 St at NW 117 Ave
Site Code : 02511701
Start Date : 11/13/2013
Page No : 1

Groups Printed- Passenger Cars

	NW 117 Avenue Southbound					NW 25 Street Westbound					NW 117 Avenue Northbound					NW 25 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	21	4	3	0	28	13	64	3	0	80	1	0	0	0	1	3	321	103	1	428	537
07:15 AM	34	0	3	0	37	15	60	5	1	81	2	2	0	2	6	16	290	104	0	410	534
07:30 AM	47	5	6	0	58	11	60	11	0	82	3	0	1	1	5	19	316	131	0	466	611
07:45 AM	63	7	8	0	78	14	71	14	1	100	10	2	1	1	14	18	334	132	0	484	676
Total	165	16	20	0	201	53	255	33	2	343	16	4	2	4	26	56	1261	470	1	1788	2358
08:00 AM	31	7	9	0	47	16	74	5	0	95	4	8	3	2	17	26	333	159	0	518	677
08:15 AM	48	5	9	0	62	20	69	8	0	97	7	5	1	0	13	11	294	164	0	469	641
08:30 AM	49	3	5	0	57	11	66	8	0	85	7	3	1	3	14	13	320	141	0	474	630
08:45 AM	44	10	14	0	68	13	50	9	0	72	7	4	2	2	15	17	262	112	1	392	547
Total	172	25	37	0	234	60	259	30	0	349	25	20	7	7	59	67	1209	576	1	1853	2495
*** BREAK ***																					
04:15 PM	80	13	3	0	96	12	205	6	0	223	13	10	3	0	26	6	76	32	0	114	459
04:30 PM	68	10	5	0	83	14	220	3	0	237	8	10	4	0	22	7	75	52	0	134	476
04:45 PM	80	10	3	0	93	13	254	5	0	272	14	11	7	0	32	9	46	39	0	94	491
Total	228	33	11	0	272	39	679	14	0	732	35	31	14	0	80	22	197	123	0	342	1426
05:00 PM	85	10	3	0	98	16	301	3	0	320	6	8	9	0	23	13	71	66	0	150	591
05:15 PM	69	7	1	0	77	21	360	5	0	386	17	15	7	0	39	11	58	52	0	121	623
05:30 PM	102	6	3	0	111	21	352	4	0	377	13	13	8	2	36	15	84	74	0	173	697
05:45 PM	72	5	1	1	79	15	358	6	0	379	12	10	3	2	27	10	49	59	0	118	603
Total	328	28	8	1	365	73	1371	18	0	1462	48	46	27	4	125	49	262	251	0	562	2514
06:00 PM	74	6	0	1	81	14	309	4	0	327	14	16	9	0	39	14	79	60	0	153	600
Grand Total	967	108	76	2	1153	239	2873	99	2	3213	138	117	59	15	329	208	3008	1480	2	4698	9393
Apprch %	83.9	9.4	6.6	0.2		7.4	89.4	3.1	0.1		41.9	35.6	17.9	4.6		4.4	64	31.5	0		
Total %	10.3	1.1	0.8	0	12.3	2.5	30.6	1.1	0	34.2	1.5	1.2	0.6	0.2	3.5	2.2	32	15.8	0	50	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 117 Avenue

File Name : NW 25 St at NW 117 Ave
Site Code : 02511701
Start Date : 11/13/2013
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NW 117 Avenue Southbound					NW 25 Street Westbound					NW 117 Avenue Northbound					NW 25 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	22	4	3	0	29	13	69	3	0	85	1	0	0	0	1	3	328	103	1	435	550
07:15 AM	35	0	4	0	39	15	66	6	1	88	2	2	0	2	6	16	297	104	0	417	550
07:30 AM	48	5	6	0	59	12	63	12	0	87	3	0	1	1	5	19	327	135	0	481	632
07:45 AM	66	7	8	0	81	14	81	14	1	110	10	2	2	1	15	18	340	133	0	491	697
Total	171	16	21	0	208	54	279	35	2	370	16	4	3	4	27	56	1292	475	1	1824	2429
08:00 AM	33	7	9	0	49	16	86	5	0	107	4	8	3	2	17	26	340	159	0	525	698
08:15 AM	51	5	9	0	65	23	79	8	0	110	8	5	1	0	14	11	303	165	0	479	668
08:30 AM	52	3	5	0	60	12	80	8	0	100	7	3	3	3	16	13	331	143	0	487	663
08:45 AM	44	10	15	0	69	18	59	10	0	87	7	4	2	2	15	17	267	112	1	397	568
Total	180	25	38	0	243	69	304	31	0	404	26	20	9	7	62	67	1241	579	1	1888	2597
*** BREAK ***																					
04:15 PM	84	13	3	0	100	12	218	6	0	236	13	10	3	0	26	6	97	32	0	135	497
04:30 PM	73	11	5	0	89	14	230	3	0	247	9	10	5	0	24	7	81	54	0	142	502
04:45 PM	86	10	4	0	100	15	266	6	0	287	15	11	7	0	33	9	55	42	0	106	526
Total	243	34	12	0	289	41	714	15	0	770	37	31	15	0	83	22	233	128	0	383	1525
05:00 PM	86	10	3	0	99	17	309	3	0	329	6	8	9	0	23	13	77	67	0	157	608
05:15 PM	69	8	2	0	79	22	370	5	0	397	18	15	7	0	40	11	70	52	0	133	649
05:30 PM	105	6	3	0	114	21	356	4	0	381	13	13	8	2	36	15	93	74	0	182	713
05:45 PM	75	5	1	1	82	15	365	6	0	386	13	10	3	2	28	10	59	59	0	128	624
Total	335	29	9	1	374	75	1400	18	0	1493	50	46	27	4	127	49	299	252	0	600	2594
06:00 PM	75	6	1	1	83	14	316	4	0	334	14	16	9	0	39	14	84	61	0	159	615
Grand Total	1004	110	81	2	1197	253	3013	103	2	3371	143	117	63	15	338	208	3149	1495	2	4854	9760
Apprch %	83.9	9.2	6.8	0.2		7.5	89.4	3.1	0.1		42.3	34.6	18.6	4.4		4.3	64.9	30.8	0		
Total %	10.3	1.1	0.8	0	12.3	2.6	30.9	1.1	0	34.5	1.5	1.2	0.6	0.2	3.5	2.1	32.3	15.3	0	49.7	
Passenger Cars	967	108	76	2	1153	239	2873	99	2	3213	138	117	59	15	329	208	3008	1480	2	4698	9393
% Passenger Cars	96.3	98.2	93.8	100	96.3	94.5	95.4	96.1	100	95.3	96.5	100	93.7	100	97.3	100	95.5	99	100	96.8	96.2
Heavy Vehicles	37	2	5	0	44	14	140	4	0	158	5	0	4	0	9	0	141	15	0	156	367
% Heavy Vehicles	3.7	1.8	6.2	0	3.7	5.5	4.6	3.9	0	4.7	3.5	0	6.3	0	2.7	0	4.5	1	0	3.2	3.8

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

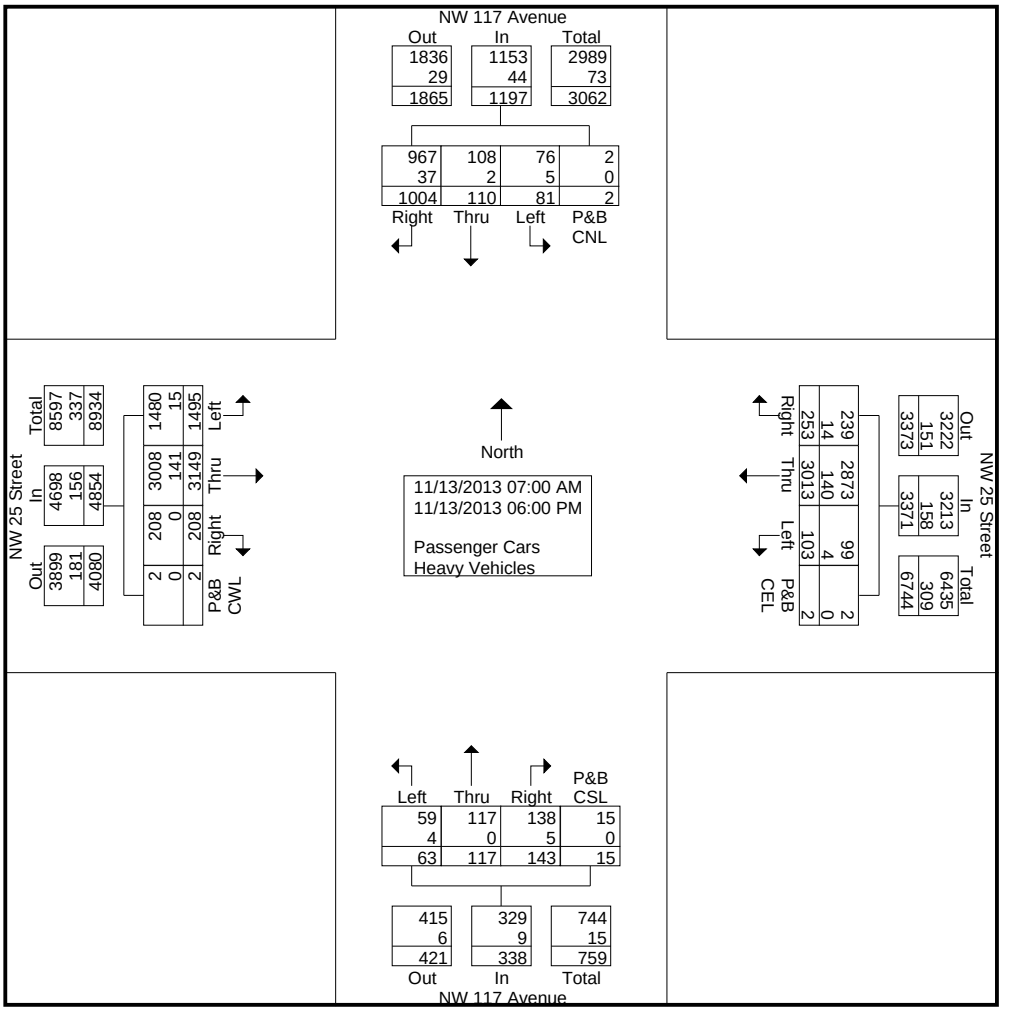
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 117 Avenue

File Name : NW 25 St at NW 117 Ave
Site Code : 02511701
Start Date : 11/13/2013
Page No : 2



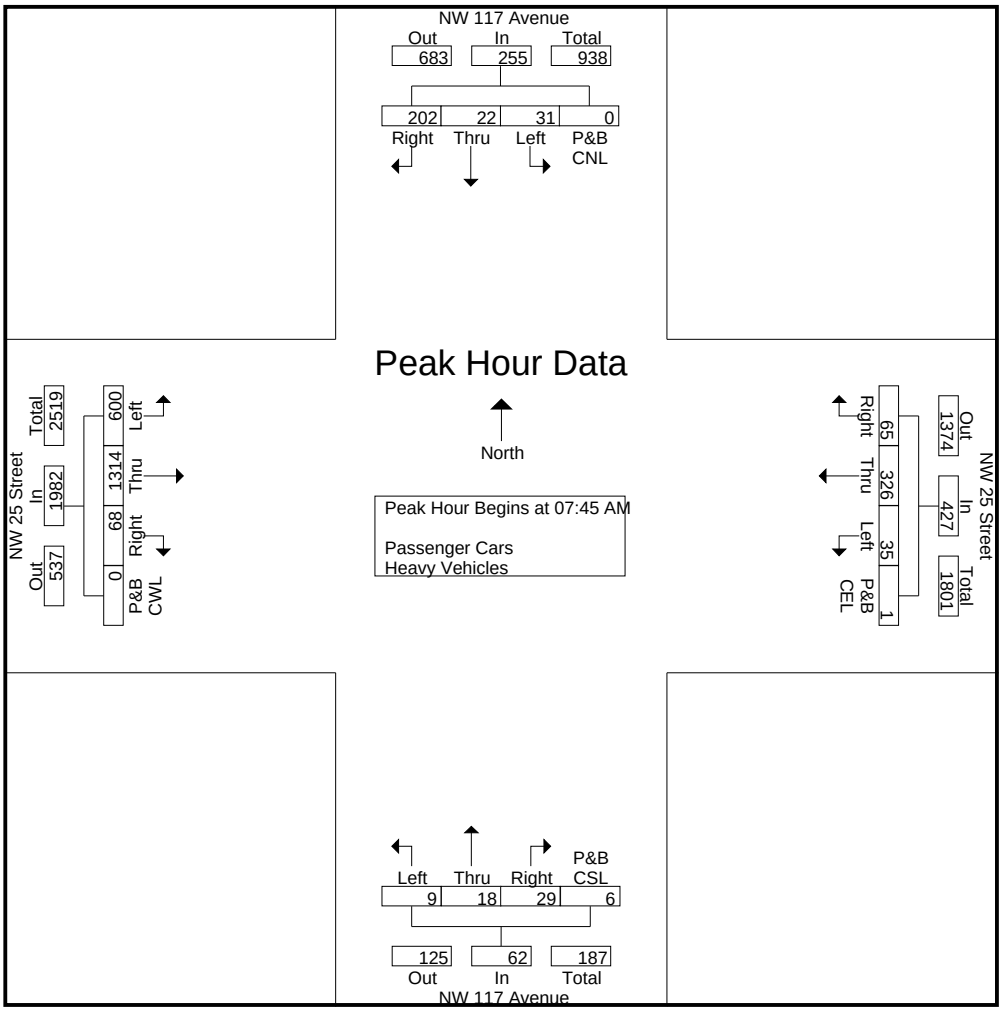
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 117 Avenue

File Name : NW 25 St at NW 117 Ave
Site Code : 02511701
Start Date : 11/13/2013
Page No : 3

	NW 117 Avenue Southbound					NW 25 Street Westbound					NW 117 Avenue Northbound					NW 25 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	66	7	8	0	81	14	81	14	1	110	10	2	2	1	15	18	340	133	0	491	697
08:00 AM	33	7	9	0	49	16	86	5	0	107	4	8	3	2	17	26	340	159	0	525	698
08:15 AM	51	5	9	0	65	23	79	8	0	110	8	5	1	0	14	11	303	165	0	479	668
08:30 AM	52	3	5	0	60	12	80	8	0	100	7	3	3	3	16	13	331	143	0	487	663
Total Volume	202	22	31	0	255	65	326	35	1	427	29	18	9	6	62	68	1314	600	0	1982	2726
% App. Total	79.2	8.6	12.2	0		15.2	76.3	8.2	0.2		46.8	29	14.5	9.7		3.4	66.3	30.3	0		
PHF	.765	.786	.861	.000	.787	.707	.948	.625	.250	.970	.725	.563	.750	.500	.912	.654	.966	.909	.000	.944	.976

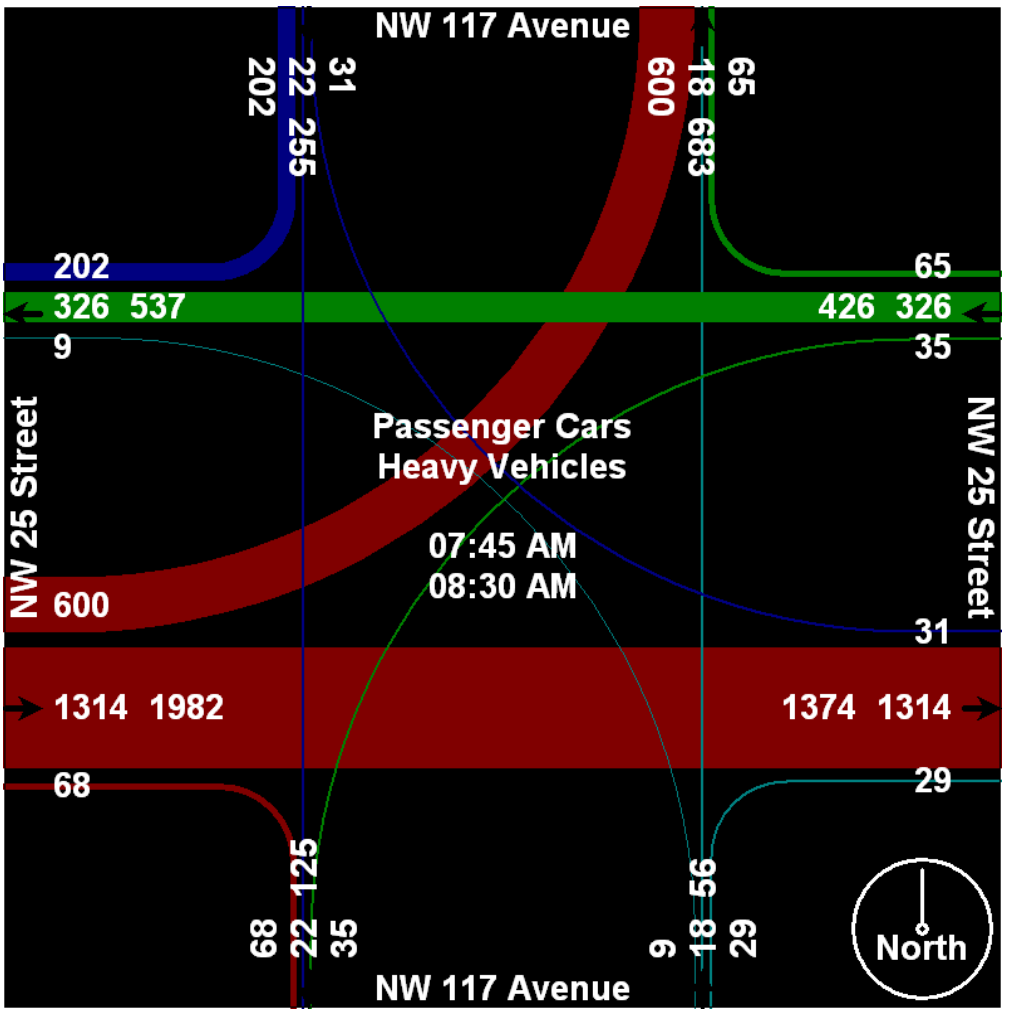


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 117 Avenue

File Name : NW 25 St at NW 117 Ave
Site Code : 02511701
Start Date : 11/13/2013
Page No : 4



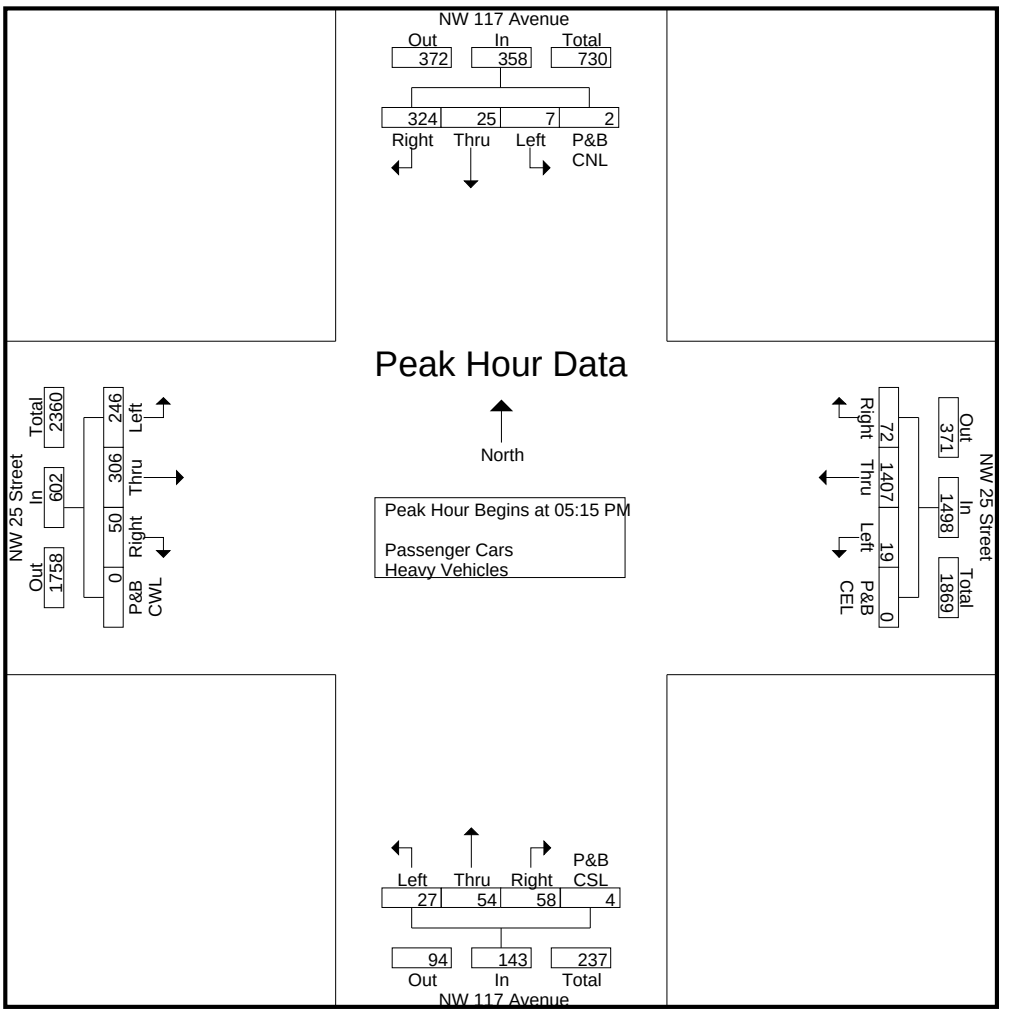
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 117 Avenue

File Name : NW 25 St at NW 117 Ave
Site Code : 02511701
Start Date : 11/13/2013
Page No : 5

	NW 117 Avenue Southbound					NW 25 Street Westbound					NW 117 Avenue Northbound					NW 25 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	69	8	2	0	79	22	370	5	0	397	18	15	7	0	40	11	70	52	0	133	649
05:30 PM	105	6	3	0	114	21	356	4	0	381	13	13	8	2	36	15	93	74	0	182	713
05:45 PM	75	5	1	1	82	15	365	6	0	386	13	10	3	2	28	10	59	59	0	128	624
06:00 PM	75	6	1	1	83	14	316	4	0	334	14	16	9	0	39	14	84	61	0	159	615
Total Volume	324	25	7	2	358	72	1407	19	0	1498	58	54	27	4	143	50	306	246	0	602	2601
% App. Total	90.5	7	2	0.6		4.8	93.9	1.3	0		40.6	37.8	18.9	2.8		8.3	50.8	40.9	0		
PHF	.771	.781	.583	.500	.785	.818	.951	.792	.000	.943	.806	.844	.750	.500	.894	.833	.823	.831	.000	.827	.912

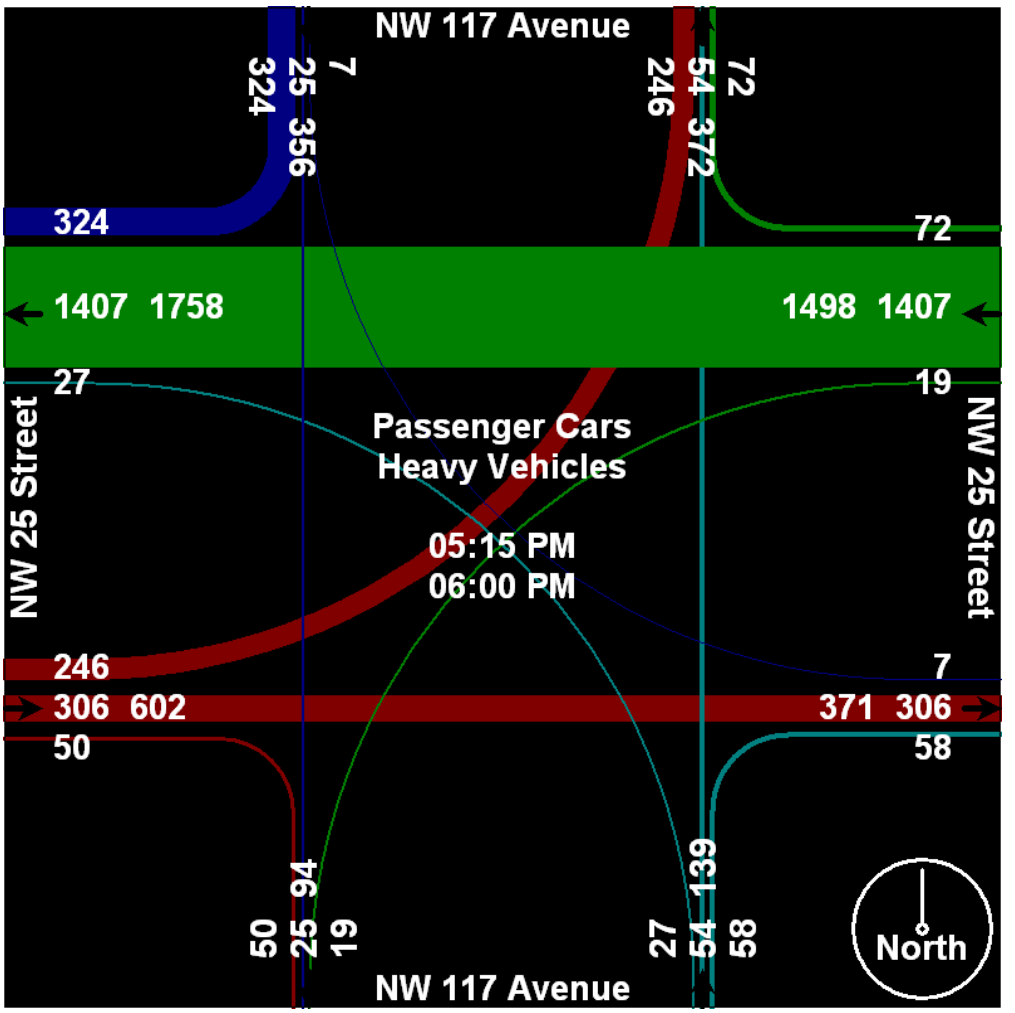


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 117 Avenue

File Name : NW 25 St at NW 117 Ave
Site Code : 02511701
Start Date : 11/13/2013
Page No : 6



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 114 Avenue

File Name : NW 25 St at NW 114 Ave
Site Code : 02511401
Start Date : 11/13/2013
Page No : 1

Groups Printed- Heavy Vehicles

	NW 114 Avenue Southbound					NW 25 Street Westbound					NW 114 Avenue Northbound					NW 25 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	0	0	1	0	1	0	3	1	0	4	1	0	0	0	1	0	4	0	0	4	10
07:15 AM	1	0	0	0	1	0	6	2	0	8	2	0	0	0	2	0	7	0	0	7	18
07:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	8	0	1	9	15
07:45 AM	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0	8	0	1	9	18
Total	1	0	1	0	2	0	24	3	0	27	3	0	0	0	3	0	27	0	2	29	61
08:00 AM	0	0	0	0	0	0	12	2	0	14	0	0	0	0	0	0	7	0	1	8	22
08:15 AM	0	0	0	0	0	0	11	1	0	12	0	0	0	0	0	0	12	1	0	13	25
08:30 AM	0	0	0	0	0	0	13	2	0	15	2	0	0	0	2	0	16	0	1	17	34
08:45 AM	0	0	0	0	0	0	11	3	0	14	2	0	2	0	4	1	8	0	1	10	28
Total	0	0	0	0	0	0	47	8	0	55	4	0	2	0	6	1	43	1	3	48	109
*** BREAK ***																					
04:15 PM	0	0	0	0	0	0	13	3	0	16	2	0	1	0	3	0	16	0	0	16	35
04:30 PM	0	0	0	0	0	0	8	4	0	12	2	0	0	0	2	0	9	0	0	9	23
04:45 PM	0	0	0	0	0	0	7	2	0	9	2	0	1	0	3	1	5	0	0	6	18
Total	0	0	0	0	0	0	28	9	0	37	6	0	2	0	8	1	30	0	0	31	76
05:00 PM	0	0	0	0	0	0	8	1	0	9	3	0	0	0	3	1	4	0	0	5	17
05:15 PM	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	0	9	0	0	9	19
05:30 PM	0	0	0	0	0	0	6	2	0	8	2	0	0	0	2	0	2	0	0	2	12
05:45 PM	0	0	0	0	0	0	5	2	0	7	0	0	0	0	0	0	6	0	0	6	13
Total	0	0	0	0	0	0	28	5	0	33	6	0	0	0	6	1	21	0	0	22	61
06:00 PM	0	0	0	0	0	0	11	3	0	14	0	0	0	0	0	0	1	0	0	1	15
Grand Total	1	0	1	0	2	0	138	28	0	166	19	0	4	0	23	3	122	1	5	131	322
Apprch %	50	0	50	0		0	83.1	16.9	0		82.6	0	17.4	0		2.3	93.1	0.8	3.8		
Total %	0.3	0	0.3	0	0.6	0	42.9	8.7	0	51.6	5.9	0	1.2	0	7.1	0.9	37.9	0.3	1.6	40.7	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 114 Avenue

File Name : NW 25 St at NW 114 Ave
Site Code : 02511401
Start Date : 11/13/2013
Page No : 1

Groups Printed- Passenger Cars

	NW 114 Avenue Southbound					NW 25 Street Westbound					NW 114 Avenue Northbound					NW 25 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	0	0	0	0	0	2	74	5	0	81	4	1	4	0	9	2	310	2	0	314	404
07:15 AM	0	0	0	0	0	6	86	7	0	99	1	0	0	0	1	2	280	1	0	283	383
07:30 AM	1	0	0	0	1	4	79	16	0	99	2	0	0	0	2	7	322	0	0	329	431
07:45 AM	1	0	3	1	5	7	103	22	0	132	6	1	0	0	7	14	321	1	0	336	480
Total	2	0	3	1	6	19	342	50	0	411	13	2	4	0	19	25	1233	4	0	1262	1698
08:00 AM	1	0	0	0	1	2	93	14	0	109	7	0	0	0	7	5	340	1	0	346	463
08:15 AM	0	0	2	0	2	5	99	15	0	119	6	0	1	0	7	5	314	2	1	322	450
08:30 AM	0	0	2	0	2	5	96	30	0	131	4	0	2	0	6	14	312	2	0	328	467
08:45 AM	0	0	1	0	1	3	75	18	0	96	11	0	0	0	11	15	294	2	0	311	419
Total	1	0	5	0	6	15	363	77	0	455	28	0	3	0	31	39	1260	7	1	1307	1799
*** BREAK ***																					
04:15 PM	1	1	5	0	7	1	204	8	0	213	4	3	7	0	14	4	87	1	0	92	326
04:30 PM	4	0	8	0	12	1	236	4	0	241	17	0	6	0	23	1	88	1	0	90	366
04:45 PM	1	0	2	0	3	3	261	3	0	267	10	0	8	1	19	3	59	1	0	63	352
Total	6	1	15	0	22	5	701	15	0	721	31	3	21	1	56	8	234	3	0	245	1044
05:00 PM	4	0	9	0	13	1	314	3	0	318	21	0	20	0	41	0	87	1	0	88	460
05:15 PM	6	0	2	0	8	3	370	6	0	379	10	0	12	0	22	0	82	3	0	85	494
05:30 PM	0	0	2	0	2	0	353	8	0	361	41	0	18	1	60	1	94	0	0	95	518
05:45 PM	1	0	1	1	3	0	395	4	0	399	7	0	3	0	10	1	75	0	1	77	489
Total	11	0	14	1	26	4	1432	21	0	1457	79	0	53	1	133	2	338	4	1	345	1961
06:00 PM	0	0	0	0	0	0	333	4	0	337	20	0	12	0	32	1	97	0	0	98	467
Grand Total	20	1	37	2	60	43	3171	167	0	3381	171	5	93	2	271	75	3162	18	2	3257	6969
Apprch %	33.3	1.7	61.7	3.3		1.3	93.8	4.9	0		63.1	1.8	34.3	0.7		2.3	97.1	0.6	0.1		
Total %	0.3	0	0.5	0	0.9	0.6	45.5	2.4	0	48.5	2.5	0.1	1.3	0	3.9	1.1	45.4	0.3	0	46.7	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 114 Avenue

File Name : NW 25 St at NW 114 Ave
Site Code : 02511401
Start Date : 11/13/2013
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NW 114 Avenue Southbound					NW 25 Street Westbound					NW 114 Avenue Northbound					NW 25 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	0	0	1	0	1	2	77	6	0	85	5	1	4	0	10	2	314	2	0	318	414
07:15 AM	1	0	0	0	1	6	92	9	0	107	3	0	0	0	3	2	287	1	0	290	401
07:30 AM	1	0	0	0	1	4	85	16	0	105	2	0	0	0	2	7	330	0	1	338	446
07:45 AM	1	0	3	1	5	7	112	22	0	141	6	1	0	0	7	14	329	1	1	345	498
Total	3	0	4	1	8	19	366	53	0	438	16	2	4	0	22	25	1260	4	2	1291	1759
08:00 AM	1	0	0	0	1	2	105	16	0	123	7	0	0	0	7	5	347	1	1	354	485
08:15 AM	0	0	2	0	2	5	110	16	0	131	6	0	1	0	7	5	326	3	1	335	475
08:30 AM	0	0	2	0	2	5	109	32	0	146	6	0	2	0	8	14	328	2	1	345	501
08:45 AM	0	0	1	0	1	3	86	21	0	110	13	0	2	0	15	16	302	2	1	321	447
Total	1	0	5	0	6	15	410	85	0	510	32	0	5	0	37	40	1303	8	4	1355	1908
*** BREAK ***																					
04:15 PM	1	1	5	0	7	1	217	11	0	229	6	3	8	0	17	4	103	1	0	108	361
04:30 PM	4	0	8	0	12	1	244	8	0	253	19	0	6	0	25	1	97	1	0	99	389
04:45 PM	1	0	2	0	3	3	268	5	0	276	12	0	9	1	22	4	64	1	0	69	370
Total	6	1	15	0	22	5	729	24	0	758	37	3	23	1	64	9	264	3	0	276	1120
05:00 PM	4	0	9	0	13	1	322	4	0	327	24	0	20	0	44	1	91	1	0	93	477
05:15 PM	6	0	2	0	8	3	379	6	0	388	11	0	12	0	23	0	91	3	0	94	513
05:30 PM	0	0	2	0	2	0	359	10	0	369	43	0	18	1	62	1	96	0	0	97	530
05:45 PM	1	0	1	1	3	0	400	6	0	406	7	0	3	0	10	1	81	0	1	83	502
Total	11	0	14	1	26	4	1460	26	0	1490	85	0	53	1	139	3	359	4	1	367	2022
06:00 PM	0	0	0	0	0	0	344	7	0	351	20	0	12	0	32	1	98	0	0	99	482
Grand Total	21	1	38	2	62	43	3309	195	0	3547	190	5	97	2	294	78	3284	19	7	3388	7291
Apprch %	33.9	1.6	61.3	3.2		1.2	93.3	5.5	0		64.6	1.7	33	0.7		2.3	96.9	0.6	0.2		
Total %	0.3	0	0.5	0	0.9	0.6	45.4	2.7	0	48.6	2.6	0.1	1.3	0	4	1.1	45	0.3	0.1	46.5	
Passenger Cars	20	1	37	2	60	43	3171	167	0	3381	171	5	93	2	271	75	3162	18	2	3257	6969
% Passenger Cars	95.2	100	97.4	100	96.8	100	95.8	85.6	0	95.3	90	100	95.9	100	92.2	96.2	96.3	94.7	28.6	96.1	95.6
Heavy Vehicles	1	0	1	0	2	0	138	28	0	166	19	0	4	0	23	3	122	1	5	131	322
% Heavy Vehicles	4.8	0	2.6	0	3.2	0	4.2	14.4	0	4.7	10	0	4.1	0	7.8	3.8	3.7	5.3	71.4	3.9	4.4

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

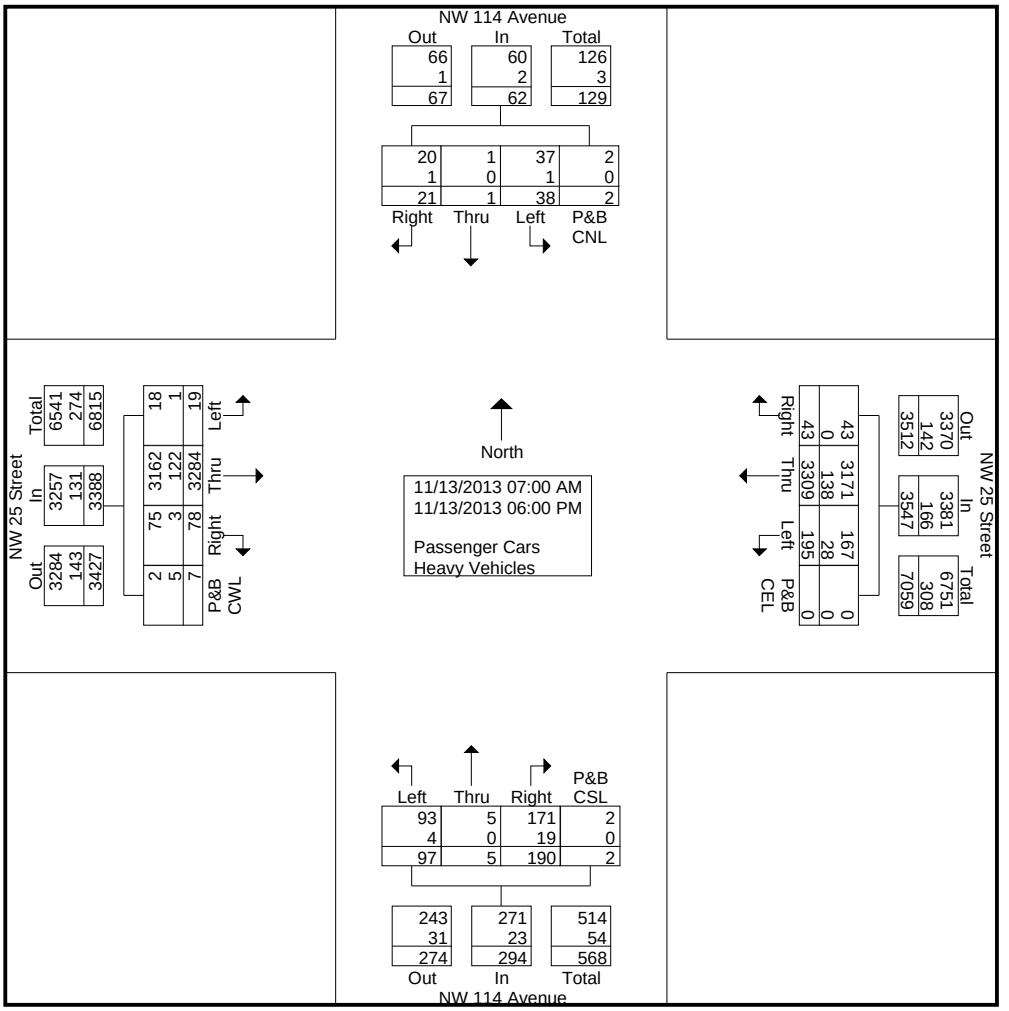
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 114 Avenue

File Name : NW 25 St at NW 114 Ave
Site Code : 02511401
Start Date : 11/13/2013
Page No : 2



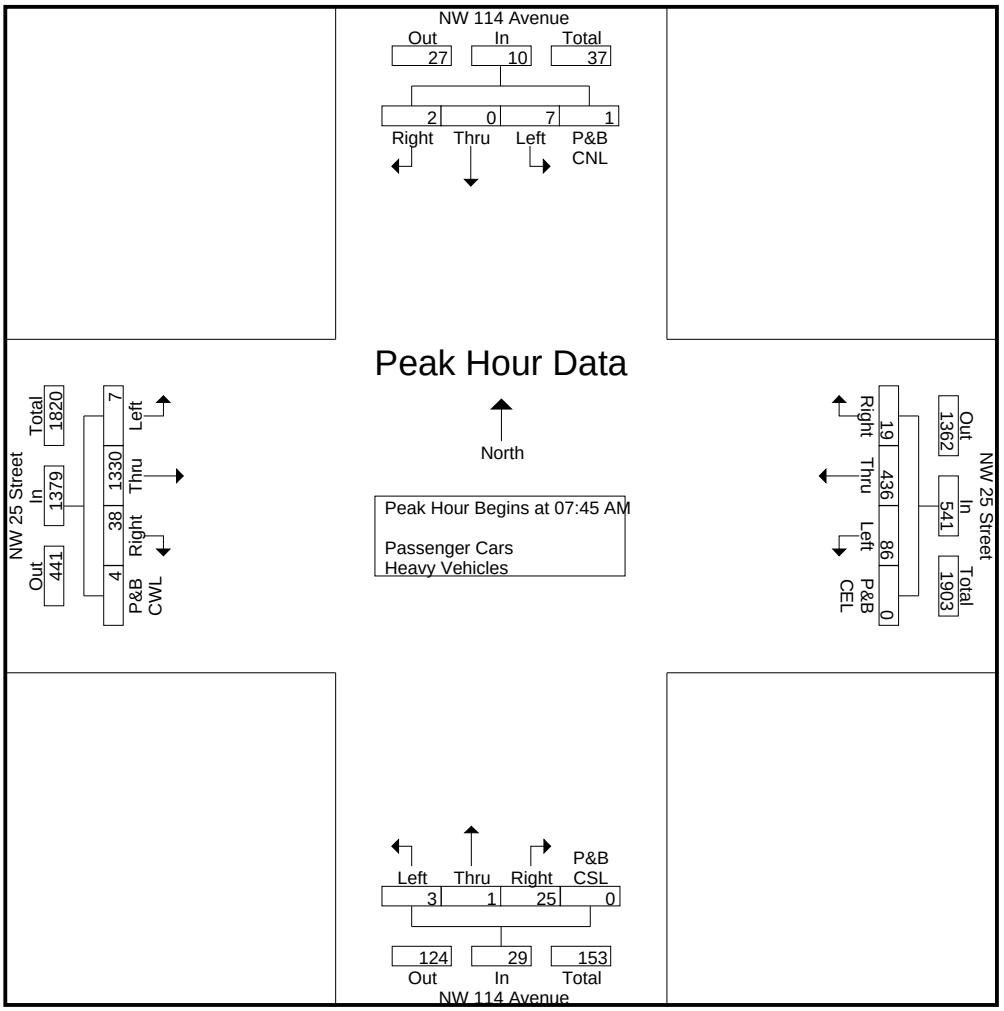
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 114 Avenue

File Name : NW 25 St at NW 114 Ave
Site Code : 02511401
Start Date : 11/13/2013
Page No : 3

	NW 114 Avenue Southbound					NW 25 Street Westbound					NW 114 Avenue Northbound					NW 25 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	1	0	3	1	5	7	112	22	0	141	6	1	0	0	7	14	329	1	1	345	498
08:00 AM	1	0	0	0	1	2	105	16	0	123	7	0	0	0	7	5	347	1	1	354	485
08:15 AM	0	0	2	0	2	5	110	16	0	131	6	0	1	0	7	5	326	3	1	335	475
08:30 AM	0	0	2	0	2	5	109	32	0	146	6	0	2	0	8	14	328	2	1	345	501
Total Volume	2	0	7	1	10	19	436	86	0	541	25	1	3	0	29	38	1330	7	4	1379	1959
% App. Total	20	0	70	10		3.5	80.6	15.9	0		86.2	3.4	10.3	0		2.8	96.4	0.5	0.3		
PHF	.500	.000	.583	.250	.500	.679	.973	.672	.000	.926	.893	.250	.375	.000	.906	.679	.958	.583	1.00	.974	.978

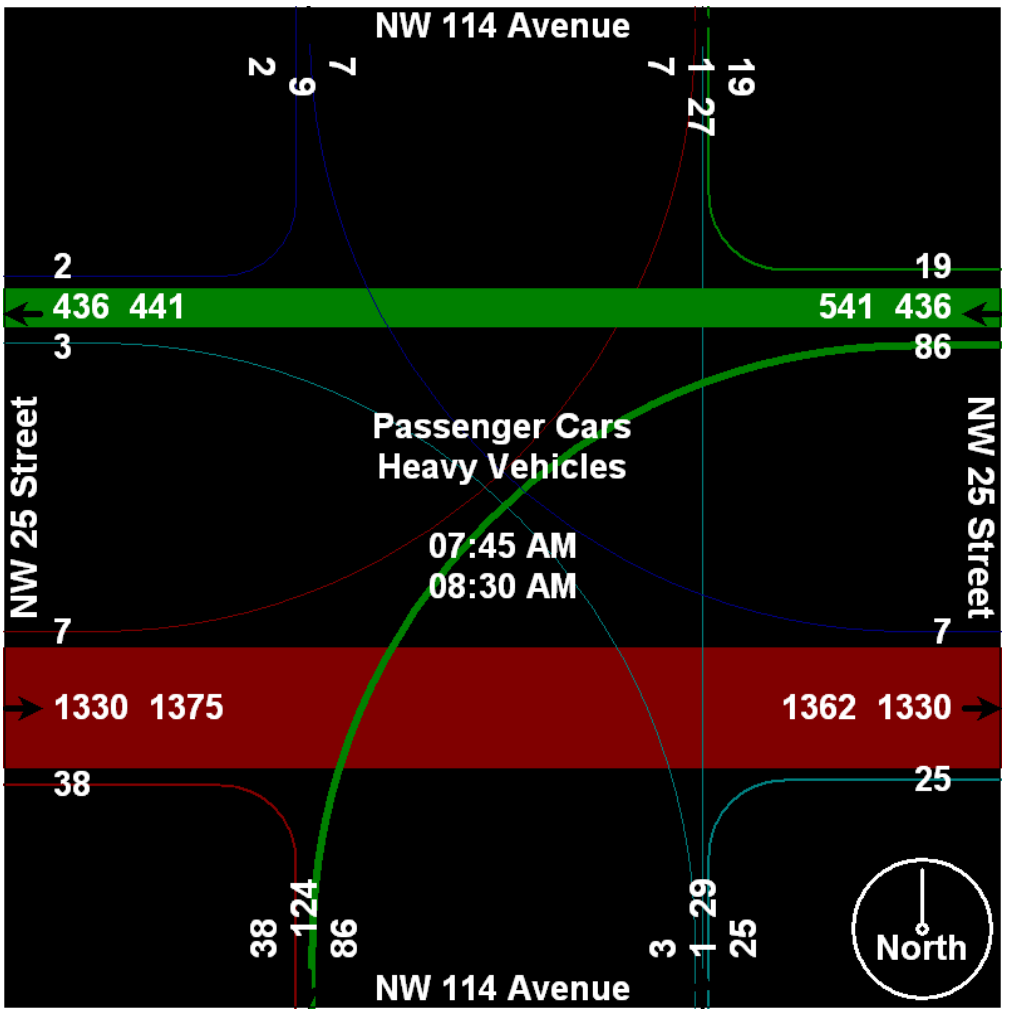


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 114 Avenue

File Name : NW 25 St at NW 114 Ave
Site Code : 02511401
Start Date : 11/13/2013
Page No : 4



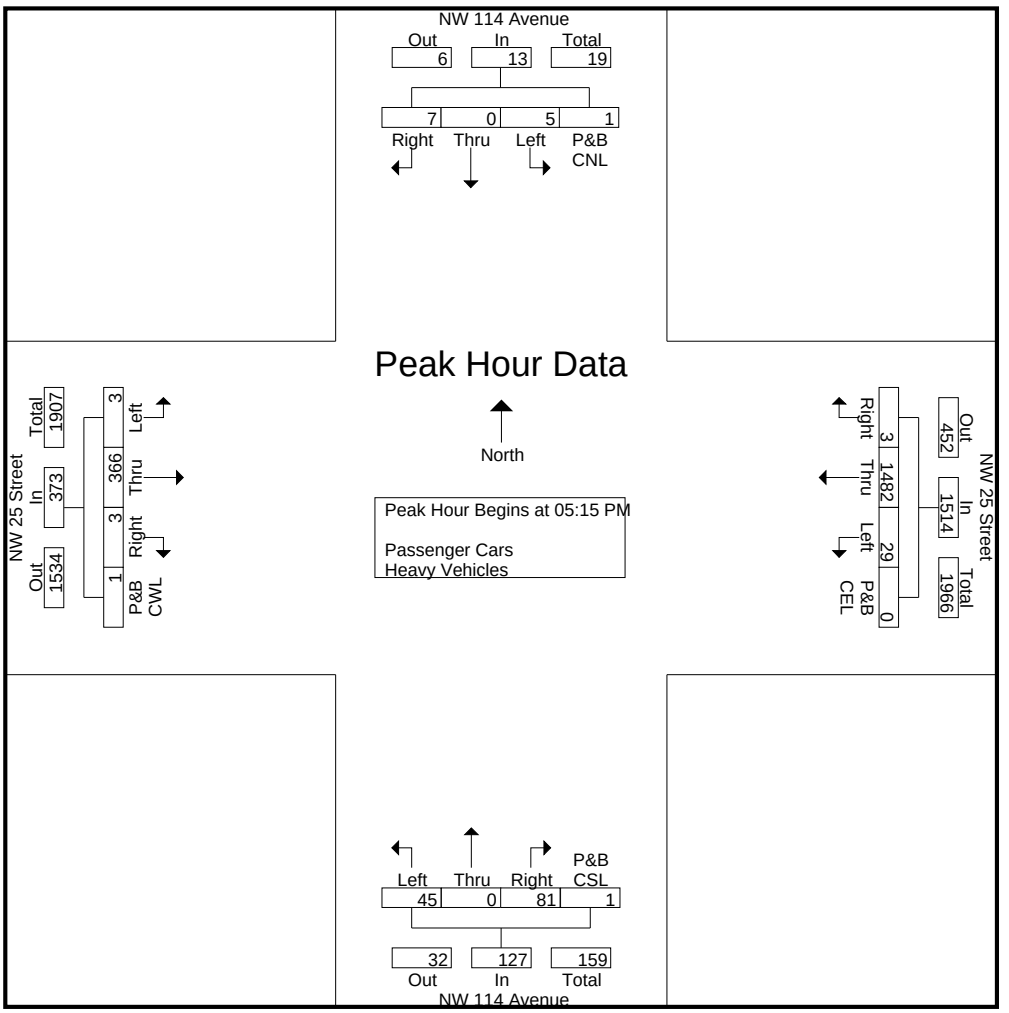
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 114 Avenue

File Name : NW 25 St at NW 114 Ave
Site Code : 02511401
Start Date : 11/13/2013
Page No : 5

	NW 114 Avenue Southbound					NW 25 Street Westbound					NW 114 Avenue Northbound					NW 25 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	6	0	2	0	8	3	379	6	0	388	11	0	12	0	23	0	91	3	0	94	513
05:30 PM	0	0	2	0	2	0	359	10	0	369	43	0	18	1	62	1	96	0	0	97	530
05:45 PM	1	0	1	1	3	0	400	6	0	406	7	0	3	0	10	1	81	0	1	83	502
06:00 PM	0	0	0	0	0	0	344	7	0	351	20	0	12	0	32	1	98	0	0	99	482
Total Volume	7	0	5	1	13	3	1482	29	0	1514	81	0	45	1	127	3	366	3	1	373	2027
% App. Total	53.8	0	38.5	7.7		0.2	97.9	1.9	0		63.8	0	35.4	0.8		0.8	98.1	0.8	0.3		
PHF	.292	.000	.625	.250	.406	.250	.926	.725	.000	.932	.471	.000	.625	.250	.512	.750	.934	.250	.250	.942	.956

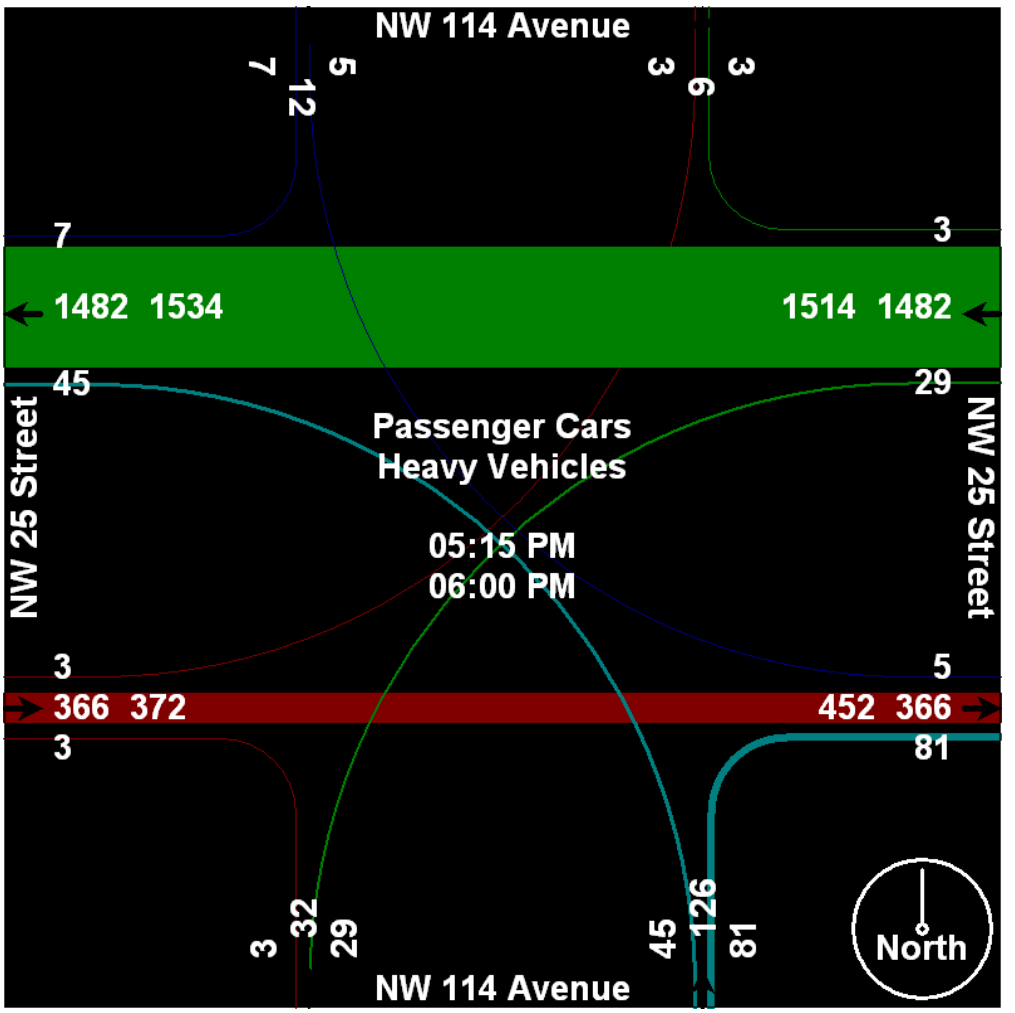


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 114 Avenue

File Name : NW 25 St at NW 114 Ave
Site Code : 02511401
Start Date : 11/13/2013
Page No : 6



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 112 Avenue

File Name : NW 25 St at NW 112 Ave
Site Code : 02511201
Start Date : 11/13/2013
Page No : 1

Groups Printed- Heavy Vehicles

	NW 112 Avenue Southbound					NW 25 Street Westbound					NW 112 Avenue Northbound					NW 25 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	1	1	3	0	5	2	5	0	0	7	0	2	0	0	2	1	8	1	0	10	24
07:15 AM	0	2	3	0	5	2	9	0	0	11	0	0	0	0	0	1	10	1	0	12	28
07:30 AM	1	2	1	0	4	4	6	0	0	10	0	0	0	0	0	1	8	0	0	9	23
07:45 AM	2	3	2	0	7	4	8	0	0	12	0	5	0	0	5	1	11	1	0	13	37
Total	4	8	9	0	21	12	28	0	0	40	0	7	0	0	7	4	37	3	0	44	112
08:00 AM	0	1	3	0	4	0	16	0	1	17	1	1	0	0	2	0	11	0	0	11	34
08:15 AM	1	4	1	0	6	5	12	0	0	17	1	1	0	0	2	0	16	1	0	17	42
08:30 AM	2	1	6	0	9	5	15	1	1	22	1	4	1	0	6	1	20	1	0	22	59
08:45 AM	1	1	5	0	7	8	18	1	0	27	2	1	1	0	4	2	13	3	0	18	56
Total	4	7	15	0	26	18	61	2	2	83	5	7	2	0	14	3	60	5	0	68	191
*** BREAK ***																					
04:15 PM	4	4	5	1	14	7	8	0	0	15	1	1	0	0	2	2	18	5	0	25	56
04:30 PM	6	1	9	0	16	4	10	3	0	17	1	1	1	0	3	1	14	4	0	19	55
04:45 PM	2	1	6	0	9	3	10	0	0	13	1	3	0	0	4	1	10	3	0	14	40
Total	12	6	20	1	39	14	28	3	0	45	3	5	1	0	9	4	42	12	0	58	151
05:00 PM	4	0	4	0	8	3	4	2	0	9	3	1	2	0	6	1	8	1	0	10	33
05:15 PM	1	2	7	0	10	2	3	0	0	5	0	1	0	0	1	0	13	3	0	16	32
05:30 PM	0	1	4	0	5	3	3	0	1	7	0	1	2	0	3	0	8	2	0	10	25
05:45 PM	1	0	3	0	4	4	5	1	0	10	0	0	1	0	1	3	13	0	0	16	31
Total	6	3	18	0	27	12	15	3	1	31	3	3	5	0	11	4	42	6	0	52	121
06:00 PM	3	2	2	0	7	4	7	1	0	12	1	0	1	0	2	0	11	0	0	11	32
Grand Total	29	26	64	1	120	60	139	9	3	211	12	22	9	0	43	15	192	26	0	233	607
Apprch %	24.2	21.7	53.3	0.8		28.4	65.9	4.3	1.4		27.9	51.2	20.9	0		6.4	82.4	11.2	0		
Total %	4.8	4.3	10.5	0.2	19.8	9.9	22.9	1.5	0.5	34.8	2	3.6	1.5	0	7.1	2.5	31.6	4.3	0	38.4	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 112 Avenue

File Name : NW 25 St at NW 112 Ave
Site Code : 02511201
Start Date : 11/13/2013
Page No : 1

Groups Printed- Passenger Cars

	NW 112 Avenue Southbound					NW 25 Street Westbound					NW 112 Avenue Northbound					NW 25 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	32	35	37	0	104	62	38	14	9	123	9	58	9	0	76	6	196	98	4	304	607
07:15 AM	46	87	65	0	198	59	47	19	13	138	14	73	9	0	96	7	252	43	3	305	737
07:30 AM	15	23	34	0	72	29	80	19	1	129	12	31	6	0	49	4	264	49	0	317	567
07:45 AM	15	33	44	0	92	59	103	22	0	184	22	46	10	1	79	5	251	60	1	317	672
Total	108	178	180	0	466	209	268	74	23	574	57	208	34	1	300	22	963	250	8	1243	2583
08:00 AM	33	55	54	0	142	58	70	28	1	157	22	92	13	1	128	5	267	72	0	344	771
08:15 AM	36	52	46	0	134	41	76	40	4	161	18	82	19	1	120	9	228	86	0	323	738
08:30 AM	15	27	20	1	63	31	96	33	0	160	18	57	14	1	90	7	235	68	0	310	623
08:45 AM	16	50	31	0	97	28	78	35	0	141	26	58	12	1	97	10	190	92	0	292	627
Total	100	184	151	1	436	158	320	136	5	619	84	289	58	4	435	31	920	318	0	1269	2759
*** BREAK ***																					
04:15 PM	64	94	25	0	183	41	158	54	1	254	37	36	4	1	78	12	68	21	1	102	617
04:30 PM	68	90	29	0	187	45	174	35	0	254	37	31	5	0	73	14	65	23	0	102	616
04:45 PM	76	55	32	0	163	40	182	39	0	261	25	34	7	0	66	6	53	12	0	71	561
Total	208	239	86	0	533	126	514	128	1	769	99	101	16	1	217	32	186	56	1	275	1794
05:00 PM	98	111	33	1	243	54	208	37	1	300	40	54	8	0	102	16	78	15	0	109	754
05:15 PM	133	87	26	0	246	49	254	34	1	338	29	33	1	0	63	5	73	8	0	86	733
05:30 PM	124	108	37	0	269	48	248	40	0	336	26	39	9	1	75	11	80	18	0	109	789
05:45 PM	161	82	23	18	284	28	229	44	0	301	19	35	9	1	64	6	59	6	0	71	720
Total	516	388	119	19	1042	179	939	155	2	1275	114	161	27	2	304	38	290	47	0	375	2996
06:00 PM	138	110	39	4	291	64	193	43	3	303	24	33	5	0	62	18	79	28	0	125	781
Grand Total	1070	1099	575	24	2768	736	2234	536	34	3540	378	792	140	8	1318	141	2438	699	9	3287	10913
Apprch %	38.7	39.7	20.8	0.9		20.8	63.1	15.1	1		28.7	60.1	10.6	0.6		4.3	74.2	21.3	0.3		
Total %	9.8	10.1	5.3	0.2	25.4	6.7	20.5	4.9	0.3	32.4	3.5	7.3	1.3	0.1	12.1	1.3	22.3	6.4	0.1	30.1	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 112 Avenue

File Name : NW 25 St at NW 112 Ave
Site Code : 02511201
Start Date : 11/13/2013
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NW 112 Avenue Southbound					NW 25 Street Westbound					NW 112 Avenue Northbound					NW 25 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	33	36	40	0	109	64	43	14	9	130	9	60	9	0	78	7	204	99	4	314	631
07:15 AM	46	89	68	0	203	61	56	19	13	149	14	73	9	0	96	8	262	44	3	317	765
07:30 AM	16	25	35	0	76	33	86	19	1	139	12	31	6	0	49	5	272	49	0	326	590
07:45 AM	17	36	46	0	99	63	111	22	0	196	22	51	10	1	84	6	262	61	1	330	709
Total	112	186	189	0	487	221	296	74	23	614	57	215	34	1	307	26	1000	253	8	1287	2695
08:00 AM	33	56	57	0	146	58	86	28	2	174	23	93	13	1	130	5	278	72	0	355	805
08:15 AM	37	56	47	0	140	46	88	40	4	178	19	83	19	1	122	9	244	87	0	340	780
08:30 AM	17	28	26	1	72	36	111	34	1	182	19	61	15	1	96	8	255	69	0	332	682
08:45 AM	17	51	36	0	104	36	96	36	0	168	28	59	13	1	101	12	203	95	0	310	683
Total	104	191	166	1	462	176	381	138	7	702	89	296	60	4	449	34	980	323	0	1337	2950
*** BREAK ***																					
04:15 PM	68	98	30	1	197	48	166	54	1	269	38	37	4	1	80	14	86	26	1	127	673
04:30 PM	74	91	38	0	203	49	184	38	0	271	38	32	6	0	76	15	79	27	0	121	671
04:45 PM	78	56	38	0	172	43	192	39	0	274	26	37	7	0	70	7	63	15	0	85	601
Total	220	245	106	1	572	140	542	131	1	814	102	106	17	1	226	36	228	68	1	333	1945
05:00 PM	102	111	37	1	251	57	212	39	1	309	43	55	10	0	108	17	86	16	0	119	787
05:15 PM	134	89	33	0	256	51	257	34	1	343	29	34	1	0	64	5	86	11	0	102	765
05:30 PM	124	109	41	0	274	51	251	40	1	343	26	40	11	1	78	11	88	20	0	119	814
05:45 PM	162	82	26	18	288	32	234	45	0	311	19	35	10	1	65	9	72	6	0	87	751
Total	522	391	137	19	1069	191	954	158	3	1306	117	164	32	2	315	42	332	53	0	427	3117
06:00 PM	141	112	41	4	298	68	200	44	3	315	25	33	6	0	64	18	90	28	0	136	813
Grand Total	1099	1125	639	25	2888	796	2373	545	37	3751	390	814	149	8	1361	156	2630	725	9	3520	11520
Apprch %	38.1	39	22.1	0.9		21.2	63.3	14.5	1		28.7	59.8	10.9	0.6		4.4	74.7	20.6	0.3		
Total %	9.5	9.8	5.5	0.2	25.1	6.9	20.6	4.7	0.3	32.6	3.4	7.1	1.3	0.1	11.8	1.4	22.8	6.3	0.1	30.6	
Passenger Cars	1070	1099	575	24	2768	736	2234	536	34	3540	378	792	140	8	1318	141	2438	699	9	3287	10913
% Passenger Cars	97.4	97.7	90	96	95.8	92.5	94.1	98.3	91.9	94.4	96.9	97.3	94	100	96.8	90.4	92.7	96.4	100	93.4	94.7
Heavy Vehicles	29	26	64	1	120	60	139	9	3	211	12	22	9	0	43	15	192	26	0	233	607
% Heavy Vehicles	2.6	2.3	10	4	4.2	7.5	5.9	1.7	8.1	5.6	3.1	2.7	6	0	3.2	9.6	7.3	3.6	0	6.6	5.3

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

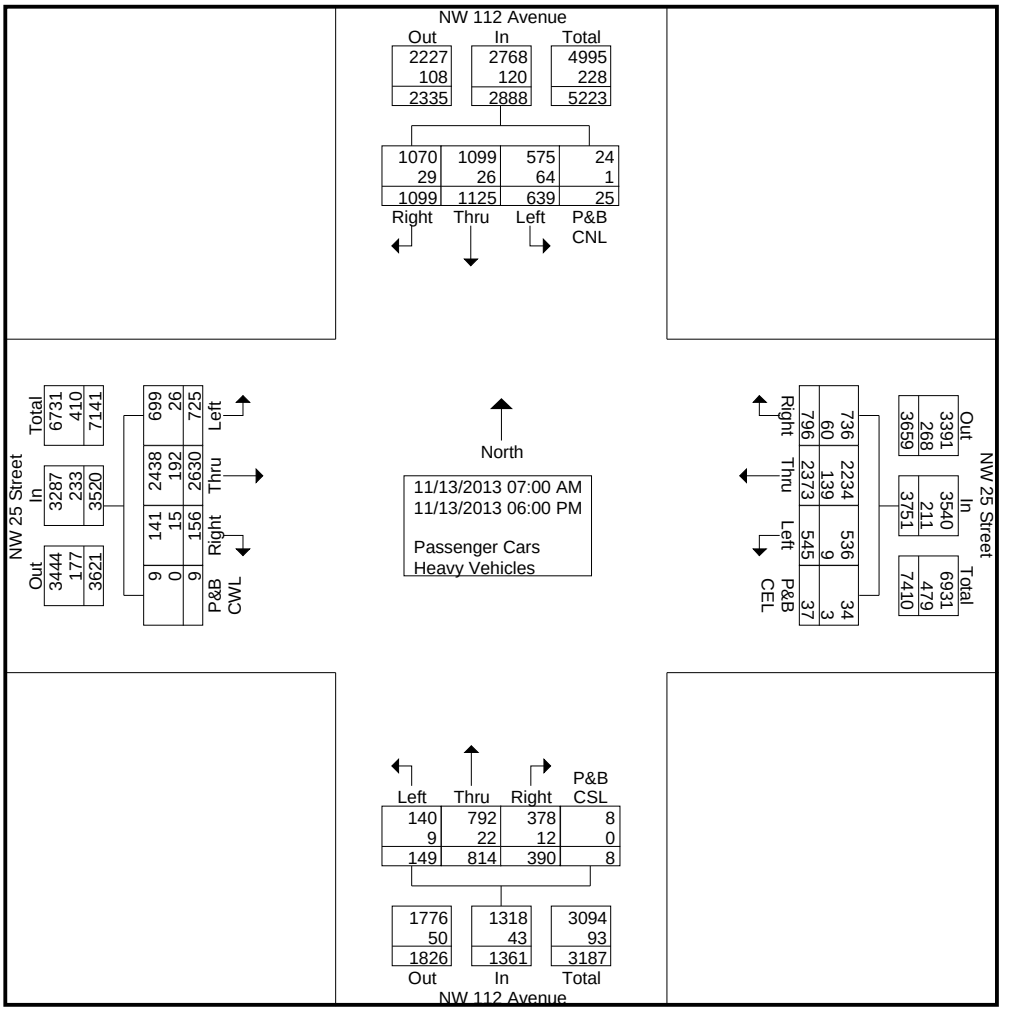
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 112 Avenue

File Name : NW 25 St at NW 112 Ave
Site Code : 02511201
Start Date : 11/13/2013
Page No : 2



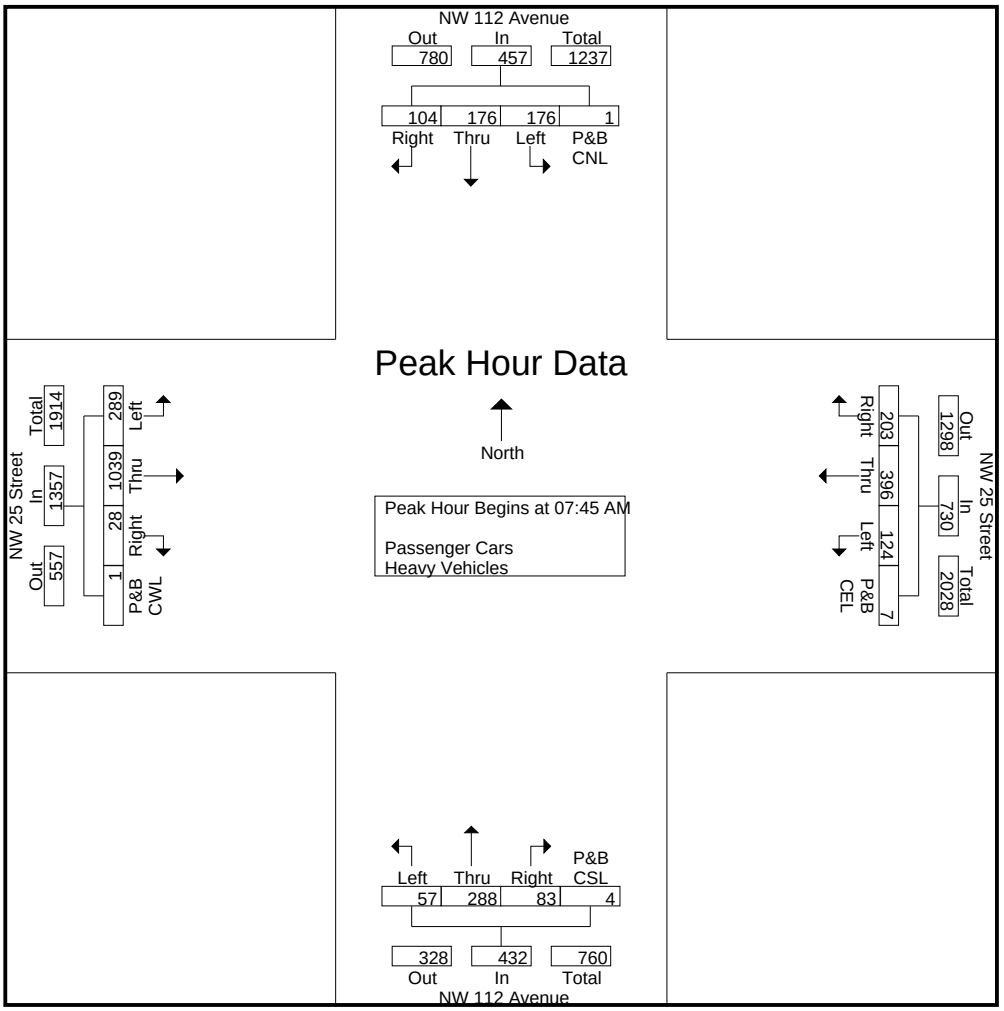
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 112 Avenue

File Name : NW 25 St at NW 112 Ave
Site Code : 02511201
Start Date : 11/13/2013
Page No : 3

	NW 112 Avenue Southbound					NW 25 Street Westbound					NW 112 Avenue Northbound					NW 25 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	17	36	46	0	99	63	111	22	0	196	22	51	10	1	84	6	262	61	1	330	709
08:00 AM	33	56	57	0	146	58	86	28	2	174	23	93	13	1	130	5	278	72	0	355	805
08:15 AM	37	56	47	0	140	46	88	40	4	178	19	83	19	1	122	9	244	87	0	340	780
08:30 AM	17	28	26	1	72	36	111	34	1	182	19	61	15	1	96	8	255	69	0	332	682
Total Volume	104	176	176	1	457	203	396	124	7	730	83	288	57	4	432	28	1039	289	1	1357	2976
% App. Total	22.8	38.5	38.5	0.2		27.8	54.2	17	1		19.2	66.7	13.2	0.9		2.1	76.6	21.3	0.1		
PHF	.703	.786	.772	.250	.783	.806	.892	.775	.438	.931	.902	.774	.750	1.00	.831	.778	.934	.830	.250	.956	.924

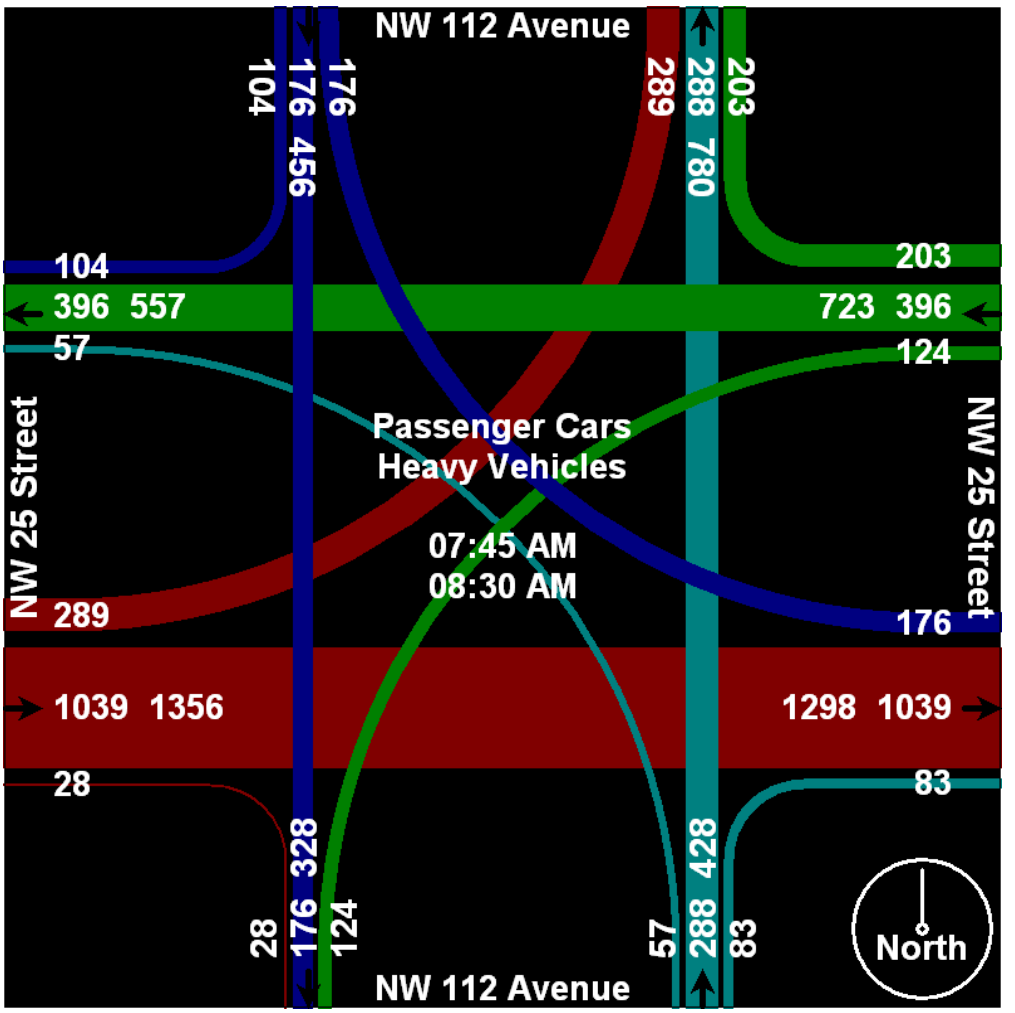


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 112 Avenue

File Name : NW 25 St at NW 112 Ave
Site Code : 02511201
Start Date : 11/13/2013
Page No : 4



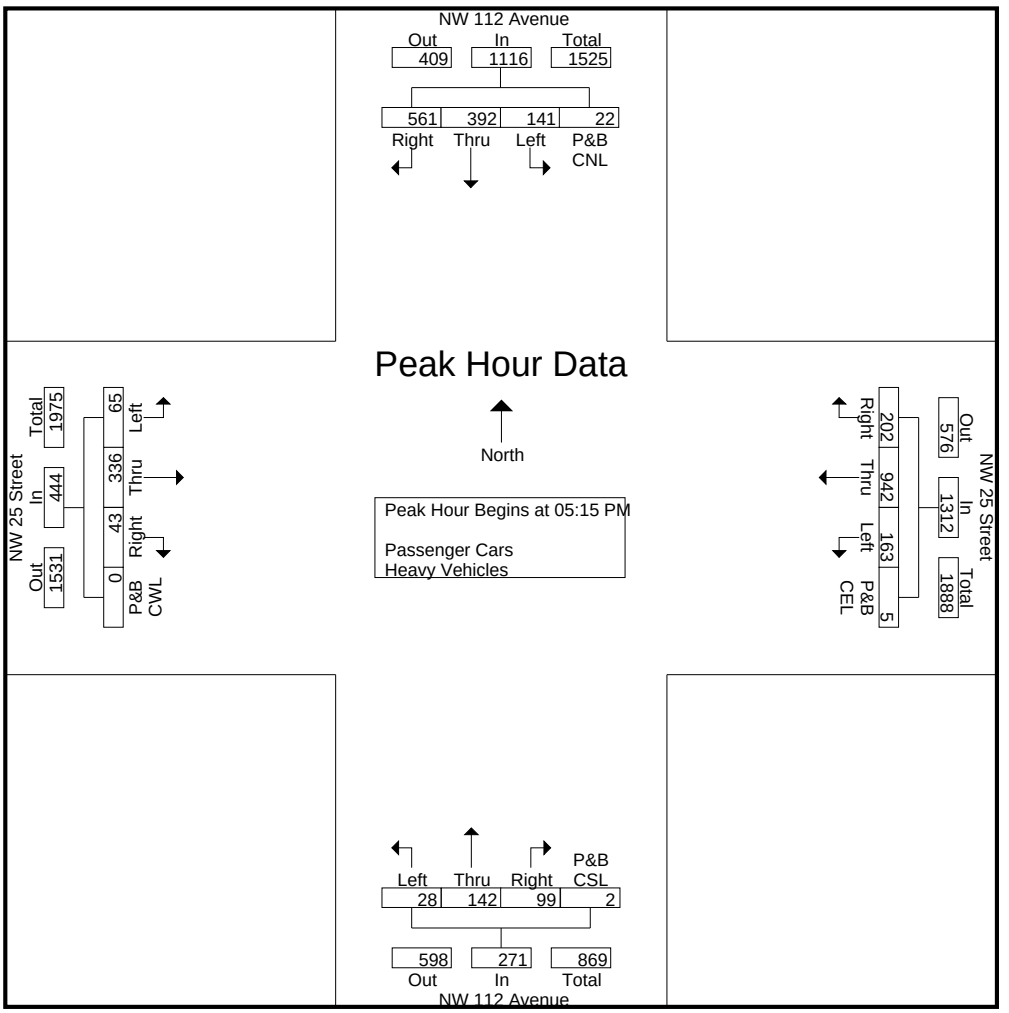
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 112 Avenue

File Name : NW 25 St at NW 112 Ave
Site Code : 02511201
Start Date : 11/13/2013
Page No : 5

	NW 112 Avenue Southbound					NW 25 Street Westbound					NW 112 Avenue Northbound					NW 25 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	134	89	33	0	256	51	257	34	1	343	29	34	1	0	64	5	86	11	0	102	765
05:30 PM	124	109	41	0	274	51	251	40	1	343	26	40	11	1	78	11	88	20	0	119	814
05:45 PM	162	82	26	18	288	32	234	45	0	311	19	35	10	1	65	9	72	6	0	87	751
06:00 PM	141	112	41	4	298	68	200	44	3	315	25	33	6	0	64	18	90	28	0	136	813
Total Volume	561	392	141	22	1116	202	942	163	5	1312	99	142	28	2	271	43	336	65	0	444	3143
% App. Total	50.3	35.1	12.6	2		15.4	71.8	12.4	0.4		36.5	52.4	10.3	0.7		9.7	75.7	14.6	0		
PHF	.866	.875	.860	.306	.936	.743	.916	.906	.417	.956	.853	.888	.636	.500	.869	.597	.933	.580	.000	.816	.965

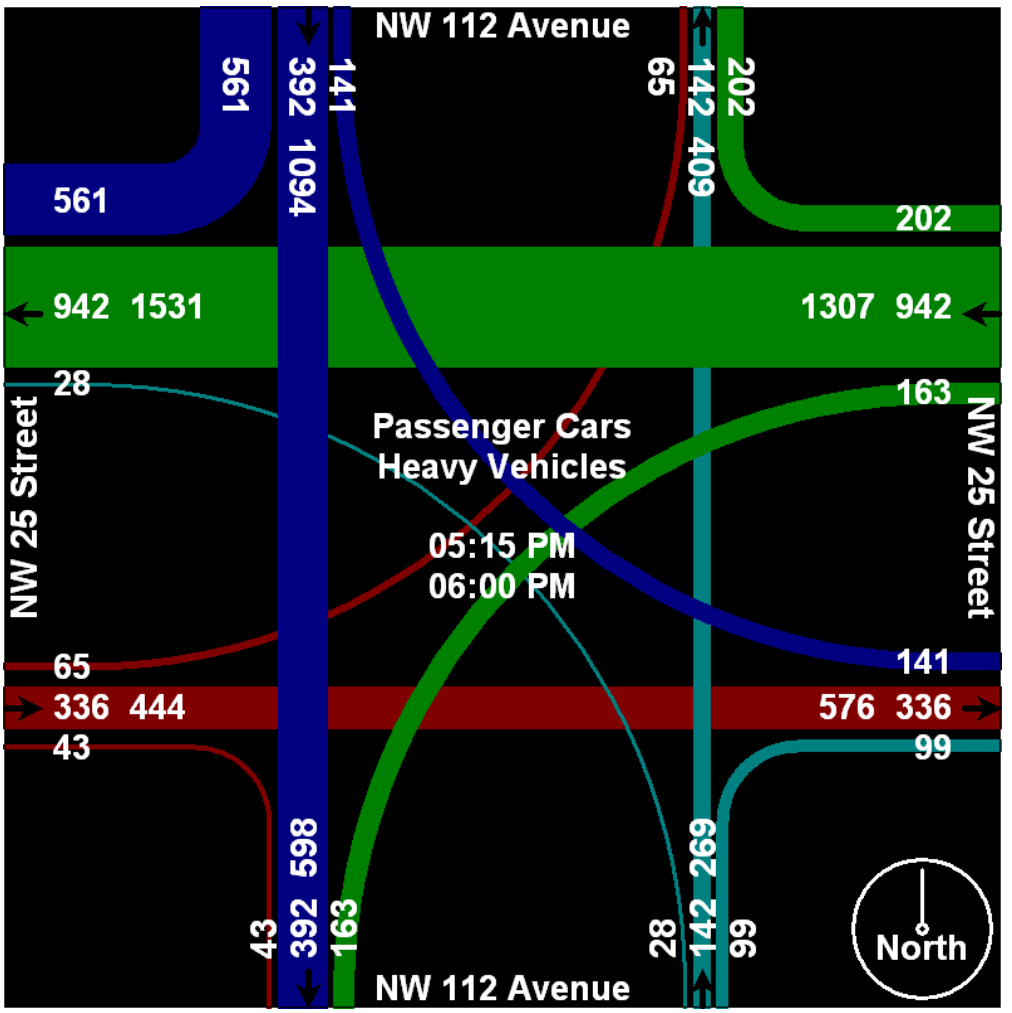


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 112 Avenue

File Name : NW 25 St at NW 112 Ave
Site Code : 02511201
Start Date : 11/13/2013
Page No : 6



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 107 Avenue

File Name : NW 25 St at NW 107 Ave
Site Code : 02510701
Start Date : 11/13/2013
Page No : 1

Groups Printed- Heavy Vehicles

	NW 107 Avenue Southbound					NW 25 Street Westbound					NW 107 Avenue Northbound					NW 25 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	0	4	3	0	7	0	2	0	0	2	0	2	1	0	3	2	5	0	0	7	19
07:15 AM	0	1	1	0	2	0	4	0	0	4	1	2	0	0	3	0	6	2	0	8	17
07:30 AM	1	4	1	0	6	0	4	0	1	5	0	1	0	0	1	1	11	3	0	15	27
07:45 AM	0	3	0	0	3	0	2	0	0	2	1	2	3	1	7	0	14	0	0	14	26
Total	1	12	5	0	18	0	12	0	1	13	2	7	4	1	14	3	36	5	0	44	89
08:00 AM	0	5	1	0	6	2	1	1	0	4	3	1	1	0	5	0	10	1	0	11	26
08:15 AM	0	2	0	0	2	0	4	0	0	4	2	2	1	0	5	3	12	5	0	20	31
08:30 AM	1	2	0	0	3	1	4	0	0	5	4	5	2	0	11	3	9	1	0	13	32
08:45 AM	4	3	6	0	13	3	14	1	0	18	0	7	3	1	11	0	5	4	0	9	51
Total	5	12	7	0	24	6	23	2	0	31	9	15	7	1	32	6	36	11	0	53	140
*** BREAK ***																					
04:15 PM	1	6	4	0	11	0	9	1	0	10	0	4	3	0	7	1	15	0	0	16	44
04:30 PM	1	1	2	0	4	3	6	1	0	10	2	8	2	0	12	1	15	0	0	16	42
04:45 PM	1	0	3	0	4	1	5	0	0	6	0	1	1	0	2	0	11	2	0	13	25
Total	3	7	9	0	19	4	20	2	0	26	2	13	6	0	21	2	41	2	0	45	111
05:00 PM	0	4	2	0	6	0	1	1	0	2	1	5	1	1	8	2	11	3	0	16	32
05:15 PM	0	2	1	0	3	0	2	1	0	3	0	0	3	0	3	0	14	1	0	15	24
05:30 PM	0	0	2	0	2	0	4	0	0	4	3	1	0	0	4	2	13	2	0	17	27
05:45 PM	0	1	1	0	2	2	0	1	0	3	0	1	2	0	3	0	10	0	0	10	18
Total	0	7	6	0	13	2	7	3	0	12	4	7	6	1	18	4	48	6	0	58	101
06:00 PM	2	2	7	0	11	1	2	1	1	5	0	2	2	0	4	2	18	0	0	20	40
Grand Total	11	40	34	0	85	13	64	8	2	87	17	44	25	3	89	17	179	24	0	220	481
Apprch %	12.9	47.1	40	0		14.9	73.6	9.2	2.3		19.1	49.4	28.1	3.4		7.7	81.4	10.9	0		
Total %	2.3	8.3	7.1	0	17.7	2.7	13.3	1.7	0.4	18.1	3.5	9.1	5.2	0.6	18.5	3.5	37.2	5	0	45.7	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 107 Avenue

File Name : NW 25 St at NW 107 Ave
Site Code : 02510701
Start Date : 11/13/2013
Page No : 1

Groups Printed- Passenger Cars

	NW 107 Avenue Southbound					NW 25 Street Westbound					NW 107 Avenue Northbound					NW 25 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	23	181	52	0	256	33	40	22	1	96	91	322	56	0	469	12	183	55	0	250	1071
07:15 AM	23	272	54	0	349	24	67	17	0	108	94	264	58	0	416	17	248	57	2	324	1197
07:30 AM	39	235	39	0	313	36	55	21	1	113	84	289	44	0	417	18	211	62	0	291	1134
07:45 AM	60	321	43	0	424	25	99	23	1	148	106	348	52	0	506	9	244	61	0	314	1392
Total	145	1009	188	0	1342	118	261	83	3	465	375	1223	210	0	1808	56	886	235	2	1179	4794
08:00 AM	41	293	54	0	388	57	90	32	0	179	103	289	57	0	449	16	245	72	0	333	1349
08:15 AM	39	292	41	0	372	71	95	40	0	206	137	317	36	0	490	12	227	53	0	292	1360
08:30 AM	46	257	42	0	345	53	89	26	2	170	82	337	40	0	459	17	209	57	4	287	1261
08:45 AM	38	174	20	0	232	82	79	29	0	190	74	297	46	0	417	13	193	49	0	255	1094
Total	164	1016	157	0	1337	263	353	127	2	745	396	1240	179	0	1815	58	874	231	4	1167	5064
*** BREAK ***																					
04:15 PM	47	351	29	0	427	49	180	126	4	359	39	211	25	0	275	28	70	41	0	139	1200
04:30 PM	50	350	44	0	444	41	149	79	1	270	45	215	29	0	289	28	79	39	1	147	1150
04:45 PM	47	340	44	0	431	42	190	94	1	327	34	185	37	0	256	30	75	46	1	152	1166
Total	144	1041	117	0	1302	132	519	299	6	956	118	611	91	0	820	86	224	126	2	438	3516
05:00 PM	62	395	42	1	500	31	203	105	2	341	47	225	24	0	296	19	84	46	0	149	1286
05:15 PM	59	352	44	0	455	32	271	92	0	395	47	227	35	0	309	23	84	36	0	143	1302
05:30 PM	48	354	39	0	441	43	225	82	4	354	31	188	34	0	253	19	95	48	0	162	1210
05:45 PM	70	352	40	0	462	58	212	64	0	334	39	223	37	1	300	15	53	35	0	103	1199
Total	239	1453	165	1	1858	164	911	343	6	1424	164	863	130	1	1158	76	316	165	0	557	4997
06:00 PM	47	342	44	0	433	34	218	78	0	330	51	212	29	0	292	32	92	33	1	158	1213
Grand Total	739	4861	671	1	6272	711	2262	930	17	3920	1104	4149	639	1	5893	308	2392	790	9	3499	19584
Apprch %	11.8	77.5	10.7	0		18.1	57.7	23.7	0.4		18.7	70.4	10.8	0		8.8	68.4	22.6	0.3		
Total %	3.8	24.8	3.4	0	32	3.6	11.6	4.7	0.1	20	5.6	21.2	3.3	0	30.1	1.6	12.2	4	0	17.9	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 107 Avenue

File Name : NW 25 St at NW 107 Ave
Site Code : 02510701
Start Date : 11/13/2013
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NW 107 Avenue Southbound					NW 25 Street Westbound					NW 107 Avenue Northbound					NW 25 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	23	185	55	0	263	33	42	22	1	98	91	324	57	0	472	14	188	55	0	257	1090
07:15 AM	23	273	55	0	351	24	71	17	0	112	95	266	58	0	419	17	254	59	2	332	1214
07:30 AM	40	239	40	0	319	36	59	21	2	118	84	290	44	0	418	19	222	65	0	306	1161
07:45 AM	60	324	43	0	427	25	101	23	1	150	107	350	55	1	513	9	258	61	0	328	1418
Total	146	1021	193	0	1360	118	273	83	4	478	377	1230	214	1	1822	59	922	240	2	1223	4883
08:00 AM	41	298	55	0	394	59	91	33	0	183	106	290	58	0	454	16	255	73	0	344	1375
08:15 AM	39	294	41	0	374	71	99	40	0	210	139	319	37	0	495	15	239	58	0	312	1391
08:30 AM	47	259	42	0	348	54	93	26	2	175	86	342	42	0	470	20	218	58	4	300	1293
08:45 AM	42	177	26	0	245	85	93	30	0	208	74	304	49	1	428	13	198	53	0	264	1145
Total	169	1028	164	0	1361	269	376	129	2	776	405	1255	186	1	1847	64	910	242	4	1220	5204
*** BREAK ***																					
04:15 PM	48	357	33	0	438	49	189	127	4	369	39	215	28	0	282	29	85	41	0	155	1244
04:30 PM	51	351	46	0	448	44	155	80	1	280	47	223	31	0	301	29	94	39	1	163	1192
04:45 PM	48	340	47	0	435	43	195	94	1	333	34	186	38	0	258	30	86	48	1	165	1191
Total	147	1048	126	0	1321	136	539	301	6	982	120	624	97	0	841	88	265	128	2	483	3627
05:00 PM	62	399	44	1	506	31	204	106	2	343	48	230	25	1	304	21	95	49	0	165	1318
05:15 PM	59	354	45	0	458	32	273	93	0	398	47	227	38	0	312	23	98	37	0	158	1326
05:30 PM	48	354	41	0	443	43	229	82	4	358	34	189	34	0	257	21	108	50	0	179	1237
05:45 PM	70	353	41	0	464	60	212	65	0	337	39	224	39	1	303	15	63	35	0	113	1217
Total	239	1460	171	1	1871	166	918	346	6	1436	168	870	136	2	1176	80	364	171	0	615	5098
06:00 PM	49	344	51	0	444	35	220	79	1	335	51	214	31	0	296	34	110	33	1	178	1253
Grand Total	750	4901	705	1	6357	724	2326	938	19	4007	1121	4193	664	4	5982	325	2571	814	9	3719	20065
Apprch %	11.8	77.1	11.1	0		18.1	58	23.4	0.5		18.7	70.1	11.1	0.1		8.7	69.1	21.9	0.2		
Total %	3.7	24.4	3.5	0	31.7	3.6	11.6	4.7	0.1	20	5.6	20.9	3.3	0	29.8	1.6	12.8	4.1	0	18.5	
Passenger Cars	739	4861	671	1	6272	711	2262	930	17	3920	1104	4149	639	1	5893	308	2392	790	9	3499	19584
% Passenger Cars	98.5	99.2	95.2	100	98.7	98.2	97.2	99.1	89.5	97.8	98.5	99	96.2	25	98.5	94.8	93	97.1	100	94.1	97.6
Heavy Vehicles	11	40	34	0	85	13	64	8	2	87	17	44	25	3	89	17	179	24	0	220	481
% Heavy Vehicles	1.5	0.8	4.8	0	1.3	1.8	2.8	0.9	10.5	2.2	1.5	1	3.8	75	1.5	5.2	7	2.9	0	5.9	2.4

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

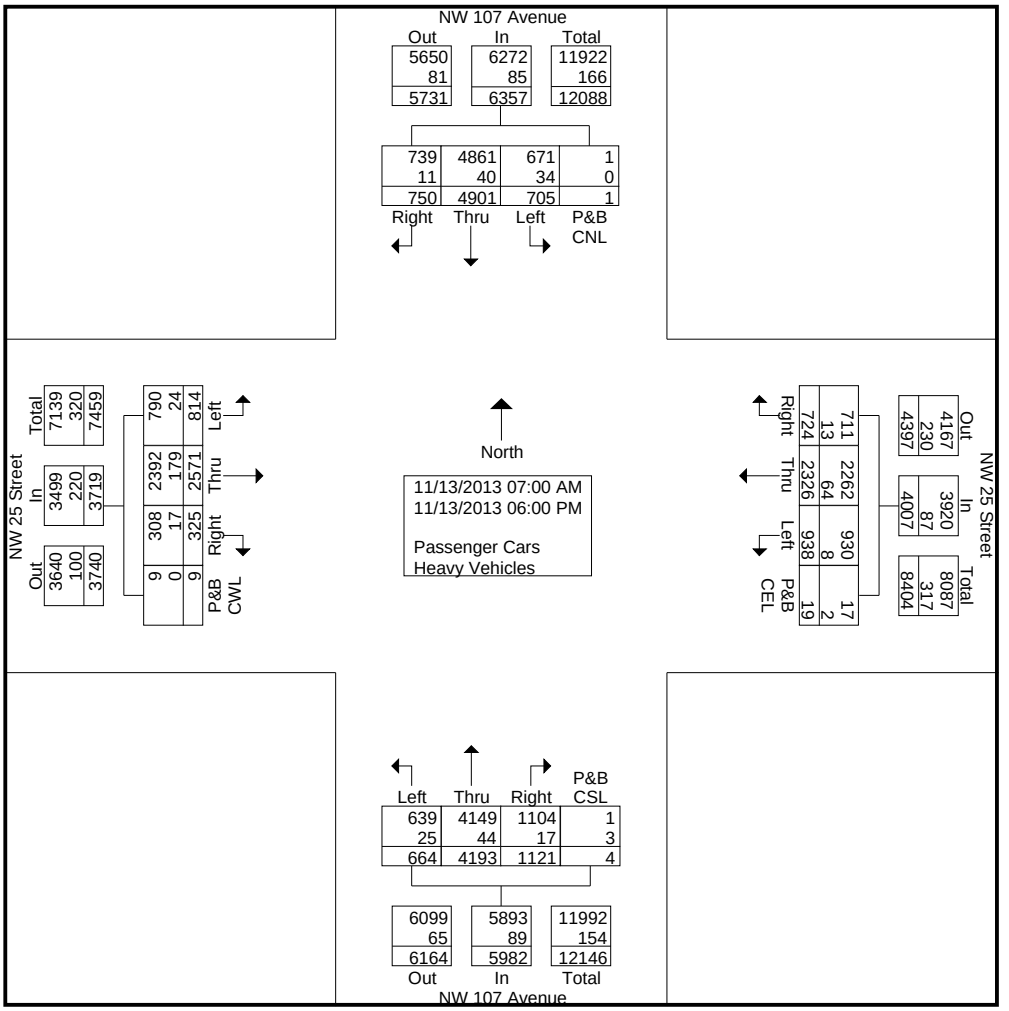
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 107 Avenue

File Name : NW 25 St at NW 107 Ave
Site Code : 02510701
Start Date : 11/13/2013
Page No : 2



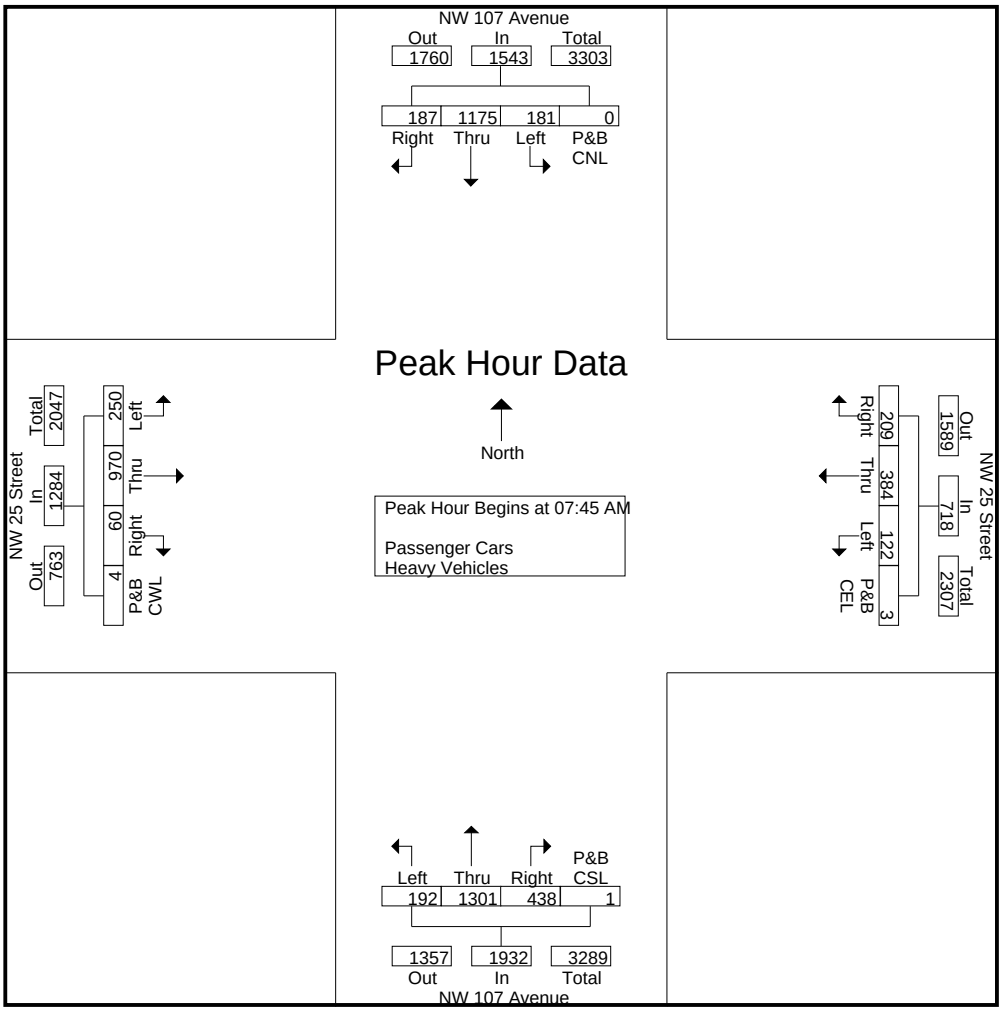
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 107 Avenue

File Name : NW 25 St at NW 107 Ave
Site Code : 02510701
Start Date : 11/13/2013
Page No : 3

	NW 107 Avenue Southbound					NW 25 Street Westbound					NW 107 Avenue Northbound					NW 25 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45 AM																					
07:45 AM	60	324	43	0	427	25	101	23	1	150	107	350	55	1	513	9	258	61	0	328	1418
08:00 AM	41	298	55	0	394	59	91	33	0	183	106	290	58	0	454	16	255	73	0	344	1375
08:15 AM	39	294	41	0	374	71	99	40	0	210	139	319	37	0	495	15	239	58	0	312	1391
08:30 AM	47	259	42	0	348	54	93	26	2	175	86	342	42	0	470	20	218	58	4	300	1293
Total Volume	187	1175	181	0	1543	209	384	122	3	718	438	1301	192	1	1932	60	970	250	4	1284	5477
% App. Total	12.1	76.2	11.7	0		29.1	53.5	17	0.4		22.7	67.3	9.9	0.1		4.7	75.5	19.5	0.3		
PHF	.779	.907	.823	.000	.903	.736	.950	.763	.375	.855	.788	.929	.828	.250	.942	.750	.940	.856	.250	.933	.966

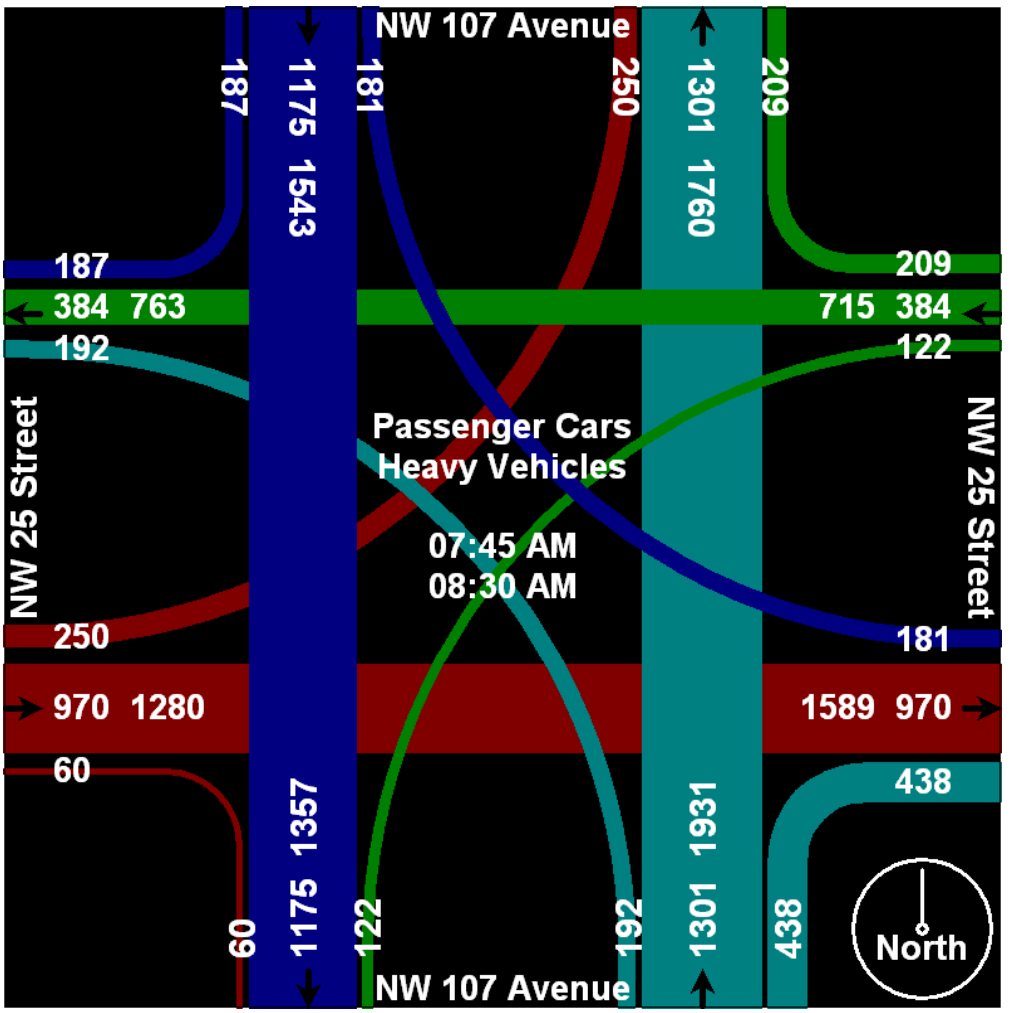


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 107 Avenue

File Name : NW 25 St at NW 107 Ave
Site Code : 02510701
Start Date : 11/13/2013
Page No : 4



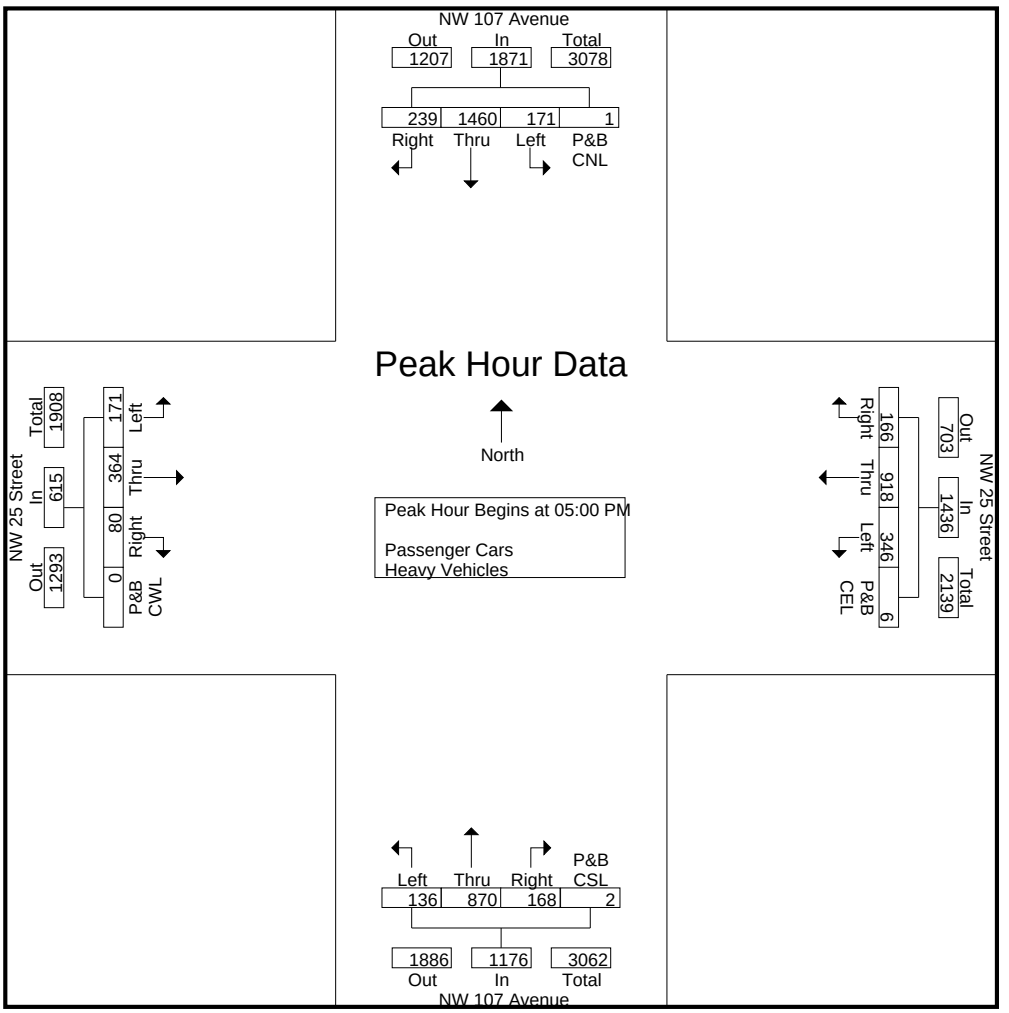
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 107 Avenue

File Name : NW 25 St at NW 107 Ave
Site Code : 02510701
Start Date : 11/13/2013
Page No : 5

	NW 107 Avenue Southbound					NW 25 Street Westbound					NW 107 Avenue Northbound					NW 25 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	62	399	44	1	506	31	204	106	2	343	48	230	25	1	304	21	95	49	0	165	1318
05:15 PM	59	354	45	0	458	32	273	93	0	398	47	227	38	0	312	23	98	37	0	158	1326
05:30 PM	48	354	41	0	443	43	229	82	4	358	34	189	34	0	257	21	108	50	0	179	1237
05:45 PM	70	353	41	0	464	60	212	65	0	337	39	224	39	1	303	15	63	35	0	113	1217
Total Volume	239	1460	171	1	1871	166	918	346	6	1436	168	870	136	2	1176	80	364	171	0	615	5098
% App. Total	12.8	78	9.1	0.1		11.6	63.9	24.1	0.4		14.3	74	11.6	0.2		13	59.2	27.8	0		
PHF	.854	.915	.950	.250	.924	.692	.841	.816	.375	.902	.875	.946	.872	.500	.942	.870	.843	.855	.000	.859	.961

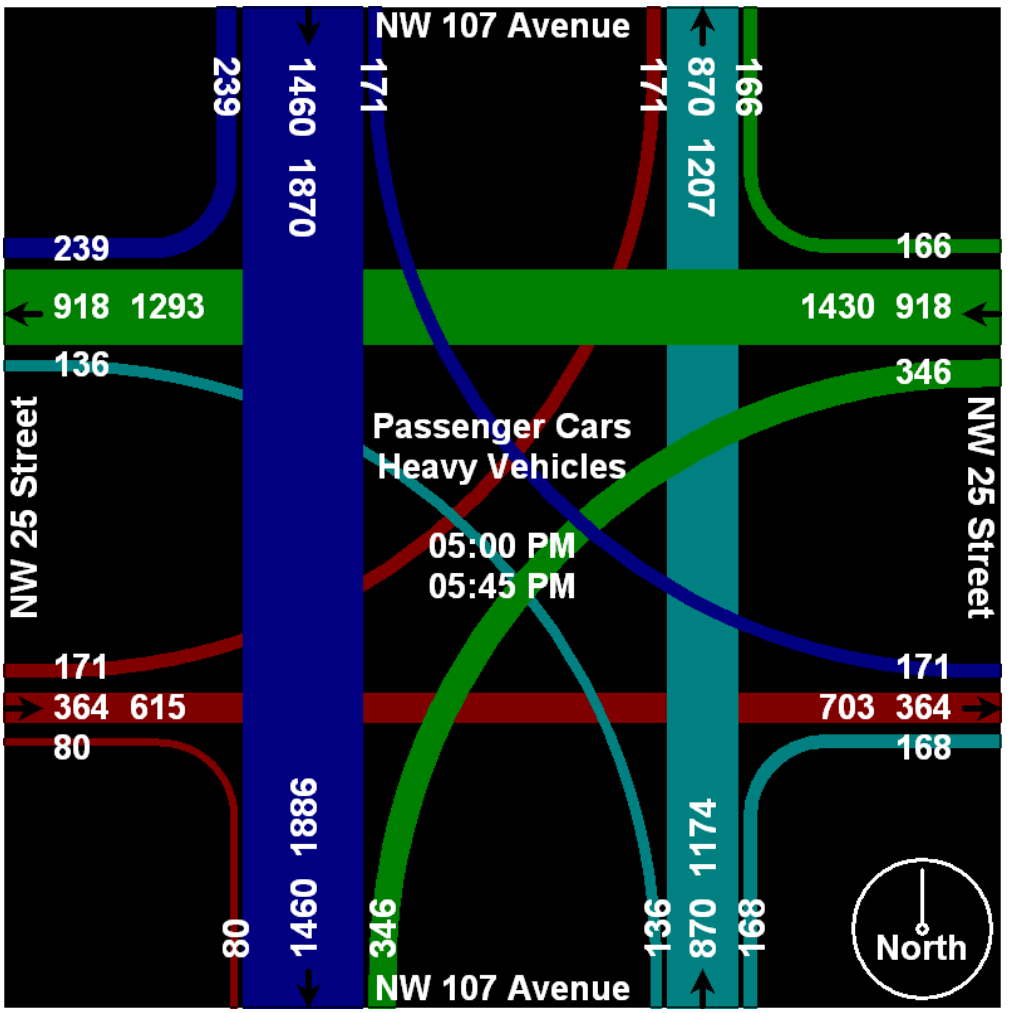


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 25 Street at NW 107 Avenue

File Name : NW 25 St at NW 107 Ave
Site Code : 02510701
Start Date : 11/13/2013
Page No : 6



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 107 Avenue at SR 836 Westbound
On & Off Ramps

File Name : NW 107 Ave at SR 836 WB
Site Code : 83610702
Start Date : 11/20/2013
Page No : 1

Groups Printed- Heavy Vehicles

	NW 107 Avenue Southbound					SR 836 Westbound Off Ramp to North Westbound					NW 107 Avenue Northbound					SR 836 Westbound Off Ramp to South Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	5	18	0	0	23	0	0	0	0	0	0	3	0	0	3	4	0	0	0	4	30
07:15 AM	0	14	0	0	14	1	0	0	0	1	0	11	1	0	12	2	0	0	0	2	29
07:30 AM	5	16	0	0	21	1	0	0	0	1	0	3	0	0	3	2	0	0	0	2	27
07:45 AM	2	16	0	0	18	1	0	0	0	1	0	1	2	0	3	2	0	0	0	2	24
Total	12	64	0	0	76	3	0	0	0	3	0	18	3	0	21	10	0	0	0	10	110
08:00 AM	3	12	0	0	15	0	0	0	0	0	0	2	2	0	4	2	0	0	0	2	21
08:15 AM	5	15	0	0	20	0	0	0	0	0	0	6	0	0	6	4	0	0	0	4	30
08:30 AM	6	13	0	0	19	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	24
08:45 AM	4	10	0	0	14	0	0	0	0	0	0	5	0	0	5	3	0	0	0	3	22
Total	18	50	0	0	68	0	0	0	0	0	0	17	3	0	20	9	0	0	0	9	97
*** BREAK ***																					
04:15 PM	0	6	0	0	6	2	0	0	0	2	0	7	0	0	7	2	0	0	0	2	17
04:30 PM	6	9	0	0	15	3	0	0	0	3	0	7	0	0	7	0	0	0	0	0	25
04:45 PM	5	6	0	0	11	2	0	0	0	2	0	5	0	0	5	5	0	0	0	5	23
Total	11	21	0	0	32	7	0	0	0	7	0	19	0	0	19	7	0	0	0	7	65
05:00 PM	0	3	0	0	3	1	0	0	0	1	0	8	3	0	11	1	0	0	0	1	16
05:15 PM	1	7	0	0	8	0	0	0	0	0	0	7	0	0	7	3	0	0	0	3	18
05:30 PM	2	5	0	0	7	0	0	0	0	0	0	4	1	0	5	1	0	0	0	1	13
05:45 PM	0	3	0	0	3	1	0	0	0	1	0	5	4	0	9	1	0	0	0	1	14
Total	3	18	0	0	21	2	0	0	0	2	0	24	8	0	32	6	0	0	0	6	61
06:00 PM	2	9	0	0	11	3	0	0	0	3	0	6	0	0	6	0	0	0	0	0	20
Grand Total	46	162	0	0	208	15	0	0	0	15	0	84	14	0	98	32	0	0	0	32	353
Apprch %	22.1	77.9	0	0		100	0	0	0		0	85.7	14.3	0		100	0	0	0		
Total %	13	45.9	0	0	58.9	4.2	0	0	0	4.2	0	23.8	4	0	27.8	9.1	0	0	0	9.1	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 107 Avenue at SR 836 Westbound
On & Off Ramps

File Name : NW 107 Ave at SR 836 WB
Site Code : 83610702
Start Date : 11/20/2013
Page No : 1

Groups Printed- Passenger Cars

	NW 107 Avenue Southbound					SR 836 Westbound Off Ramp to North Westbound					NW 107 Avenue Northbound					SR 836 Westbound Off Ramp to South Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	29	182	0	1	212	121	0	0	5	126	0	537	144	0	681	34	0	0	1	35	1054
07:15 AM	30	276	0	0	306	91	0	0	5	96	0	675	177	0	852	55	0	0	0	55	1309
07:30 AM	38	273	0	0	311	101	0	0	3	104	0	837	185	0	1022	69	0	0	1	70	1507
07:45 AM	29	241	0	0	270	168	0	0	1	169	0	723	210	0	933	53	0	0	0	53	1425
Total	126	972	0	1	1099	481	0	0	14	495	0	2772	716	0	3488	211	0	0	2	213	5295
08:00 AM	43	260	0	0	303	160	0	0	4	164	0	736	220	0	956	78	0	0	0	78	1501
08:15 AM	55	330	0	0	385	168	0	0	4	172	0	688	205	0	893	81	0	0	0	81	1531
08:30 AM	36	308	0	0	344	241	0	0	5	246	0	691	164	0	855	88	0	0	0	88	1533
08:45 AM	37	282	0	0	319	183	0	0	8	191	0	758	172	0	930	86	0	0	0	86	1526
Total	171	1180	0	0	1351	752	0	0	21	773	0	2873	761	0	3634	333	0	0	0	333	6091
*** BREAK ***																					
04:15 PM	160	670	0	0	830	185	0	0	7	192	0	410	125	0	535	111	0	0	1	112	1669
04:30 PM	160	654	0	0	814	159	0	0	6	165	0	344	138	0	482	106	0	0	0	106	1567
04:45 PM	150	625	0	0	775	175	0	0	2	177	0	355	122	0	477	100	0	0	1	101	1530
Total	470	1949	0	0	2419	519	0	0	15	534	0	1109	385	0	1494	317	0	0	2	319	4766
05:00 PM	169	662	0	0	831	149	0	0	11	160	0	397	141	0	538	112	0	0	0	112	1641
05:15 PM	171	737	0	0	908	151	0	0	14	165	0	342	165	0	507	95	0	0	0	95	1675
05:30 PM	169	804	0	0	973	184	0	0	6	190	0	335	94	0	429	115	0	0	0	115	1707
05:45 PM	174	728	0	0	902	179	0	0	6	185	0	356	143	0	499	99	0	0	0	99	1685
Total	683	2931	0	0	3614	663	0	0	37	700	0	1430	543	0	1973	421	0	0	0	421	6708
06:00 PM	142	753	0	0	895	157	0	0	3	160	0	318	120	0	438	110	0	0	0	110	1603
Grand Total	1592	7785	0	1	9378	2572	0	0	90	2662	0	8502	2525	0	11027	1392	0	0	4	1396	24463
Apprch %	17	83	0	0		96.6	0	0	3.4		0	77.1	22.9	0		99.7	0	0	0.3		
Total %	6.5	31.8	0	0	38.3	10.5	0	0	0.4	10.9	0	34.8	10.3	0	45.1	5.7	0	0	0	5.7	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 107 Avenue at SR 836 Westbound
On & Off Ramps

File Name : NW 107 Ave at SR 836 WB
Site Code : 83610702
Start Date : 11/20/2013
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NW 107 Avenue Southbound					SR 836 Westbound Off Ramp to North Westbound					NW 107 Avenue Northbound					SR 836 Westbound Off Ramp to South Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	34	200	0	1	235	121	0	0	5	126	0	540	144	0	684	38	0	0	1	39	1084
07:15 AM	30	290	0	0	320	92	0	0	5	97	0	686	178	0	864	57	0	0	0	57	1338
07:30 AM	43	289	0	0	332	102	0	0	3	105	0	840	185	0	1025	71	0	0	1	72	1534
07:45 AM	31	257	0	0	288	169	0	0	1	170	0	724	212	0	936	55	0	0	0	55	1449
Total	138	1036	0	1	1175	484	0	0	14	498	0	2790	719	0	3509	221	0	0	2	223	5405
08:00 AM	46	272	0	0	318	160	0	0	4	164	0	738	222	0	960	80	0	0	0	80	1522
08:15 AM	60	345	0	0	405	168	0	0	4	172	0	694	205	0	899	85	0	0	0	85	1561
08:30 AM	42	321	0	0	363	241	0	0	5	246	0	695	165	0	860	88	0	0	0	88	1557
08:45 AM	41	292	0	0	333	183	0	0	8	191	0	763	172	0	935	89	0	0	0	89	1548
Total	189	1230	0	0	1419	752	0	0	21	773	0	2890	764	0	3654	342	0	0	0	342	6188
*** BREAK ***																					
04:15 PM	160	676	0	0	836	187	0	0	7	194	0	417	125	0	542	113	0	0	1	114	1686
04:30 PM	166	663	0	0	829	162	0	0	6	168	0	351	138	0	489	106	0	0	0	106	1592
04:45 PM	155	631	0	0	786	177	0	0	2	179	0	360	122	0	482	105	0	0	1	106	1553
Total	481	1970	0	0	2451	526	0	0	15	541	0	1128	385	0	1513	324	0	0	2	326	4831
05:00 PM	169	665	0	0	834	150	0	0	11	161	0	405	144	0	549	113	0	0	0	113	1657
05:15 PM	172	744	0	0	916	151	0	0	14	165	0	349	165	0	514	98	0	0	0	98	1693
05:30 PM	171	809	0	0	980	184	0	0	6	190	0	339	95	0	434	116	0	0	0	116	1720
05:45 PM	174	731	0	0	905	180	0	0	6	186	0	361	147	0	508	100	0	0	0	100	1699
Total	686	2949	0	0	3635	665	0	0	37	702	0	1454	551	0	2005	427	0	0	0	427	6769
06:00 PM	144	762	0	0	906	160	0	0	3	163	0	324	120	0	444	110	0	0	0	110	1623
Grand Total	1638	7947	0	1	9586	2587	0	0	90	2677	0	8586	2539	0	11125	1424	0	0	4	1428	24816
Apprch %	17.1	82.9	0	0		96.6	0	0	3.4		0	77.2	22.8	0		99.7	0	0	0.3		
Total %	6.6	32	0	0	38.6	10.4	0	0	0.4	10.8	0	34.6	10.2	0	44.8	5.7	0	0	0	5.8	
Passenger Cars	1592	7785	0	1	9378	2572	0	0	90	2662	0	8502	2525	0	11027	1392	0	0	4	1396	24463
% Passenger Cars	97.2	98	0	100	97.8	99.4	0	0	100	99.4	0	99	99.4	0	99.1	97.8	0	0	100	97.8	98.6
Heavy Vehicles	46	162	0	0	208	15	0	0	0	15	0	84	14	0	98	32	0	0	0	32	353
% Heavy Vehicles	2.8	2	0	0	2.2	0.6	0	0	0	0.6	0	1	0.6	0	0.9	2.2	0	0	0	2.2	1.4

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

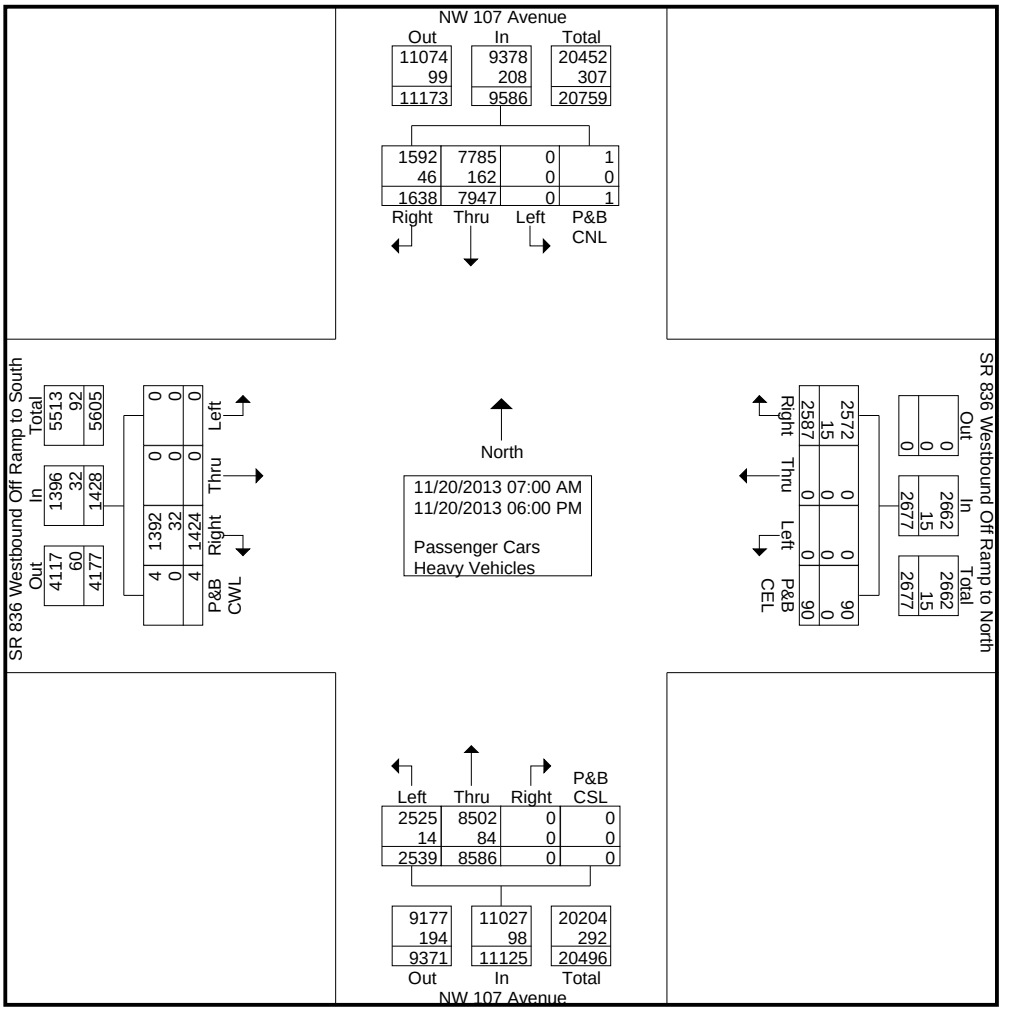
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 107 Avenue at SR 836 Westbound
On & Off Ramps

File Name : NW 107 Ave at SR 836 WB
Site Code : 83610702
Start Date : 11/20/2013
Page No : 2



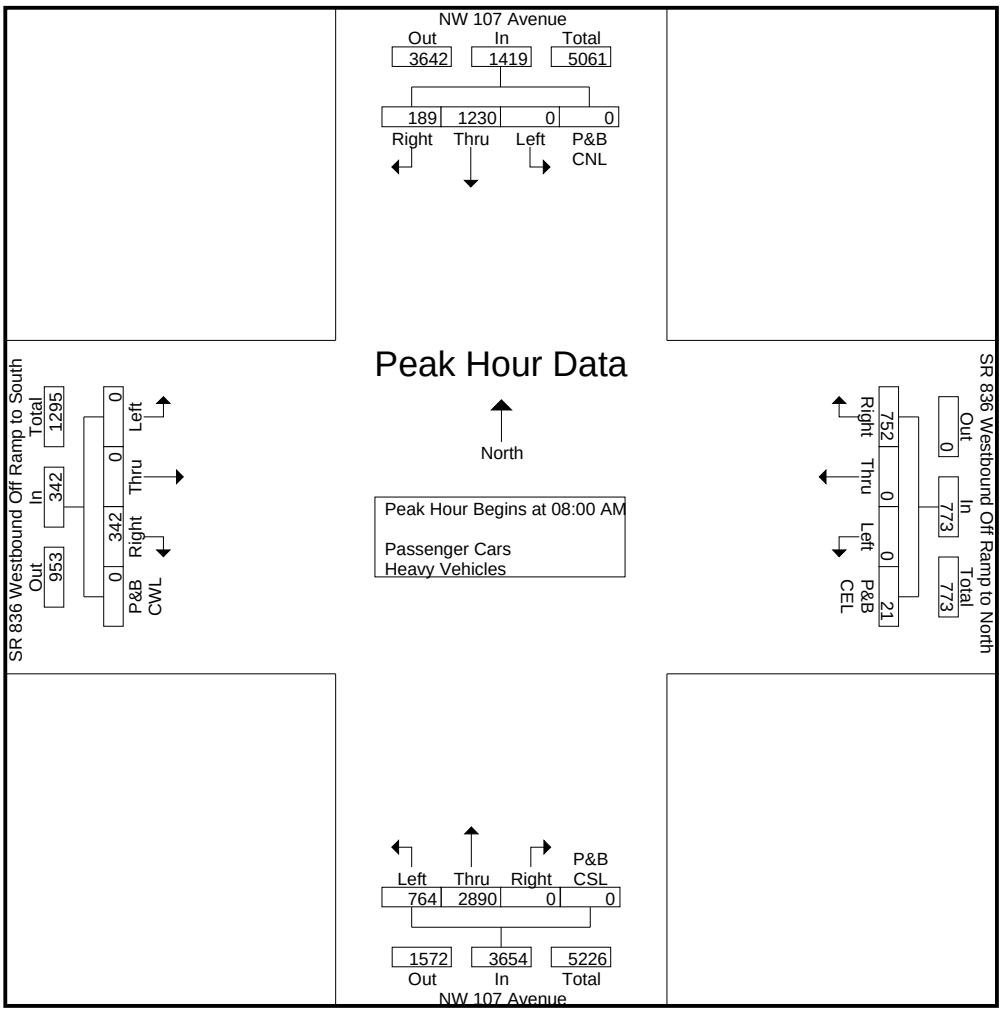
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 107 Avenue at SR 836 Westbound
On & Off Ramps

File Name : NW 107 Ave at SR 836 WB
Site Code : 83610702
Start Date : 11/20/2013
Page No : 3

	NW 107 Avenue Southbound					SR 836 Westbound Off Ramp to North Westbound					NW 107 Avenue Northbound					SR 836 Westbound Off Ramp to South Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	46	272	0	0	318	160	0	0	4	164	0	738	222	0	960	80	0	0	0	80	1522
08:15 AM	60	345	0	0	405	168	0	0	4	172	0	694	205	0	899	85	0	0	0	85	1561
08:30 AM	42	321	0	0	363	241	0	0	5	246	0	695	165	0	860	88	0	0	0	88	1557
08:45 AM	41	292	0	0	333	183	0	0	8	191	0	763	172	0	935	89	0	0	0	89	1548
Total Volume	189	1230	0	0	1419	752	0	0	21	773	0	2890	764	0	3654	342	0	0	0	342	6188
% App. Total	13.3	86.7	0	0		97.3	0	0	2.7		0	79.1	20.9	0		100	0	0	0		
PHF	.788	.891	.000	.000	.876	.780	.000	.000	.656	.786	.000	.947	.860	.000	.952	.961	.000	.000	.000	.961	.991

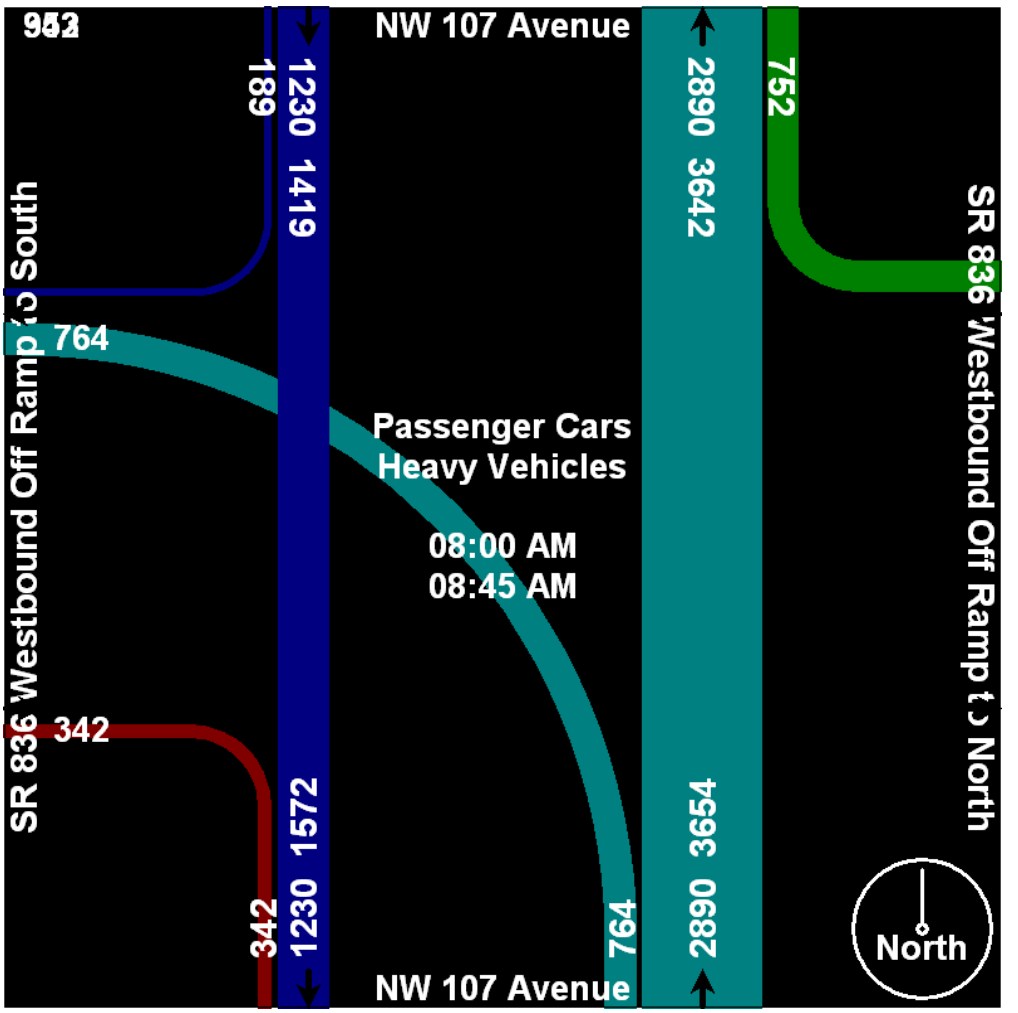


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 107 Avenue at SR 836 Westbound
On & Off Ramps

File Name : NW 107 Ave at SR 836 WB
Site Code : 83610702
Start Date : 11/20/2013
Page No : 4



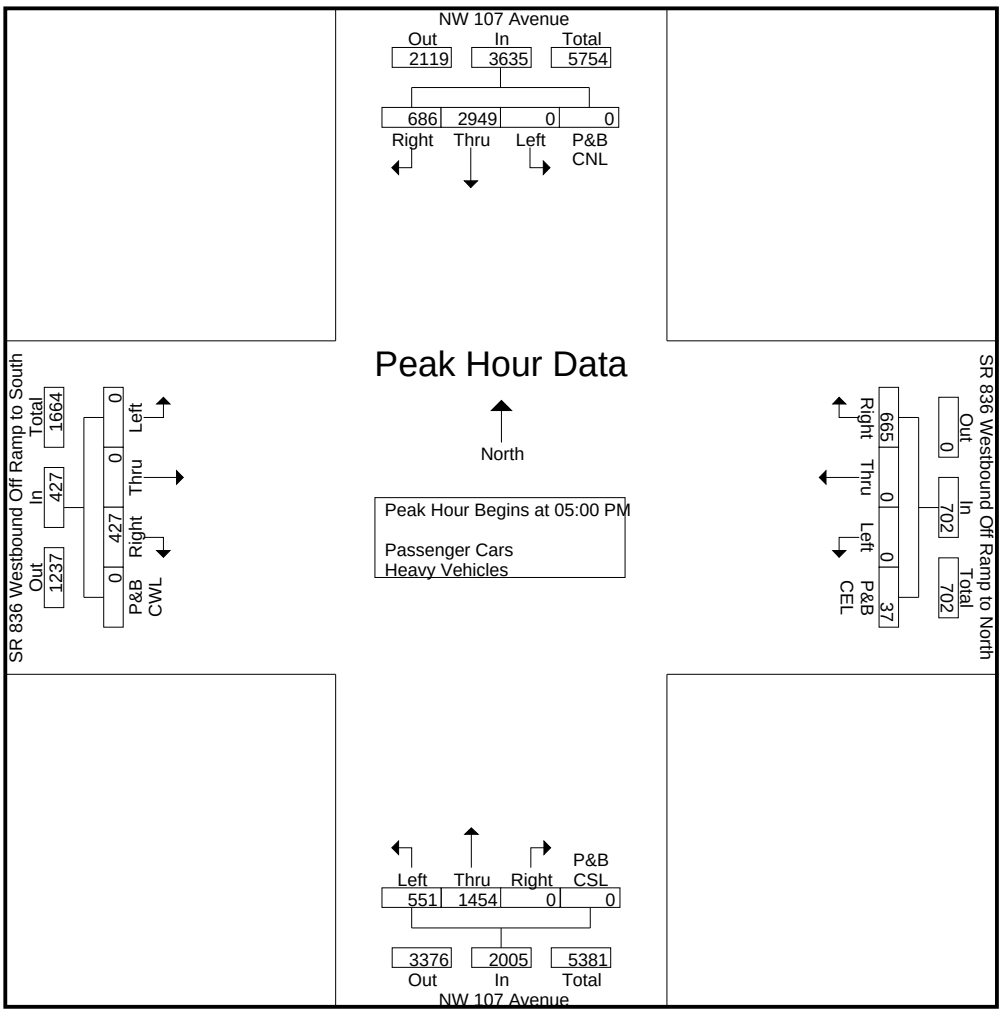
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 107 Avenue at SR 836 Westbound
On & Off Ramps

File Name : NW 107 Ave at SR 836 WB
Site Code : 83610702
Start Date : 11/20/2013
Page No : 5

	NW 107 Avenue Southbound					SR 836 Westbound Off Ramp to North Westbound					NW 107 Avenue Northbound					SR 836 Westbound Off Ramp to South Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	169	665	0	0	834	150	0	0	11	161	0	405	144	0	549	113	0	0	0	113	1657
05:15 PM	172	744	0	0	916	151	0	0	14	165	0	349	165	0	514	98	0	0	0	98	1693
05:30 PM	171	809	0	0	980	184	0	0	6	190	0	339	95	0	434	116	0	0	0	116	1720
05:45 PM	174	731	0	0	905	180	0	0	6	186	0	361	147	0	508	100	0	0	0	100	1699
Total Volume	686	2949	0	0	3635	665	0	0	37	702	0	1454	551	0	2005	427	0	0	0	427	6769
% App. Total	18.9	81.1	0	0		94.7	0	0	5.3		0	72.5	27.5	0		100	0	0	0		
PHF	.986	.911	.000	.000	.927	.904	.000	.000	.661	.924	.000	.898	.835	.000	.913	.920	.000	.000	.000	.920	.984

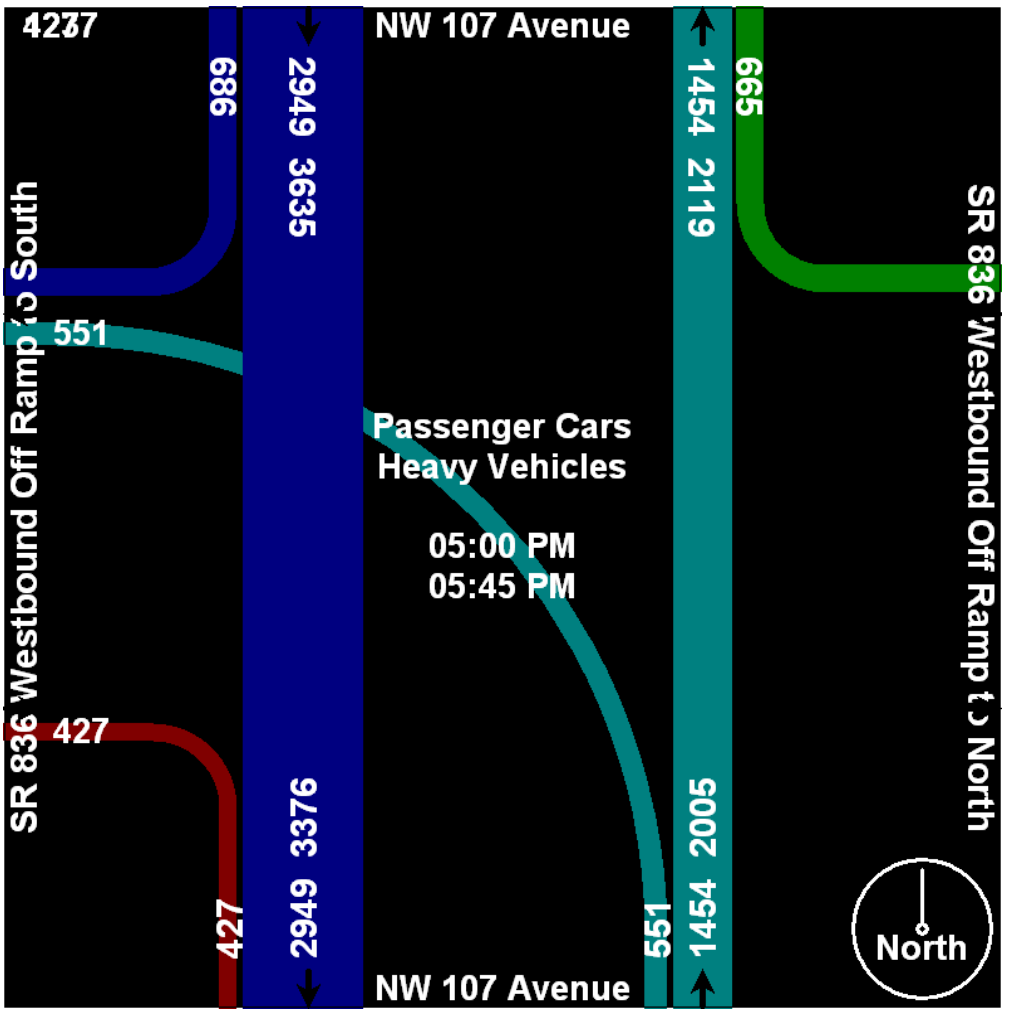


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 107 Avenue at SR 836 Westbound
On & Off Ramps

File Name : NW 107 Ave at SR 836 WB
Site Code : 83610702
Start Date : 11/20/2013
Page No : 6



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 107 Avenue at SR 836 EB
On & Off Ramps

File Name : nw 107 ave at sr 836 eb
Site Code : 83610701
Start Date : 11/20/2013
Page No : 1

Groups Printed- Heavy Vehicles

	NW 107 Avenue Southbound					SR 836 Eastbound Westbound					NW 107 Avenue Northbound					SR 836 Eastbound Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	11	10	0	0	21	0	0	0	0	0	2	3	0	0	5	0	0	2	0	2	28
07:15 AM	7	10	0	0	17	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	23
07:30 AM	6	13	0	0	19	0	0	0	0	0	1	5	0	0	6	1	0	0	0	1	26
07:45 AM	8	11	0	0	19	0	0	0	0	0	2	7	0	0	9	1	0	0	0	1	29
Total	32	44	0	0	76	0	0	0	0	0	5	21	0	0	26	2	0	2	0	4	106
08:00 AM	4	13	0	0	17	0	0	0	0	0	0	9	0	0	9	1	0	0	0	1	27
08:15 AM	8	10	0	0	18	0	0	0	0	0	0	8	0	0	8	0	0	3	0	3	29
08:30 AM	5	8	0	0	13	0	0	0	0	0	2	9	0	0	11	1	0	0	0	1	25
08:45 AM	2	10	0	0	12	0	0	0	0	0	5	9	0	0	14	0	0	0	0	0	26
Total	19	41	0	0	60	0	0	0	0	0	7	35	0	0	42	2	0	3	0	5	107
*** BREAK ***																					
04:15 PM	5	4	0	0	9	0	0	0	0	0	2	9	0	0	11	2	0	2	0	4	24
04:30 PM	4	7	0	0	11	0	0	0	0	0	1	9	0	0	10	1	0	2	0	3	24
04:45 PM	3	7	0	0	10	0	0	0	0	0	0	6	1	0	7	1	0	3	0	4	21
Total	12	18	0	0	30	0	0	0	0	0	3	24	1	0	28	4	0	7	0	11	69
05:00 PM	2	5	0	0	7	0	0	0	0	0	2	4	1	0	7	0	0	6	0	6	20
05:15 PM	3	4	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	2	0	2	16
05:30 PM	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	11
05:45 PM	2	5	0	0	7	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	12
Total	7	18	0	0	25	0	0	0	0	0	2	23	1	0	26	0	0	8	0	8	59
06:00 PM	7	2	0	0	9	0	0	0	0	0	0	5	0	1	6	0	0	1	0	1	16
Grand Total	77	123	0	0	200	0	0	0	0	0	17	108	2	1	128	8	0	21	0	29	357
Apprch %	38.5	61.5	0	0		0	0	0	0		13.3	84.4	1.6	0.8		27.6	0	72.4	0		
Total %	21.6	34.5	0	0	56	0	0	0	0	0	4.8	30.3	0.6	0.3	35.9	2.2	0	5.9	0	8.1	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 107 Avenue at SR 836 EB
On & Off Ramps

File Name : nw 107 ave at sr 836 eb
Site Code : 83610701
Start Date : 11/20/2013
Page No : 1

Groups Printed- Passenger Cars

	NW 107 Avenue Southbound					SR 836 Eastbound Westbound					NW 107 Avenue Northbound					SR 836 Eastbound Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	42	160	0	0	202	0	0	0	0	0	90	511	0	0	601	28	0	185	1	214	1017
07:15 AM	61	296	0	0	357	0	0	0	0	0	92	642	0	0	734	27	0	195	1	223	1314
07:30 AM	47	283	0	1	331	0	0	0	0	0	92	758	0	0	850	28	0	202	1	231	1412
07:45 AM	40	243	0	0	283	0	0	0	0	0	164	703	0	8	875	34	0	224	0	258	1416
Total	190	982	0	1	1173	0	0	0	0	0	438	2614	0	8	3060	117	0	806	3	926	5159
08:00 AM	27	283	0	0	310	0	0	0	0	0	114	755	0	0	869	61	0	186	0	247	1426
08:15 AM	62	337	0	0	399	0	0	0	0	0	110	679	0	0	789	43	0	175	0	218	1406
08:30 AM	55	380	0	0	435	0	0	0	0	0	71	665	0	0	736	54	0	187	0	241	1412
08:45 AM	53	348	0	0	401	0	0	0	0	0	98	698	0	1	797	56	0	218	0	274	1472
Total	197	1348	0	0	1545	0	0	0	0	0	393	2797	0	1	3191	214	0	766	0	980	5716
*** BREAK ***																					
04:15 PM	174	576	0	0	750	0	0	0	0	0	59	472	0	0	531	26	0	52	1	79	1360
04:30 PM	194	617	0	0	811	0	0	0	0	0	60	441	0	0	501	27	0	41	0	68	1380
04:45 PM	175	597	0	0	772	0	0	0	0	0	62	432	0	0	494	33	0	46	0	79	1345
Total	543	1790	0	0	2333	0	0	0	0	0	181	1345	0	0	1526	86	0	139	1	226	4085
05:00 PM	234	561	0	2	797	0	0	0	0	0	73	444	0	0	517	38	0	37	1	76	1390
05:15 PM	250	646	0	0	896	0	0	0	0	0	71	469	0	0	540	35	0	30	1	66	1502
05:30 PM	252	656	0	0	908	0	0	0	0	0	79	462	0	1	542	33	0	54	2	89	1539
05:45 PM	211	647	0	0	858	0	0	0	0	0	45	429	0	1	475	38	0	50	0	88	1421
Total	947	2510	0	2	3459	0	0	0	0	0	268	1804	0	2	2074	144	0	171	4	319	5852
06:00 PM	269	618	0	0	887	0	0	0	0	0	59	395	0	0	454	29	0	29	0	58	1399
Grand Total	2146	7248	0	3	9397	0	0	0	0	0	1339	8955	0	11	10305	590	0	1911	8	2509	22211
Apprch %	22.8	77.1	0	0		0	0	0	0		13	86.9	0	0.1		23.5	0	76.2	0.3		
Total %	9.7	32.6	0	0	42.3	0	0	0	0	0	6	40.3	0	0	46.4	2.7	0	8.6	0	11.3	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 107 Avenue at SR 836 EB
On & Off Ramps

File Name : nw 107 ave at sr 836 eb
Site Code : 83610701
Start Date : 11/20/2013
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NW 107 Avenue Southbound					SR 836 Eastbound Westbound					NW 107 Avenue Northbound					SR 836 Eastbound Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	53	170	0	0	223	0	0	0	0	0	92	514	0	0	606	28	0	187	1	216	1045
07:15 AM	68	306	0	0	374	0	0	0	0	0	92	648	0	0	740	27	0	195	1	223	1337
07:30 AM	53	296	0	1	350	0	0	0	0	0	93	763	0	0	856	29	0	202	1	232	1438
07:45 AM	48	254	0	0	302	0	0	0	0	0	166	710	0	8	884	35	0	224	0	259	1445
Total	222	1026	0	1	1249	0	0	0	0	0	443	2635	0	8	3086	119	0	808	3	930	5265
08:00 AM	31	296	0	0	327	0	0	0	0	0	114	764	0	0	878	62	0	186	0	248	1453
08:15 AM	70	347	0	0	417	0	0	0	0	0	110	687	0	0	797	43	0	178	0	221	1435
08:30 AM	60	388	0	0	448	0	0	0	0	0	73	674	0	0	747	55	0	187	0	242	1437
08:45 AM	55	358	0	0	413	0	0	0	0	0	103	707	0	1	811	56	0	218	0	274	1498
Total	216	1389	0	0	1605	0	0	0	0	0	400	2832	0	1	3233	216	0	769	0	985	5823
*** BREAK ***																					
04:15 PM	179	580	0	0	759	0	0	0	0	0	61	481	0	0	542	28	0	54	1	83	1384
04:30 PM	198	624	0	0	822	0	0	0	0	0	61	450	0	0	511	28	0	43	0	71	1404
04:45 PM	178	604	0	0	782	0	0	0	0	0	62	438	1	0	501	34	0	49	0	83	1366
Total	555	1808	0	0	2363	0	0	0	0	0	184	1369	1	0	1554	90	0	146	1	237	4154
05:00 PM	236	566	0	2	804	0	0	0	0	0	75	448	1	0	524	38	0	43	1	82	1410
05:15 PM	253	650	0	0	903	0	0	0	0	0	71	476	0	0	547	35	0	32	1	68	1518
05:30 PM	252	660	0	0	912	0	0	0	0	0	79	469	0	1	549	33	0	54	2	89	1550
05:45 PM	213	652	0	0	865	0	0	0	0	0	45	434	0	1	480	38	0	50	0	88	1433
Total	954	2528	0	2	3484	0	0	0	0	0	270	1827	1	2	2100	144	0	179	4	327	5911
06:00 PM	276	620	0	0	896	0	0	0	0	0	59	400	0	1	460	29	0	30	0	59	1415
Grand Total	2223	7371	0	3	9597	0	0	0	0	0	1356	9063	2	12	10433	598	0	1932	8	2538	22568
Apprch %	23.2	76.8	0	0		0	0	0	0		13	86.9	0	0.1		23.6	0	76.1	0.3		
Total %	9.9	32.7	0	0	42.5	0	0	0	0	0	6	40.2	0	0.1	46.2	2.6	0	8.6	0	11.2	
Passenger Cars	2146	7248	0	3	9397	0	0	0	0	0	1339	8955	0	11	10305	590	0	1911	8	2509	22211
% Passenger Cars	96.5	98.3	0	100	97.9	0	0	0	0	0	98.7	98.8	0	91.7	98.8	98.7	0	98.9	100	98.9	98.4
Heavy Vehicles	77	123	0	0	200	0	0	0	0	0	17	108	2	1	128	8	0	21	0	29	357
% Heavy Vehicles	3.5	1.7	0	0	2.1	0	0	0	0	0	1.3	1.2	100	8.3	1.2	1.3	0	1.1	0	1.1	1.6

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

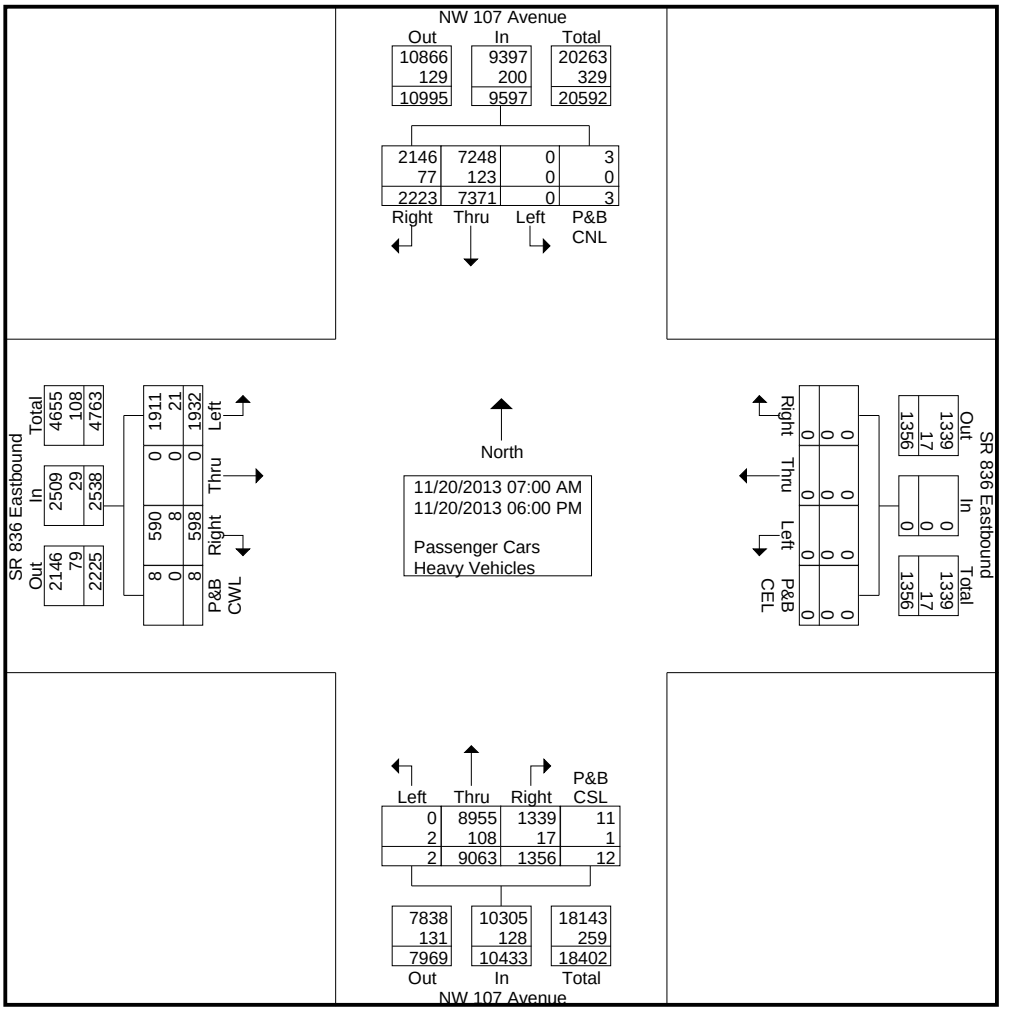
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 107 Avenue at SR 836 EB
On & Off Ramps

File Name : nw 107 ave at sr 836 eb
Site Code : 83610701
Start Date : 11/20/2013
Page No : 2



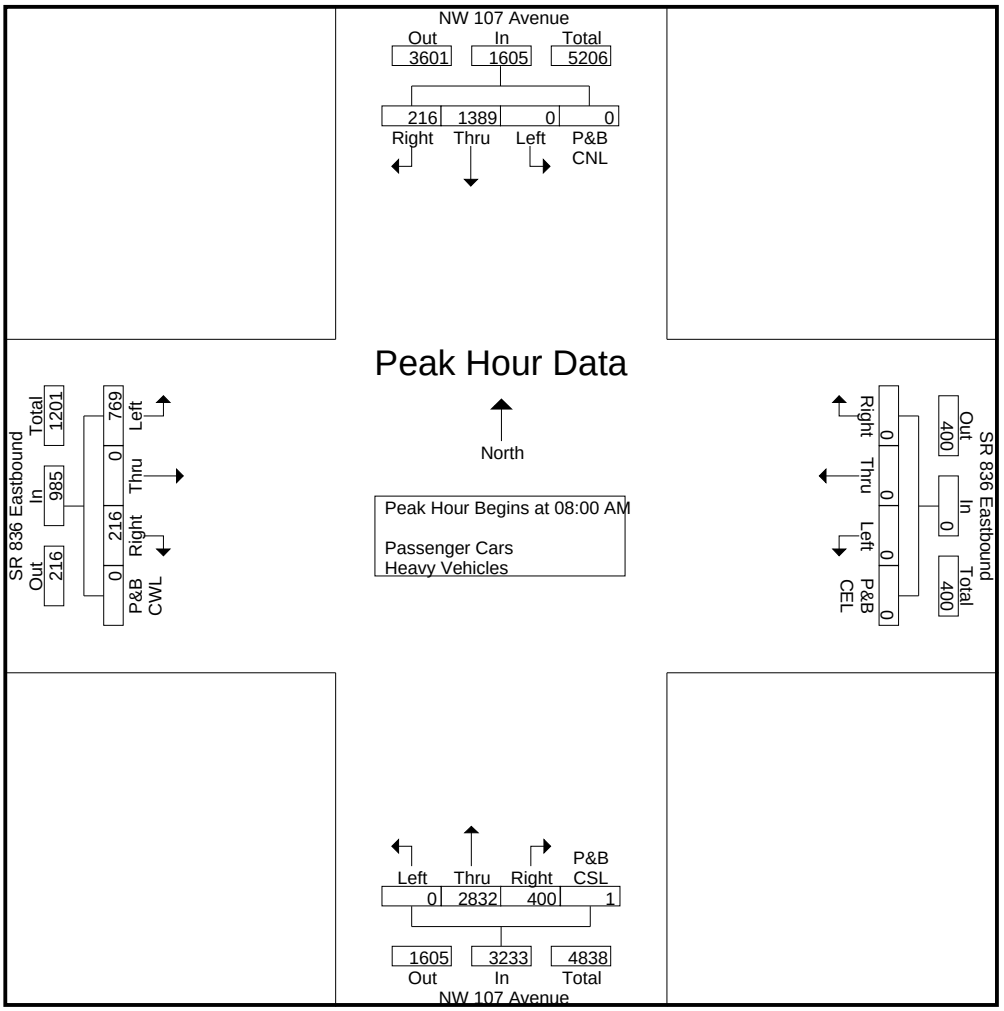
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 107 Avenue at SR 836 EB
On & Off Ramps

File Name : nw 107 ave at sr 836 eb
Site Code : 83610701
Start Date : 11/20/2013
Page No : 3

	NW 107 Avenue Southbound					SR 836 Eastbound Westbound					NW 107 Avenue Northbound					SR 836 Eastbound Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 08:00 AM																					
08:00 AM	31	296	0	0	327	0	0	0	0	0	114	764	0	0	878	62	0	186	0	248	1453
08:15 AM	70	347	0	0	417	0	0	0	0	0	110	687	0	0	797	43	0	178	0	221	1435
08:30 AM	60	388	0	0	448	0	0	0	0	0	73	674	0	0	747	55	0	187	0	242	1437
08:45 AM	55	358	0	0	413	0	0	0	0	0	103	707	0	1	811	56	0	218	0	274	1498
Total Volume	216	1389	0	0	1605	0	0	0	0	0	400	2832	0	1	3233	216	0	769	0	985	5823
% App. Total	13.5	86.5	0	0		0	0	0	0		12.4	87.6	0	0		21.9	0	78.1	0		
PHF	.771	.895	.000	.000	.896	.000	.000	.000	.000	.000	.877	.927	.000	.250	.921	.871	.000	.882	.000	.899	.972

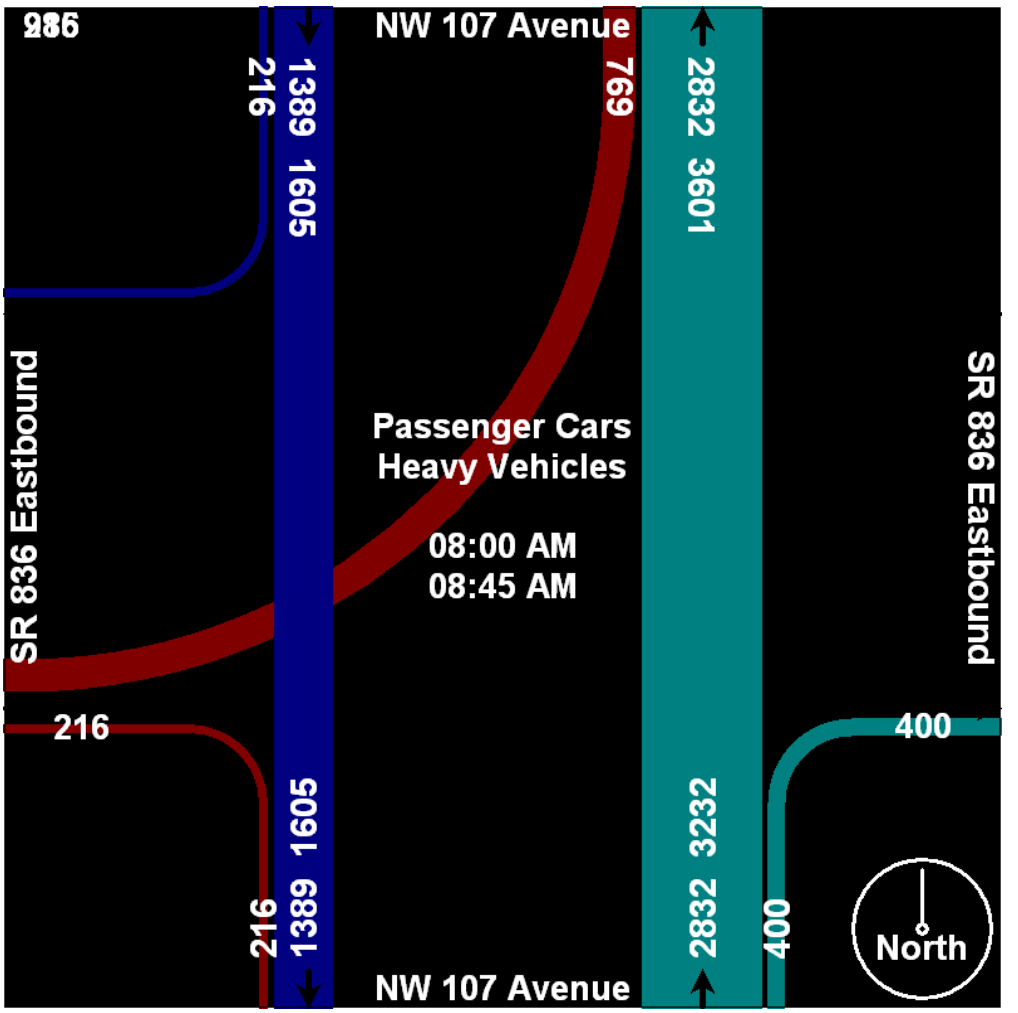


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 107 Avenue at SR 836 EB
On & Off Ramps

File Name : nw 107 ave at sr 836 eb
Site Code : 83610701
Start Date : 11/20/2013
Page No : 4



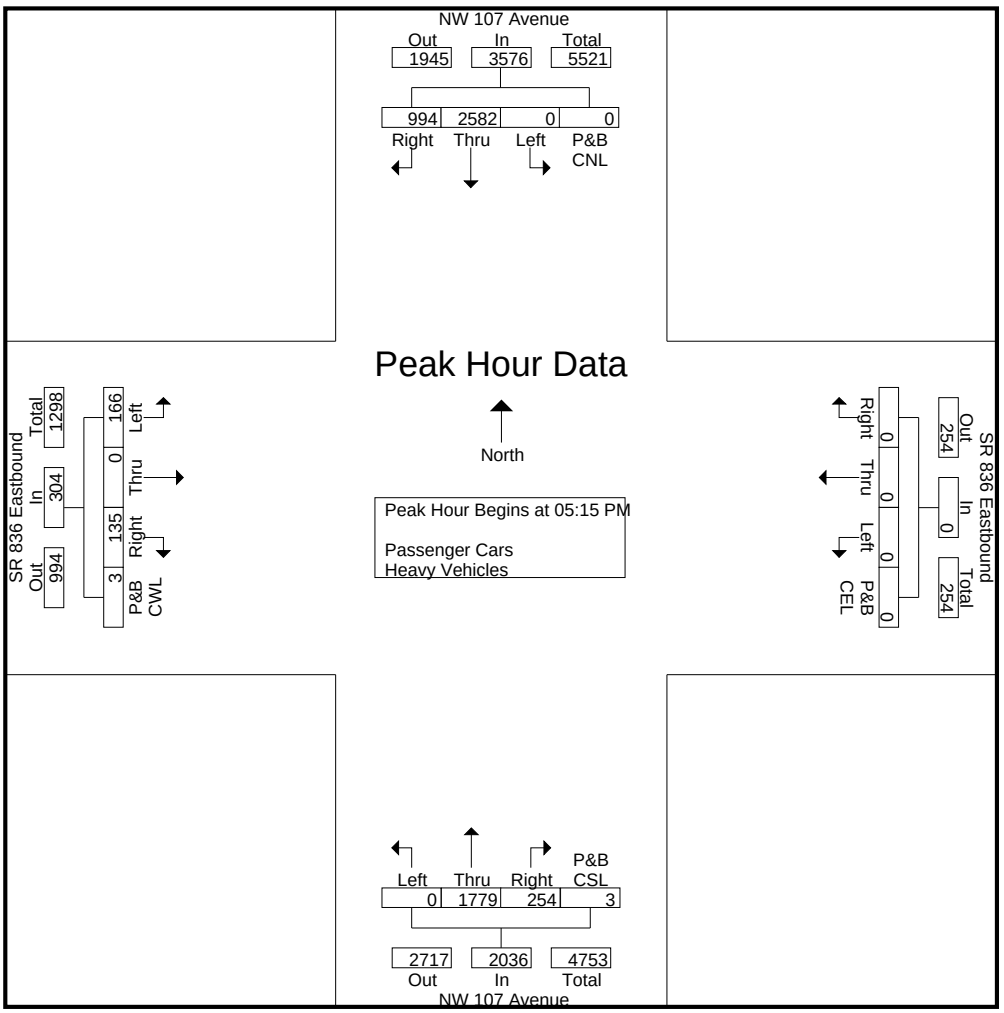
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 107 Avenue at SR 836 EB
On & Off Ramps

File Name : nw 107 ave at sr 836 eb
Site Code : 83610701
Start Date : 11/20/2013
Page No : 5

	NW 107 Avenue Southbound					SR 836 Eastbound Westbound					NW 107 Avenue Northbound					SR 836 Eastbound Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	253	650	0	0	903	0	0	0	0	0	71	476	0	0	547	35	0	32	1	68	1518
05:30 PM	252	660	0	0	912	0	0	0	0	0	79	469	0	1	549	33	0	54	2	89	1550
05:45 PM	213	652	0	0	865	0	0	0	0	0	45	434	0	1	480	38	0	50	0	88	1433
06:00 PM	276	620	0	0	896	0	0	0	0	0	59	400	0	1	460	29	0	30	0	59	1415
Total Volume	994	2582	0	0	3576	0	0	0	0	0	254	1779	0	3	2036	135	0	166	3	304	5916
% App. Total	27.8	72.2	0	0		0	0	0	0		12.5	87.4	0	0.1		44.4	0	54.6	1		
PHF	.900	.978	.000	.000	.980	.000	.000	.000	.000	.000	.804	.934	.000	.750	.927	.888	.000	.769	.375	.854	.954

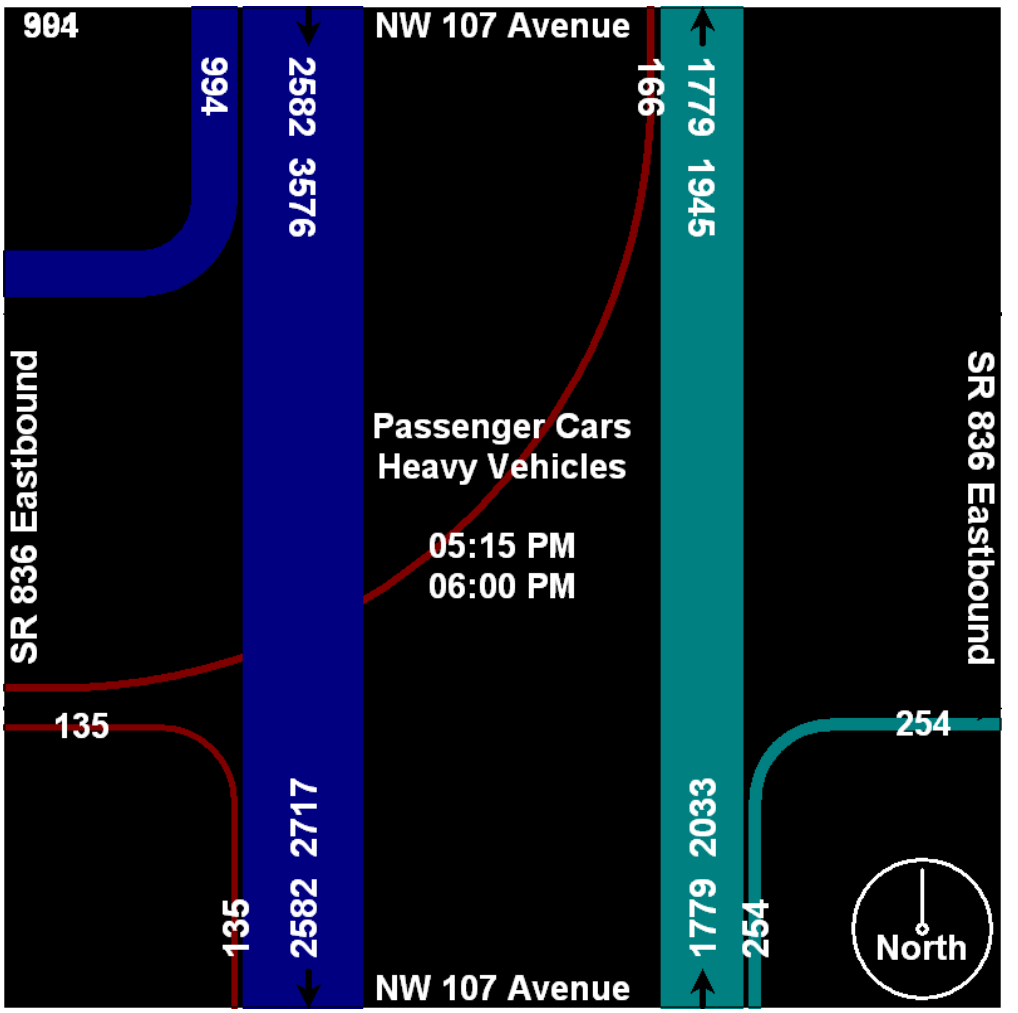


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 107 Avenue at SR 836 EB
On & Off Ramps

File Name : nw 107 ave at sr 836 eb
Site Code : 83610701
Start Date : 11/20/2013
Page No : 6



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 122 Avenue at NW 6 Street

File Name : NW 122 Ave at NW 6 St
Site Code : 00611201
Start Date : 11/20/2013
Page No : 1

Groups Printed- Heavy Vehicles

	NW 122 Avenue Southbound					NW 6 Street Westbound					NW 122 Avenue Northbound					NW 6 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	0	1	1	0	2	1	1	0	0	2	1	0	1	0	2	0	3	0	0	3	9
07:15 AM	1	0	0	0	1	1	2	0	0	3	1	1	1	0	3	0	1	0	0	1	8
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
07:45 AM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	1	3	0	0	4	7
Total	2	1	3	0	6	2	4	0	0	6	2	3	2	0	7	1	7	0	0	8	27
08:00 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	4
08:30 AM	0	1	1	0	2	1	1	0	0	2	0	0	0	0	0	2	0	0	0	2	6
08:45 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	4
Total	0	1	1	0	2	1	4	0	0	5	1	1	0	0	2	3	4	0	0	7	16
*** BREAK ***																					
04:15 PM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2	1	0	0	3	5
04:30 PM	0	1	0	0	1	1	2	0	0	3	0	1	0	0	1	0	0	0	0	0	5
04:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
Total	0	2	1	0	3	1	3	0	0	4	0	1	0	0	1	2	2	0	0	4	12
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
05:15 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	3
Total	0	0	1	0	1	0	4	0	0	4	0	0	2	0	2	0	2	0	0	2	9
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	2	4	6	0	12	4	16	0	0	20	3	5	4	0	12	6	15	0	0	21	65
Apprch %	16.7	33.3	50	0		20	80	0	0		25	41.7	33.3	0		28.6	71.4	0	0		
Total %	3.1	6.2	9.2	0	18.5	6.2	24.6	0	0	30.8	4.6	7.7	6.2	0	18.5	9.2	23.1	0	0	32.3	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 122 Avenue at NW 6 Street

File Name : NW 122 Ave at NW 6 St
Site Code : 00611201
Start Date : 11/20/2013
Page No : 1

Groups Printed- Passenger Cars

	NW 122 Avenue Southbound					NW 6 Street Westbound					NW 122 Avenue Northbound					NW 6 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	5	13	13	0	31	4	18	2	0	24	2	3	6	0	11	19	42	1	0	62	128
07:15 AM	3	19	15	0	37	5	17	2	0	24	3	2	13	0	18	24	64	0	0	88	167
07:30 AM	3	26	29	0	58	6	15	7	0	28	9	5	22	0	36	34	60	0	2	96	218
07:45 AM	2	23	23	0	48	8	18	8	2	36	12	10	32	0	54	66	67	2	0	135	273
Total	13	81	80	0	174	23	68	19	2	112	26	20	73	0	119	143	233	3	2	381	786
08:00 AM	1	36	22	0	59	14	26	12	1	53	12	11	33	1	57	62	48	1	0	111	280
08:15 AM	2	27	33	0	62	7	37	0	1	45	5	22	32	0	59	66	66	1	4	137	303
08:30 AM	1	8	18	1	28	12	37	3	2	54	8	17	36	0	61	19	50	1	1	71	214
08:45 AM	1	23	21	0	45	8	24	1	0	33	1	13	13	0	27	10	47	0	0	57	162
Total	5	94	94	1	194	41	124	16	4	185	26	63	114	1	204	157	211	3	5	376	959
*** BREAK ***																					
04:15 PM	2	9	8	0	19	27	46	4	0	77	7	12	16	1	36	17	25	3	0	45	177
04:30 PM	0	15	4	0	19	14	43	2	2	61	4	14	25	1	44	24	28	2	0	54	178
04:45 PM	1	7	9	0	17	14	57	5	1	77	5	14	21	0	40	17	26	1	1	45	179
Total	3	31	21	0	55	55	146	11	3	215	16	40	62	2	120	58	79	6	1	144	534
05:00 PM	1	11	4	1	17	26	59	1	0	86	6	9	19	0	34	15	29	1	0	45	182
05:15 PM	0	25	9	0	34	17	69	3	0	89	7	16	29	1	53	17	35	3	0	55	231
05:30 PM	2	13	11	0	26	18	59	2	1	80	5	19	27	0	51	19	38	1	1	59	216
05:45 PM	2	23	15	0	40	23	72	2	0	97	4	20	30	0	54	21	41	3	0	65	256
Total	5	72	39	1	117	84	259	8	1	352	22	64	105	1	192	72	143	8	1	224	885
06:00 PM	0	15	13	1	29	20	56	2	0	78	2	31	17	0	50	14	34	1	0	49	206
Grand Total	26	293	247	3	569	223	653	56	10	942	92	218	371	4	685	444	700	21	9	1174	3370
Apprch %	4.6	51.5	43.4	0.5		23.7	69.3	5.9	1.1		13.4	31.8	54.2	0.6		37.8	59.6	1.8	0.8		
Total %	0.8	8.7	7.3	0.1	16.9	6.6	19.4	1.7	0.3	28	2.7	6.5	11	0.1	20.3	13.2	20.8	0.6	0.3	34.8	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 122 Avenue at NW 6 Street

File Name : NW 122 Ave at NW 6 St
Site Code : 00611201
Start Date : 11/20/2013
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	NW 122 Avenue Southbound					NW 6 Street Westbound					NW 122 Avenue Northbound					NW 6 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	5	14	14	0	33	5	19	2	0	26	3	3	7	0	13	19	45	1	0	65	137
07:15 AM	4	19	15	0	38	6	19	2	0	27	4	3	14	0	21	24	65	0	0	89	175
07:30 AM	4	26	29	0	59	6	15	7	0	28	9	7	22	0	38	34	60	0	2	96	221
07:45 AM	2	23	25	0	50	8	19	8	2	37	12	10	32	0	54	67	70	2	0	139	280
Total	15	82	83	0	180	25	72	19	2	118	28	23	75	0	126	144	240	3	2	389	813
08:00 AM	1	36	22	0	59	14	27	12	1	54	13	11	33	1	58	62	48	1	0	111	282
08:15 AM	2	27	33	0	62	7	38	0	1	46	5	23	32	0	60	66	68	1	4	139	307
08:30 AM	1	9	19	1	30	13	38	3	2	56	8	17	36	0	61	21	50	1	1	73	220
08:45 AM	1	23	21	0	45	8	25	1	0	34	1	13	13	0	27	11	49	0	0	60	166
Total	5	95	95	1	196	42	128	16	4	190	27	64	114	1	206	160	215	3	5	383	975
*** BREAK ***																					
04:15 PM	2	9	9	0	20	27	47	4	0	78	7	12	16	1	36	19	26	3	0	48	182
04:30 PM	0	16	4	0	20	15	45	2	2	64	4	15	25	1	45	24	28	2	0	54	183
04:45 PM	1	8	9	0	18	14	57	5	1	77	5	14	21	0	40	17	27	1	1	46	181
Total	3	33	22	0	58	56	149	11	3	219	16	41	62	2	121	60	81	6	1	148	546
05:00 PM	1	11	4	1	17	26	61	1	0	88	6	9	19	0	34	15	30	1	0	46	185
05:15 PM	0	25	10	0	35	17	69	3	0	89	7	16	29	1	53	17	35	3	0	55	232
05:30 PM	2	13	11	0	26	18	61	2	1	82	5	19	27	0	51	19	38	1	1	59	218
05:45 PM	2	23	15	0	40	23	72	2	0	97	4	20	32	0	56	21	42	3	0	66	259
Total	5	72	40	1	118	84	263	8	1	356	22	64	107	1	194	72	145	8	1	226	894
06:00 PM	0	15	13	1	29	20	57	2	0	79	2	31	17	0	50	14	34	1	0	49	207
Grand Total	28	297	253	3	581	227	669	56	10	962	95	223	375	4	697	450	715	21	9	1195	3435
Apprch %	4.8	51.1	43.5	0.5		23.6	69.5	5.8	1		13.6	32	53.8	0.6		37.7	59.8	1.8	0.8		
Total %	0.8	8.6	7.4	0.1	16.9	6.6	19.5	1.6	0.3	28	2.8	6.5	10.9	0.1	20.3	13.1	20.8	0.6	0.3	34.8	
Passenger Cars	26	293	247	3	569	223	653	56	10	942	92	218	371	4	685	444	700	21	9	1174	3370
% Passenger Cars	92.9	98.7	97.6	100	97.9	98.2	97.6	100	100	97.9	96.8	97.8	98.9	100	98.3	98.7	97.9	100	100	98.2	98.1
Heavy Vehicles	2	4	6	0	12	4	16	0	0	20	3	5	4	0	12	6	15	0	0	21	65
% Heavy Vehicles	7.1	1.3	2.4	0	2.1	1.8	2.4	0	0	2.1	3.2	2.2	1.1	0	1.7	1.3	2.1	0	0	1.8	1.9

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

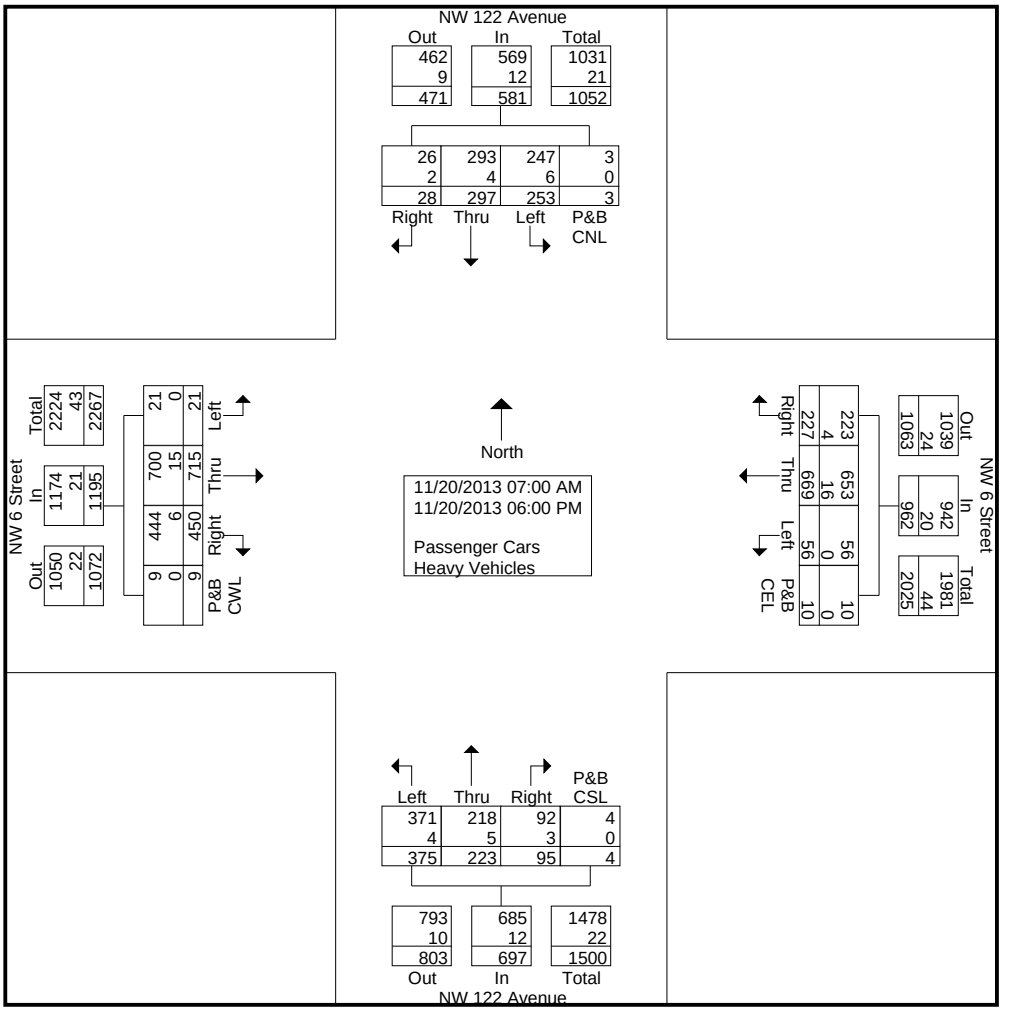
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 122 Avenue at NW 6 Street

File Name : NW 122 Ave at NW 6 St
Site Code : 00611201
Start Date : 11/20/2013
Page No : 2



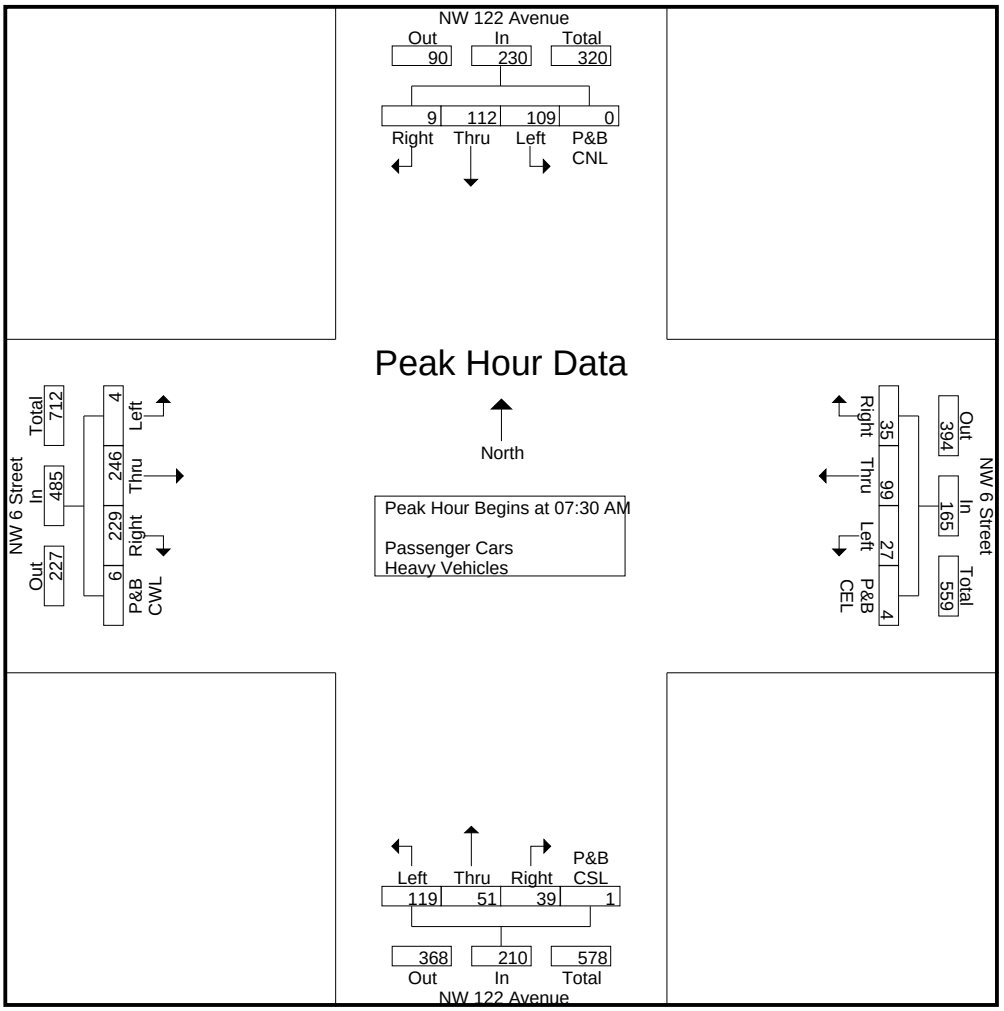
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 122 Avenue at NW 6 Street

File Name : NW 122 Ave at NW 6 St
Site Code : 00611201
Start Date : 11/20/2013
Page No : 3

	NW 122 Avenue Southbound					NW 6 Street Westbound					NW 122 Avenue Northbound					NW 6 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	4	26	29	0	59	6	15	7	0	28	9	7	22	0	38	34	60	0	2	96	221
07:45 AM	2	23	25	0	50	8	19	8	2	37	12	10	32	0	54	67	70	2	0	139	280
08:00 AM	1	36	22	0	59	14	27	12	1	54	13	11	33	1	58	62	48	1	0	111	282
08:15 AM	2	27	33	0	62	7	38	0	1	46	5	23	32	0	60	66	68	1	4	139	307
Total Volume	9	112	109	0	230	35	99	27	4	165	39	51	119	1	210	229	246	4	6	485	1090
% App. Total	3.9	48.7	47.4	0		21.2	60	16.4	2.4		18.6	24.3	56.7	0.5		47.2	50.7	0.8	1.2		
PHF	.563	.778	.826	.000	.927	.625	.651	.563	.500	.764	.750	.554	.902	.250	.875	.854	.879	.500	.375	.872	.888

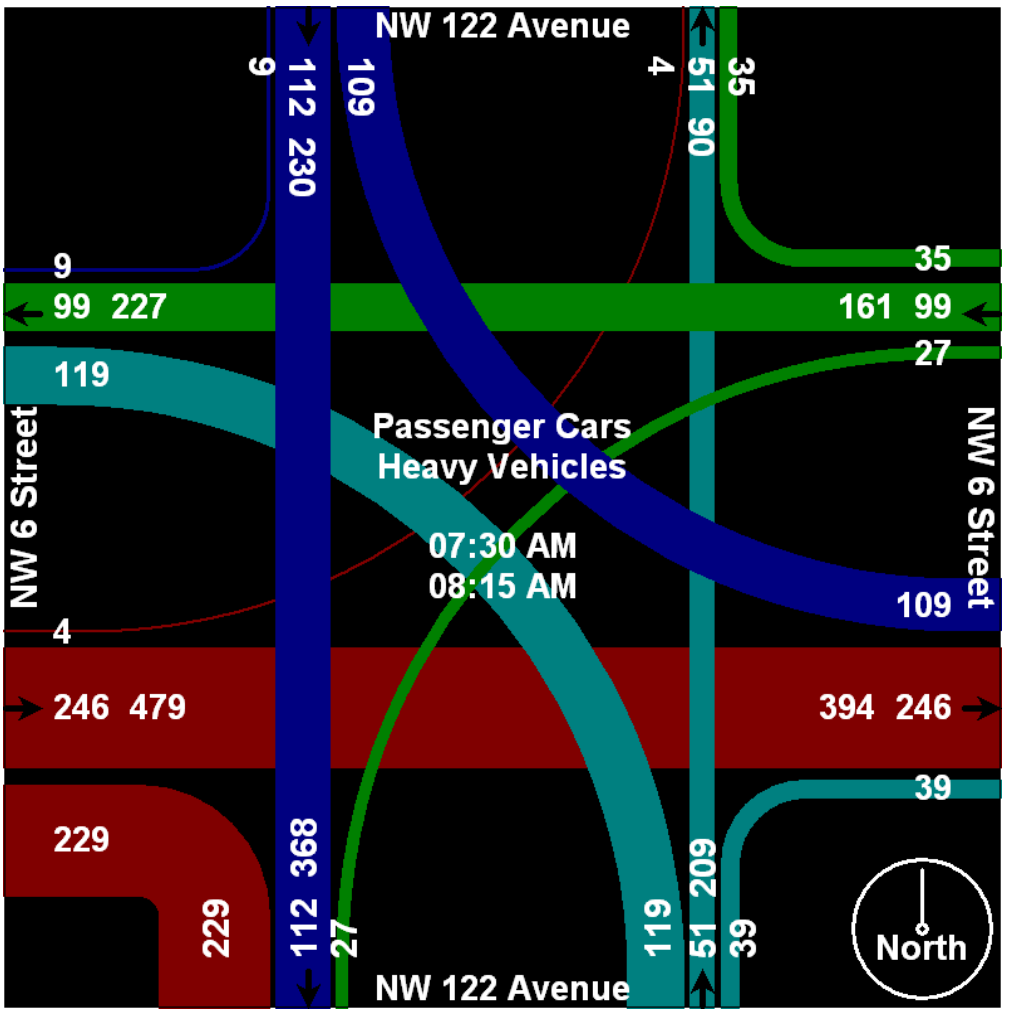


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 122 Avenue at NW 6 Street

File Name : NW 122 Ave at NW 6 St
Site Code : 00611201
Start Date : 11/20/2013
Page No : 4



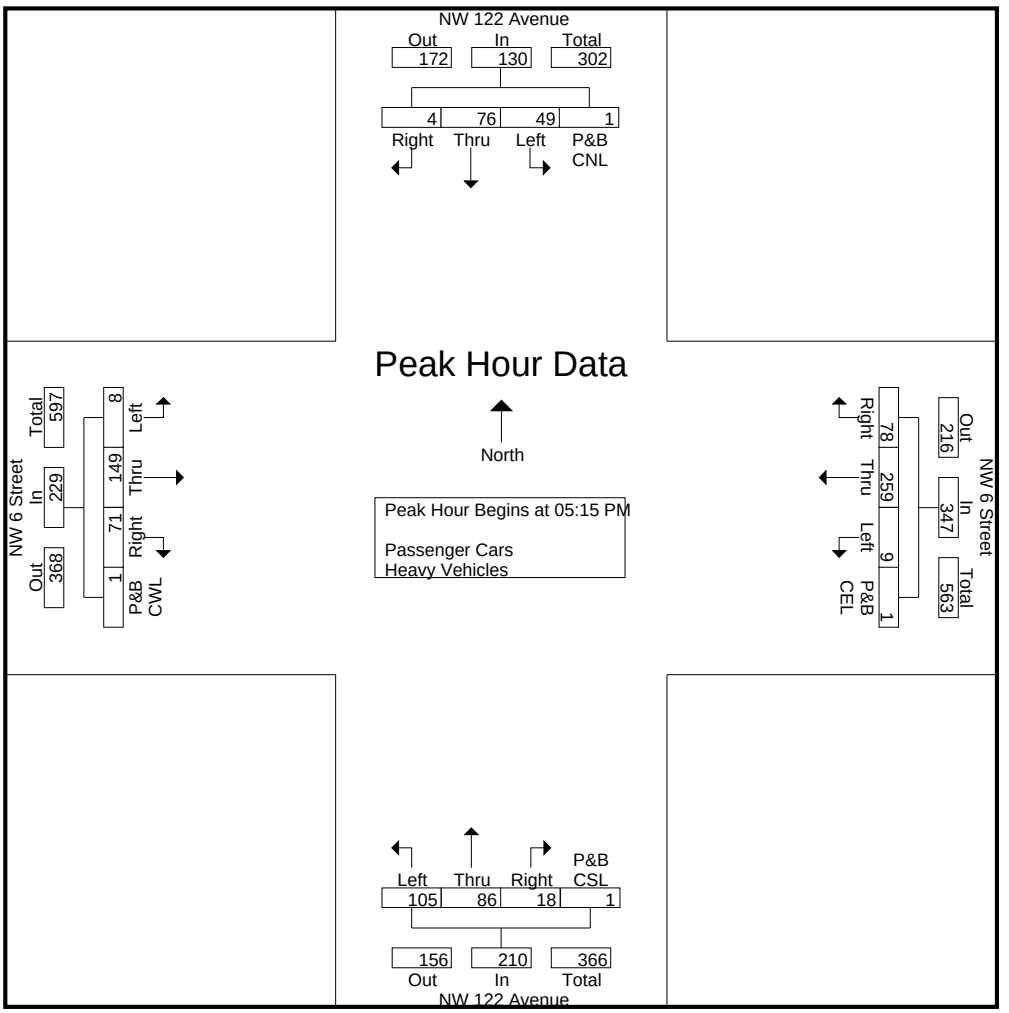
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 122 Avenue at NW 6 Street

File Name : NW 122 Ave at NW 6 St
Site Code : 00611201
Start Date : 11/20/2013
Page No : 5

	NW 122 Avenue Southbound					NW 6 Street Westbound					NW 122 Avenue Northbound					NW 6 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 06:00 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:15 PM																					
05:15 PM	0	25	10	0	35	17	69	3	0	89	7	16	29	1	53	17	35	3	0	55	232
05:30 PM	2	13	11	0	26	18	61	2	1	82	5	19	27	0	51	19	38	1	1	59	218
05:45 PM	2	23	15	0	40	23	72	2	0	97	4	20	32	0	56	21	42	3	0	66	259
06:00 PM	0	15	13	1	29	20	57	2	0	79	2	31	17	0	50	14	34	1	0	49	207
Total Volume	4	76	49	1	130	78	259	9	1	347	18	86	105	1	210	71	149	8	1	229	916
% App. Total	3.1	58.5	37.7	0.8		22.5	74.6	2.6	0.3		8.6	41	50	0.5		31	65.1	3.5	0.4		
PHF	.500	.760	.817	.250	.813	.848	.899	.750	.250	.894	.643	.694	.820	.250	.938	.845	.887	.667	.250	.867	.884

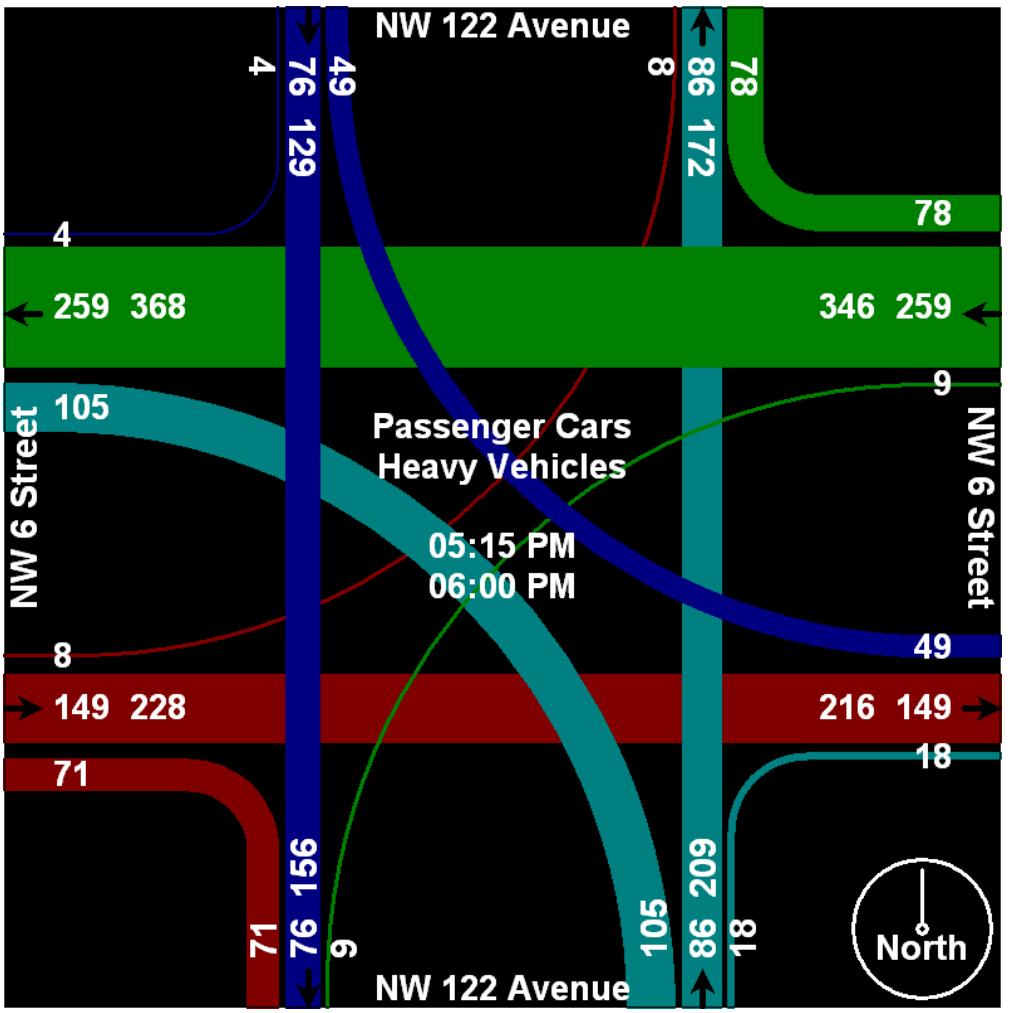


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 122 Avenue at NW 6 Street

File Name : NW 122 Ave at NW 6 St
Site Code : 00611201
Start Date : 11/20/2013
Page No : 6



CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR 90/SW 8 Street at SW 122 Avenue

File Name : SR 90 at SW 122 Ave
Site Code : 00812201
Start Date : 11/20/2013
Page No : 1

Groups Printed- Heavy Vehicles

	SW 122 Avenue Southbound					SR 90/SW 8 Street Westbound					SW 122 Avenue Northbound					SR 90/SW 8 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	1	2	2	0	5	1	7	2	0	10	0	1	0	0	1	0	15	0	0	15	31
07:15 AM	1	2	0	0	3	1	8	2	0	11	0	1	0	0	1	1	8	0	0	9	24
07:30 AM	1	1	0	0	2	0	9	3	0	12	0	0	0	0	0	0	7	0	0	7	21
07:45 AM	0	6	2	0	8	2	9	0	0	11	0	0	0	0	0	0	11	0	0	11	30
Total	3	11	4	0	18	4	33	7	0	44	0	2	0	0	2	1	41	0	0	42	106
08:00 AM	0	1	2	0	3	1	7	5	0	13	0	0	0	0	0	1	9	0	0	10	26
08:15 AM	1	6	1	0	8	1	19	1	0	21	0	0	0	0	0	0	8	0	0	8	37
08:30 AM	1	1	2	0	4	1	19	4	0	24	0	0	0	0	0	0	6	0	0	6	34
08:45 AM	2	5	1	0	8	1	22	5	0	28	0	0	1	0	1	0	5	2	0	7	44
Total	4	13	6	0	23	4	67	15	0	86	0	0	1	0	1	1	28	2	0	31	141
*** BREAK ***																					
04:15 PM	0	0	0	0	0	1	4	0	0	5	4	3	0	0	7	0	8	0	0	8	20
04:30 PM	0	1	2	0	3	1	4	3	0	8	1	2	3	1	7	1	8	1	0	10	28
04:45 PM	1	2	2	0	5	0	3	0	0	3	4	2	0	0	6	0	10	0	0	10	24
Total	1	3	4	0	8	2	11	3	0	16	9	7	3	1	20	1	26	1	0	28	72
05:00 PM	0	2	0	0	2	0	2	0	0	2	1	5	0	0	6	0	8	1	0	9	19
05:15 PM	0	3	0	0	3	0	6	2	0	8	1	2	1	1	5	0	8	1	1	10	26
05:30 PM	1	3	0	0	4	0	4	0	0	4	0	1	0	0	1	0	13	1	0	14	23
05:45 PM	0	1	0	0	1	0	2	0	0	2	3	8	0	1	12	2	11	3	0	16	31
Total	1	9	0	0	10	0	14	2	0	16	5	16	1	2	24	2	40	6	1	49	99
06:00 PM	0	2	0	0	2	0	0	1	0	1	2	0	0	1	3	3	23	0	0	26	32
Grand Total	9	38	14	0	61	10	125	28	0	163	16	25	5	4	50	8	158	9	1	176	450
Apprch %	14.8	62.3	23	0		6.1	76.7	17.2	0		32	50	10	8		4.5	89.8	5.1	0.6		
Total %	2	8.4	3.1	0	13.6	2.2	27.8	6.2	0	36.2	3.6	5.6	1.1	0.9	11.1	1.8	35.1	2	0.2	39.1	

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR 90/SW 8 Street at SW 122 Avenue

File Name : SR 90 at SW 122 Ave
Site Code : 00812201
Start Date : 11/20/2013
Page No : 1

Groups Printed- Passenger Cars

	SW 122 Avenue Southbound					SR 90/SW 8 Street Westbound					SW 122 Avenue Northbound					SR 90/SW 8 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	43	45	105	0	193	57	223	45	0	325	331	85	37	5	458	15	620	79	1	715	1691
07:15 AM	36	55	99	0	190	58	229	66	0	353	323	95	33	4	455	17	616	92	1	726	1724
07:30 AM	48	48	112	0	208	134	283	46	0	463	381	105	45	10	541	20	704	60	1	785	1997
07:45 AM	42	68	110	0	220	139	322	59	0	520	385	120	60	3	568	9	663	84	0	756	2064
Total	169	216	426	0	811	388	1057	216	0	1661	1420	405	175	22	2022	61	2603	315	3	2982	7476
08:00 AM	55	82	114	0	251	59	212	59	0	330	352	88	40	0	480	13	616	76	1	706	1767
08:15 AM	52	75	103	0	230	60	215	48	1	324	289	108	40	1	438	16	495	194	1	706	1698
08:30 AM	63	87	86	0	236	62	236	59	0	357	245	96	38	0	379	21	656	78	0	755	1727
08:45 AM	63	49	55	0	167	34	219	70	0	323	220	81	34	0	335	30	505	69	0	604	1429
Total	233	293	358	0	884	215	882	236	1	1334	1106	373	152	1	1632	80	2272	417	2	2771	6621
*** BREAK ***																					
04:15 PM	69	91	72	0	232	39	620	184	0	843	117	50	38	0	205	42	363	83	0	488	1768
04:30 PM	81	103	67	0	251	67	512	186	1	766	109	54	38	0	201	58	368	69	0	495	1713
04:45 PM	89	99	66	0	254	85	602	213	1	901	130	60	57	0	247	61	303	74	0	438	1840
Total	239	293	205	0	737	191	1734	583	2	2510	356	164	133	0	653	161	1034	226	0	1421	5321
05:00 PM	85	111	70	0	266	72	605	224	2	903	97	62	67	0	226	44	322	67	1	434	1829
05:15 PM	87	103	93	2	285	96	650	254	2	1002	102	56	62	0	220	65	303	82	1	451	1958
05:30 PM	82	116	62	0	260	105	655	211	0	971	120	76	59	0	255	52	360	60	2	474	1960
05:45 PM	89	121	88	0	298	73	619	231	1	924	129	70	53	0	252	74	319	72	0	465	1939
Total	343	451	313	2	1109	346	2529	920	5	3800	448	264	241	0	953	235	1304	281	4	1824	7686
06:00 PM	79	113	80	0	272	52	619	194	1	866	127	63	56	1	247	51	294	75	0	420	1805
Grand Total	1063	1366	1382	2	3813	1192	6821	2149	9	10171	3457	1269	757	24	5507	588	7507	1314	9	9418	28909
Apprch %	27.9	35.8	36.2	0.1		11.7	67.1	21.1	0.1		62.8	23	13.7	0.4		6.2	79.7	14	0.1		
Total %	3.7	4.7	4.8	0	13.2	4.1	23.6	7.4	0	35.2	12	4.4	2.6	0.1	19	2	26	4.5	0	32.6	

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR 90/SW 8 Street at SW 122 Avenue

File Name : SR 90 at SW 122 Ave
Site Code : 00812201
Start Date : 11/20/2013
Page No : 1

Groups Printed- Passenger Cars - Heavy Vehicles

	SW 122 Avenue Southbound					SR 90/SW 8 Street Westbound					SW 122 Avenue Northbound					SR 90/SW 8 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
07:00 AM	44	47	107	0	198	58	230	47	0	335	331	86	37	5	459	15	635	79	1	730	1722
07:15 AM	37	57	99	0	193	59	237	68	0	364	323	96	33	4	456	18	624	92	1	735	1748
07:30 AM	49	49	112	0	210	134	292	49	0	475	381	105	45	10	541	20	711	60	1	792	2018
07:45 AM	42	74	112	0	228	141	331	59	0	531	385	120	60	3	568	9	674	84	0	767	2094
Total	172	227	430	0	829	392	1090	223	0	1705	1420	407	175	22	2024	62	2644	315	3	3024	7582
08:00 AM	55	83	116	0	254	60	219	64	0	343	352	88	40	0	480	14	625	76	1	716	1793
08:15 AM	53	81	104	0	238	61	234	49	1	345	289	108	40	1	438	16	503	194	1	714	1735
08:30 AM	64	88	88	0	240	63	255	63	0	381	245	96	38	0	379	21	662	78	0	761	1761
08:45 AM	65	54	56	0	175	35	241	75	0	351	220	81	35	0	336	30	510	71	0	611	1473
Total	237	306	364	0	907	219	949	251	1	1420	1106	373	153	1	1633	81	2300	419	2	2802	6762
*** BREAK ***																					
04:15 PM	69	91	72	0	232	40	624	184	0	848	121	53	38	0	212	42	371	83	0	496	1788
04:30 PM	81	104	69	0	254	68	516	189	1	774	110	56	41	1	208	59	376	70	0	505	1741
04:45 PM	90	101	68	0	259	85	605	213	1	904	134	62	57	0	253	61	313	74	0	448	1864
Total	240	296	209	0	745	193	1745	586	2	2526	365	171	136	1	673	162	1060	227	0	1449	5393
05:00 PM	85	113	70	0	268	72	607	224	2	905	98	67	67	0	232	44	330	68	1	443	1848
05:15 PM	87	106	93	2	288	96	656	256	2	1010	103	58	63	1	225	65	311	83	2	461	1984
05:30 PM	83	119	62	0	264	105	659	211	0	975	120	77	59	0	256	52	373	61	2	488	1983
05:45 PM	89	122	88	0	299	73	621	231	1	926	132	78	53	1	264	76	330	75	0	481	1970
Total	344	460	313	2	1119	346	2543	922	5	3816	453	280	242	2	977	237	1344	287	5	1873	7785
06:00 PM	79	115	80	0	274	52	619	195	1	867	129	63	56	2	250	54	317	75	0	446	1837
Grand Total	1072	1404	1396	2	3874	1202	6946	2177	9	10334	3473	1294	762	28	5557	596	7665	1323	10	9594	29359
Apprch %	27.7	36.2	36	0.1		11.6	67.2	21.1	0.1		62.5	23.3	13.7	0.5		6.2	79.9	13.8	0.1		
Total %	3.7	4.8	4.8	0	13.2	4.1	23.7	7.4	0	35.2	11.8	4.4	2.6	0.1	18.9	2	26.1	4.5	0	32.7	
Passenger Cars	1063	1366	1382	2	3813	1192	6821	2149	9	10171	3457	1269	757	24	5507	588	7507	1314	9	9418	28909
% Passenger Cars	99.2	97.3	99	100	98.4	99.2	98.2	98.7	100	98.4	99.5	98.1	99.3	85.7	99.1	98.7	97.9	99.3	90	98.2	98.5
Heavy Vehicles	9	38	14	0	61	10	125	28	0	163	16	25	5	4	50	8	158	9	1	176	450
% Heavy Vehicles	0.8	2.7	1	0	1.6	0.8	1.8	1.3	0	1.6	0.5	1.9	0.7	14.3	0.9	1.3	2.1	0.7	10	1.8	1.5

P&B CNL: Pedestrians and Bicyclists Crossing North Leg

P&B CEL: Pedestrians and Bicyclists Crossing East Leg

P&B CSL: Pedestrians and Bicyclists Crossing South Leg

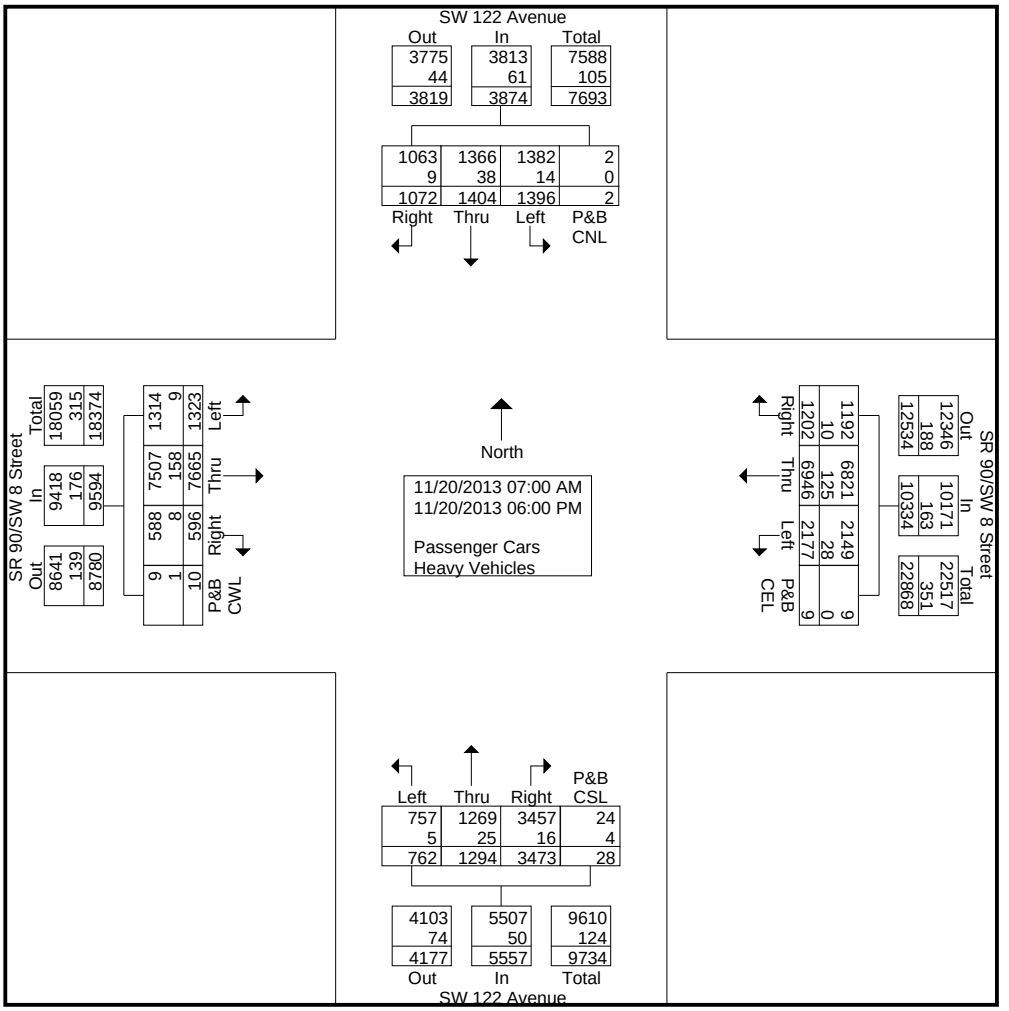
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR 90/SW 8 Street at SW 122 Avenue

File Name : SR 90 at SW 122 Ave
Site Code : 00812201
Start Date : 11/20/2013
Page No : 2



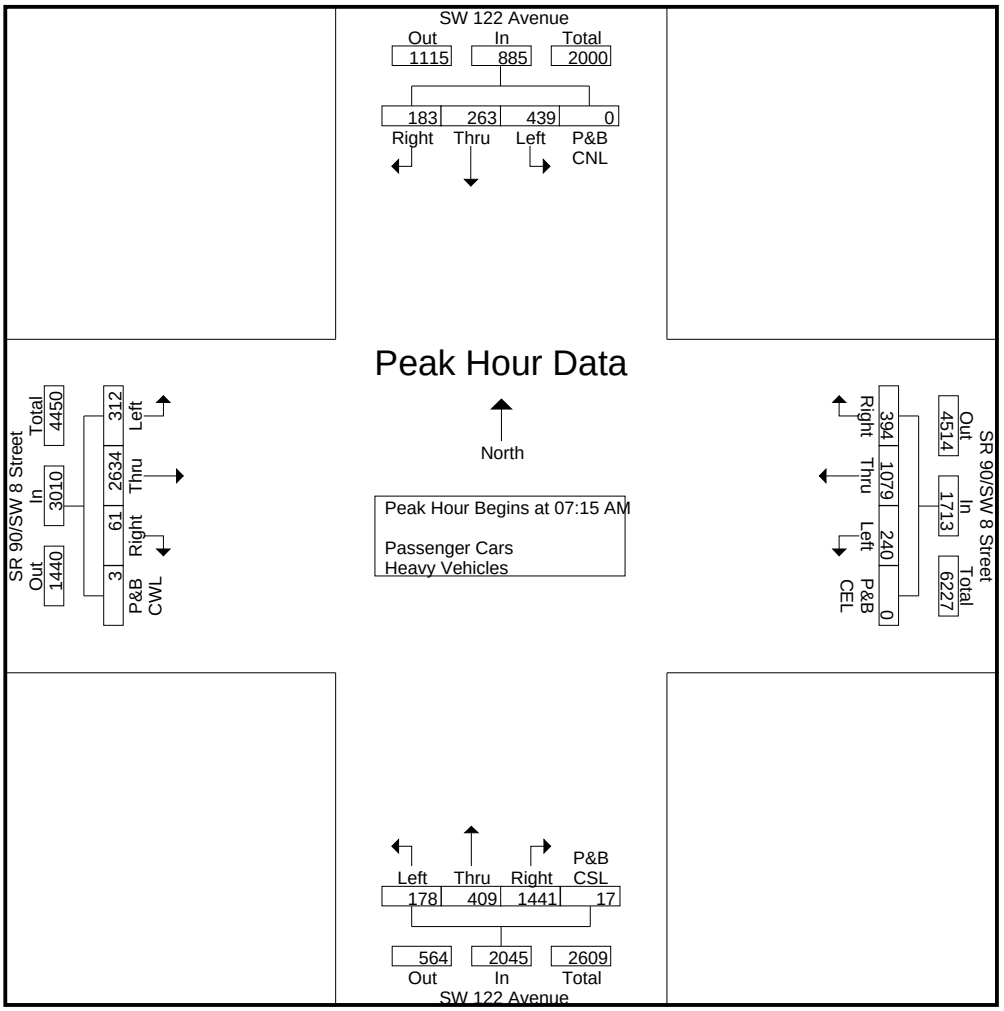
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR 90/SW 8 Street at SW 122 Avenue

File Name : SR 90 at SW 122 Ave
Site Code : 00812201
Start Date : 11/20/2013
Page No : 3

	SW 122 Avenue Southbound					SR 90/SW 8 Street Westbound					SW 122 Avenue Northbound					SR 90/SW 8 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:30 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	37	57	99	0	193	59	237	68	0	364	323	96	33	4	456	18	624	92	1	735	1748
07:30 AM	49	49	112	0	210	134	292	49	0	475	381	105	45	10	541	20	711	60	1	792	2018
07:45 AM	42	74	112	0	228	141	331	59	0	531	385	120	60	3	568	9	674	84	0	767	2094
08:00 AM	55	83	116	0	254	60	219	64	0	343	352	88	40	0	480	14	625	76	1	716	1793
Total Volume	183	263	439	0	885	394	1079	240	0	1713	1441	409	178	17	2045	61	2634	312	3	3010	7653
% App. Total	20.7	29.7	49.6	0		23	63	14	0		70.5	20	8.7	0.8		2	87.5	10.4	0.1		
PHF	.832	.792	.946	.000	.871	.699	.815	.882	.000	.806	.936	.852	.742	.425	.900	.763	.926	.848	.750	.950	.914

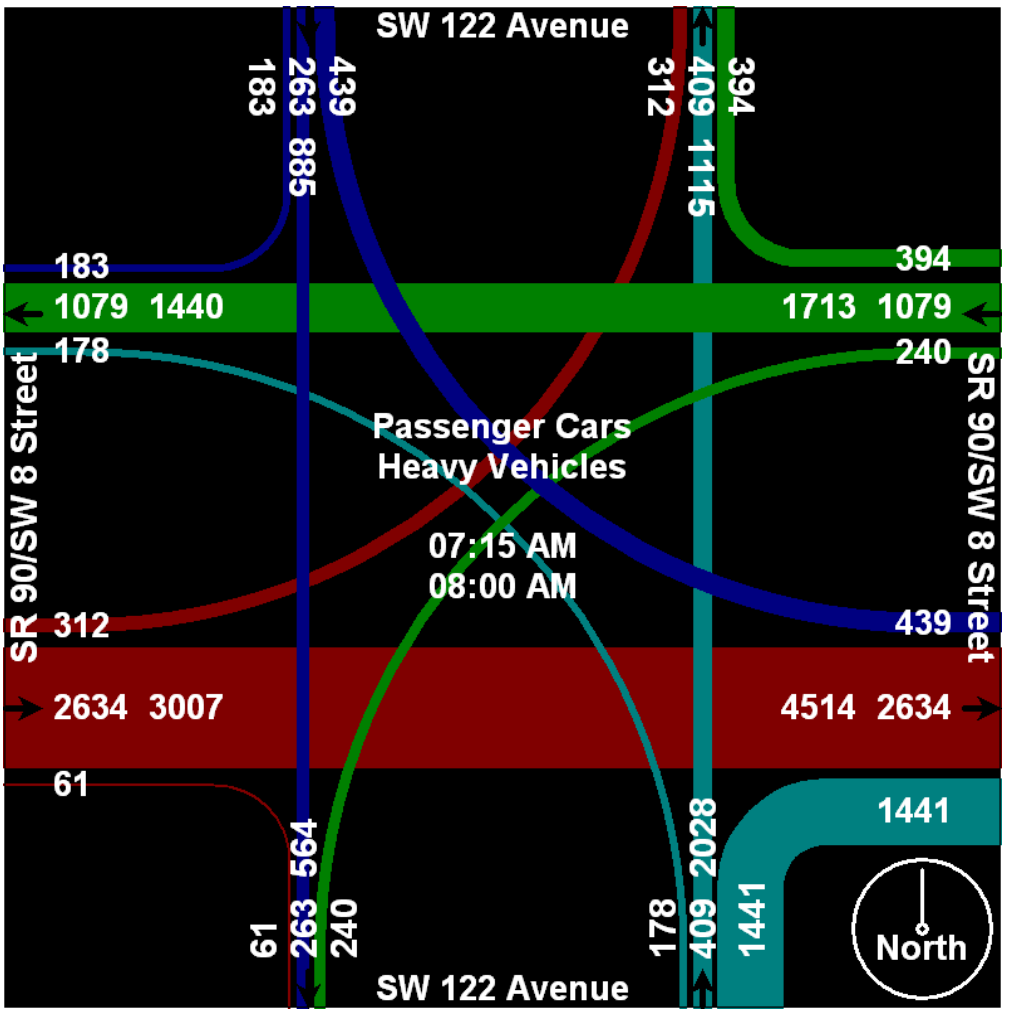


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR 90/SW 8 Street at SW 122 Avenue

File Name : SR 90 at SW 122 Ave
Site Code : 00812201
Start Date : 11/20/2013
Page No : 4



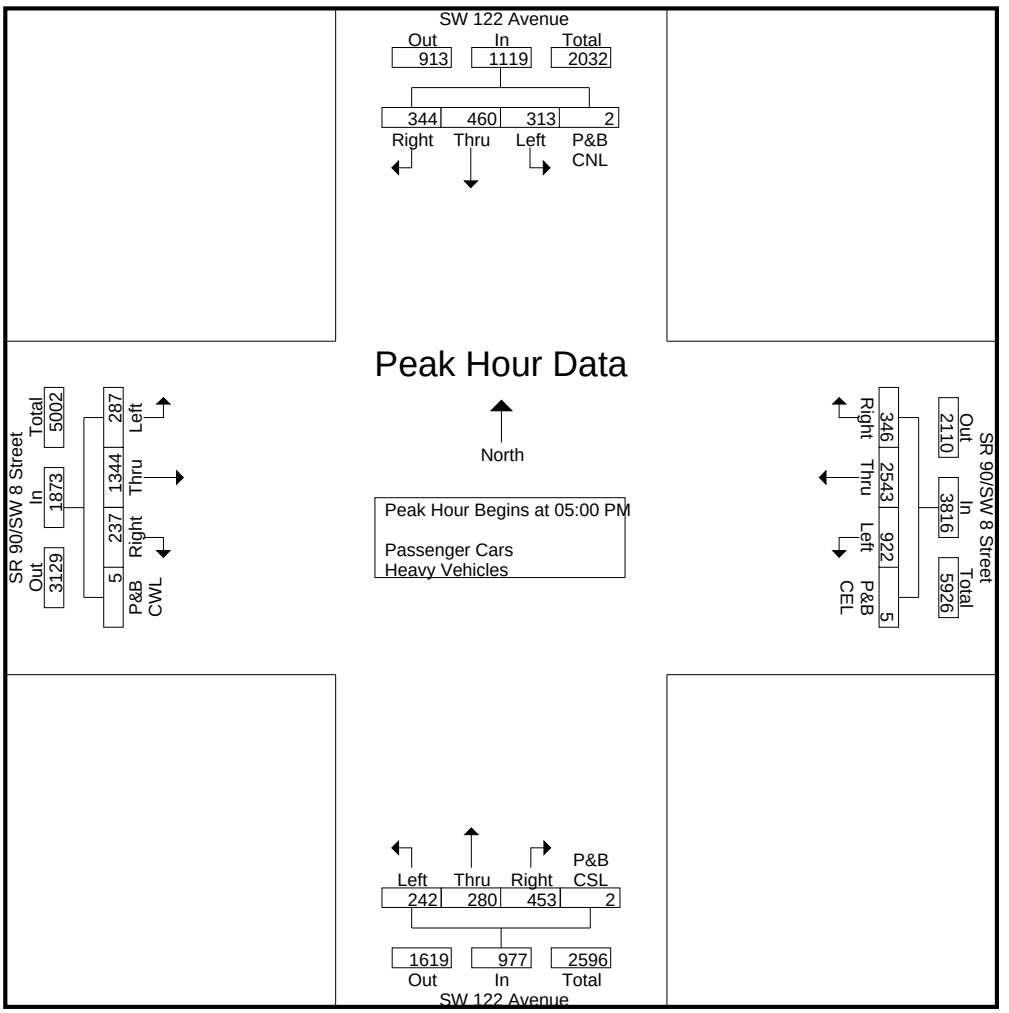
CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR 90/SW 8 Street at SW 122 Avenue

File Name : SR 90 at SW 122 Ave
Site Code : 00812201
Start Date : 11/20/2013
Page No : 5

	SW 122 Avenue Southbound					SR 90/SW 8 Street Westbound					SW 122 Avenue Northbound					SR 90/SW 8 Street Eastbound					
Start Time	Right	Thru	Left	P&B CNL	App. Total	Right	Thru	Left	P&B CEL	App. Total	Right	Thru	Left	P&B CSL	App. Total	Right	Thru	Left	P&B CWL	App. Total	Int. Total
Peak Hour Analysis From 11:45 AM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	85	113	70	0	268	72	607	224	2	905	98	67	67	0	232	44	330	68	1	443	1848
05:15 PM	87	106	93	2	288	96	656	256	2	1010	103	58	63	1	225	65	311	83	2	461	1984
05:30 PM	83	119	62	0	264	105	659	211	0	975	120	77	59	0	256	52	373	61	2	488	1983
05:45 PM	89	122	88	0	299	73	621	231	1	926	132	78	53	1	264	76	330	75	0	481	1970
Total Volume	344	460	313	2	1119	346	2543	922	5	3816	453	280	242	2	977	237	1344	287	5	1873	7785
% App. Total	30.7	41.1	28	0.2		9.1	66.6	24.2	0.1		46.4	28.7	24.8	0.2		12.7	71.8	15.3	0.3		
PHF	.966	.943	.841	.250	.936	.824	.965	.900	.625	.945	.858	.897	.903	.500	.925	.780	.901	.864	.625	.960	.981

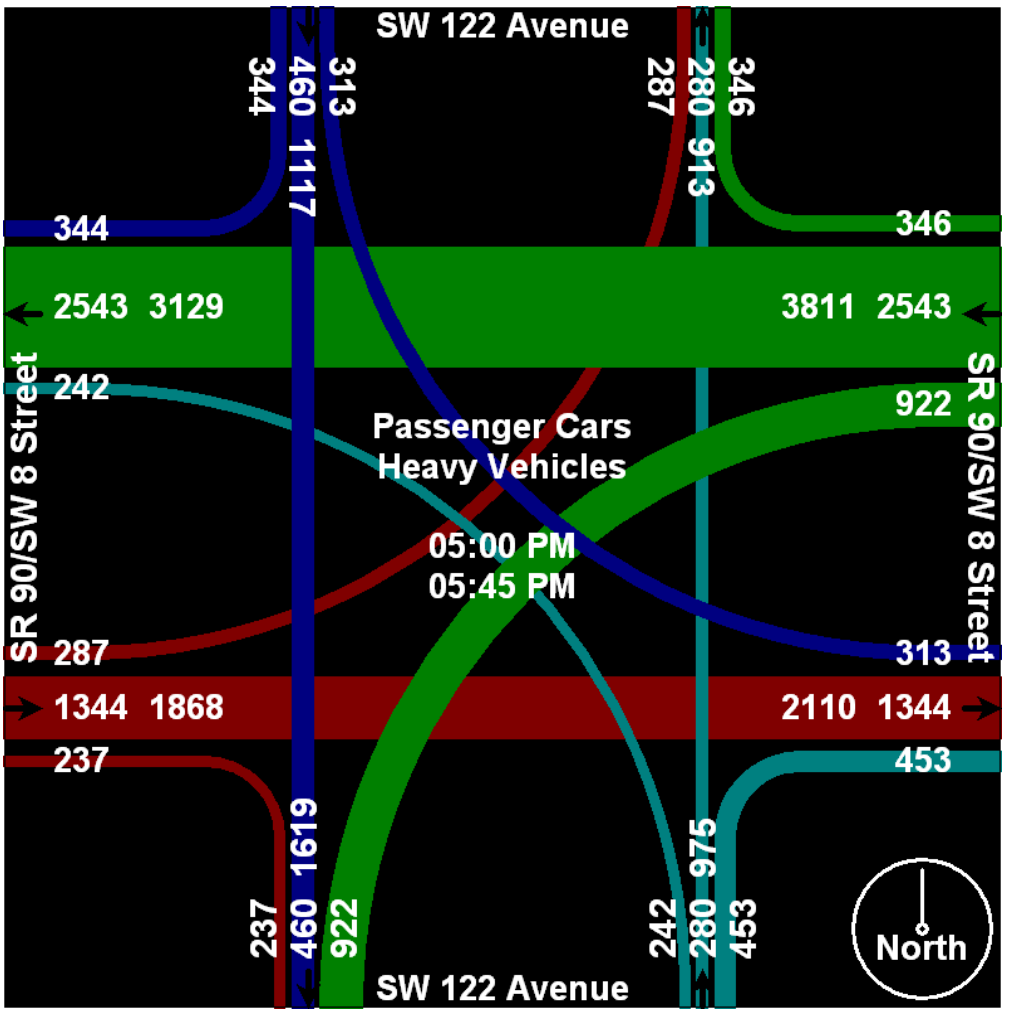


CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
SR 90/SW 8 Street at SW 122 Avenue

File Name : SR 90 at SW 122 Ave
Site Code : 00812201
Start Date : 11/20/2013
Page No : 6



Season Adjustment Factor Tables

2012 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 8700 MIAMI-DADE NORTH

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2012 - 01/07/2012	1.03	1.05
2	01/08/2012 - 01/14/2012	1.02	1.04
3	01/15/2012 - 01/21/2012	1.01	1.03
* 4	01/22/2012 - 01/28/2012	0.99	1.01
* 5	01/29/2012 - 02/04/2012	0.98	1.00
* 6	02/05/2012 - 02/11/2012	0.97	0.99
* 7	02/12/2012 - 02/18/2012	0.95	0.97
* 8	02/19/2012 - 02/25/2012	0.96	0.98
* 9	02/26/2012 - 03/03/2012	0.96	0.98
*10	03/04/2012 - 03/10/2012	0.97	0.99
*11	03/11/2012 - 03/17/2012	0.97	0.99
*12	03/18/2012 - 03/24/2012	0.98	1.00
*13	03/25/2012 - 03/31/2012	0.99	1.01
*14	04/01/2012 - 04/07/2012	0.99	1.01
*15	04/08/2012 - 04/14/2012	1.00	1.02
*16	04/15/2012 - 04/21/2012	1.01	1.03
17	04/22/2012 - 04/28/2012	1.01	1.03
18	04/29/2012 - 05/05/2012	1.00	1.02
19	05/06/2012 - 05/12/2012	1.00	1.02
20	05/13/2012 - 05/19/2012	1.00	1.02
21	05/20/2012 - 05/26/2012	1.00	1.02
22	05/27/2012 - 06/02/2012	1.00	1.02
23	06/03/2012 - 06/09/2012	1.00	1.02
24	06/10/2012 - 06/16/2012	1.00	1.02
25	06/17/2012 - 06/23/2012	1.01	1.03
26	06/24/2012 - 06/30/2012	1.02	1.04
27	07/01/2012 - 07/07/2012	1.02	1.04
28	07/08/2012 - 07/14/2012	1.03	1.05
29	07/15/2012 - 07/21/2012	1.04	1.06
30	07/22/2012 - 07/28/2012	1.03	1.05
31	07/29/2012 - 08/04/2012	1.03	1.05
32	08/05/2012 - 08/11/2012	1.03	1.05
33	08/12/2012 - 08/18/2012	1.03	1.05
34	08/19/2012 - 08/25/2012	1.02	1.04
35	08/26/2012 - 09/01/2012	1.01	1.03
36	09/02/2012 - 09/08/2012	1.01	1.03
37	09/09/2012 - 09/15/2012	1.00	1.02
38	09/16/2012 - 09/22/2012	1.00	1.02
39	09/23/2012 - 09/29/2012	0.99	1.01
40	09/30/2012 - 10/06/2012	0.99	1.01
41	10/07/2012 - 10/13/2012	0.98	1.00
42	10/14/2012 - 10/20/2012	0.98	1.00
43	10/21/2012 - 10/27/2012	0.99	1.01
44	10/28/2012 - 11/03/2012	0.99	1.01
45	11/04/2012 - 11/10/2012	1.00	1.02
46	11/11/2012 - 11/17/2012	1.00	1.02
47	11/18/2012 - 11/24/2012	1.01	1.03
48	11/25/2012 - 12/01/2012	1.01	1.03
49	12/02/2012 - 12/08/2012	1.02	1.04
50	12/09/2012 - 12/15/2012	1.03	1.05
51	12/16/2012 - 12/22/2012	1.02	1.04
52	12/23/2012 - 12/29/2012	1.01	1.03
53	12/30/2012 - 12/31/2012	1.01	1.03

* PEAK SEASON

2012 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 8701 MIAMI-DADE SOUTH

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2012 - 01/07/2012	1.00	1.02
2	01/08/2012 - 01/14/2012	1.00	1.02
3	01/15/2012 - 01/21/2012	1.00	1.02
* 4	01/22/2012 - 01/28/2012	0.99	1.01
* 5	01/29/2012 - 02/04/2012	0.99	1.01
* 6	02/05/2012 - 02/11/2012	0.98	1.00
* 7	02/12/2012 - 02/18/2012	0.98	1.00
* 8	02/19/2012 - 02/25/2012	0.98	1.00
* 9	02/26/2012 - 03/03/2012	0.98	1.00
*10	03/04/2012 - 03/10/2012	0.97	0.99
*11	03/11/2012 - 03/17/2012	0.97	0.99
*12	03/18/2012 - 03/24/2012	0.98	1.00
*13	03/25/2012 - 03/31/2012	0.98	1.00
*14	04/01/2012 - 04/07/2012	0.98	1.00
*15	04/08/2012 - 04/14/2012	0.98	1.00
*16	04/15/2012 - 04/21/2012	0.99	1.01
17	04/22/2012 - 04/28/2012	0.99	1.01
18	04/29/2012 - 05/05/2012	0.99	1.01
19	05/06/2012 - 05/12/2012	1.00	1.02
20	05/13/2012 - 05/19/2012	1.00	1.02
21	05/20/2012 - 05/26/2012	1.00	1.02
22	05/27/2012 - 06/02/2012	1.00	1.02
23	06/03/2012 - 06/09/2012	1.00	1.02
24	06/10/2012 - 06/16/2012	1.00	1.02
25	06/17/2012 - 06/23/2012	1.00	1.02
26	06/24/2012 - 06/30/2012	1.01	1.03
27	07/01/2012 - 07/07/2012	1.01	1.03
28	07/08/2012 - 07/14/2012	1.02	1.04
29	07/15/2012 - 07/21/2012	1.02	1.04
30	07/22/2012 - 07/28/2012	1.02	1.04
31	07/29/2012 - 08/04/2012	1.02	1.04
32	08/05/2012 - 08/11/2012	1.03	1.05
33	08/12/2012 - 08/18/2012	1.03	1.05
34	08/19/2012 - 08/25/2012	1.02	1.04
35	08/26/2012 - 09/01/2012	1.02	1.04
36	09/02/2012 - 09/08/2012	1.01	1.03
37	09/09/2012 - 09/15/2012	1.01	1.03
38	09/16/2012 - 09/22/2012	1.00	1.02
39	09/23/2012 - 09/29/2012	1.00	1.02
40	09/30/2012 - 10/06/2012	1.00	1.02
41	10/07/2012 - 10/13/2012	1.00	1.02
42	10/14/2012 - 10/20/2012	1.00	1.02
43	10/21/2012 - 10/27/2012	1.00	1.02
44	10/28/2012 - 11/03/2012	1.00	1.02
45	11/04/2012 - 11/10/2012	1.00	1.02
46	11/11/2012 - 11/17/2012	1.00	1.02
47	11/18/2012 - 11/24/2012	1.00	1.02
48	11/25/2012 - 12/01/2012	1.00	1.02
49	12/02/2012 - 12/08/2012	1.00	1.02
50	12/09/2012 - 12/15/2012	1.00	1.02
51	12/16/2012 - 12/22/2012	1.00	1.02
52	12/23/2012 - 12/29/2012	1.00	1.02
53	12/30/2012 - 12/31/2012	1.00	1.02

* PEAK SEASON

2012 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 8702 MIAMI DADE NORTH EXP

MOCF: 0.98

WEEK	DATES	SF	PSCF
1	01/01/2012 - 01/07/2012	0.99	1.01
2	01/08/2012 - 01/14/2012	1.04	1.07
3	01/15/2012 - 01/21/2012	1.08	1.11
4	01/22/2012 - 01/28/2012	1.07	1.10
5	01/29/2012 - 02/04/2012	1.05	1.08
6	02/05/2012 - 02/11/2012	1.03	1.06
7	02/12/2012 - 02/18/2012	1.02	1.05
8	02/19/2012 - 02/25/2012	1.00	1.03
9	02/26/2012 - 03/03/2012	0.99	1.01
10	03/04/2012 - 03/10/2012	0.97	0.99
11	03/11/2012 - 03/17/2012	0.96	0.98
12	03/18/2012 - 03/24/2012	0.96	0.98
13	03/25/2012 - 03/31/2012	0.97	0.99
14	04/01/2012 - 04/07/2012	0.97	0.99
15	04/08/2012 - 04/14/2012	0.98	1.00
16	04/15/2012 - 04/21/2012	0.98	1.00
17	04/22/2012 - 04/28/2012	0.99	1.01
18	04/29/2012 - 05/05/2012	0.99	1.01
19	05/06/2012 - 05/12/2012	1.00	1.03
20	05/13/2012 - 05/19/2012	1.00	1.03
21	05/20/2012 - 05/26/2012	1.00	1.03
22	05/27/2012 - 06/02/2012	1.00	1.03
23	06/03/2012 - 06/09/2012	1.00	1.03
24	06/10/2012 - 06/16/2012	1.00	1.03
25	06/17/2012 - 06/23/2012	1.01	1.04
26	06/24/2012 - 06/30/2012	1.02	1.05
27	07/01/2012 - 07/07/2012	1.03	1.06
28	07/08/2012 - 07/14/2012	1.04	1.07
29	07/15/2012 - 07/21/2012	1.05	1.08
30	07/22/2012 - 07/28/2012	1.05	1.08
31	07/29/2012 - 08/04/2012	1.05	1.08
32	08/05/2012 - 08/11/2012	1.05	1.08
33	08/12/2012 - 08/18/2012	1.05	1.08
34	08/19/2012 - 08/25/2012	1.03	1.06
35	08/26/2012 - 09/01/2012	1.01	1.04
36	09/02/2012 - 09/08/2012	1.00	1.03
*37	09/09/2012 - 09/15/2012	0.98	1.00
*38	09/16/2012 - 09/22/2012	0.98	1.00
*39	09/23/2012 - 09/29/2012	0.98	1.00
*40	09/30/2012 - 10/06/2012	0.97	0.99
*41	10/07/2012 - 10/13/2012	0.97	0.99
*42	10/14/2012 - 10/20/2012	0.97	0.99
*43	10/21/2012 - 10/27/2012	0.97	0.99
*44	10/28/2012 - 11/03/2012	0.97	0.99
*45	11/04/2012 - 11/10/2012	0.97	0.99
*46	11/11/2012 - 11/17/2012	0.97	0.99
*47	11/18/2012 - 11/24/2012	0.98	1.00
*48	11/25/2012 - 12/01/2012	0.98	1.00
*49	12/02/2012 - 12/08/2012	0.99	1.01
50	12/09/2012 - 12/15/2012	0.99	1.01
51	12/16/2012 - 12/22/2012	1.02	1.05
52	12/23/2012 - 12/29/2012	1.05	1.08
53	12/30/2012 - 12/31/2012	1.08	1.11

* PEAK SEASON

2012 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 8703 MIAMI DADE SOUTH EXP

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2012 - 01/07/2012	1.00	1.03
2	01/08/2012 - 01/14/2012	1.00	1.03
3	01/15/2012 - 01/21/2012	0.99	1.02
* 4	01/22/2012 - 01/28/2012	0.98	1.01
* 5	01/29/2012 - 02/04/2012	0.98	1.01
* 6	02/05/2012 - 02/11/2012	0.97	1.00
* 7	02/12/2012 - 02/18/2012	0.96	0.99
* 8	02/19/2012 - 02/25/2012	0.96	0.99
* 9	02/26/2012 - 03/03/2012	0.95	0.98
*10	03/04/2012 - 03/10/2012	0.95	0.98
*11	03/11/2012 - 03/17/2012	0.95	0.98
*12	03/18/2012 - 03/24/2012	0.96	0.99
*13	03/25/2012 - 03/31/2012	0.97	1.00
*14	04/01/2012 - 04/07/2012	0.97	1.00
*15	04/08/2012 - 04/14/2012	0.98	1.01
*16	04/15/2012 - 04/21/2012	0.99	1.02
17	04/22/2012 - 04/28/2012	0.99	1.02
18	04/29/2012 - 05/05/2012	0.99	1.02
19	05/06/2012 - 05/12/2012	0.99	1.02
20	05/13/2012 - 05/19/2012	0.99	1.02
21	05/20/2012 - 05/26/2012	1.00	1.03
22	05/27/2012 - 06/02/2012	1.00	1.03
23	06/03/2012 - 06/09/2012	1.00	1.03
24	06/10/2012 - 06/16/2012	1.01	1.04
25	06/17/2012 - 06/23/2012	1.02	1.05
26	06/24/2012 - 06/30/2012	1.03	1.07
27	07/01/2012 - 07/07/2012	1.04	1.08
28	07/08/2012 - 07/14/2012	1.05	1.09
29	07/15/2012 - 07/21/2012	1.06	1.10
30	07/22/2012 - 07/28/2012	1.06	1.10
31	07/29/2012 - 08/04/2012	1.05	1.09
32	08/05/2012 - 08/11/2012	1.05	1.09
33	08/12/2012 - 08/18/2012	1.05	1.09
34	08/19/2012 - 08/25/2012	1.04	1.08
35	08/26/2012 - 09/01/2012	1.02	1.05
36	09/02/2012 - 09/08/2012	1.01	1.04
37	09/09/2012 - 09/15/2012	1.00	1.03
38	09/16/2012 - 09/22/2012	1.00	1.03
39	09/23/2012 - 09/29/2012	1.00	1.03
40	09/30/2012 - 10/06/2012	0.99	1.02
41	10/07/2012 - 10/13/2012	0.99	1.02
42	10/14/2012 - 10/20/2012	0.99	1.02
43	10/21/2012 - 10/27/2012	1.00	1.03
44	10/28/2012 - 11/03/2012	1.00	1.03
45	11/04/2012 - 11/10/2012	1.01	1.04
46	11/11/2012 - 11/17/2012	1.02	1.05
47	11/18/2012 - 11/24/2012	1.01	1.04
48	11/25/2012 - 12/01/2012	1.01	1.04
49	12/02/2012 - 12/08/2012	1.00	1.03
50	12/09/2012 - 12/15/2012	1.00	1.03
51	12/16/2012 - 12/22/2012	1.00	1.03
52	12/23/2012 - 12/29/2012	0.99	1.02
53	12/30/2012 - 12/31/2012	0.99	1.02

* PEAK SEASON

2012 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 8719 MIAMI-DADE I 195

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2012 - 01/07/2012	1.00	1.05
2	01/08/2012 - 01/14/2012	0.99	1.04
* 3	01/15/2012 - 01/21/2012	0.97	1.02
* 4	01/22/2012 - 01/28/2012	0.97	1.02
* 5	01/29/2012 - 02/04/2012	0.96	1.01
* 6	02/05/2012 - 02/11/2012	0.95	1.00
* 7	02/12/2012 - 02/18/2012	0.95	1.00
* 8	02/19/2012 - 02/25/2012	0.94	0.99
* 9	02/26/2012 - 03/03/2012	0.94	0.99
*10	03/04/2012 - 03/10/2012	0.93	0.98
*11	03/11/2012 - 03/17/2012	0.92	0.97
*12	03/18/2012 - 03/24/2012	0.93	0.98
*13	03/25/2012 - 03/31/2012	0.94	0.99
*14	04/01/2012 - 04/07/2012	0.96	1.01
*15	04/08/2012 - 04/14/2012	0.97	1.02
16	04/15/2012 - 04/21/2012	0.98	1.03
17	04/22/2012 - 04/28/2012	0.99	1.04
18	04/29/2012 - 05/05/2012	0.99	1.04
19	05/06/2012 - 05/12/2012	1.00	1.05
20	05/13/2012 - 05/19/2012	1.00	1.05
21	05/20/2012 - 05/26/2012	1.00	1.05
22	05/27/2012 - 06/02/2012	1.01	1.06
23	06/03/2012 - 06/09/2012	1.01	1.06
24	06/10/2012 - 06/16/2012	1.02	1.08
25	06/17/2012 - 06/23/2012	1.02	1.08
26	06/24/2012 - 06/30/2012	1.02	1.08
27	07/01/2012 - 07/07/2012	1.03	1.09
28	07/08/2012 - 07/14/2012	1.03	1.09
29	07/15/2012 - 07/21/2012	1.03	1.09
30	07/22/2012 - 07/28/2012	1.04	1.10
31	07/29/2012 - 08/04/2012	1.06	1.12
32	08/05/2012 - 08/11/2012	1.07	1.13
33	08/12/2012 - 08/18/2012	1.08	1.14
34	08/19/2012 - 08/25/2012	1.07	1.13
35	08/26/2012 - 09/01/2012	1.07	1.13
36	09/02/2012 - 09/08/2012	1.06	1.12
37	09/09/2012 - 09/15/2012	1.05	1.11
38	09/16/2012 - 09/22/2012	1.04	1.10
39	09/23/2012 - 09/29/2012	1.04	1.10
40	09/30/2012 - 10/06/2012	1.03	1.09
41	10/07/2012 - 10/13/2012	1.03	1.09
42	10/14/2012 - 10/20/2012	1.02	1.08
43	10/21/2012 - 10/27/2012	1.01	1.06
44	10/28/2012 - 11/03/2012	1.01	1.06
45	11/04/2012 - 11/10/2012	1.00	1.05
46	11/11/2012 - 11/17/2012	1.00	1.05
47	11/18/2012 - 11/24/2012	1.00	1.05
48	11/25/2012 - 12/01/2012	1.00	1.05
49	12/02/2012 - 12/08/2012	1.00	1.05
50	12/09/2012 - 12/15/2012	1.00	1.05
51	12/16/2012 - 12/22/2012	0.99	1.04
52	12/23/2012 - 12/29/2012	0.98	1.03
53	12/30/2012 - 12/31/2012	0.97	1.02

* PEAK SEASON

2012 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 8739 MIAMI-DADE I 395

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2012 - 01/07/2012	1.01	1.06
2	01/08/2012 - 01/14/2012	1.00	1.05
3	01/15/2012 - 01/21/2012	0.99	1.04
4	01/22/2012 - 01/28/2012	0.99	1.04
* 5	01/29/2012 - 02/04/2012	0.99	1.04
* 6	02/05/2012 - 02/11/2012	0.98	1.03
* 7	02/12/2012 - 02/18/2012	0.98	1.03
* 8	02/19/2012 - 02/25/2012	0.96	1.01
* 9	02/26/2012 - 03/03/2012	0.94	0.99
*10	03/04/2012 - 03/10/2012	0.92	0.97
*11	03/11/2012 - 03/17/2012	0.90	0.95
*12	03/18/2012 - 03/24/2012	0.91	0.96
*13	03/25/2012 - 03/31/2012	0.93	0.98
*14	04/01/2012 - 04/07/2012	0.94	0.99
*15	04/08/2012 - 04/14/2012	0.96	1.01
*16	04/15/2012 - 04/21/2012	0.97	1.02
*17	04/22/2012 - 04/28/2012	0.99	1.04
18	04/29/2012 - 05/05/2012	1.00	1.05
19	05/06/2012 - 05/12/2012	1.01	1.06
20	05/13/2012 - 05/19/2012	1.03	1.08
21	05/20/2012 - 05/26/2012	1.03	1.08
22	05/27/2012 - 06/02/2012	1.02	1.07
23	06/03/2012 - 06/09/2012	1.02	1.07
24	06/10/2012 - 06/16/2012	1.02	1.07
25	06/17/2012 - 06/23/2012	1.02	1.07
26	06/24/2012 - 06/30/2012	1.01	1.06
27	07/01/2012 - 07/07/2012	1.01	1.06
28	07/08/2012 - 07/14/2012	1.00	1.05
29	07/15/2012 - 07/21/2012	1.00	1.05
30	07/22/2012 - 07/28/2012	1.01	1.06
31	07/29/2012 - 08/04/2012	1.02	1.07
32	08/05/2012 - 08/11/2012	1.03	1.08
33	08/12/2012 - 08/18/2012	1.04	1.09
34	08/19/2012 - 08/25/2012	1.04	1.09
35	08/26/2012 - 09/01/2012	1.03	1.08
36	09/02/2012 - 09/08/2012	1.03	1.08
37	09/09/2012 - 09/15/2012	1.03	1.08
38	09/16/2012 - 09/22/2012	1.03	1.08
39	09/23/2012 - 09/29/2012	1.03	1.08
40	09/30/2012 - 10/06/2012	1.02	1.07
41	10/07/2012 - 10/13/2012	1.02	1.07
42	10/14/2012 - 10/20/2012	1.02	1.07
43	10/21/2012 - 10/27/2012	1.01	1.06
44	10/28/2012 - 11/03/2012	1.01	1.06
45	11/04/2012 - 11/10/2012	1.00	1.05
46	11/11/2012 - 11/17/2012	1.00	1.05
47	11/18/2012 - 11/24/2012	1.00	1.05
48	11/25/2012 - 12/01/2012	1.00	1.05
49	12/02/2012 - 12/08/2012	1.01	1.06
50	12/09/2012 - 12/15/2012	1.01	1.06
51	12/16/2012 - 12/22/2012	1.00	1.05
52	12/23/2012 - 12/29/2012	1.00	1.05
53	12/30/2012 - 12/31/2012	0.99	1.04

* PEAK SEASON

2012 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 8795 MIAMI-DADE I 95

MOCF: 0.95

WEEK	DATES	SF	PSCF
1	01/01/2012 - 01/07/2012	0.98	1.03
2	01/08/2012 - 01/14/2012	0.98	1.03
* 3	01/15/2012 - 01/21/2012	0.98	1.03
* 4	01/22/2012 - 01/28/2012	0.97	1.02
* 5	01/29/2012 - 02/04/2012	0.96	1.01
* 6	02/05/2012 - 02/11/2012	0.95	1.00
* 7	02/12/2012 - 02/18/2012	0.94	0.99
* 8	02/19/2012 - 02/25/2012	0.94	0.99
* 9	02/26/2012 - 03/03/2012	0.94	0.99
*10	03/04/2012 - 03/10/2012	0.93	0.98
*11	03/11/2012 - 03/17/2012	0.93	0.98
*12	03/18/2012 - 03/24/2012	0.94	0.99
*13	03/25/2012 - 03/31/2012	0.95	1.00
*14	04/01/2012 - 04/07/2012	0.96	1.01
*15	04/08/2012 - 04/14/2012	0.97	1.02
16	04/15/2012 - 04/21/2012	0.98	1.03
17	04/22/2012 - 04/28/2012	0.99	1.04
18	04/29/2012 - 05/05/2012	1.00	1.05
19	05/06/2012 - 05/12/2012	1.02	1.07
20	05/13/2012 - 05/19/2012	1.03	1.08
21	05/20/2012 - 05/26/2012	1.03	1.08
22	05/27/2012 - 06/02/2012	1.02	1.07
23	06/03/2012 - 06/09/2012	1.02	1.07
24	06/10/2012 - 06/16/2012	1.02	1.07
25	06/17/2012 - 06/23/2012	1.02	1.07
26	06/24/2012 - 06/30/2012	1.02	1.07
27	07/01/2012 - 07/07/2012	1.03	1.08
28	07/08/2012 - 07/14/2012	1.03	1.08
29	07/15/2012 - 07/21/2012	1.03	1.08
30	07/22/2012 - 07/28/2012	1.03	1.08
31	07/29/2012 - 08/04/2012	1.03	1.08
32	08/05/2012 - 08/11/2012	1.04	1.09
33	08/12/2012 - 08/18/2012	1.04	1.09
34	08/19/2012 - 08/25/2012	1.04	1.09
35	08/26/2012 - 09/01/2012	1.04	1.09
36	09/02/2012 - 09/08/2012	1.05	1.10
37	09/09/2012 - 09/15/2012	1.05	1.10
38	09/16/2012 - 09/22/2012	1.04	1.09
39	09/23/2012 - 09/29/2012	1.04	1.09
40	09/30/2012 - 10/06/2012	1.03	1.08
41	10/07/2012 - 10/13/2012	1.03	1.08
42	10/14/2012 - 10/20/2012	1.02	1.07
43	10/21/2012 - 10/27/2012	1.01	1.06
44	10/28/2012 - 11/03/2012	1.01	1.06
45	11/04/2012 - 11/10/2012	1.00	1.05
46	11/11/2012 - 11/17/2012	1.00	1.05
47	11/18/2012 - 11/24/2012	1.00	1.05
48	11/25/2012 - 12/01/2012	0.99	1.04
49	12/02/2012 - 12/08/2012	0.99	1.04
50	12/09/2012 - 12/15/2012	0.98	1.03
51	12/16/2012 - 12/22/2012	0.98	1.03
52	12/23/2012 - 12/29/2012	0.98	1.03
53	12/30/2012 - 12/31/2012	0.98	1.03

* PEAK SEASON

2012 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 87 - MIAMI-DADE

WEEK	DATES	8701 MIAMI-DADE RURAL	8702 SR 5/US-1/BRICKELL	8703 SR 997	8704 SR 823
1	01/01/2012 - 01/07/2012	0.82	1.00	0.94	0.98
2	01/08/2012 - 01/14/2012	0.82	0.99	0.94	0.98
3	01/15/2012 - 01/21/2012	0.82	0.98	0.94	0.98
4	01/22/2012 - 01/28/2012	0.86	0.98	0.94	0.98
5	01/29/2012 - 02/04/2012	0.89	0.99	0.95	0.98
6	02/05/2012 - 02/11/2012	0.92	0.99	0.95	0.98
7	02/12/2012 - 02/18/2012	0.96	1.00	0.95	0.98
8	02/19/2012 - 02/25/2012	0.96	1.00	0.96	0.98
9	02/26/2012 - 03/03/2012	0.97	1.00	0.96	0.98
10	03/04/2012 - 03/10/2012	0.97	0.99	0.96	0.98
11	03/11/2012 - 03/17/2012	0.98	0.99	0.96	0.98
12	03/18/2012 - 03/24/2012	0.98	0.99	0.97	0.99
13	03/25/2012 - 03/31/2012	0.98	0.99	0.97	0.99
14	04/01/2012 - 04/07/2012	0.98	1.00	0.97	0.99
15	04/08/2012 - 04/14/2012	0.98	1.00	0.98	0.99
16	04/15/2012 - 04/21/2012	0.98	1.00	0.98	0.99
17	04/22/2012 - 04/28/2012	0.98	1.00	0.98	0.99
18	04/29/2012 - 05/05/2012	0.97	1.00	0.98	0.98
19	05/06/2012 - 05/12/2012	0.97	0.99	0.99	0.98
20	05/13/2012 - 05/19/2012	0.97	0.99	0.99	0.98
21	05/20/2012 - 05/26/2012	0.97	0.99	0.99	0.97
22	05/27/2012 - 06/02/2012	0.97	1.00	0.99	0.97
23	06/03/2012 - 06/09/2012	0.97	1.00	0.99	0.96
24	06/10/2012 - 06/16/2012	0.97	1.00	0.98	0.96
25	06/17/2012 - 06/23/2012	0.97	1.00	0.98	0.96
26	06/24/2012 - 06/30/2012	0.96	1.00	0.98	0.96
27	07/01/2012 - 07/07/2012	0.96	1.00	0.98	0.96
28	07/08/2012 - 07/14/2012	0.95	1.00	0.98	0.96
29	07/15/2012 - 07/21/2012	0.94	1.00	0.98	0.96
30	07/22/2012 - 07/28/2012	0.94	1.00	0.98	0.96
31	07/29/2012 - 08/04/2012	0.94	1.00	0.97	0.96
32	08/05/2012 - 08/11/2012	0.93	1.00	0.97	0.96
33	08/12/2012 - 08/18/2012	0.93	1.00	0.97	0.96
34	08/19/2012 - 08/25/2012	0.92	1.00	0.97	0.97
35	08/26/2012 - 09/01/2012	0.91	1.00	0.97	0.97
36	09/02/2012 - 09/08/2012	0.91	1.00	0.97	0.97
37	09/09/2012 - 09/15/2012	0.90	1.00	0.97	0.97
38	09/16/2012 - 09/22/2012	0.90	1.00	0.96	0.97
39	09/23/2012 - 09/29/2012	0.89	1.00	0.96	0.97
40	09/30/2012 - 10/06/2012	0.89	1.00	0.96	0.97
41	10/07/2012 - 10/13/2012	0.88	1.00	0.96	0.97
42	10/14/2012 - 10/20/2012	0.88	1.00	0.96	0.97
43	10/21/2012 - 10/27/2012	0.87	1.00	0.96	0.97
44	10/28/2012 - 11/03/2012	0.87	1.00	0.96	0.97
45	11/04/2012 - 11/10/2012	0.86	1.00	0.95	0.97
46	11/11/2012 - 11/17/2012	0.86	1.00	0.95	0.97
47	11/18/2012 - 11/24/2012	0.85	1.00	0.95	0.97
48	11/25/2012 - 12/01/2012	0.85	1.00	0.95	0.97
49	12/02/2012 - 12/08/2012	0.84	1.00	0.95	0.97
50	12/09/2012 - 12/15/2012	0.84	1.00	0.95	0.97
51	12/16/2012 - 12/22/2012	0.83	0.99	0.94	0.97
52	12/23/2012 - 12/29/2012	0.83	0.98	0.94	0.97
53	12/30/2012 - 12/31/2012	0.82	0.98	0.94	0.98

2012 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 87 - MIAMI-DADE

WEEK	DATES	8705 SR112/NW36ST/LEJEUNE	8706 SR 94	8707 SR 878	8708 SR 5/SO DIXIE HWY
1	01/01/2012 - 01/07/2012	0.99	1.00	1.00	0.97
2	01/08/2012 - 01/14/2012	0.99	0.99	1.00	0.97
3	01/15/2012 - 01/21/2012	0.99	0.98	1.00	0.97
4	01/22/2012 - 01/28/2012	0.99	0.99	1.00	0.97
5	01/29/2012 - 02/04/2012	0.99	0.99	1.00	0.97
6	02/05/2012 - 02/11/2012	0.99	1.00	1.00	0.97
7	02/12/2012 - 02/18/2012	0.99	1.00	1.00	0.97
8	02/19/2012 - 02/25/2012	0.99	1.00	1.00	0.97
9	02/26/2012 - 03/03/2012	0.99	1.00	1.00	0.98
10	03/04/2012 - 03/10/2012	0.99	1.00	1.00	0.98
11	03/11/2012 - 03/17/2012	0.99	1.00	1.00	0.98
12	03/18/2012 - 03/24/2012	0.99	1.00	1.00	0.98
13	03/25/2012 - 03/31/2012	0.99	1.00	1.00	0.98
14	04/01/2012 - 04/07/2012	0.98	1.00	1.00	0.99
15	04/08/2012 - 04/14/2012	0.98	1.00	1.00	0.99
16	04/15/2012 - 04/21/2012	0.98	1.00	1.00	0.99
17	04/22/2012 - 04/28/2012	0.98	1.00	1.00	0.99
18	04/29/2012 - 05/05/2012	0.98	1.00	1.00	0.98
19	05/06/2012 - 05/12/2012	0.98	1.00	1.00	0.98
20	05/13/2012 - 05/19/2012	0.98	1.00	1.00	0.97
21	05/20/2012 - 05/26/2012	0.98	1.00	1.00	0.97
22	05/27/2012 - 06/02/2012	0.98	1.00	1.00	0.97
23	06/03/2012 - 06/09/2012	0.99	1.00	1.00	0.97
24	06/10/2012 - 06/16/2012	0.99	1.00	1.00	0.97
25	06/17/2012 - 06/23/2012	0.99	1.00	1.00	0.97
26	06/24/2012 - 06/30/2012	0.99	1.00	1.00	0.97
27	07/01/2012 - 07/07/2012	0.99	1.00	1.00	0.97
28	07/08/2012 - 07/14/2012	0.99	1.00	1.00	0.97
29	07/15/2012 - 07/21/2012	0.99	1.00	1.00	0.97
30	07/22/2012 - 07/28/2012	0.99	1.00	1.00	0.97
31	07/29/2012 - 08/04/2012	0.99	1.00	1.00	0.97
32	08/05/2012 - 08/11/2012	0.99	1.00	1.00	0.97
33	08/12/2012 - 08/18/2012	0.99	1.00	1.00	0.97
34	08/19/2012 - 08/25/2012	0.99	1.00	1.00	0.97
35	08/26/2012 - 09/01/2012	0.99	1.00	1.00	0.97
36	09/02/2012 - 09/08/2012	0.99	1.00	1.00	0.97
37	09/09/2012 - 09/15/2012	0.99	1.00	1.00	0.97
38	09/16/2012 - 09/22/2012	0.99	1.00	1.00	0.97
39	09/23/2012 - 09/29/2012	0.99	1.00	1.00	0.97
40	09/30/2012 - 10/06/2012	0.99	1.00	1.00	0.97
41	10/07/2012 - 10/13/2012	0.99	1.00	1.00	0.97
42	10/14/2012 - 10/20/2012	0.99	1.00	1.00	0.97
43	10/21/2012 - 10/27/2012	0.99	1.00	1.00	0.97
44	10/28/2012 - 11/03/2012	0.99	1.00	1.00	0.97
45	11/04/2012 - 11/10/2012	0.99	1.00	1.00	0.97
46	11/11/2012 - 11/17/2012	0.99	1.00	1.00	0.97
47	11/18/2012 - 11/24/2012	0.99	1.00	1.00	0.97
48	11/25/2012 - 12/01/2012	0.99	1.00	1.00	0.97
49	12/02/2012 - 12/08/2012	0.99	1.00	1.00	0.97
50	12/09/2012 - 12/15/2012	0.99	1.00	1.00	0.97
51	12/16/2012 - 12/22/2012	0.99	0.99	1.00	0.97
52	12/23/2012 - 12/29/2012	0.99	0.99	1.00	0.97
53	12/30/2012 - 12/31/2012	0.99	0.98	1.00	0.97

2012 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 87 - MIAMI-DADE

WEEK	DATES	8709 SR 5/BISCAYNE BLVD	8710 SR 986	8711 SR 948	8712 SR 944
1	01/01/2012 - 01/07/2012	0.96	1.00	0.95	1.00
2	01/08/2012 - 01/14/2012	0.96	1.00	0.95	1.00
3	01/15/2012 - 01/21/2012	0.96	1.00	0.95	1.00
4	01/22/2012 - 01/28/2012	0.97	1.00	0.95	1.00
5	01/29/2012 - 02/04/2012	0.98	1.00	0.95	1.00
6	02/05/2012 - 02/11/2012	0.98	1.00	0.95	1.00
7	02/12/2012 - 02/18/2012	0.99	1.00	0.95	1.00
8	02/19/2012 - 02/25/2012	0.99	1.00	0.95	1.00
9	02/26/2012 - 03/03/2012	0.99	1.00	0.95	1.00
10	03/04/2012 - 03/10/2012	0.98	1.00	0.95	0.99
11	03/11/2012 - 03/17/2012	0.98	1.00	0.95	0.99
12	03/18/2012 - 03/24/2012	0.98	1.00	0.95	0.99
13	03/25/2012 - 03/31/2012	0.98	1.00	0.95	0.99
14	04/01/2012 - 04/07/2012	0.97	1.00	0.95	0.99
15	04/08/2012 - 04/14/2012	0.97	1.00	0.95	0.99
16	04/15/2012 - 04/21/2012	0.97	1.00	0.95	0.99
17	04/22/2012 - 04/28/2012	0.97	1.00	0.95	0.99
18	04/29/2012 - 05/05/2012	0.97	1.00	0.95	0.99
19	05/06/2012 - 05/12/2012	0.97	1.00	0.95	0.99
20	05/13/2012 - 05/19/2012	0.97	1.00	0.95	0.99
21	05/20/2012 - 05/26/2012	0.97	1.00	0.95	0.99
22	05/27/2012 - 06/02/2012	0.97	1.00	0.95	0.99
23	06/03/2012 - 06/09/2012	0.97	1.00	0.95	0.99
24	06/10/2012 - 06/16/2012	0.97	1.00	0.95	0.99
25	06/17/2012 - 06/23/2012	0.97	1.00	0.95	0.99
26	06/24/2012 - 06/30/2012	0.97	1.00	0.95	0.99
27	07/01/2012 - 07/07/2012	0.97	1.00	0.95	0.99
28	07/08/2012 - 07/14/2012	0.97	1.00	0.95	0.99
29	07/15/2012 - 07/21/2012	0.97	1.00	0.95	0.99
30	07/22/2012 - 07/28/2012	0.97	1.00	0.95	0.99
31	07/29/2012 - 08/04/2012	0.97	1.00	0.95	0.99
32	08/05/2012 - 08/11/2012	0.97	0.99	0.95	0.99
33	08/12/2012 - 08/18/2012	0.97	0.99	0.95	0.99
34	08/19/2012 - 08/25/2012	0.97	0.99	0.95	0.99
35	08/26/2012 - 09/01/2012	0.97	0.99	0.95	1.00
36	09/02/2012 - 09/08/2012	0.97	0.99	0.95	1.00
37	09/09/2012 - 09/15/2012	0.96	0.99	0.95	1.00
38	09/16/2012 - 09/22/2012	0.96	0.99	0.95	1.00
39	09/23/2012 - 09/29/2012	0.96	0.99	0.95	1.00
40	09/30/2012 - 10/06/2012	0.96	0.99	0.95	1.00
41	10/07/2012 - 10/13/2012	0.96	0.99	0.95	1.00
42	10/14/2012 - 10/20/2012	0.96	0.99	0.95	1.00
43	10/21/2012 - 10/27/2012	0.96	0.99	0.95	1.00
44	10/28/2012 - 11/03/2012	0.96	0.99	0.95	1.00
45	11/04/2012 - 11/10/2012	0.96	0.99	0.95	1.00
46	11/11/2012 - 11/17/2012	0.96	0.99	0.95	1.00
47	11/18/2012 - 11/24/2012	0.96	0.99	0.95	1.00
48	11/25/2012 - 12/01/2012	0.96	1.00	0.95	1.00
49	12/02/2012 - 12/08/2012	0.96	1.00	0.95	1.00
50	12/09/2012 - 12/15/2012	0.96	1.00	0.95	1.00
51	12/16/2012 - 12/22/2012	0.96	1.00	0.95	1.00
52	12/23/2012 - 12/29/2012	0.96	1.00	0.95	1.00
53	12/30/2012 - 12/31/2012	0.96	1.00	0.95	1.00

2012 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 87 - MIAMI-DADE

WEEK	DATES	8713 SR 90/US 41	8714 SR 836/I 395	8715 SR 826	8716 SR 933/SW 12 AVE
1	01/01/2012 - 01/07/2012	0.95	0.99	0.95	0.95
2	01/08/2012 - 01/14/2012	0.95	1.00	0.95	0.95
3	01/15/2012 - 01/21/2012	0.95	1.00	0.95	0.95
4	01/22/2012 - 01/28/2012	0.96	1.00	0.95	0.95
5	01/29/2012 - 02/04/2012	0.98	1.00	0.95	0.94
6	02/05/2012 - 02/11/2012	0.99	0.99	0.95	0.94
7	02/12/2012 - 02/18/2012	1.00	0.99	0.95	0.93
8	02/19/2012 - 02/25/2012	1.00	0.99	0.95	0.93
9	02/26/2012 - 03/03/2012	1.00	0.99	0.95	0.93
10	03/04/2012 - 03/10/2012	0.99	0.99	0.95	0.92
11	03/11/2012 - 03/17/2012	0.99	0.99	0.95	0.92
12	03/18/2012 - 03/24/2012	0.99	0.99	0.95	0.92
13	03/25/2012 - 03/31/2012	0.99	0.99	0.95	0.91
14	04/01/2012 - 04/07/2012	0.98	0.99	0.95	0.91
15	04/08/2012 - 04/14/2012	0.98	0.99	0.95	0.90
16	04/15/2012 - 04/21/2012	0.98	0.99	0.95	0.90
17	04/22/2012 - 04/28/2012	0.98	0.99	0.95	0.90
18	04/29/2012 - 05/05/2012	0.97	0.99	0.95	0.90
19	05/06/2012 - 05/12/2012	0.97	0.99	0.95	0.90
20	05/13/2012 - 05/19/2012	0.97	0.99	0.95	0.91
21	05/20/2012 - 05/26/2012	0.97	0.99	0.95	0.91
22	05/27/2012 - 06/02/2012	0.96	0.99	0.95	0.91
23	06/03/2012 - 06/09/2012	0.96	0.99	0.95	0.91
24	06/10/2012 - 06/16/2012	0.96	0.99	0.95	0.91
25	06/17/2012 - 06/23/2012	0.96	0.99	0.95	0.91
26	06/24/2012 - 06/30/2012	0.96	0.99	0.95	0.91
27	07/01/2012 - 07/07/2012	0.96	0.99	0.95	0.91
28	07/08/2012 - 07/14/2012	0.96	0.99	0.95	0.92
29	07/15/2012 - 07/21/2012	0.96	0.99	0.95	0.92
30	07/22/2012 - 07/28/2012	0.96	0.99	0.95	0.92
31	07/29/2012 - 08/04/2012	0.96	0.99	0.95	0.92
32	08/05/2012 - 08/11/2012	0.96	0.99	0.95	0.92
33	08/12/2012 - 08/18/2012	0.96	0.99	0.95	0.92
34	08/19/2012 - 08/25/2012	0.96	0.99	0.95	0.92
35	08/26/2012 - 09/01/2012	0.96	1.00	0.95	0.93
36	09/02/2012 - 09/08/2012	0.96	1.00	0.95	0.93
37	09/09/2012 - 09/15/2012	0.96	1.00	0.95	0.93
38	09/16/2012 - 09/22/2012	0.96	1.00	0.95	0.93
39	09/23/2012 - 09/29/2012	0.95	1.00	0.95	0.93
40	09/30/2012 - 10/06/2012	0.95	0.99	0.95	0.93
41	10/07/2012 - 10/13/2012	0.95	0.99	0.95	0.93
42	10/14/2012 - 10/20/2012	0.95	0.99	0.95	0.94
43	10/21/2012 - 10/27/2012	0.95	0.99	0.95	0.94
44	10/28/2012 - 11/03/2012	0.95	0.99	0.95	0.94
45	11/04/2012 - 11/10/2012	0.95	0.99	0.95	0.94
46	11/11/2012 - 11/17/2012	0.95	0.99	0.95	0.94
47	11/18/2012 - 11/24/2012	0.95	0.99	0.95	0.94
48	11/25/2012 - 12/01/2012	0.95	0.99	0.95	0.94
49	12/02/2012 - 12/08/2012	0.95	0.99	0.95	0.94
50	12/09/2012 - 12/15/2012	0.95	0.99	0.95	0.95
51	12/16/2012 - 12/22/2012	0.95	0.99	0.95	0.95
52	12/23/2012 - 12/29/2012	0.95	1.00	0.95	0.95
53	12/30/2012 - 12/31/2012	0.95	1.00	0.95	0.95

2012 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 87 - MIAMI-DADE

WEEK	DATES	8717 SR A1A, 886	8718 SR 9	8719 SR 973, 989	8720 SR 874 / SR 878
1	01/01/2012 - 01/07/2012	0.96	0.96	0.98	1.00
2	01/08/2012 - 01/14/2012	0.96	0.96	0.98	1.00
3	01/15/2012 - 01/21/2012	0.96	0.96	0.98	1.00
4	01/22/2012 - 01/28/2012	0.96	0.96	0.99	1.00
5	01/29/2012 - 02/04/2012	0.96	0.96	0.99	1.00
6	02/05/2012 - 02/11/2012	0.96	0.96	1.00	1.00
7	02/12/2012 - 02/18/2012	0.96	0.97	1.00	1.00
8	02/19/2012 - 02/25/2012	0.96	0.96	0.99	1.00
9	02/26/2012 - 03/03/2012	0.96	0.95	0.99	1.00
10	03/04/2012 - 03/10/2012	0.96	0.95	0.98	1.00
11	03/11/2012 - 03/17/2012	0.96	0.94	0.97	1.00
12	03/18/2012 - 03/24/2012	0.96	0.94	0.97	1.00
13	03/25/2012 - 03/31/2012	0.96	0.93	0.97	1.00
14	04/01/2012 - 04/07/2012	0.96	0.93	0.97	1.00
15	04/08/2012 - 04/14/2012	0.96	0.92	0.98	1.00
16	04/15/2012 - 04/21/2012	0.96	0.92	0.98	1.00
17	04/22/2012 - 04/28/2012	0.96	0.92	0.98	1.00
18	04/29/2012 - 05/05/2012	0.96	0.93	0.98	1.00
19	05/06/2012 - 05/12/2012	0.96	0.94	0.98	1.00
20	05/13/2012 - 05/19/2012	0.96	0.94	0.98	1.00
21	05/20/2012 - 05/26/2012	0.96	0.94	0.98	1.00
22	05/27/2012 - 06/02/2012	0.96	0.94	0.99	1.00
23	06/03/2012 - 06/09/2012	0.96	0.94	0.99	1.00
24	06/10/2012 - 06/16/2012	0.96	0.94	0.99	1.00
25	06/17/2012 - 06/23/2012	0.96	0.94	0.99	1.00
26	06/24/2012 - 06/30/2012	0.96	0.94	0.99	1.00
27	07/01/2012 - 07/07/2012	0.96	0.94	0.99	1.00
28	07/08/2012 - 07/14/2012	0.96	0.94	0.99	1.00
29	07/15/2012 - 07/21/2012	0.96	0.94	0.99	1.00
30	07/22/2012 - 07/28/2012	0.96	0.92	1.00	1.00
31	07/29/2012 - 08/04/2012	0.96	0.90	1.00	1.00
32	08/05/2012 - 08/11/2012	0.96	0.88	1.00	1.00
33	08/12/2012 - 08/18/2012	0.96	0.86	1.00	1.00
34	08/19/2012 - 08/25/2012	0.96	0.88	1.00	1.00
35	08/26/2012 - 09/01/2012	0.96	0.90	1.00	1.00
36	09/02/2012 - 09/08/2012	0.96	0.92	1.00	1.00
37	09/09/2012 - 09/15/2012	0.96	0.94	1.00	1.00
38	09/16/2012 - 09/22/2012	0.96	0.94	1.00	1.00
39	09/23/2012 - 09/29/2012	0.96	0.94	1.00	1.00
40	09/30/2012 - 10/06/2012	0.96	0.94	0.99	1.00
41	10/07/2012 - 10/13/2012	0.96	0.94	0.99	1.00
42	10/14/2012 - 10/20/2012	0.96	0.94	0.99	1.00
43	10/21/2012 - 10/27/2012	0.96	0.95	0.99	1.00
44	10/28/2012 - 11/03/2012	0.96	0.95	0.99	1.00
45	11/04/2012 - 11/10/2012	0.96	0.95	0.99	1.00
46	11/11/2012 - 11/17/2012	0.96	0.95	0.99	1.00
47	11/18/2012 - 11/24/2012	0.96	0.95	0.99	1.00
48	11/25/2012 - 12/01/2012	0.96	0.95	0.99	1.00
49	12/02/2012 - 12/08/2012	0.96	0.95	0.99	1.00
50	12/09/2012 - 12/15/2012	0.96	0.95	0.99	1.00
51	12/16/2012 - 12/22/2012	0.96	0.95	0.99	1.00
52	12/23/2012 - 12/29/2012	0.96	0.95	0.98	1.00
53	12/30/2012 - 12/31/2012	0.96	0.96	0.98	1.00

2012 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 87 - MIAMI-DADE

WEEK	DATES	8721 SR 916	8722 SR 847	8723 SR 817	8724 SR 860, 852
1	01/01/2012 - 01/07/2012	0.99	0.97	0.97	0.96
2	01/08/2012 - 01/14/2012	0.99	0.97	0.97	0.96
3	01/15/2012 - 01/21/2012	0.99	0.97	0.97	0.96
4	01/22/2012 - 01/28/2012	0.99	0.97	0.97	0.96
5	01/29/2012 - 02/04/2012	0.98	0.97	0.97	0.96
6	02/05/2012 - 02/11/2012	0.98	0.97	0.97	0.96
7	02/12/2012 - 02/18/2012	0.97	0.97	0.97	0.96
8	02/19/2012 - 02/25/2012	0.98	0.97	0.97	0.96
9	02/26/2012 - 03/03/2012	0.98	0.97	0.97	0.96
10	03/04/2012 - 03/10/2012	0.99	0.97	0.97	0.96
11	03/11/2012 - 03/17/2012	0.99	0.97	0.97	0.96
12	03/18/2012 - 03/24/2012	0.99	0.97	0.97	0.96
13	03/25/2012 - 03/31/2012	0.99	0.97	0.97	0.96
14	04/01/2012 - 04/07/2012	0.99	0.97	0.97	0.96
15	04/08/2012 - 04/14/2012	0.99	0.97	0.97	0.96
16	04/15/2012 - 04/21/2012	0.99	0.97	0.97	0.96
17	04/22/2012 - 04/28/2012	0.99	0.97	0.97	0.96
18	04/29/2012 - 05/05/2012	0.99	0.97	0.97	0.96
19	05/06/2012 - 05/12/2012	0.99	0.97	0.97	0.96
20	05/13/2012 - 05/19/2012	0.99	0.97	0.97	0.96
21	05/20/2012 - 05/26/2012	0.99	0.97	0.97	0.96
22	05/27/2012 - 06/02/2012	0.99	0.97	0.97	0.96
23	06/03/2012 - 06/09/2012	0.99	0.97	0.97	0.96
24	06/10/2012 - 06/16/2012	0.99	0.97	0.97	0.96
25	06/17/2012 - 06/23/2012	0.99	0.97	0.97	0.96
26	06/24/2012 - 06/30/2012	0.99	0.97	0.97	0.96
27	07/01/2012 - 07/07/2012	0.99	0.97	0.97	0.96
28	07/08/2012 - 07/14/2012	0.99	0.97	0.97	0.96
29	07/15/2012 - 07/21/2012	0.99	0.97	0.97	0.96
30	07/22/2012 - 07/28/2012	0.99	0.97	0.97	0.96
31	07/29/2012 - 08/04/2012	0.99	0.97	0.97	0.96
32	08/05/2012 - 08/11/2012	0.99	0.97	0.97	0.96
33	08/12/2012 - 08/18/2012	0.99	0.97	0.97	0.96
34	08/19/2012 - 08/25/2012	0.99	0.97	0.97	0.96
35	08/26/2012 - 09/01/2012	0.99	0.97	0.97	0.96
36	09/02/2012 - 09/08/2012	0.99	0.97	0.97	0.96
37	09/09/2012 - 09/15/2012	0.99	0.97	0.97	0.96
38	09/16/2012 - 09/22/2012	0.99	0.97	0.97	0.96
39	09/23/2012 - 09/29/2012	0.99	0.97	0.97	0.96
40	09/30/2012 - 10/06/2012	0.99	0.97	0.97	0.96
41	10/07/2012 - 10/13/2012	0.99	0.97	0.97	0.96
42	10/14/2012 - 10/20/2012	0.99	0.97	0.97	0.96
43	10/21/2012 - 10/27/2012	0.99	0.97	0.97	0.96
44	10/28/2012 - 11/03/2012	0.99	0.97	0.97	0.96
45	11/04/2012 - 11/10/2012	0.99	0.97	0.97	0.96
46	11/11/2012 - 11/17/2012	0.99	0.97	0.97	0.96
47	11/18/2012 - 11/24/2012	0.99	0.97	0.97	0.96
48	11/25/2012 - 12/01/2012	0.99	0.97	0.97	0.96
49	12/02/2012 - 12/08/2012	0.99	0.97	0.97	0.96
50	12/09/2012 - 12/15/2012	0.99	0.97	0.97	0.96
51	12/16/2012 - 12/22/2012	0.99	0.97	0.97	0.96
52	12/23/2012 - 12/29/2012	0.99	0.97	0.97	0.96
53	12/30/2012 - 12/31/2012	0.99	0.97	0.97	0.96

2012 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 87 - MIAMI-DADE

WEEK	DATES	8725 SR 969	8726 SR 909, 915	8727 SR 907	8728 SR 932
1	01/01/2012 - 01/07/2012	0.98	1.00	0.96	0.99
2	01/08/2012 - 01/14/2012	0.98	0.99	0.96	0.99
3	01/15/2012 - 01/21/2012	0.98	0.99	0.96	0.99
4	01/22/2012 - 01/28/2012	0.98	0.99	0.96	0.99
5	01/29/2012 - 02/04/2012	0.98	0.99	0.96	0.99
6	02/05/2012 - 02/11/2012	0.98	1.00	0.96	0.99
7	02/12/2012 - 02/18/2012	0.98	1.00	0.96	0.99
8	02/19/2012 - 02/25/2012	0.98	1.00	0.96	0.99
9	02/26/2012 - 03/03/2012	0.98	1.00	0.96	0.99
10	03/04/2012 - 03/10/2012	0.98	1.00	0.96	0.99
11	03/11/2012 - 03/17/2012	0.98	1.00	0.96	0.99
12	03/18/2012 - 03/24/2012	0.98	1.00	0.96	0.99
13	03/25/2012 - 03/31/2012	0.98	1.00	0.96	0.99
14	04/01/2012 - 04/07/2012	0.98	1.00	0.96	0.99
15	04/08/2012 - 04/14/2012	0.98	1.00	0.96	0.99
16	04/15/2012 - 04/21/2012	0.98	1.00	0.96	0.99
17	04/22/2012 - 04/28/2012	0.98	1.00	0.96	0.99
18	04/29/2012 - 05/05/2012	0.98	0.99	0.96	0.99
19	05/06/2012 - 05/12/2012	0.98	0.99	0.96	0.99
20	05/13/2012 - 05/19/2012	0.98	0.99	0.96	0.99
21	05/20/2012 - 05/26/2012	0.98	0.99	0.96	0.99
22	05/27/2012 - 06/02/2012	0.98	0.99	0.96	0.99
23	06/03/2012 - 06/09/2012	0.98	1.00	0.96	0.99
24	06/10/2012 - 06/16/2012	0.98	1.00	0.96	0.99
25	06/17/2012 - 06/23/2012	0.98	1.00	0.96	0.99
26	06/24/2012 - 06/30/2012	0.98	1.00	0.96	0.99
27	07/01/2012 - 07/07/2012	0.98	1.00	0.96	0.99
28	07/08/2012 - 07/14/2012	0.98	1.00	0.96	0.99
29	07/15/2012 - 07/21/2012	0.98	1.00	0.96	0.99
30	07/22/2012 - 07/28/2012	0.98	1.00	0.96	0.99
31	07/29/2012 - 08/04/2012	0.98	1.00	0.96	0.99
32	08/05/2012 - 08/11/2012	0.98	1.00	0.96	0.99
33	08/12/2012 - 08/18/2012	0.98	1.00	0.96	0.99
34	08/19/2012 - 08/25/2012	0.98	1.00	0.96	0.99
35	08/26/2012 - 09/01/2012	0.98	1.00	0.96	0.99
36	09/02/2012 - 09/08/2012	0.98	1.00	0.96	0.99
37	09/09/2012 - 09/15/2012	0.98	1.00	0.96	0.99
38	09/16/2012 - 09/22/2012	0.98	1.00	0.96	0.99
39	09/23/2012 - 09/29/2012	0.98	1.00	0.96	0.99
40	09/30/2012 - 10/06/2012	0.98	1.00	0.96	0.99
41	10/07/2012 - 10/13/2012	0.98	1.00	0.96	0.99
42	10/14/2012 - 10/20/2012	0.98	1.00	0.96	0.99
43	10/21/2012 - 10/27/2012	0.98	1.00	0.96	0.99
44	10/28/2012 - 11/03/2012	0.98	1.00	0.96	0.99
45	11/04/2012 - 11/10/2012	0.98	1.00	0.96	0.99
46	11/11/2012 - 11/17/2012	0.98	1.00	0.96	0.99
47	11/18/2012 - 11/24/2012	0.98	1.00	0.96	0.99
48	11/25/2012 - 12/01/2012	0.98	1.00	0.96	0.99
49	12/02/2012 - 12/08/2012	0.98	1.00	0.96	0.99
50	12/09/2012 - 12/15/2012	0.98	1.00	0.96	0.99
51	12/16/2012 - 12/22/2012	0.98	1.00	0.96	0.99
52	12/23/2012 - 12/29/2012	0.98	0.99	0.96	0.99
53	12/30/2012 - 12/31/2012	0.98	0.99	0.96	0.99

2012 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 87 - MIAMI-DADE

WEEK	DATES	8729 SR 990,992,994	8730 SR 976	8731 SR924,NW138ST,135ST	8732 SR 968
1	01/01/2012 - 01/07/2012	0.99	1.00	0.99	0.97
2	01/08/2012 - 01/14/2012	0.99	1.00	0.99	0.97
3	01/15/2012 - 01/21/2012	0.99	1.00	0.99	0.97
4	01/22/2012 - 01/28/2012	0.99	1.00	0.99	0.97
5	01/29/2012 - 02/04/2012	0.99	1.00	0.98	0.97
6	02/05/2012 - 02/11/2012	0.99	0.99	0.98	0.97
7	02/12/2012 - 02/18/2012	0.99	0.99	0.97	0.97
8	02/19/2012 - 02/25/2012	0.99	0.99	0.97	0.97
9	02/26/2012 - 03/03/2012	0.99	0.99	0.98	0.98
10	03/04/2012 - 03/10/2012	0.99	0.98	0.98	0.98
11	03/11/2012 - 03/17/2012	0.99	0.98	0.98	0.98
12	03/18/2012 - 03/24/2012	0.99	0.98	0.99	0.98
13	03/25/2012 - 03/31/2012	0.99	0.98	0.99	0.98
14	04/01/2012 - 04/07/2012	0.99	0.98	0.99	0.98
15	04/08/2012 - 04/14/2012	0.99	0.98	1.00	0.98
16	04/15/2012 - 04/21/2012	0.99	0.99	1.00	0.98
17	04/22/2012 - 04/28/2012	0.99	0.99	1.00	0.98
18	04/29/2012 - 05/05/2012	0.99	0.99	0.99	0.98
19	05/06/2012 - 05/12/2012	0.99	0.99	0.99	0.98
20	05/13/2012 - 05/19/2012	0.99	0.99	0.98	0.98
21	05/20/2012 - 05/26/2012	0.99	0.99	0.98	0.98
22	05/27/2012 - 06/02/2012	0.99	0.99	0.98	0.98
23	06/03/2012 - 06/09/2012	0.99	0.99	0.97	0.98
24	06/10/2012 - 06/16/2012	0.99	0.99	0.97	0.98
25	06/17/2012 - 06/23/2012	0.99	0.99	0.97	0.98
26	06/24/2012 - 06/30/2012	0.99	0.99	0.96	0.98
27	07/01/2012 - 07/07/2012	0.99	0.99	0.96	0.98
28	07/08/2012 - 07/14/2012	0.99	0.99	0.95	0.98
29	07/15/2012 - 07/21/2012	0.99	0.99	0.95	0.97
30	07/22/2012 - 07/28/2012	0.99	0.99	0.95	0.97
31	07/29/2012 - 08/04/2012	0.99	0.99	0.95	0.97
32	08/05/2012 - 08/11/2012	0.99	0.99	0.95	0.97
33	08/12/2012 - 08/18/2012	0.99	0.99	0.96	0.97
34	08/19/2012 - 08/25/2012	0.99	0.99	0.96	0.97
35	08/26/2012 - 09/01/2012	0.99	0.99	0.96	0.97
36	09/02/2012 - 09/08/2012	0.99	0.99	0.96	0.97
37	09/09/2012 - 09/15/2012	0.99	1.00	0.96	0.97
38	09/16/2012 - 09/22/2012	0.99	1.00	0.96	0.97
39	09/23/2012 - 09/29/2012	0.99	1.00	0.97	0.97
40	09/30/2012 - 10/06/2012	0.99	1.00	0.97	0.97
41	10/07/2012 - 10/13/2012	0.99	1.00	0.97	0.97
42	10/14/2012 - 10/20/2012	0.99	1.00	0.97	0.97
43	10/21/2012 - 10/27/2012	0.99	1.00	0.97	0.97
44	10/28/2012 - 11/03/2012	0.99	1.00	0.98	0.97
45	11/04/2012 - 11/10/2012	0.99	1.00	0.98	0.97
46	11/11/2012 - 11/17/2012	0.99	1.00	0.98	0.97
47	11/18/2012 - 11/24/2012	0.99	1.00	0.98	0.97
48	11/25/2012 - 12/01/2012	0.99	1.00	0.98	0.97
49	12/02/2012 - 12/08/2012	0.99	1.00	0.98	0.97
50	12/09/2012 - 12/15/2012	0.99	1.00	0.99	0.97
51	12/16/2012 - 12/22/2012	0.99	1.00	0.99	0.97
52	12/23/2012 - 12/29/2012	0.99	1.00	0.99	0.97
53	12/30/2012 - 12/31/2012	0.99	1.00	0.99	0.97

2012 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 87 - MIAMI-DADE

WEEK	DATES	8733 SR 972	8734 SR 959	8735 SR 922	8736 SR 825, 985
1	01/01/2012 - 01/07/2012	0.99	0.97	0.99	0.99
2	01/08/2012 - 01/14/2012	0.99	0.97	0.99	0.99
3	01/15/2012 - 01/21/2012	0.99	0.97	0.99	0.99
4	01/22/2012 - 01/28/2012	0.99	0.97	0.99	0.99
5	01/29/2012 - 02/04/2012	0.99	0.97	0.99	0.99
6	02/05/2012 - 02/11/2012	0.99	0.97	0.99	0.99
7	02/12/2012 - 02/18/2012	1.00	0.97	0.99	0.99
8	02/19/2012 - 02/25/2012	1.00	0.98	0.99	0.99
9	02/26/2012 - 03/03/2012	1.00	0.98	0.99	0.99
10	03/04/2012 - 03/10/2012	1.00	0.98	0.99	0.99
11	03/11/2012 - 03/17/2012	1.00	0.98	0.99	0.99
12	03/18/2012 - 03/24/2012	1.00	0.98	0.99	0.99
13	03/25/2012 - 03/31/2012	1.00	0.99	0.99	0.99
14	04/01/2012 - 04/07/2012	1.00	0.99	0.99	0.99
15	04/08/2012 - 04/14/2012	1.00	0.99	0.99	0.99
16	04/15/2012 - 04/21/2012	1.00	0.99	0.99	0.99
17	04/22/2012 - 04/28/2012	1.00	0.99	0.99	0.99
18	04/29/2012 - 05/05/2012	1.00	1.00	0.99	0.99
19	05/06/2012 - 05/12/2012	1.00	1.00	0.99	0.99
20	05/13/2012 - 05/19/2012	1.00	1.00	0.99	0.99
21	05/20/2012 - 05/26/2012	1.00	1.00	0.99	0.99
22	05/27/2012 - 06/02/2012	1.00	1.00	0.99	0.99
23	06/03/2012 - 06/09/2012	1.00	1.00	0.99	0.99
24	06/10/2012 - 06/16/2012	1.00	1.00	0.99	0.99
25	06/17/2012 - 06/23/2012	1.00	0.99	0.99	0.99
26	06/24/2012 - 06/30/2012	1.00	0.99	0.99	0.99
27	07/01/2012 - 07/07/2012	1.00	0.99	0.99	0.99
28	07/08/2012 - 07/14/2012	1.00	0.99	0.99	0.99
29	07/15/2012 - 07/21/2012	1.00	0.99	0.99	0.99
30	07/22/2012 - 07/28/2012	1.00	0.99	0.99	0.99
31	07/29/2012 - 08/04/2012	1.00	0.99	0.99	0.99
32	08/05/2012 - 08/11/2012	1.00	0.99	0.99	0.99
33	08/12/2012 - 08/18/2012	0.99	0.99	0.99	0.99
34	08/19/2012 - 08/25/2012	0.99	0.99	0.99	0.99
35	08/26/2012 - 09/01/2012	0.99	0.98	0.99	0.99
36	09/02/2012 - 09/08/2012	0.99	0.98	0.99	0.99
37	09/09/2012 - 09/15/2012	0.99	0.98	0.99	0.99
38	09/16/2012 - 09/22/2012	0.99	0.98	0.99	0.99
39	09/23/2012 - 09/29/2012	0.99	0.98	0.99	0.99
40	09/30/2012 - 10/06/2012	0.99	0.98	0.99	0.99
41	10/07/2012 - 10/13/2012	0.99	0.98	0.99	0.99
42	10/14/2012 - 10/20/2012	0.99	0.98	0.99	0.99
43	10/21/2012 - 10/27/2012	0.99	0.98	0.99	0.99
44	10/28/2012 - 11/03/2012	0.99	0.97	0.99	0.99
45	11/04/2012 - 11/10/2012	0.99	0.97	0.99	0.99
46	11/11/2012 - 11/17/2012	0.99	0.97	0.99	0.99
47	11/18/2012 - 11/24/2012	0.99	0.97	0.99	0.99
48	11/25/2012 - 12/01/2012	0.99	0.97	0.99	0.99
49	12/02/2012 - 12/08/2012	0.99	0.97	0.99	0.99
50	12/09/2012 - 12/15/2012	0.99	0.97	0.99	0.99
51	12/16/2012 - 12/22/2012	0.99	0.97	0.99	0.99
52	12/23/2012 - 12/29/2012	0.99	0.97	0.99	0.99
53	12/30/2012 - 12/31/2012	0.99	0.97	0.99	0.99

2012 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 87 - MIAMI-DADE

WEEK	DATES	8737 SR 934	8738 SR 7/US 441, SR 933	8739 SR 25/OKEECHOBEE	8740 SR 826, 856 (BEACH)
1	01/01/2012 - 01/07/2012	0.94	1.00	0.89	0.99
2	01/08/2012 - 01/14/2012	0.94	1.00	0.90	0.99
3	01/15/2012 - 01/21/2012	0.94	1.00	0.91	0.99
4	01/22/2012 - 01/28/2012	0.94	0.97	0.90	0.99
5	01/29/2012 - 02/04/2012	0.94	0.93	0.90	0.99
6	02/05/2012 - 02/11/2012	0.95	0.89	0.89	0.99
7	02/12/2012 - 02/18/2012	0.95	0.86	0.89	0.99
8	02/19/2012 - 02/25/2012	0.95	0.87	0.89	0.99
9	02/26/2012 - 03/03/2012	0.95	0.89	0.89	0.99
10	03/04/2012 - 03/10/2012	0.95	0.90	0.90	0.99
11	03/11/2012 - 03/17/2012	0.96	0.92	0.90	0.99
12	03/18/2012 - 03/24/2012	0.96	0.93	0.90	0.99
13	03/25/2012 - 03/31/2012	0.96	0.94	0.90	0.99
14	04/01/2012 - 04/07/2012	0.96	0.96	0.89	0.99
15	04/08/2012 - 04/14/2012	0.96	0.97	0.89	0.99
16	04/15/2012 - 04/21/2012	0.97	0.99	0.89	0.99
17	04/22/2012 - 04/28/2012	0.96	0.99	0.89	0.99
18	04/29/2012 - 05/05/2012	0.96	0.99	0.89	0.99
19	05/06/2012 - 05/12/2012	0.96	0.99	0.89	0.99
20	05/13/2012 - 05/19/2012	0.96	0.99	0.89	0.99
21	05/20/2012 - 05/26/2012	0.96	0.99	0.89	0.99
22	05/27/2012 - 06/02/2012	0.96	0.99	0.89	0.99
23	06/03/2012 - 06/09/2012	0.96	0.99	0.89	0.99
24	06/10/2012 - 06/16/2012	0.96	0.99	0.89	0.99
25	06/17/2012 - 06/23/2012	0.96	0.99	0.89	0.99
26	06/24/2012 - 06/30/2012	0.96	0.99	0.89	0.99
27	07/01/2012 - 07/07/2012	0.96	0.99	0.89	0.99
28	07/08/2012 - 07/14/2012	0.96	0.99	0.89	0.99
29	07/15/2012 - 07/21/2012	0.96	0.99	0.89	0.99
30	07/22/2012 - 07/28/2012	0.96	0.99	0.89	0.99
31	07/29/2012 - 08/04/2012	0.95	0.99	0.89	0.99
32	08/05/2012 - 08/11/2012	0.95	0.99	0.89	0.99
33	08/12/2012 - 08/18/2012	0.95	0.99	0.89	0.99
34	08/19/2012 - 08/25/2012	0.95	0.99	0.90	0.99
35	08/26/2012 - 09/01/2012	0.95	0.99	0.90	0.99
36	09/02/2012 - 09/08/2012	0.95	0.99	0.91	0.99
37	09/09/2012 - 09/15/2012	0.95	0.99	0.92	0.99
38	09/16/2012 - 09/22/2012	0.95	0.99	0.91	0.99
39	09/23/2012 - 09/29/2012	0.95	1.00	0.91	0.99
40	09/30/2012 - 10/06/2012	0.95	1.00	0.90	0.99
41	10/07/2012 - 10/13/2012	0.95	1.00	0.90	0.99
42	10/14/2012 - 10/20/2012	0.95	1.00	0.89	0.99
43	10/21/2012 - 10/27/2012	0.95	1.00	0.89	0.99
44	10/28/2012 - 11/03/2012	0.95	1.00	0.89	0.99
45	11/04/2012 - 11/10/2012	0.95	1.00	0.89	0.99
46	11/11/2012 - 11/17/2012	0.94	1.00	0.89	0.99
47	11/18/2012 - 11/24/2012	0.94	1.00	0.89	0.99
48	11/25/2012 - 12/01/2012	0.94	1.00	0.89	0.99
49	12/02/2012 - 12/08/2012	0.94	1.00	0.89	0.99
50	12/09/2012 - 12/15/2012	0.94	1.00	0.89	0.99
51	12/16/2012 - 12/22/2012	0.94	1.00	0.90	0.99
52	12/23/2012 - 12/29/2012	0.94	1.00	0.90	0.99
53	12/30/2012 - 12/31/2012	0.94	1.00	0.91	0.99

2012 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 87 - MIAMI-DADE

WEEK	DATES	8741 SR 90/US-41/TAMIAMI	8742 SR 953	8743 RAMPS ON SR-112-AIRPORT E	8744 RAMPS ON SR-112 JULIA TUT
1	01/01/2012 - 01/07/2012	0.99	0.97	0.96	0.99
2	01/08/2012 - 01/14/2012	0.97	0.97	0.96	0.99
3	01/15/2012 - 01/21/2012	0.96	0.97	0.96	0.99
4	01/22/2012 - 01/28/2012	0.97	0.97	0.96	0.99
5	01/29/2012 - 02/04/2012	0.98	0.97	0.96	0.99
6	02/05/2012 - 02/11/2012	0.99	0.97	0.96	0.99
7	02/12/2012 - 02/18/2012	1.00	0.98	0.96	0.99
8	02/19/2012 - 02/25/2012	0.99	0.98	0.96	0.99
9	02/26/2012 - 03/03/2012	0.99	0.98	0.96	0.99
10	03/04/2012 - 03/10/2012	0.99	0.98	0.96	0.99
11	03/11/2012 - 03/17/2012	0.99	0.99	0.96	0.99
12	03/18/2012 - 03/24/2012	0.99	0.99	0.96	0.99
13	03/25/2012 - 03/31/2012	0.99	0.99	0.96	0.99
14	04/01/2012 - 04/07/2012	0.98	0.99	0.96	0.99
15	04/08/2012 - 04/14/2012	0.98	0.98	0.96	0.99
16	04/15/2012 - 04/21/2012	0.98	0.98	0.96	0.99
17	04/22/2012 - 04/28/2012	0.98	0.98	0.96	0.99
18	04/29/2012 - 05/05/2012	0.99	0.98	0.96	0.99
19	05/06/2012 - 05/12/2012	0.99	0.98	0.96	0.99
20	05/13/2012 - 05/19/2012	0.99	0.98	0.96	0.99
21	05/20/2012 - 05/26/2012	0.99	0.98	0.96	0.99
22	05/27/2012 - 06/02/2012	0.98	0.98	0.96	0.99
23	06/03/2012 - 06/09/2012	0.98	0.98	0.96	0.99
24	06/10/2012 - 06/16/2012	0.98	0.98	0.96	0.99
25	06/17/2012 - 06/23/2012	0.98	0.98	0.96	0.99
26	06/24/2012 - 06/30/2012	0.98	0.98	0.96	0.99
27	07/01/2012 - 07/07/2012	0.98	0.98	0.96	0.99
28	07/08/2012 - 07/14/2012	0.99	0.98	0.96	0.99
29	07/15/2012 - 07/21/2012	0.99	0.98	0.96	0.99
30	07/22/2012 - 07/28/2012	0.99	0.98	0.96	0.99
31	07/29/2012 - 08/04/2012	0.99	0.98	0.96	0.99
32	08/05/2012 - 08/11/2012	0.99	0.98	0.96	0.99
33	08/12/2012 - 08/18/2012	0.99	0.98	0.96	0.99
34	08/19/2012 - 08/25/2012	0.99	0.97	0.96	0.99
35	08/26/2012 - 09/01/2012	0.99	0.97	0.96	0.99
36	09/02/2012 - 09/08/2012	0.99	0.97	0.96	0.99
37	09/09/2012 - 09/15/2012	0.99	0.97	0.96	0.99
38	09/16/2012 - 09/22/2012	0.99	0.97	0.96	0.99
39	09/23/2012 - 09/29/2012	0.99	0.97	0.96	0.99
40	09/30/2012 - 10/06/2012	0.99	0.97	0.96	0.99
41	10/07/2012 - 10/13/2012	0.99	0.97	0.96	0.99
42	10/14/2012 - 10/20/2012	0.99	0.97	0.96	0.99
43	10/21/2012 - 10/27/2012	0.99	0.97	0.96	0.99
44	10/28/2012 - 11/03/2012	0.99	0.97	0.96	0.99
45	11/04/2012 - 11/10/2012	0.99	0.97	0.96	0.99
46	11/11/2012 - 11/17/2012	0.99	0.97	0.96	0.99
47	11/18/2012 - 11/24/2012	0.99	0.97	0.96	0.99
48	11/25/2012 - 12/01/2012	0.99	0.97	0.96	0.99
49	12/02/2012 - 12/08/2012	0.99	0.97	0.96	0.99
50	12/09/2012 - 12/15/2012	0.99	0.97	0.96	0.99
51	12/16/2012 - 12/22/2012	0.98	0.97	0.96	0.99
52	12/23/2012 - 12/29/2012	0.97	0.97	0.96	0.99
53	12/30/2012 - 12/31/2012	0.96	0.97	0.96	0.99

2012 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 87 - MIAMI-DADE

WEEK	DATES	8745 RAMPS ON SR-874 S DADE EX	8746 RAMPS ON SR-970 DWTN DIST	8747 RAMPS ON SR-878 SNAPPER C	8748 RAMPS ON SR-907 ALTON RD
1	01/01/2012 - 01/07/2012	0.98	0.94	1.00	0.96
2	01/08/2012 - 01/14/2012	0.98	0.94	1.00	0.96
3	01/15/2012 - 01/21/2012	0.98	0.94	1.00	0.96
4	01/22/2012 - 01/28/2012	0.98	0.94	1.00	0.96
5	01/29/2012 - 02/04/2012	0.98	0.94	1.00	0.96
6	02/05/2012 - 02/11/2012	0.98	0.95	1.00	0.96
7	02/12/2012 - 02/18/2012	0.98	0.95	1.00	0.96
8	02/19/2012 - 02/25/2012	0.98	0.95	1.00	0.96
9	02/26/2012 - 03/03/2012	0.98	0.95	1.00	0.96
10	03/04/2012 - 03/10/2012	0.98	0.96	1.00	0.96
11	03/11/2012 - 03/17/2012	0.98	0.96	1.00	0.96
12	03/18/2012 - 03/24/2012	0.98	0.96	1.00	0.96
13	03/25/2012 - 03/31/2012	0.98	0.96	1.00	0.96
14	04/01/2012 - 04/07/2012	0.98	0.97	1.00	0.96
15	04/08/2012 - 04/14/2012	0.98	0.97	1.00	0.96
16	04/15/2012 - 04/21/2012	0.98	0.97	1.00	0.96
17	04/22/2012 - 04/28/2012	0.98	0.97	1.00	0.96
18	04/29/2012 - 05/05/2012	0.98	0.97	1.00	0.96
19	05/06/2012 - 05/12/2012	0.98	0.98	1.00	0.96
20	05/13/2012 - 05/19/2012	0.98	0.98	1.00	0.96
21	05/20/2012 - 05/26/2012	0.98	0.98	1.00	0.96
22	05/27/2012 - 06/02/2012	0.98	0.98	1.00	0.96
23	06/03/2012 - 06/09/2012	0.98	0.98	1.00	0.96
24	06/10/2012 - 06/16/2012	0.98	0.98	1.00	0.96
25	06/17/2012 - 06/23/2012	0.98	0.98	1.00	0.96
26	06/24/2012 - 06/30/2012	0.98	0.99	1.00	0.96
27	07/01/2012 - 07/07/2012	0.98	0.99	1.00	0.96
28	07/08/2012 - 07/14/2012	0.98	0.99	1.00	0.96
29	07/15/2012 - 07/21/2012	0.98	0.99	1.00	0.96
30	07/22/2012 - 07/28/2012	0.98	0.99	1.00	0.96
31	07/29/2012 - 08/04/2012	0.98	0.99	1.00	0.96
32	08/05/2012 - 08/11/2012	0.98	0.98	1.00	0.96
33	08/12/2012 - 08/18/2012	0.98	0.98	1.00	0.96
34	08/19/2012 - 08/25/2012	0.98	0.98	1.00	0.96
35	08/26/2012 - 09/01/2012	0.98	0.98	1.00	0.96
36	09/02/2012 - 09/08/2012	0.98	0.98	1.00	0.96
37	09/09/2012 - 09/15/2012	0.98	0.97	1.00	0.96
38	09/16/2012 - 09/22/2012	0.98	0.97	1.00	0.96
39	09/23/2012 - 09/29/2012	0.98	0.97	1.00	0.96
40	09/30/2012 - 10/06/2012	0.98	0.97	1.00	0.96
41	10/07/2012 - 10/13/2012	0.98	0.96	1.00	0.96
42	10/14/2012 - 10/20/2012	0.98	0.96	1.00	0.96
43	10/21/2012 - 10/27/2012	0.98	0.96	1.00	0.96
44	10/28/2012 - 11/03/2012	0.98	0.96	1.00	0.96
45	11/04/2012 - 11/10/2012	0.98	0.96	1.00	0.96
46	11/11/2012 - 11/17/2012	0.98	0.95	1.00	0.96
47	11/18/2012 - 11/24/2012	0.98	0.95	1.00	0.96
48	11/25/2012 - 12/01/2012	0.98	0.95	1.00	0.96
49	12/02/2012 - 12/08/2012	0.98	0.95	1.00	0.96
50	12/09/2012 - 12/15/2012	0.98	0.95	1.00	0.96
51	12/16/2012 - 12/22/2012	0.98	0.94	1.00	0.96
52	12/23/2012 - 12/29/2012	0.98	0.94	1.00	0.96
53	12/30/2012 - 12/31/2012	0.98	0.94	1.00	0.96

2012 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 87 - MIAMI-DADE

WEEK	DATES	8749 RAMPS ON SR-973 GALLOWAY	8750 RAMPS ON SR-997 KROME AVE	8751 RAMPS ON SR-93 I-75	8752 RAMPS ON SR-934 HIALEAH C
1	01/01/2012 - 01/07/2012	0.98	0.94	0.95	0.94
2	01/08/2012 - 01/14/2012	0.98	0.94	0.95	0.94
3	01/15/2012 - 01/21/2012	0.98	0.94	0.95	0.94
4	01/22/2012 - 01/28/2012	0.98	0.93	0.95	0.94
5	01/29/2012 - 02/04/2012	0.98	0.92	0.95	0.94
6	02/05/2012 - 02/11/2012	0.98	0.91	0.95	0.94
7	02/12/2012 - 02/18/2012	0.98	0.90	0.95	0.94
8	02/19/2012 - 02/25/2012	0.98	0.90	0.95	0.94
9	02/26/2012 - 03/03/2012	0.98	0.89	0.95	0.94
10	03/04/2012 - 03/10/2012	0.98	0.88	0.95	0.94
11	03/11/2012 - 03/17/2012	0.98	0.87	0.95	0.94
12	03/18/2012 - 03/24/2012	0.98	0.87	0.95	0.94
13	03/25/2012 - 03/31/2012	0.98	0.87	0.95	0.94
14	04/01/2012 - 04/07/2012	0.98	0.88	0.95	0.94
15	04/08/2012 - 04/14/2012	0.98	0.88	0.95	0.94
16	04/15/2012 - 04/21/2012	0.98	0.88	0.95	0.94
17	04/22/2012 - 04/28/2012	0.98	0.88	0.95	0.94
18	04/29/2012 - 05/05/2012	0.98	0.89	0.95	0.94
19	05/06/2012 - 05/12/2012	0.98	0.89	0.95	0.94
20	05/13/2012 - 05/19/2012	0.98	0.89	0.95	0.94
21	05/20/2012 - 05/26/2012	0.98	0.89	0.95	0.94
22	05/27/2012 - 06/02/2012	0.98	0.89	0.95	0.94
23	06/03/2012 - 06/09/2012	0.98	0.89	0.95	0.94
24	06/10/2012 - 06/16/2012	0.98	0.90	0.95	0.94
25	06/17/2012 - 06/23/2012	0.98	0.90	0.95	0.94
26	06/24/2012 - 06/30/2012	0.98	0.90	0.95	0.94
27	07/01/2012 - 07/07/2012	0.98	0.90	0.95	0.94
28	07/08/2012 - 07/14/2012	0.98	0.90	0.95	0.94
29	07/15/2012 - 07/21/2012	0.98	0.90	0.95	0.94
30	07/22/2012 - 07/28/2012	0.98	0.91	0.95	0.94
31	07/29/2012 - 08/04/2012	0.98	0.91	0.95	0.94
32	08/05/2012 - 08/11/2012	0.98	0.91	0.95	0.94
33	08/12/2012 - 08/18/2012	0.98	0.91	0.95	0.94
34	08/19/2012 - 08/25/2012	0.98	0.91	0.95	0.94
35	08/26/2012 - 09/01/2012	0.98	0.91	0.95	0.94
36	09/02/2012 - 09/08/2012	0.98	0.91	0.95	0.94
37	09/09/2012 - 09/15/2012	0.98	0.92	0.95	0.94
38	09/16/2012 - 09/22/2012	0.98	0.92	0.95	0.94
39	09/23/2012 - 09/29/2012	0.98	0.92	0.95	0.94
40	09/30/2012 - 10/06/2012	0.98	0.92	0.95	0.94
41	10/07/2012 - 10/13/2012	0.98	0.92	0.95	0.94
42	10/14/2012 - 10/20/2012	0.98	0.92	0.95	0.94
43	10/21/2012 - 10/27/2012	0.98	0.92	0.95	0.94
44	10/28/2012 - 11/03/2012	0.98	0.93	0.95	0.94
45	11/04/2012 - 11/10/2012	0.98	0.93	0.95	0.94
46	11/11/2012 - 11/17/2012	0.98	0.93	0.95	0.94
47	11/18/2012 - 11/24/2012	0.98	0.93	0.95	0.94
48	11/25/2012 - 12/01/2012	0.98	0.93	0.95	0.94
49	12/02/2012 - 12/08/2012	0.98	0.93	0.95	0.94
50	12/09/2012 - 12/15/2012	0.98	0.94	0.95	0.94
51	12/16/2012 - 12/22/2012	0.98	0.94	0.95	0.94
52	12/23/2012 - 12/29/2012	0.98	0.94	0.95	0.94
53	12/30/2012 - 12/31/2012	0.98	0.94	0.95	0.94

2012 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 87 - MIAMI-DADE

WEEK	DATES	8753 RAMPS ON SR-916 / NW 138	8754 RAMPS ON SR-7 US-441	8755 RAMPS ON SR-826 SUNNY ISL	8756 RAMPS ON SR-836/I-395 DOL
1	01/01/2012 - 01/07/2012	0.99	0.99	0.99	0.99
2	01/08/2012 - 01/14/2012	0.99	0.99	0.99	0.99
3	01/15/2012 - 01/21/2012	0.99	0.99	0.99	0.99
4	01/22/2012 - 01/28/2012	0.99	0.99	0.99	0.99
5	01/29/2012 - 02/04/2012	0.99	0.99	0.99	0.99
6	02/05/2012 - 02/11/2012	0.98	0.99	0.99	0.99
7	02/12/2012 - 02/18/2012	0.98	0.99	0.99	0.99
8	02/19/2012 - 02/25/2012	0.98	0.99	0.99	0.99
9	02/26/2012 - 03/03/2012	0.98	0.99	0.99	0.99
10	03/04/2012 - 03/10/2012	0.97	0.99	0.99	0.98
11	03/11/2012 - 03/17/2012	0.97	0.99	0.99	0.98
12	03/18/2012 - 03/24/2012	0.97	0.99	0.99	0.98
13	03/25/2012 - 03/31/2012	0.97	0.99	0.99	0.98
14	04/01/2012 - 04/07/2012	0.97	0.99	0.99	0.97
15	04/08/2012 - 04/14/2012	0.97	0.99	0.99	0.97
16	04/15/2012 - 04/21/2012	0.97	0.99	0.99	0.97
17	04/22/2012 - 04/28/2012	0.97	0.99	0.99	0.98
18	04/29/2012 - 05/05/2012	0.97	0.99	0.99	0.98
19	05/06/2012 - 05/12/2012	0.97	0.99	0.99	0.99
20	05/13/2012 - 05/19/2012	0.97	0.99	0.99	0.99
21	05/20/2012 - 05/26/2012	0.97	0.99	0.99	0.99
22	05/27/2012 - 06/02/2012	0.98	0.99	0.99	0.99
23	06/03/2012 - 06/09/2012	0.98	0.99	0.99	0.99
24	06/10/2012 - 06/16/2012	0.98	0.99	0.99	0.99
25	06/17/2012 - 06/23/2012	0.98	0.99	0.99	0.99
26	06/24/2012 - 06/30/2012	0.98	0.99	0.99	0.99
27	07/01/2012 - 07/07/2012	0.98	0.99	0.99	0.99
28	07/08/2012 - 07/14/2012	0.98	0.99	0.99	0.99
29	07/15/2012 - 07/21/2012	0.98	0.99	0.99	0.99
30	07/22/2012 - 07/28/2012	0.98	0.99	0.99	0.99
31	07/29/2012 - 08/04/2012	0.98	0.99	0.99	0.99
32	08/05/2012 - 08/11/2012	0.98	0.99	0.99	0.99
33	08/12/2012 - 08/18/2012	0.98	0.99	0.99	0.99
34	08/19/2012 - 08/25/2012	0.98	0.99	0.99	0.99
35	08/26/2012 - 09/01/2012	0.98	0.99	0.99	0.99
36	09/02/2012 - 09/08/2012	0.98	0.99	0.99	0.99
37	09/09/2012 - 09/15/2012	0.98	0.99	0.99	0.99
38	09/16/2012 - 09/22/2012	0.98	0.99	0.99	0.99
39	09/23/2012 - 09/29/2012	0.98	0.99	0.99	0.99
40	09/30/2012 - 10/06/2012	0.98	0.99	0.99	0.99
41	10/07/2012 - 10/13/2012	0.98	0.99	0.99	0.99
42	10/14/2012 - 10/20/2012	0.98	0.99	0.99	0.99
43	10/21/2012 - 10/27/2012	0.99	0.99	0.99	0.99
44	10/28/2012 - 11/03/2012	0.99	0.99	0.99	0.99
45	11/04/2012 - 11/10/2012	0.99	0.99	0.99	0.99
46	11/11/2012 - 11/17/2012	0.99	0.99	0.99	0.99
47	11/18/2012 - 11/24/2012	0.99	0.99	0.99	0.99
48	11/25/2012 - 12/01/2012	0.99	0.99	0.99	0.99
49	12/02/2012 - 12/08/2012	0.99	0.99	0.99	0.99
50	12/09/2012 - 12/15/2012	0.99	0.99	0.99	0.99
51	12/16/2012 - 12/22/2012	0.99	0.99	0.99	0.99
52	12/23/2012 - 12/29/2012	0.99	0.99	0.99	0.99
53	12/30/2012 - 12/31/2012	0.99	0.99	0.99	0.99

2012 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 87 - MIAMI-DADE

WEEK	DATES	8758 RAMPS ON SR-856 WM LEHMAN	8759 RAMPS ON SR-826 PALMETTO	8760 RAMPS ON SR 5/ US-1 / BIS	8761 RAMPS ON SR-9 I-95
1	01/01/2012 - 01/07/2012	1.00	0.96	0.99	0.98
2	01/08/2012 - 01/14/2012	1.00	0.96	0.99	0.98
3	01/15/2012 - 01/21/2012	1.00	0.96	0.99	0.98
4	01/22/2012 - 01/28/2012	1.00	0.96	0.99	0.98
5	01/29/2012 - 02/04/2012	1.00	0.96	0.99	0.98
6	02/05/2012 - 02/11/2012	1.00	0.96	0.99	0.98
7	02/12/2012 - 02/18/2012	1.00	0.96	0.99	0.98
8	02/19/2012 - 02/25/2012	1.00	0.96	0.99	0.98
9	02/26/2012 - 03/03/2012	1.00	0.96	0.99	0.98
10	03/04/2012 - 03/10/2012	1.00	0.96	0.99	0.98
11	03/11/2012 - 03/17/2012	1.00	0.96	0.99	0.98
12	03/18/2012 - 03/24/2012	1.00	0.96	0.99	0.98
13	03/25/2012 - 03/31/2012	1.00	0.96	0.99	0.98
14	04/01/2012 - 04/07/2012	1.00	0.96	0.99	0.98
15	04/08/2012 - 04/14/2012	1.00	0.96	0.99	0.98
16	04/15/2012 - 04/21/2012	1.00	0.96	0.99	0.98
17	04/22/2012 - 04/28/2012	1.00	0.96	0.99	0.98
18	04/29/2012 - 05/05/2012	1.00	0.96	0.99	0.98
19	05/06/2012 - 05/12/2012	1.00	0.96	0.99	0.98
20	05/13/2012 - 05/19/2012	1.00	0.96	0.99	0.98
21	05/20/2012 - 05/26/2012	1.00	0.96	0.99	0.98
22	05/27/2012 - 06/02/2012	1.00	0.96	0.99	0.98
23	06/03/2012 - 06/09/2012	1.00	0.96	0.99	0.98
24	06/10/2012 - 06/16/2012	1.00	0.96	0.99	0.98
25	06/17/2012 - 06/23/2012	1.00	0.96	0.99	0.98
26	06/24/2012 - 06/30/2012	1.00	0.96	0.99	0.98
27	07/01/2012 - 07/07/2012	1.00	0.96	0.99	0.98
28	07/08/2012 - 07/14/2012	1.00	0.96	0.99	0.98
29	07/15/2012 - 07/21/2012	1.00	0.96	0.99	0.98
30	07/22/2012 - 07/28/2012	1.00	0.96	0.99	0.98
31	07/29/2012 - 08/04/2012	1.00	0.96	0.99	0.98
32	08/05/2012 - 08/11/2012	1.00	0.96	0.99	0.98
33	08/12/2012 - 08/18/2012	1.00	0.96	0.99	0.98
34	08/19/2012 - 08/25/2012	1.00	0.96	0.99	0.98
35	08/26/2012 - 09/01/2012	1.00	0.96	0.99	0.98
36	09/02/2012 - 09/08/2012	1.00	0.96	0.99	0.98
37	09/09/2012 - 09/15/2012	1.00	0.96	0.99	0.98
38	09/16/2012 - 09/22/2012	1.00	0.96	0.99	0.98
39	09/23/2012 - 09/29/2012	1.00	0.96	0.99	0.98
40	09/30/2012 - 10/06/2012	1.00	0.96	0.99	0.98
41	10/07/2012 - 10/13/2012	1.00	0.96	0.99	0.98
42	10/14/2012 - 10/20/2012	1.00	0.96	0.99	0.98
43	10/21/2012 - 10/27/2012	1.00	0.96	0.99	0.98
44	10/28/2012 - 11/03/2012	1.00	0.96	0.99	0.98
45	11/04/2012 - 11/10/2012	1.00	0.96	0.99	0.98
46	11/11/2012 - 11/17/2012	1.00	0.96	0.99	0.98
47	11/18/2012 - 11/24/2012	1.00	0.96	0.99	0.98
48	11/25/2012 - 12/01/2012	1.00	0.96	0.99	0.98
49	12/02/2012 - 12/08/2012	1.00	0.96	0.99	0.98
50	12/09/2012 - 12/15/2012	1.00	0.96	0.99	0.98
51	12/16/2012 - 12/22/2012	1.00	0.96	0.99	0.98
52	12/23/2012 - 12/29/2012	1.00	0.96	0.99	0.98
53	12/30/2012 - 12/31/2012	1.00	0.96	0.99	0.98

2012 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 87 - MIAMI-DADE

WEEK	DATES	8762 SR-9 I-95	8763 RAMPS ON SR-953 LEJEUNE	8764 RAMPS ON SR-924 GRATIGN	8770 SR 25/ NW / NE 36 ST
1	01/01/2012 - 01/07/2012	0.95	0.94	0.92	0.89
2	01/08/2012 - 01/14/2012	0.95	0.94	0.92	0.89
3	01/15/2012 - 01/21/2012	0.95	0.94	0.92	0.89
4	01/22/2012 - 01/28/2012	0.95	0.95	0.92	0.90
5	01/29/2012 - 02/04/2012	0.95	0.97	0.92	0.91
6	02/05/2012 - 02/11/2012	0.95	0.98	0.92	0.93
7	02/12/2012 - 02/18/2012	0.95	0.99	0.92	0.94
8	02/19/2012 - 02/25/2012	0.95	0.98	0.93	0.95
9	02/26/2012 - 03/03/2012	0.95	0.98	0.93	0.97
10	03/04/2012 - 03/10/2012	0.95	0.97	0.93	0.98
11	03/11/2012 - 03/17/2012	0.95	0.96	0.93	0.99
12	03/18/2012 - 03/24/2012	0.95	0.96	0.93	0.99
13	03/25/2012 - 03/31/2012	0.95	0.96	0.93	0.99
14	04/01/2012 - 04/07/2012	0.95	0.96	0.93	0.98
15	04/08/2012 - 04/14/2012	0.95	0.96	0.93	0.98
16	04/15/2012 - 04/21/2012	0.95	0.96	0.94	0.98
17	04/22/2012 - 04/28/2012	0.95	0.96	0.94	0.98
18	04/29/2012 - 05/05/2012	0.95	0.96	0.94	0.97
19	05/06/2012 - 05/12/2012	0.95	0.96	0.94	0.97
20	05/13/2012 - 05/19/2012	0.95	0.96	0.94	0.97
21	05/20/2012 - 05/26/2012	0.95	0.96	0.94	0.97
22	05/27/2012 - 06/02/2012	0.95	0.95	0.94	0.96
23	06/03/2012 - 06/09/2012	0.95	0.95	0.94	0.96
24	06/10/2012 - 06/16/2012	0.95	0.95	0.94	0.96
25	06/17/2012 - 06/23/2012	0.95	0.95	0.95	0.96
26	06/24/2012 - 06/30/2012	0.95	0.95	0.95	0.95
27	07/01/2012 - 07/07/2012	0.95	0.95	0.95	0.95
28	07/08/2012 - 07/14/2012	0.95	0.95	0.95	0.95
29	07/15/2012 - 07/21/2012	0.95	0.95	0.95	0.95
30	07/22/2012 - 07/28/2012	0.95	0.95	0.95	0.94
31	07/29/2012 - 08/04/2012	0.95	0.95	0.95	0.94
32	08/05/2012 - 08/11/2012	0.95	0.95	0.95	0.94
33	08/12/2012 - 08/18/2012	0.95	0.95	0.94	0.94
34	08/19/2012 - 08/25/2012	0.95	0.95	0.94	0.94
35	08/26/2012 - 09/01/2012	0.95	0.95	0.94	0.93
36	09/02/2012 - 09/08/2012	0.95	0.95	0.94	0.93
37	09/09/2012 - 09/15/2012	0.95	0.95	0.94	0.93
38	09/16/2012 - 09/22/2012	0.95	0.95	0.94	0.93
39	09/23/2012 - 09/29/2012	0.95	0.95	0.94	0.92
40	09/30/2012 - 10/06/2012	0.95	0.95	0.94	0.92
41	10/07/2012 - 10/13/2012	0.95	0.95	0.94	0.92
42	10/14/2012 - 10/20/2012	0.95	0.95	0.93	0.92
43	10/21/2012 - 10/27/2012	0.95	0.94	0.93	0.91
44	10/28/2012 - 11/03/2012	0.95	0.94	0.93	0.91
45	11/04/2012 - 11/10/2012	0.95	0.94	0.93	0.91
46	11/11/2012 - 11/17/2012	0.95	0.94	0.93	0.91
47	11/18/2012 - 11/24/2012	0.95	0.94	0.93	0.90
48	11/25/2012 - 12/01/2012	0.95	0.94	0.93	0.90
49	12/02/2012 - 12/08/2012	0.95	0.94	0.93	0.90
50	12/09/2012 - 12/15/2012	0.95	0.94	0.92	0.90
51	12/16/2012 - 12/22/2012	0.95	0.94	0.92	0.89
52	12/23/2012 - 12/29/2012	0.95	0.94	0.92	0.89
53	12/30/2012 - 12/31/2012	0.95	0.94	0.92	0.89

2012 WEEKLY AXLE FACTOR CATEGORY REPORT - REPORT TYPE: ALL

COUNTY: 87 - MIAMI-DADE

WEEK	DATES	8771 SR 907	8775 I-75	8795 I-95
1	01/01/2012 - 01/07/2012	0.95	0.98	0.96
2	01/08/2012 - 01/14/2012	0.95	0.98	0.96
3	01/15/2012 - 01/21/2012	0.95	0.97	0.96
4	01/22/2012 - 01/28/2012	0.95	0.97	0.96
5	01/29/2012 - 02/04/2012	0.95	0.98	0.96
6	02/05/2012 - 02/11/2012	0.95	0.98	0.96
7	02/12/2012 - 02/18/2012	0.94	0.98	0.96
8	02/19/2012 - 02/25/2012	0.95	0.98	0.96
9	02/26/2012 - 03/03/2012	0.95	0.98	0.96
10	03/04/2012 - 03/10/2012	0.95	0.97	0.96
11	03/11/2012 - 03/17/2012	0.95	0.97	0.96
12	03/18/2012 - 03/24/2012	0.95	0.97	0.96
13	03/25/2012 - 03/31/2012	0.95	0.97	0.96
14	04/01/2012 - 04/07/2012	0.95	0.97	0.96
15	04/08/2012 - 04/14/2012	0.95	0.97	0.96
16	04/15/2012 - 04/21/2012	0.95	0.97	0.96
17	04/22/2012 - 04/28/2012	0.95	0.97	0.96
18	04/29/2012 - 05/05/2012	0.95	0.97	0.96
19	05/06/2012 - 05/12/2012	0.95	0.97	0.96
20	05/13/2012 - 05/19/2012	0.95	0.97	0.96
21	05/20/2012 - 05/26/2012	0.95	0.97	0.96
22	05/27/2012 - 06/02/2012	0.95	0.97	0.96
23	06/03/2012 - 06/09/2012	0.95	0.97	0.96
24	06/10/2012 - 06/16/2012	0.95	0.97	0.96
25	06/17/2012 - 06/23/2012	0.95	0.97	0.96
26	06/24/2012 - 06/30/2012	0.95	0.97	0.96
27	07/01/2012 - 07/07/2012	0.95	0.97	0.96
28	07/08/2012 - 07/14/2012	0.95	0.97	0.96
29	07/15/2012 - 07/21/2012	0.95	0.97	0.96
30	07/22/2012 - 07/28/2012	0.95	0.97	0.96
31	07/29/2012 - 08/04/2012	0.95	0.97	0.96
32	08/05/2012 - 08/11/2012	0.95	0.97	0.96
33	08/12/2012 - 08/18/2012	0.95	0.97	0.96
34	08/19/2012 - 08/25/2012	0.95	0.97	0.96
35	08/26/2012 - 09/01/2012	0.95	0.98	0.96
36	09/02/2012 - 09/08/2012	0.95	0.98	0.96
37	09/09/2012 - 09/15/2012	0.95	0.98	0.96
38	09/16/2012 - 09/22/2012	0.95	0.98	0.96
39	09/23/2012 - 09/29/2012	0.95	0.98	0.96
40	09/30/2012 - 10/06/2012	0.95	0.97	0.96
41	10/07/2012 - 10/13/2012	0.95	0.97	0.96
42	10/14/2012 - 10/20/2012	0.95	0.97	0.96
43	10/21/2012 - 10/27/2012	0.95	0.97	0.96
44	10/28/2012 - 11/03/2012	0.95	0.98	0.96
45	11/04/2012 - 11/10/2012	0.95	0.98	0.96
46	11/11/2012 - 11/17/2012	0.95	0.98	0.96
47	11/18/2012 - 11/24/2012	0.95	0.98	0.96
48	11/25/2012 - 12/01/2012	0.95	0.98	0.96
49	12/02/2012 - 12/08/2012	0.95	0.98	0.96
50	12/09/2012 - 12/15/2012	0.95	0.98	0.96
51	12/16/2012 - 12/22/2012	0.95	0.98	0.96
52	12/23/2012 - 12/29/2012	0.95	0.97	0.96
53	12/30/2012 - 12/31/2012	0.95	0.97	0.96

Historical AADT Volume Data

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0088 - SR 90/US-41/SW 8 ST, 200' E SW 137 AV

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2012	51500 C	E 25500	W 26000	9.00	59.70	5.60
2011	57000 C	E 30500	W 26500	9.00	58.20	5.50
2010	52500 C	E 26000	W 26500	7.87	58.27	6.60
2009	53500 C	E 26000	W 27500	7.98	59.96	7.20
2008	53500 C	E 26000	W 27500	8.07	66.31	6.20
2007	52000 C	E 26000	W 26000	7.90	63.12	6.80
2006	55000 C	E 28000	W 27000	7.39	58.66	5.80
2005	49500 F	E 24000	W 25500	7.70	65.70	5.50
2004	42500 C	E 20500	W 22000	8.20	67.10	11.40
2003	44000 C	E 22500	W 21500	8.10	72.30	9.10
2002	46500 C	E 24500	W 22000	9.20	68.00	7.10
2001	45000 C	E 23000	W 22000	8.20	53.50	7.60
2000	52500 C	E 19500	W 33000	8.20	53.10	7.60
1999	46000 C	E 23000	W 23000	9.10	52.70	5.30
1998	44500 C	E 22000	W 22500	9.30	52.70	5.20
1997	40000 C	E 19500	W 20500	9.10	64.50	7.60

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0187 - SR-836, 1.4 MI E OF NW 107TH AVE UNDERPASS,DADE CO.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2012	125427 C	E 55227	W 70200	8.00	65.60	3.30
2011	115779 C	E 52742	W 63037	8.00	67.10	2.50
2010	117716 C	E 55111	W 62605	7.59	54.58	3.20
2008	136000 E	0	0	8.87	64.44	2.90
2007	0 E	0	0	8.61	64.51	5.80
2006	157000 S			10.06	56.25	4.70
2005	146000 F	E 73000	W 73000	7.40	60.10	1.50
2004	135305 C	E 67834	W 67471	7.40	60.10	4.80
2003	131893 C	E 65859	W 66034	7.40	60.10	6.80
2002	130966 C	E 65854	W 65112	10.40	78.10	4.80
2001	126000 F	E 62000	W 64000	11.00	54.90	5.30
2000	116996 C	E 57554	W 59442	11.20	55.70	2.40
1999	113091 C	E 55587	W 57504	7.90	62.40	2.40
1998	112366 C	E 55325	W 57041	8.00	64.90	2.50
1997	108926 C	E 53887	W 55039	8.20	64.20	2.40

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 VEHICLE CLASS HISTORY DATA

COUNTY: 87 -- MIAMI-DADE
SITE: 0266 DESCRIPTION: SR-90/US-41/SW 8TH ST,0.12 MI W OF 139TH AV,DADE CO.

		PASSENGER VEHICLES		TOTAL TRUCKS		SINGLE UNIT TRUCKS		COMBINATION TRAILER TRUCKS		MULTI TRAILER TRUCKS	
YEAR	AADT	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME
2012	48693	96.91	47,188	3.09	1,505	2.30	1,120	0.79	385	0.00	0
2011	50560	97.09	49,089	2.91	1,471	2.20	1,112	0.71	359	0.00	0
2010	50979	96.73	49,312	3.27	1,667	2.56	1,305	0.71	362	0.00	0
2009	51064	96.85	49,455	3.15	1,609	2.43	1,241	0.72	368	0.00	0
2008	48538	97.64	47,392	2.36	1,146	1.79	869	0.57	277	0.00	0
2007	45695	97.57	44,585	2.43	1,110	1.74	795	0.69	315	0.00	0
2004	28505	93.00	26,510	7.00	1,995	4.89	1,394	2.07	590	0.04	11
2003	25500	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
2002	24750	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
2001	23301	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
2000	21847	94.59	20,665	5.41	1,182	3.21	701	2.20	482	0.00	0
1999	21264	96.40	20,498	3.60	766	2.20	468	1.30	277	0.10	21
1998	20664	97.10	20,065	2.90	599	1.60	331	1.20	248	0.10	21
1997	18590	95.60	17,773	4.40	817	2.60	483	1.70	316	0.10	19

NOTE: 1 - PASSENGER VEHICLES = VEHICLE CLASS 1-3, 14, 15
2 - TOTAL TRUCKS = VEHICLE CLASS 4-13
3 - SINGLE UNIT TRUCKS = VEHICLE CLASS 4-7
4 - COMBINATION TRAILER TRUCKS = VEHICLE CLASS 8-10
5 - MULTI TRAILER TRUCKS = VEHICLE CLASS 11-13

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0266 - SR-90/US-41/SW 8TH ST,0.12 MI W OF 139TH AV,DADE CO.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2012	48693 C	E 26100	W 22593	9.00	65.00	3.10
2011	50560 C	E 26888	W 23672	9.00	66.90	2.90
2010	50979 C	E 26774	W 24205	8.47	65.76	3.30
2009	51064 C	E 26860	W 24204	8.47	65.62	3.20
2008	48538 C	E 25652	W 22886	8.56	65.42	2.40
2007	45695 C	E 23943	W 21752	8.24	63.89	2.40
2006	42719 C	E 22659	W 20060	7.77	61.33	3.10
2005	39634 C	E 20624	W 19010	7.70	65.10	7.00
2004	28505 C	E 14375	W 14130	9.40	67.70	7.00
2003	25500 F	E	W	7.90	53.00	6.60
2002	24750 C	E 13110	W 11640	9.00	55.00	6.20
2001	23301 C	E 12185	W 11116	7.90	53.00	6.00
2000	21847 C	E 11460	W 10387	8.00	55.10	5.60
1999	21264 C	E 11066	W 10198	8.50	63.60	3.60
1998	20664 C	E 10804	W 9860	8.60	62.20	2.90
1997	18590 C	E 10000	W 8590	9.20	67.20	4.40

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 VEHICLE CLASS HISTORY DATA

COUNTY: 87 -- MIAMI-DADE
SITE: 0266 DESCRIPTION: SR-90/US-41/SW 8TH ST,0.12 MI W OF 139TH AV,DADE CO.

		PASSENGER VEHICLES		TOTAL TRUCKS		SINGLE UNIT TRUCKS		COMBINATION TRAILER TRUCKS		MULTI TRAILER TRUCKS	
YEAR	AADT	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME
2012	48693	96.91	47,188	3.09	1,505	2.30	1,120	0.79	385	0.00	0
2011	50560	97.09	49,089	2.91	1,471	2.20	1,112	0.71	359	0.00	0
2010	50979	96.73	49,312	3.27	1,667	2.56	1,305	0.71	362	0.00	0
2009	51064	96.85	49,455	3.15	1,609	2.43	1,241	0.72	368	0.00	0
2008	48538	97.64	47,392	2.36	1,146	1.79	869	0.57	277	0.00	0
2007	45695	97.57	44,585	2.43	1,110	1.74	795	0.69	315	0.00	0
2004	28505	93.00	26,510	7.00	1,995	4.89	1,394	2.07	590	0.04	11
2003	25500	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
2002	24750	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
2001	23301	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
2000	21847	94.59	20,665	5.41	1,182	3.21	701	2.20	482	0.00	0
1999	21264	96.40	20,498	3.60	766	2.20	468	1.30	277	0.10	21
1998	20664	97.10	20,065	2.90	599	1.60	331	1.20	248	0.10	21
1997	18590	95.60	17,773	4.40	817	2.60	483	1.70	316	0.10	19

NOTE: 1 - PASSENGER VEHICLES = VEHICLE CLASS 1-3, 14, 15
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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2561 - SR90/SW8ST/TAMIAMI TRAIL,0.25M WEST OF SW122AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2012	62500 C	E 31500	W 31000	9.00	59.70	5.60
2011	59500 C	E 31000	W 28500	9.00	58.20	5.50
2010	60000 C	E 31000	W 29000	7.87	58.27	6.60
2009	63000 C	E 31000	W 32000	7.98	59.96	7.20
2008	69000 C	E 36000	W 33000	8.07	66.31	6.20
2007	66000 C	E 33500	W 32500	7.90	63.12	6.80
2006	68500 C	E 35000	W 33500	7.39	58.66	5.80
2005	70000 F	E 35000	W 35000	7.70	65.70	5.50
2004	60000 C	E 30000	W 30000	8.20	67.10	11.40
2003	62000 C	E 31000	W 31000	8.10	72.30	9.10
2002	67000 C	E 37000	W 30000	9.20	68.00	7.10

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2509 - SW 137TH AVENUE 500 FT NORTH OF SW 8TH STREET

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2012	44000 C	N 22000	S 22000	9.00	59.70	5.90
2011	43000 C	N 21500	S 21500	9.00	58.20	5.80
2010	42000 C	N 20000	S 22000	7.87	58.27	5.80
2009	37000 C	N 19000	S 18000	7.98	59.96	7.70

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 1218 - SR 985/NW 107 AV, 200' N NW 7 ST

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2012	58000 C	N 30000	S 28000	9.00	59.70	3.60
2011	57500 C	N 29500	S 28000	9.00	58.20	5.30
2010	55000 C	N 27500	S 27500	7.87	58.27	5.30
2009	57000 C	N 28500	S 28500	7.98	59.96	3.60
2008	72500 C	N 35500	S 37000	8.07	66.31	3.60
2007	56000 C	N 28500	S 27500	7.90	63.12	5.60
2006	73000 C	N 36000	S 37000	7.39	58.66	5.60
2005	68500 C	N 34000	S 34500	7.70	65.70	7.80
2004	65000 C	N 36000	S 29000	8.20	67.10	7.80
2003	64500 C	N 33000	S 31500	8.10	72.30	2.60
2002	62500 C	N 32000	S 30500	9.20	68.00	2.90
2001	58500 C	N 29500	S 29000	8.20	53.50	3.90
2000	58500 C	N 33000	S 25500	8.20	53.10	3.80
1999	61000 C	N 30500	S 30500	9.10	52.70	4.00
1998	62500 C	N 33000	S 29500	9.30	52.70	2.50
1997	59500 C	N 30500	S 29000	9.10	64.50	4.40

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0003		SR 90/US-41/TAMIAMI TRL, 200' W SR 997/KROME AV	E	2500	W	2500	5000 C	9.0	59.7F	11.6A
0004		SR 997/KROME AV, 1050' S OF SW 8 ST/TAMIAMI TRAI	N	7900	S	7700	15600 C	9.5	59.7F	14.1A
0005		SR 90/US-41/SW 8 ST, 200' E SW 74 AV	E	24000	W	23000	47000 C	9.0	59.7F	7.4A
0007		SR 25/US-27/OKEECHOBEE RD, 200' NW SR 821/HEFT	E	12000	W	12500	24500 C	9.0	55.7F	21.9A
0008		SR 5/US-1, 100' S SILVER PALM DR/SW 232 ST	N	13000	S	16500	29500 C	9.0	59.7F	5.7F
0009		SR 5/US-1, 200' N MIAMI-DADE/MONROE CO LINE	N	7400	S	7900	15300 C	9.5	59.7F	16.0F
0010		SR 94/KENDALL DR, 200' E SR 997/KROME AV	E	6900	W	6900	13800 C	9.0	59.7F	5.9A
0011		SR A1A/COLLINS AVE, 200' S OF 4700 BLK	N	23000	S	22000	45000 C	9.0	55.7F	3.7A
0012		SR 907/ALTON RD, 200' N OF 20 ST (MIAMI BEACH)	N	22500	S	26000	48500 C	9.0	55.7F	2.5A
0014		SR 5/US-1, 100' S KILLIAN DR/SW 112 ST	N	35500	S	36500	72000 C	9.0	59.7F	5.0A
0015		SR 5/US-1, 200' S NE 192 ST	N	37500	S	43500	81000 C	9.0	55.7F	5.8F
0020		SR 9/SW/NW 27 AV, 100' S NW 79 ST/SR 934	N	21000	S	17000	38000 C	9.0	55.7F	9.5F
0021		SR 7/NW 2 AV, 200' S MIAMI GARDENS DR/NW 183 ST	N	28500	S	30000	58500 C	9.0	55.7F	4.9A
0022		SR 9/SW/NW 27 AV, 100' N NW 138 ST/YORK ST	N	17500	S	17500	35000 C	9.0	55.7F	9.5F
0023		SR 9/SW/NW 27 AV, 100' N NW 103 ST	N	19500	S	20000	39500 C	9.0	55.7F	9.5F
0024		SR 953/LEJEUNE RD, 200' S CORAL WAY/SR 972	N	18000	S	17500	35500 C	9.0	59.7F	4.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0025		SR 953/LEJEUNE RD, 200' S SW 8 ST/SR 90	N	22000	S	22500	44500 C	9.0	59.7F	4.0F
0026		SR 953/LEJEUNE RD, 200' N SW 8 ST/SR 90	N	24000	S	22500	46500 C	9.0	59.7F	4.0F
0027		SR 953/LEJEUNE RD, 200' N FLAGLER ST/SR 968	N	28000	S	31500	59500 C	9.0	59.7F	5.8A
0028		SR 953/LEJEUNE RD, 200' N NW 25 ST	N	30000	S	35500	65500 C	9.0	55.7F	4.0F
0030		SR 953/LEJEUNE RD, 100' N NW 37 AVE. CONNECTOR	N	8400	S	7500	15900 C	9.0	55.7F	4.0F
0031	T	SRA1A,MCARTHR CSWY,0.2MI W OF PALM ISL ENT,DADE	E	46310	W	47352	93662 C	9.0	53.4A	2.3A
0032		SR 847/NW 47 AV, 300' S MIAMI-DADE/BROWARD CO LI	N	7600	S	7900	15500 C	9.0	55.7F	6.2A
0034		SR 959/RED RD/SW 57 AV, 200' N SR 5/US-1	N	11000	S	12500	23500 C	9.0	59.7F	10.0A
0035		SR 959/RED RD/SW 57 AV, 200' S CORAL WAY/SW 24 S	N	7200	S	6600	13800 C	9.0	59.7F	3.2A
0036		SR 959/RED RD/SW 57 AV, 200' N SW 8 ST/SR 90	N	12500	S	13500	26000 C	9.0	59.7F	5.2F
0037		SR 959/RED RD/SW 57 AV, 200' S SW 8 ST/SR 90	N	9300	S	11000	20300 C	9.0	59.7F	5.2F
0038		SR 823/RED RD, 200' N NW 159 ST	N	22000	S	23000	45000 C	9.0	55.7F	4.6A
0039		SR 969/MILAM DAIRY RD, 200' S NW 74 ST	N	16000	S	16000	32000 C	9.0	55.7F	5.7F
0040		SR 997/KROME AV, 200' N COCONUT PALM DR/SW 248 S	N	8400	S	8600	17000 C	9.5	59.7F	8.9F
0041		SR 973/GALLOWAY RD, 200' S BIRD RD/SW 40 ST	N	14500	S	14000	28500 C	9.0	59.7F	2.9A
0042		SR 973/GALLOWAY RD, 200' S SW 24 ST/CORAL WAY/PT	N	17000	S	15000	32000 C	9.0	59.7F	3.5F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0043		SR 997/KROME AV, 200' S AVOCADO DR/SW 296 ST	N	8300	S	8300	16600 C	9.0	59.7F	8.2A
0044		SR 973/GALLOWAY RD, 200' S FLAGLER ST/SR 968	N	21500	S	20500	42000 C	9.0	59.7F	3.5F
0045		SR 985/SW 107 AV, 200' S OF SW 80 ST.	N	16500	S	15500	32000 C	9.0	59.7F	2.3A
0046		SR 985/SW 107 AV, 100' S OF SW 58 ST.	N	15000	S	14500	29500 C	9.0	59.7F	1.4A
0047		SR 985/SW 107 AV, 200' S BIRD RD/SW 40 ST/SR 976	N	15500	S	15500	31000 C	9.0	59.7F	2.4F
0050		SR 989/ALLAPATTAH DR/SW112AVE, 1000' N HEFT/SR 8	N	9300	S	7800	17100 C	9.0	59.7F	6.3A
0051		SR 9/ 200' S OF RAMP 87240124	S	7600		0	7600 C	9.0	99.9W	9.5F
0052		SR 997/KROME AV, 200' SW SR 25/US-27	N	4100	S	3800	7900 C	9.5	55.7F	8.9F
0054		SR 994/QUAIL ROOST DR, 200' W FLA TPK/SR 821	E	19500	W	16000	35500 C	9.0	59.7F	11.1F
0056		SR 992/CORAL REEF DR/SW152ST, 200' E SW 112 AV	E	17500	W	17000	34500 C	9.0	59.7F	3.9A
0058		SR 990/KILLIAN DR, 200' W SW 87 AV	E	8200	W	7500	15700 C	9.0	59.7F	11.1F
0060		SR 94/KENDALL DR, 200' E SW 137 AV	E	35000	W	33500	68500 C	9.0	59.7F	3.5A
0062		SR 94/KENDALL DR, 200' E SW 127 AV	E	42500	W	43500	86000 C	9.0	59.7F	3.5F
0064		SR 94/KENDALL DR/SW 88 ST, 200' E SW 103 AV	E	33500	W	34500	68000 C	9.0	59.7F	1.6A
0066		SR 94/KENDALL DR, 200' W SR 973/SW 87 AV	E	26000	W	24000	50000 C	9.0	59.7F	2.3A
0068		SR 986/SUNSET DR, 200' E SW 107 AV	E	21500	W	21000	42500 C	9.0	59.7F	2.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0072		SR 976/BIRD RD, 600' E FLA TPK/SR 821	E	26500	W	24500	51000 C	9.0	59.7F	5.4A
0074		SR 976/BIRD RD, 200' E SW 107 AV	E	26500	W	27000	53500 C	9.0	59.7F	4.0F
0076		SR 976/BIRD RD, 200' W SW 87 AV	E	28500	W	30000	58500 C	9.0	59.7F	4.0F
0078		SR 976/BIRD RD, 200' E OF SW 7800 BLOCK	E	33000E	W	31000E	64000 F	9.0	59.7F	4.0F
0080		SR 976/BIRD RD, 400' W OF SW 57 AVE.	E	24000	W	24000	48000 C	9.0	59.7F	4.0F
0082		SR 976/BIRD RD, 200' E SW 42 AV	E	22500	W	23000	45500 C	9.0	59.7F	4.0F
0084		SR 9336/PALM DR, 200' W OF SW 2 AVE.	E	11000	W	10000	21000 C	9.0	59.7F	6.9A
0086		SR 972/SE 13 ST, 200' W SR 5/US-1	E	6900	W	8800	15700 C	9.0	59.7F	2.0F
0088		SR 90/US-41/SW 8 ST, 200' E SW 137 AV	E	25500	W	26000	51500 C	9.0	59.7F	5.6F
0089		SR-90/ SW 8 ST/TAMIAMI TRAIL/US 41. 1000' W SW 1	E	29000	W	29000	58000 C	9.0	59.7F	5.6F
0090		SR 90/US-41/SW 8 ST, 500' E SW 109 AV	E	30500	W	29500	60000 C	9.0	59.7F	5.5A
0092		SR 90/US-41/SW 8 ST, 200' E GALLOWAY RD/SW 87 AV	E	33500	W	35500	69000 C	9.0	59.7F	3.3A
0094		SR 968/FLAGLER ST, 350' W OF LE JEUNE ROAD	E	17000	W	17000	34000 C	9.0	59.7F	6.0F
0096	T	SR-9, 0.4 MI SW OF BISCAYNE CANAL BRG, DADE CO	N	11089	S	10687	21776 C	9.0	52.2A	8.8A
0097		SR 968/FLAGLER ST, 400' W OF NW/SW 27 AVE.	E	17000	W	17000	34000 C	9.0	59.7F	6.0F
0098		SR 968/EB SW 1 ST, 200' W SW 8 AV	E	12500		0	12500 C	9.0	99.9W	7.6A

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
0099		SR 968/FLAGLER ST/WB, 200' W NW/SW 8 AV	E	3100	W	15000	18100	C	9.0	59.7F	8.7A
0102		SR 948/NW 36 ST, 200' W LEJEUNE RD/NW 42 AV	E	24000	W	29500	53500	C	9.0	55.7F	8.2A
0103		NE 82ST/ONE-WAY-PAIR WB. 750' E NE 7 AVE.	W	11500		0	11500	C	9.0	99.9W	10.5F
0104		SR 934/NE 79 ST/ONE WAY PAIR EB, 200' W NE 4 CT	E	18000		0	18000	C	9.0	99.9W	10.5F
0105		SR 934/NE 82 ST/ONE-WAY PAIR WB, 200' W NE 3 PL	W	23500		0	23500	C	9.0	99.9W	10.5F
0106		NW 81 ST/ONE-WAY-PAIR WB. 300' W NW 7 AVE.	W	8800		0	8800	C	9.0	99.9W	10.5F
0107		SR 25/US-27/NW 36 ST, 200' W NW 37 AV	E	12500	W	10000	22500	C	9.0	55.7F	9.4F
0108	T	SR-112/I-195, 1 MI E OF SR-5/US-1, DADE CO.	E	50681	W	49983	100664	C	8.0	52.9A	2.4A
0109		SR 25/US-27/OKEECHOBEE RD, 1000' NW NW 103 ST	E	20000	W	22500	42500	C	9.0	55.7F	14.7A
0110		SR 5/US-1, 100' S SR 826/PALMETTO EXPWY	N	45500	S	45500	91000	C	9.0	59.7F	5.7F
0112		SR 932/NW 103 ST, 200' W E 8 AV(HIALEAH)	E	20000	W	20000	40000	C	9.0	55.7F	4.7A
0115		SR 934/NORMANDY DR. WB. 100' W RUE VERSAILLES.	W	21500		0	21500	C	9.0	99.9W	10.5F
0118		SR 90/US-41/SW 8 ST, 200' E RED RD/SW 57 AV	E	21000	W	19000	40000	C	9.0	59.7F	8.0A
0121		SR 932/NW 103 ST, 200' W NW 7 AV	E	14500	W	13500	28000	C	9.0	55.7F	5.7A
0122		SR 924/GRATIGNY DR, 200' E OF NW 11 AVE.	E	20000E	W	17500E	37500	F	8.5	55.7F	5.8F
0123		OCEAN BEACH BLVD, 300' W OF ON RAMP 87170360	W	13500		0	13500	C	9.0	99.9W	4.5F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0125		300' W OF SR A1A/COLLINS AVE.	E	24500		0	24500 C	9.0	99.9W	4.5F
0126		SR 922/NE 125 ST, 150' E NE 6 AV	E	16500	W	17000	33500 C	9.0	55.7F	4.2F
0127		SR 5/US-1, 400' E OF SW 57 AVE.	N	41000	S	41000	82000 C	9.0	59.7F	5.1F
0128		SR 7/US-441/SW/NW 7 AV, 200' N NW 119 ST/SR 924	N	16000	S	16000	32000 C	9.0	55.7F	6.0F
0131		SR 997/KROME AV, 200' S SE 8 ST (FLA CITY)	N	6100	S	6300	12400 C	9.0	59.7F	8.9F
0132		SR 922/NE 96 ST. 89' W OF ABOTT AVE	E	13500	W	12500	26000 C	9.0	55.7F	4.6A
0136		SR 916/NW 138 ST, 200' E W 12 AV (HIALEAH)	E	6600	W	6700	13300 C	9.0	55.7F	3.8A
0137	T	SR 826/PALMETTO XPWY,2600' E OF NW 67TH AV,DADE	E	67564E	W	0E	135000 F	8.0	51.6P	6.0A
0138		SR 916/NW 135 ST, 200' W LEJEUNE RD	E	13500	W	20000	33500 C	9.0	55.7F	3.4F
0140		SR 916/NW 135 ST/ONE-WAY PAIR EB, 200' W NW 7 AV	E	15000		0	15000 C	9.0	99.9W	3.4F
0141		SR 916/NW 138 ST/ONE-WAY PAIR WB, 200' W NW 7 AV	W	12500		0	12500 C	9.0	99.9W	3.4F
0142		SR 934/NW/NE 79 ST, 200' E N BAYSHORE CT	E	21500	W	21500	43000 C	9.0	55.7F	4.1A
0143		SR 5/US-1, 200' S NE 36 ST	N	15000	S	14500	29500 C	9.0	55.7F	10.6A
0144		SR 916/NE 135 ST, 200' W OF W DIXIE HWY/SR 909	E	12500	W	13500	26000 C	9.0	55.7F	3.4F
0145		SR934/NE 79ST./B BAY CSWY./71 ST. 600' W NE 10TH	E	18500	W	7400	25900 C	9.0	55.7F	10.5F
0146		SR 860/MIAMI GARDEN DR, 200' E OF NW 14 AV/W OF	E	16000	W	16500	32500 C	9.0	55.7F	15.4A

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
0148		SR 860/MIAMI GARDENS DR, 275' W OF NW 10 CT/E FL	E	14500	W	14000	28500	C	9.0	55.7F	6.3F
0150		SR 860/MIAMI GARDENS DR, 200' E W DIXIE HWY	E	17000	W	18500	35500	C	9.0	55.7F	7.4A
0151		SR 9336/INGRAHAM HWY, 300' E EVERGLADES PARK ENT	E	1100	W	1000	2100	C	9.0	59.7F	15.3A
0152		SR 856/NE 192 ST, 200' E SR 5/US-1	E	16500	W	17500	34000	C	9.0	55.7F	2.4A
0156		SR 852/COUNTY LINE RD, 400' E SR 817/NW 27 AV	E	17500	W	11000	28500	C	9.0	55.7F	6.3F
0158		SR 852/COUNTY LINE RD, 400' W SR 7/NW 2 AV	E	13500	W	13500	27000	C	9.0	55.7F	3.1A
0163		SR 5/US-1, 200' S SR 878/SNAPPER CREEK EXPWY	N	33500	S	33500	67000	C	9.0	59.7F	5.1F
0164		SR 5/US-1, 200' S DAVIS ST/SW 80 ST	N	43000	S	47000	90000	C	9.0	59.7F	5.1F
0168		SR 915/NE 6 AV, 200' S NE 170 ST	N	12500	S	14000	26500	C	9.0	55.7F	1.9A
0178	T	SR-5/US-1,S OF GRANADA BLVD,CORAL GABLES,DADE CO	N	40787	S	40191	80978	C	9.0	55.0A	1.8A
0183		SR 5/US-1, 200' S SR 860/NE 186 ST	N	35000	S	32000	67000	C	9.0	55.7F	5.8F
0187	T	SR-836, 1.4 MI E OF NW 107TH AVE UNDERPASS,DADE	E	55227	W	70200	125427	C	8.0	65.6A	3.3F
0188	T	SR-94/KENDALL DR,150' W OF SW 91ST AVE,DADE CO.	E	25390	W	23453	48843	C	9.0	59.2A	1.6A
0193	T	SR-878, 0.2 MI W SR 826, DADE CO.	E	17441	W	17939	35380	C	9.0	78.2A	1.9A
0194		SR878,0.15 MI W OF SR 826 @ R193	E	20500	W	21000	41500	C	9.0	78.2F	3.2A
0200		SR 25/US-27/OKEECHOBEE RD, 700' SE OF HIALEAH DR	E	30000	W	31000	61000	C	9.0	55.7F	8.4A

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
0235		SR 7/US-441/SW/NW 7 AV, 200' N NW 95 ST	N	14500	S	15000	29500	C	9.0	55.7F	6.0F
0258	T	SR-915/NE 6TH AV,220' S OF NE 157TH ST,DADE CO.	N	11866	S	12190	24056	C	9.0	52.1A	1.9A
0266	T	SR-90/US-41/SW 8TH ST,0.12 MI W OF 139TH AV,DADE	E	26100	W	22593	48693	C	9.0	65.0A	3.1A
0268		SR 5/US-1, 200' S MIAMI-DADE/BROWARD CO LINE	N	27500	S	26000	53500	C	9.0	55.7F	4.7A
0269		SR A1A/COLLINS AV, 300' N NE 172 ST	N	27000	S	31000	58000	C	9.0	55.7F	8.4F
0314		SR A1A/COLLINS AV, 400' N SR 856/NE 192 ST	N	15500	S	15000	30500	C	9.0	55.7F	3.7A
0324		SR 823/RED RD, 200' N SR 934/W 21 ST (HIALEAH)	N	11500	S	12000	23500	C	9.0	55.7F	5.0A
0332		SR 5/US-1, 200' S CORAL REEF DR/SW 152 ST	N	35000	S	36000	71000	C	9.0	59.7F	5.7F
0346		SR 5/US-1, 100' N ALLAPATTAH RD/SW 112 AV	N	23000	S	23000	46000	C	9.0	59.7F	5.7A
0360		SR 823/RED RD, 200' S SR 916/NW 138 ST	N	25000	S	23000	48000	C	9.0	55.7F	4.5F
0361		SR 997/KROME AV, 200' N SILVER PALM DR/SW 232 ST	N	8700	S	8700	17400	C	9.5	59.7F	8.9F
0365		SR 7/US-441/NW 2 AV,200' N IVES DAIRY RD/NW 199	N	28500	S	30000	58500	C	9.0	55.7F	4.1A
0366		SR 826/NE 167 ST, 200' E N MIAMI AV	E	31000	W	32000	63000	C	9.0	55.7F	2.8A
0377		SR 90/SW 8 ST, 200' E KROME AV/SR 997	E	8400	W	9500	17900	C	9.0	59.7F	5.1A
0405		SR 826/PALMETTO EXPWY, 1100' E NW 57 AV/SR 823	E	77000E	W	75500E	152500	F	8.0	65.6F	7.9F
0417		SR 9/NW 27 AV, 200' N SR 112/AIRPORT EXPWY	N	17500	S	16500	34000	C	9.0	55.7F	9.5F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0431		SR 9/SW/NW 27 AV, 100' S NW 103 ST	N	19000	S	19500	38500 C	9.0	55.7F	9.5F
0436		SR 7/US-441/SW/NW 7 AV, 200' N NW 147 ST	N	11500	S	15500	27000 C	9.0	55.7F	4.1A
0518		SR 997/KROME AV, 400' NW SR 5/US-1	N	4700	S	4300	9000 C	9.0	59.7F	4.6A
0519		SR 9/SW/NW 27 AV, 100' S NW 135 ST/SR 916	N	21500	S	23000	44500 C	9.0	55.7F	8.6A
0520		SR A1A/HARDING AV/ONE-WAY PAIR SB, 100' N 87 ST	S	26000		0	26000 C	9.0	99.9W	3.8A
0521		SR 5/US-1, 200' S GRAND AV(CORAL GABLES)	N	42000	S	41000	83000 C	9.0	59.7F	5.1F
0522		SR 5/US-1, 200' S NE 6 AV/SR 915	N	20000	S	22500	42500 C	9.0	55.7F	5.8F
0524		SR 5/US-1, 450' S NE 123 ST/SR 922	N	19500	S	22000	41500 C	9.0	55.7F	4.4A
0525		SR A1A/COLLINS AV/ONE-WAY PAIR NB, 100' N 87 ST	N	32500		0	32500 C	9.0	99.9W	8.4F
0527		SR 90/US-41/SW 8 ST, 200' W RED RD/SW 57 AV	E	23000	W	20500	43500 C	9.0	59.7F	5.4F
0528		SR 25/US-27/OKEECHOBEE RD, 200' SE SR 826	E	29500	W	28500	58000 C	9.0	55.7F	11.3A
0529		SR 7/US-441/SW/NW 7 AV, 200' N NW 81 ST/SR 934	N	17500	S	17000	34500 C	9.0	55.7F	2.0A
0531		SR 909/W DIXIE HWY, 200' N NE 151 ST	N	7400	S	7300	14700 C	9.0	55.7F	6.3A
0533		SR 934/N BAY CSWY, 200' E E TREASURE DR	E	18000	W	18500	36500 C	9.0	55.7F	10.5F
0534		SR 934/NW 74 ST CONNECTOR, 200' E NW 72 AV	E	22000	W	19500	41500 C	9.0	55.7F	10.5F
0535		SR 934/NW 74 ST CONNECTOR, 200' W NW 57 AV	E	19000	W	16000	35000 C	9.0	55.7F	10.5F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
0536		SR 934/NW 74 ST/E 21 ST, 400' W PALM AV(HIALEAH)	E	14000	W	13000	27000	C	9.0	55.7F	10.6A
0537		SR 934/NW 79 ST/E 21 ST, 500' E SR 953/LEJEUNE R	E	9700	W	9900	19600	C	9.0	55.7F	9.0A
0538		SR 934/NW 79 ST, 400' W NW 27 AV	E	12500	W	12500	25000	C	9.0	55.7F	10.5F
0539		SR 934/NW 79 ST, 400' E NW 27 AV	E	17000	W	17000	34000	C	9.0	55.7F	8.4A
0540		SR A1A/COLLINS AV, 200' S END BRIDG/NCL BAL HARB	N	24500	S	24000	48500	C	9.0	55.7F	4.4A
0541		SR 944/HIALEAH DR, 200' W E 12 AV(HIALEAH)	E	8700	W	10000	18700	C	9.0	55.7F	3.0F
0543		SR 5/US-1, 2500' S PALM DR(FLA CITY)	N	15000	S	14500	29500	C	9.5	59.7F	9.0A
0544		SR 5/US-1, 100' N LUCY ST/SW 328 ST(HOMESTEAD)	N	14000	S	14500	28500	C	9.0	59.7F	5.7F
0545		SR 5/US-1, 100' N SW 308 ST	N	10500	S	10500	21000	C	9.0	59.7F	5.7F
0547		SR-934/NW 79 ST. 400' W NW 7 AVE.	E	15500	W	7800	23300	C	9.0	55.7F	10.5F
0550		SR 5/US-1, 200' S MIAMI RIVER BRIDG	N	17500	S	16500	34000	C	9.0	59.7F	5.1F
0552		SR 9/SW/NW 27 AV, 200' S SR 836/DOLPHIN EXPWY	N	24500	S	33000	57500	C	9.0	59.7F	11.9A
0553		SR 826/PALMETTO EXPWY, 600' N OKEECHOBEE RD	N	92000	S	101000	193000	C	8.0	65.6F	7.9F
0554		SR 826/PALMETTO EXPWY, 1100' W NW 57 AV/SR 823	E	63500	W	64000	127500	C	8.0	65.6F	7.9F
0556		SR 826/NE 163 ST, 1700' E SR 5/US-1	E	29500	W	31500	61000	C	9.0	55.7F	3.4A
0558		SR953/LEJEUNE RD,200' S OF BRIDGE OVER MIAMI CAN	N	17500	S	28500	46000	C	9.0	55.7F	4.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
0559		SR 817/NW 27 AV, 100' N SR 826/NW 167 ST	N	25500	S	25000	50500	C	9.0	55.7F	5.5F
0560		SR 817/NW 27 AV, 100' S NW 151 ST	N	16000	S	18000	34000	C	9.0	55.7F	7.3A
0561		SR 817 / NW 27 AVE / 200' N OF SR 9	N	19000	S	18500	37500	C	9.0	55.7F	5.5F
0562		SR 826/PALMETTO EXPWY, 100' S SR 94/KENDALL DR	N	22500	S	24000	46500	C	8.0	78.2F	7.9F
0563		SR 826/PALMETTO EXPWY, 800' N N KENDALL DR	N	42500	S	39000	81500	C	8.0	78.2F	3.5A
0564		SR 826/PALMETTO EXPWY, 1000' N SW 72 ST	N	51500	S	52500	104000	C	8.0	78.2F	7.9F
0565		SR 826/PALMETTO EXPWY, 500' N SW 56 ST	N	39000	S	39500	78500	C	8.0	78.2F	7.9F
0566		SR 826/PALMETTO EXPWY, 200' N SW 40 ST/SR 976	N	83500	S	89000	172500	C	8.0	78.2F	7.9F
0567		SR 826/PALMETTO EXPWY, 1100' N SW 24 ST	N	87000	S	90000	177000	C	8.0	78.2F	7.9F
0568		SR 826/PALMETTO EXPWY, 200' N SW 8 ST/SR 90	N	78500E	S	80000E	158500	F	8.0	78.2F	7.9F
0569		SR 826/PALMETTO EXPWY, 1000' N FLAGLER ST	N	96000E	S	97000E	193000	F	8.0	78.2F	7.9F
0570		SR 826/PALMETTO EXPWY, 1000' N NW 12 ST	N	119000E	S	105000E	224000	S	8.0	65.6F	6.3P
0571		SR 826/PALMETTO EXPWY, 1000' N NW 36 ST	N	97500	S	88500	186000	C	8.0	65.6F	7.9F
0572		SR 826/PALMETTO EXPWY, 1000' N NW 58 ST	N	118000	S	118000	236000	C	8.0	65.6F	14.2A
0573		SR 826/PALMETTO EXPWY, 1000' N NW 74 ST	N	102000	S	101000	203000	C	8.0	65.6F	7.9F
0574		SR 826/PALMETTO EXPWY, 1000' N NW 103 ST	N	95500	S	95000	190500	C	8.0	65.6F	7.9F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
0575		SR 826/PALMETTO EXPWY, 1200' N NW 122 ST	N	99000	S	88500	187500	C	8.0	65.6F	7.9F
0576		SR 826/PALMETTO EXPWY, 1000' N NW 138 ST	N	65500	S	83000	148500	C	8.0	65.6F	7.9F
0577		SR 826/PALMETTO EXPWY, 1000' E NW 47 AV	E	69500	W	70500	140000	C	8.0	65.6F	7.9F
0578		SR 826/PALMETTO EXPWY, 1500' W NW 27 AV	E	73000	W	68000	141000	C	8.0	65.6F	7.9F
0579		SR 826/PALMETTO EXPWY, 1000' E NW 27 AV	E	77500	W	73000	150500	C	8.0	65.6F	7.4A
0581		SR 826/PALMETTO EXPWY, 1000' E NW 17 AV	E	67000	W	66500	133500	C	8.0	65.6F	7.9F
0582		SR 997/KROME AV, 675' N SR 90/US-41	N	7100	S	6800	13900	C	9.5	59.7F	7.2A
0584		SR 25/OKEECHOBEE RD, 200' S MIAMI-DADE/BROWARD C	N	10000	S	9100	19100	C	9.0	55.7F	8.6A
0585		US 27/OKEECHOBEE RD. 1000' SE KROME AVE.	N	10500	S	9500	20000	C	9.0	65.6F	8.1A
0589		SR 90/US-41/SW 8 ST, 200' W SW 87 AV	E	38000	W	41000	79000	C	9.0	59.7F	5.6F
0592		SR 94/KENDALL DR, 200' E SW 110 AV	E	32000	W	31000	63000	C	9.0	59.7F	3.5F
0607		SR 9/SERVICE RD, 200' NE RAMP FR PARK & RIDE	N	14000	S	13000	27000	C	9.0	55.7F	8.7A
0632		SR 847/NW 47 AV, 300' N MIAMI GARDENS DR	N	11500	S	11500	23000	C	9.0	55.7F	6.2F
0682		SR 997/KROME AV, 200' S SR 94/KENDALL DR	N	8600	S	8000	16600	C	9.5	59.7F	12.0A
0683		SR 94/KENDALL DR, 200' W DADELAND BLVD	E	21000	W	23500	44500	C	9.0	59.7F	6.2A
0684		SR 94/KENDALL DR, 200' E SW 79 AV	E	30500	W	33500	64000	C	9.0	59.7F	3.5F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
1009		SR 915/NE 6 AV, 400' N SR 5/US-1	N 3900	S 4500	8400 C	9.0	55.7F	7.7A
1010		SR 915/NE 6 AV, 200' S NE 111 ST	N 7700	S 7900	15600 C	9.0	55.7F	3.8F
1018		SR 907/ALTON RD, 200' S W 51 ST(MIAMI BEACH)	N 13000	S 15500	28500 C	9.0	55.7F	5.8A
1023		SR 922/NE/NW 125 ST, 200' W N BAY SHORE DR	E 12000	W 12000	24000 C	9.0	55.7F	4.2F
1024		SR 922/NE/NW 125 ST, 200' W NE 4 AV	E 17500	W 17500	35000 C	9.0	55.7F	2.8A
1025		SR 916/NW 135 ST, 200' W N MIAMI AV	E 23500	W 21500	45000 C	9.0	55.7F	2.4A
1026		SR 916/OPA-LOCKA BLVD/NW 135-138ST,200'W SR 5/US	E 9400	W 9300	18700 C	9.0	55.7F	2.2A
1033		SR 968/EB SW 1 ST, 200' E MIAMI RIVER BRIDG	E 8500	0	8500 C	9.0	99.9W	4.3A
1034		SR 968/FLAGLER ST/WB, 200' E MIAMI RIVER BRIDG	0E	0E	5800 F	9.0	99.9W	6.0F
1035		SR 972/SW 3 AV, 200' NE SW 18 RD	N 9500	S 11000	20500 C	9.0	59.7F	2.5A
1037		SR 972/CORAL WAY, 1000' W OF SW 12 AVE.	E 16500	W 16000	32500 C	9.0	59.7F	2.0F
1038		SR 972/CORAL WAY, 200' W OF SW 29 AVE	E 21500	W 21500	43000 C	9.0	59.7F	1.5A
1048		SR 976/BIRD RD, 200' W SW 42 AV	E 22000	W 23500	45500 C	9.0	59.7F	4.0F
1049		SR 976/BIRD RD, 200' E SW 57 AV	E 21000	W 19500	40500 C	9.0	59.7F	2.5A
1050		SR 976/BIRD RD, 80? EAST OF SW 73 CT	E 32000	W 30500	62500 C	9.0	59.7F	4.0A
1053		SR 953/LEJEUNE RD, 760' N PONCE DE LEON BLVD	N 12000	S 13000	25000 C	9.0	59.7F	2.8A

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
1067		SR 986/SUNSET DR, 200' E SR 826	E	19500	W	20000	39500 C	9.0	59.7F	2.0F
1068		SR 986/SUNSET DR, 200' W SR 826	E	19500	W	20500	40000 C	9.0	59.7F	1.3A
1070		SR 986/SUNSET DR, 500' EAST OF SW 116 CT	E	20500	W	20000	40500 C	9.0	59.7F	2.3A
1074		SR 973/GALLOWAY RD, 200' N SW 12 ST	N	16500	S	17500	34000 C	9.0	59.7F	1.7A
1075		SR 973/GALLOWAY RD, 200' S SW 56 ST/MILLER DR	N	14500	S	14000	28500 C	9.0	59.7F	2.4A
1076		SR 973/GALLOWAY RD, 200' N SW 85 ST	N	15500	S	16000	31500 C	9.0	59.7F	1.8A
1077		SR 973/GALLOWAY RD, 200' N SW 132 ST	N	7700	S	7600	15300 C	9.0	59.7F	1.5A
1078		SW 87 AVE 200' N OF SW 94 ST	N	9200	S	10000	19200 C	9.0	59.7F	2.2A
1079		SW 87TH AVE., 100' S OF SW 78TH ST.	N	15500	S	16000	31500 C	9.0	59.7F	2.0A
1080		SR 94/KENDALL DR, 200' W SW 147 AV	E	25000	W	23500	48500 C	9.0	59.7F	3.5F
1089		SR 990/KILLIAN DR, 400' W OF KENDALL S. BLVD.	E	17000	W	18500	35500 C	9.0	59.7F	3.3A
1090		SR 985/SW 107 AV, 200'S TAMIAMI TRL/SW 8 ST	N	27500	S	27500	55000 C	9.0	59.7F	2.4F
1091		SR 985/SW 107 AV, 200' N BIRD RD/SW 40 ST/SR 976	N	15000	S	17500	32500 C	9.0	59.7F	2.2A
1092		SR 985/SW 107 AV, 200' S SW 93 ST	N	15500	S	15000	30500 C	9.0	59.7F	1.4A
1093		SR 990/KILLIAN DR, 200' W SR 5/US-1	E	5200	W	5800	11000 C	9.0	59.7F	7.6A
1095		SR 989/ALLAPATTAH DR, 200' N SW 216 ST	N	14000	S	14000	28000 C	9.0	59.7F	6.1A

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
1106		SR 992/CORAL REEF DR, 400' W SR 5/US-1	E	18000	W	18500	36500 C	9.0	59.7F	4.3A
1114		SR 994/QUAIL ROOST DR, 200' W US-1 ON SW 186 ST	E	10500	W	10000	20500 C	9.0	59.7F	2.6A
1116		SR 994/QUAIL ROOST DR, 200' W SW 127 AV	E	7900	W	7400	15300 C	9.0	59.7F	5.2A
1117		SR 994/QUAIL ROOST DR, 200' E KROME AV/SR 997	E	3600	W	3300	6900 C	9.5	59.7F	10.2A
1138		SR 968/FLAGLER ST, 70' W OF SW 36 AVE	E	17500	W	18000	35500 C	9.0	59.7F	6.0F
1139		SR 968/FLAGLER ST, 200' E SW/NW 72 AV	E	20000	W	23000	43000 C	9.0	59.7F	4.3A
1140		SR 968/FLAGLER ST, 400' W SW/NW 72 AV	E	27000	W	27500	54500 C	9.0	59.7F	6.0F
1141		SR 968/FLAGLER ST, 400' E OF SW/NW 72TH AVE	E	24500	W	27000	51500 C	9.0	59.7F	6.0F
1142		SR 968/FLAGLER ST, 200' E NW 87 AV	E	26000	W	24500	50500 C	9.0	59.7F	3.5A
1146		SR 933/SW/NW 12 AV, 200' N NW 21 ST	N	10500	S	10500	21000 C	9.0	55.7F	7.2A
1166		SR 9/SW/NW 27 AV, 170' N NW 22 ST	N	22500	S	22500	45000 C	9.0	55.7F	7.7A
1167		SR 817/NW 27 AV, 400' S DADE/BROWARD COUNTY LINE	N	26000	S	27000	53000 C	9.0	55.7F	3.8A
1172		SR 948/NW 36 ST, 200' E MILAM DAIRY RD/NW 72 AV	E	32000	W	30500	62500 C	9.0	55.7F	8.7A
1173		SR 948/NW 36 ST, 200' E SR 826	E	34500	W	35000	69500 C	9.0	55.7F	8.5F
1175		SR-953/NW 42 AVE/LEJEUNE RD. 500' N NW 7 ST.	N	32000	S	34500	66500 C	9.0	55.7F	4.0F
1178		SR 953/LEJEUNE RD, 200' S NW 18 ST	N	22000	S	24000	46000 C	9.0	55.7F	3.5A

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
1179		SR 953/LEJEUNE RD, 100' S OF E 11 PLACE (HIALEAH	N	17500	S	20500	38000 C	9.0	55.7F	4.0F
1180		SR 953/LEJEUNE RD, 200' S E 23 ST(HIALEAH)	N	20000	S	17500	37500 C	9.0	55.7F	2.4A
1181		SR 953/LEJEUNE RD, 1100' N OF NW 119 ST	N	9800	S	9500	19300 C	9.0	55.7F	5.3A
1189		SR 959/RED RD/SW 57 AV, 200' N NW 7 ST	N	20500	S	20500	41000 C	9.0	59.7F	2.5A
1190		SR 823/RED RD, 200' S NW 173 DR	N	29000	S	29000	58000 C	9.0	55.7F	4.5F
1200		SR 969/MILAM DAIRY RD, 200' S NW 12 ST	N	11000E	S	12500E	23500 S	9.0	55.7F	5.7F
1201		SR 969/MILAM DAIRY RD, 400' N FLAGLER ST	N	14000	S	14000	28000 C	9.0	59.7F	5.7F
1202		SR 969/MILAM DAIRY RD, 200' N NW 12 ST	N	15500	S	17500	33000 C	9.0	55.7F	3.9A
1203		SR 969/MILAM DAIRY RD, 500' S NW 25 ST	N	13500	S	15000	28500 C	9.0	55.7F	5.5A
1204		SR 969/MILAM DAIRY RD, 200' S NW 36 ST	N	15000	S	15000	30000 C	9.0	55.7F	6.8A
1205		SR 969/MILAM DAIRY RD, 200' S NW 41 ST	N	17500	S	16500	34000 C	9.0	55.7F	7.9A
1211		SR 973/GALLOWAY RD, 200' N NW 8 ST	N	32500	S	30500	63000 C	9.0	59.7F	5.2A
1214		SR 932/NW 103 ST, 200' E NW 27 AV	E	14500	W	15000	29500 C	9.0	55.7F	4.3F
1215		SR 932/NW 103 ST, 200' E E 8 AV(HIALEAH)	E	19500	W	19000	38500 C	9.0	55.7F	4.3F
1216		SR 932/NW 103 ST, 400' E OF W 16 AVE(HIALEAH)	E	27500	W	17500	45000 C	9.0	55.7F	2.3A
1217		SR 932/NW 103 ST, 1400' E OF W 28 AVE.	E	8600	W	9700	18300 C	9.0	55.7F	4.3F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
1218		SR 985/NW 107 AV, 200' N NW 7 ST	N	30000	S	28000	58000	C	9.0	59.7F	3.6A
1219		SR 924/GRATIGNY DR, 200' W NW 1 AV	E	8900	W	9300	18200	C	9.0	55.7F	2.0A
1220		SR 924/GRATIGNY DR, 400' E OF NW 24 AVE.	E	21500	W	20000	41500	C	8.5	55.7F	5.8F
1223		SR 916/OPA-LOCKA BLVD, 200' W SR 9/NW 27 AV	E	10000	W	8600	18600	C	9.0	55.7F	3.4F
1224		SR 916/NW 135 ST, 200' E LEJEUNE RD	E	9700	W	10000	19700	C	9.0	55.7F	5.1A
1229		SR 860/MIAMI GARDENS DR, 200' E NE 8 AV	E	33000	W	24500	57500	C	9.0	55.7F	6.3F
1230		SR 860/NW 183 ST/MIAMI GARDENS DR, 200' W NE 2 A	E	23000	W	20500	43500	C	9.0	55.7F	6.3F
1232		SR 860/MIAMI GARDENS DR, 200' W SR 817/NW 27 AV	E	14000	W	14000	28000	C	9.0	55.7F	7.9F
1233		SR 860/MIAMI GARDENS DR, 200' E RED RD/NW 57 AV	E	15000	W	14500	29500	C	9.0	55.7F	3.6A
2002		SR 878/SNAPPER CRK EXPWY, 500' W SR 5/US-1	E	15000	W	16000	31000	C	9.0	78.2F	2.5F
2023		SR 112/AIRPORT EXPWY, 200' E NW 17 AV	E	42000	W	58500	100500	C	8.0	65.6F	4.9F
2036		SR 9A/I-95, 200' S NW 79 ST/SR 934	N	128000	S	130000	258000	C	8.0	50.7F	8.6F
2041		SR 9A/I-95, 200' S NW 95 ST	N	132000	S	134000	266000	C	8.0	50.7F	8.6F
2050		SR 112/AIRPORT EXPWY, 200' W NW 17 AV	E	53000	W	53000	106000	C	8.0	65.6F	4.9F
2055		SR 112/AIRPORT EXPWY,1500' E NW 27 AV	E	49500	W	51000	100500	C	8.0	65.6F	5.8A
2065		SR 112/AIRPORT EXPWY, 200' W NW 32 AV BRIDG	E	49000	W	52500	101500	C	8.0	65.6F	4.9F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
2080		SR 932/NW 103 ST, 200' E I-95	E	11500	W	12000	23500	C	9.0	55.7F	4.3F
2085		SR 9A/I-95, 200' N NW 103 ST/SR 932	N	133000	S	132000	265000	C	8.0	50.7F	8.6F
2095		SR 9A/I-95, 200' S SR 112/AIRPORT EXPWY	N	106000	S	88500	194500	C	8.0	50.7F	8.6F
2100		SR 9A/I-95, 200' N NW 125 ST	N	122000	S	123000	245000	C	8.0	50.7F	8.6F
2113		SR 826/PALMETTO EXPWY, 200' W FLA TPK ENT	E	20000	W	22000	42000	C	8.0	65.6F	7.9F
2114		SR 826/PALMETTO EXPWY, 1500' E NW 12 AV	E	79500	W	79000	158500	C	8.0	65.6F	7.9F
2134		SR 9A/I-95, 200' S NW 151 ST	N	136000	S	125000	261000	C	8.0	50.7F	8.6F
2137		SR 9A/I-95, 200' N GOLDEN GLADES INTERCHANGE	N	102000	S	107000	209000	C	8.0	50.7F	8.6F
2162		SR 9A/I-95, 200' N SR 5/US-1	N	36000	S	24000	60000	C	8.0	50.7F	8.6A
2188		SR 836/DOLPHIN EXPWY,200' E SR 826/PALMETTO EXPW	E	97000E	W	102000E	199000	F	8.0	78.2F	3.3F
2193		SR 836/DOLPHIN EXPWY, 900' W RED RD/NW 57 AV	E	87500E	W	97000E	184500	F	8.0	78.2F	3.3F
2198		SR 836/DOLPHIN EXPWY, 900' E RED RD/NW 57 AV	E	99500	W	97500	197000	C	8.0	78.2F	3.3F
2207		SR 836/DOLPHIN EXPWY, 1500' E LEJEUNE RD	E	80000	W	80000	160000	C	8.0	78.2F	3.3F
2208		SR 836/DOLPHIN EXPWY, 400' W NW 12 AV	E	58000	W	58500	116500	C	8.0	78.2F	3.3F
2210		SR 836/DOLPHIN EXPWY, 300' W NW 27 AV	E	84500	W	89000	173500	C	8.0	78.2F	3.3F
2232		SR 836/DOLPHIN EXPWY, 800' E NW 27 AV	E	68500	W	79000	147500	C	8.0	78.2F	3.3F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
2238		SR 836 EXT EB 400' E OF BRIDGE NO. 871002 OVER N	E	11000		0	11000	C	9.0	99.9W	3.3F
2239		SR 836 EXT WB 400' E OF BRIDGE NO. 871002 OVER N	W	13000		0	13000	C	9.0	99.9W	3.3F
2240		SR 836/DOLPHIN EXPWY, 200' W BRIDG NW 10 AV	E	59000	W	59000	118000	C	8.0	78.2F	3.3F
2242		SR 836/DOLPHIN EXPWY, 300' W NW 107 AV	E	44500	W	45000	89500	C	8.0	78.2F	3.3F
2243		SR 836/DOLPHIN EXPWY, 300' E NW 107 AV	E	53500	W	52500	106000	C	8.0	78.2F	3.3F
2244		SR 836/DOLPHIN EXPWY, 1600' E NW 87 AV	E	49000E	W	46500E	95500	F	8.0	78.2F	3.3F
2274		SR 874/S DADE EXPWY, 2500' N TOLL/S KILLIAN PKWY	N	38000	S	39000	77000	C	8.5	78.2F	5.1A
2276		SR 874/S DADE EXPWY, 300' N KILLAN PKWY	N	54500	S	53000	107500	C	8.5	78.2F	4.1F
2278		SR 874/S DADE EXPWY, 300' NE SW 87 AV	N	38500E	S	38000E	76500	F	8.5	78.2F	4.8P
2485		SR 9A/I-95, 200' S IVES DAIRY RD/SR 852	N	104000	S	103000	207000	C	8.0	50.7F	8.6F
2487		SR 9A/I-95, 200' S MIAMI-DADE/BROWARD CO LINE	N	118000E	S	116000E	234000	F	8.0	50.7F	8.6F
2500		SR 93/I-75, 1000' W PALMETTO EXPWY/SR 826	E	54000	W	58000	112000	C	8.5	52.9D	4.7D
2501		SR 93/I-75, 200' S MIAMI GARDENS DR/SR 860	N	58000	S	54000	112000	C	8.5	52.9D	4.7D
2503		SR 93/I-75, 200' N FLA TPK/HEFT/SR 821	N	75000E	S	73500E	148500	F	8.5	52.9D	4.7D
2505		I-95/SR 9A, 200' S NW 6 ST	N	81000	S	81000	162000	C	8.0	50.7F	8.6F
2506		I-395/SR 836, 100' E NW 2 AV	E	61500	W	67000	128500	C	8.0	53.4F	3.3F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
2509		SW 137TH AVENUE 500 FT NORTH OF SW 8TH STREET	N	22000	S	22000	44000 C	9.0	59.7F	5.9A
2510		SR 924/GRATIGNY PKWY, 200' W SR 9/NW 27 AV	E	23000	W	22500	45500 C	8.5	55.7F	5.8F
2511		SR 924/GRATIGNY PKWY, 200' E NW 67 AV	E	23000	W	24000	47000 C	8.5	55.7F	9.7A
2512		SR 924/GRATIGNY PKWY, 1000' W SR 953/LEJEUNE RD	E	12000	W	15000	27000 C	8.5	55.7F	8.0A
2513		SR886/PORT BLVD., 100' E OF BRIDGE	E	7700	W	8000	15700 C	9.0	59.7F	30.3A
2514		SR 823/NW 57 AV, 550' N SR 860/NW 183 ST	N	18500	S	17500	36000 C	9.0	55.7F	4.5F
2515		SR 823/NW 57 AV, 200' S MIAMI-DADE/BROWARD CO LI	N	19500	S	22500	42000 C	9.0	55.7F	6.1A
2516		SR 860/MIAMI GARDENS DR, 200' W SR 823/RED RD	E	24000	W	24500	48500 C	9.0	55.7F	6.3F
2517		SR 860/MIAMI GARDENS DR, 200' W NW 67 AV	E	23500	W	24000	47500 C	9.0	55.7F	6.3F
2518		SR 860/MIAMI GARDENS DR, 800' W OF NW 87 AV	E	21500	W	19500	41000 C	9.0	55.7F	2.1A
2519		SR 825/SW 137 AV, 200' S SW 104 ST	N	21500	S	21000	42500 C	9.0	59.7F	3.2A
2520		SR 825/SW 137 AV, 200' S SR 94/N KENDALL DR	N	22500	S	23000	45500 C	9.0	59.7F	2.4F
2521		SR 5/US-1, 380' N SW 272 ST	N	14500	S	14000	28500 C	9.0	59.7F	4.1A
2522		SR 878/SNAPPER CREEK EXPWY, 200' E SR 973/SW 87	E	20000	W	20000	40000 C	9.0	78.2F	2.5F
2523		SR 5/US-1, 200' N SR 922/NE 123 ST	N	26000	S	26000	52000 C	9.0	55.7F	5.8F
2524		SR 112/AIRPORT EXPWY, 500' N NW 21 ST	N	21000	S	18500	39500 C	8.0	65.6F	4.9F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
2525		SR 826/PALMETTO EXPWY, 1000' N NW 25 ST	N	101000	S	104000	205000 C	8.0	65.6F	7.9F
2527		SR A1A/MACARTHUR CSWY, 200' W SR 907/ALTON RD	E	41000	W	42500	83500 C	9.0	53.4F	8.4F
2528		SR A1A/MACARTHUR CSWY, 150' E OF MERIDIAN AVE	E	14500	W	18000	32500 C	9.0	53.4F	8.4F
2529		SR 94/KENDALL DR, 200' W SW 157 AV	E	15000	W	15500	30500 C	9.0	59.7F	3.5F
2530		SR 932/NW 103 ST, 360' E W 3RD AVE.	E	21000	W	23500	44500 C	9.0	55.7F	4.3F
2531		SR 970/DOWNTOWN DISTRIBUTOR, 200' E OFF RAMP I-9	E	13500	W	12500	26000 C	9.0	78.2F	4.9F
2532		SR 5/US-1, 200' S SR 94/KENDALL DR/SW 88 ST	N	26500	S	27000	53500 C	9.0	59.7F	4.7A
2533		SR 934/E 4 AV, 200' N E 23 ST(HIALEAH)	N	12500	S	11500	24000 C	9.0	55.7F	10.5F
2534		SR 972/CORAL WAY, 200' E SW 37 AVENUE	E	18000	W	18000	36000 C	9.0	59.7F	2.0F
2535		SR 922/NW 125 ST, 200' E NW 6 AV	E	17500	W	20500	38000 C	9.0	55.7F	4.2F
2536		SR 25/US-27/OKEECHOBEE RD, 1000' NB RAMP TO HEFT	E	13500	W	12500	26000 C	9.0	55.7F	24.0A
2537		SR 25/US-27/OKEECHOBEE RD, 1600' SE OF NW 95 ST.	E	31000	W	31000	62000 C	9.0	55.7F	14.4A
2538		SR 932/NW 103 ST, 200' W SR 915/NE 6 AV	E	3900	W	3300	7200 C	9.0	55.7F	4.3F
2539		SR 915/NE 6 AV, 200' N SR 922/NE 125 ST	N	7500	S	7900	15400 C	9.0	55.7F	2.1A
2540		SR 934/NW 74 ST, 200' W NW 74 AV	E	24500	W	23000	47500 C	9.0	65.6F	10.2A
2541		SR A1A/COLLINS AVE, 500' S OF 63 ST (MIAMI BEACH	N	19000		0	19000 C	9.0	99.9W	8.4F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
2542		SR 907/ALTON RD, 200' S OF VENETIAN CSWY	N	19000	S	18000	37000 C	9.0	55.7F	7.5A
2543		SR 9/NW 27 AVE, 200' N OF NW 54 ST	N	17000	S	15000	32000 C	9.0	55.7F	9.5F
2545		SR 90/US-41/SW 8 ST/ONE-WAY EB,150 FT WEST OF I-	E	25000		0	25000 C	9.0	99.9W	5.4F
2546		SR 913/KEY BYSCAYNE ENT., 200 FT E BRICKELL AV	E	20000	W	20500	40500 C	9.0	59.7F	5.1F
2547		SR-934/EAST 25 ST. 400' E FLAMINGO WAY	E	8000	W	7500	15500 C	9.0	55.7F	10.5F
2548		SR9336/SW 344 ST., 100 FT E OF SR 997/KROME AVE	E	11500	W	11000	22500 C	9.0	59.7F	8.9F
2549		SR 972/SW 22 ST, 100 FT WEST OF SW 17 AV	E	19500	W	19500	39000 C	9.0	59.7F	2.0F
2550		SR 953/LE JEUNE RD., 200 FT NORTH OF NW 79 ST	N	18000	S	17500	35500 C	9.0	55.7F	4.0F
2551		SR823/W4AVE/RED RD 200'N OF W 65 ST/GRATIGNY DR.	N	16000	S	17000	33000 C	9.0	55.7F	4.5F
2552		SR959/SW57AVE/RED ROAD, 200'S OF BIRD ROAD/SR 97	N	8900	S	9000	17900 C	9.0	59.7F	5.2F
2553		SR9A/I-95 NORTH-SOUTH EXWY, 200' S OF NW 62 ST	N	120000	S	122000	242000 C	8.0	50.7F	8.6F
2554		SR9/I95, 200'N OF NW 183 ST/MIAMI GARDENS DR/SR8	N	88000	S	87000	175000 C	8.0	50.7F	8.6F
2555		SR909/WEST DIXIE HWY, 200' N OF NE 135 ST/SR 916	N	10500	S	10500	21000 C	9.0	55.7F	2.6A
2556		SR5/BISCAYNE BLVD., 200' N OF NE 104 ST	N	23500	S	25500	49000 C	9.0	55.7F	5.8F
2557		SR997/KROME AVE/SW177AVE,200' N OF SR94/KENDALL	N	8100	S	7800	15900 C	9.5	59.7F	8.9F
2560		SR 922/ NW 125 ST, 400' W OF NE 6TH AVE	E	16500	W	18000	34500 C	9.0	55.7F	5.3A

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
2561		SR90/SW8ST/TAMIAMI TRAIL,0.25M WEST OF SW122AVE	E	31500	W	31000	62500	C	9.0	59.7F	5.6F
2562		SR5/US1 S DIXIE HWY ONE WAY SB 300' S OF SW 174	S	29000		0	29000	C	9.0	99.9W	5.7F
2563		SR5/US1 S.DIXIE HWY ONE WAY NB 300' S OF SW 174	N	30500		0	30500	C	9.0	99.9W	5.7F
2564		SR 969/NW 7 ST/FRONTAGE RD 400' NORTH OF NW 7 ST	N	750E	S	7100E	7850	F	9.0	59.7F	5.7F
2565		SNAPPER CREEK EXPRESSWAY 700' S OF RAMP#87021003		0E		0E	29000	F	9.0	99.9W	2.5F
2570		BUSWAY 500'S OF MARLIN RD.	N	200	S	300	500	C	9.0	59.7F	44.1A
2571		BUSWAY - 1000'S OF CORAL REEF DR./ SW 152 ST	N	300	S	250	550	C	9.0	59.7F	58.6A
2572		BUSWAY, 500'N OF SW 128TH ST.	N	300	S	250	550	C	9.0	59.7F	76.3A
2580		SR 985/SW 107 AVE, 200' S OF FLAGLER ST	N	19000	S	19500	38500	C	9.0	59.7F	2.4F
2645		SR A1A/COLLINS AVE, 200' N OF MIAMI BEACH BLVD	N	28000	S	28000	56000	C	9.0	55.7F	8.4F
2646		INDIAN CREEK DR. 200' SOUTH OF 38 STREET	S	15000		0	15000	C	9.0	99.9W	8.4F
2647		SR 907 ALTON ROAD 200' N OF NAUTILUS DR	N	4600	S	2200	6800	C	9.0	55.7F	6.6F
3000		NW 25TH ST, 1000' W OF NW 72 AVE.	E	14000	W	12000	26000	C	9.0	55.7F	10.4A
3010		NW 25 ST, 300'E OF NW 42 AVE.	E	6700	W	3300	10000	C	9.0	55.7F	2.8A
3020		NW 27 ST, 300 E OF NW 42 AVE.	E	600	W	500	1100	C	9.0	55.7F	3.2A
3030		NE 5 ST, 150'E OF NE 2 AVE.	E	9900		0	9900	C	9.0	99.9W	16.9A

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
3040		NE 6 ST, 200'W OF NE 2 AVE.	W	13500		0	13500 C	9.0	99.9W	8.3A
3050		NE 1 AVE, 200'N OF NE 9 ST.	N	19000		0	19000 C	9.0	99.9W	15.4A
3060		NE 2 AVE, 200'N OF NE 9 ST.	S	16500		0	16500 C	9.0	99.9W	16.3A
3070		NW 69 AVE, 100'S OF NW 74 ST.	N	1100	S	1600	2700 C	9.0	55.7F	58.7A
3090		NW 74 ST, 700'E OF NW 72 AVE.	E	5500	W	6300	11800 C	9.0	55.7F	15.7A
3100		NW 37 AVENUE, 100' N OF NW 22 ST	N	6300	S	4100	10400 C	9.0	59.7F	11.3A
3120		NW 21 STREET, 500' W OF OF NW 37 AVE	E	6300	W	3700	10000 C	9.0	55.7F	19.9A
5000		SR 7/US-441/SW/NW 8 AV, 200' N SW 7 ST	N	4100	S	3900	8000 C	9.0	59.7F	6.0F
5001		SR 7/US-441/SW/NW 8 AV, 200' N FLAGLER ST	N	3500	S	5200	8700 C	9.0	59.7F	6.0F
5003		SR 7/US-441/NW 7 AV, 100' N OF NW 6 ST.	N	7800	S	8700	16500 C	9.0	59.7F	4.9A
5005		SR 7/US-441/NW 7 AV, 200' S OF NW 21 ST.	N	12500	S	10000	22500 C	9.0	55.7F	6.0F
5006		SR 7/US-441/NW 2 AV, 200' N MIAMI GARDENS DR/SR8	N	28000	S	28000	56000 C	9.0	55.7F	6.0F
5008		SR 933/SW 12 AV, 200'N SW 22 ST/CORAL WAY/SR 972	N	3400	S	3200	6600 C	9.0	59.7F	8.0F
5011		SR 933/SW/NW 12 AV, 200' N SW 7 ST	N	7200	S	6900	14100 C	9.0	59.7F	8.9A
5012		SR 933/NW 12 AV, 200' N FLAGLER ST/SR 968	N	12000	S	9200	21200 C	9.0	59.7F	8.0F
5014		SR 7/SW/NW 7 AV, 200' S NW 119 ST/SR 924	N	16000	S	17500	33500 C	9.0	55.7F	6.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
5017		SR 997/KROME AV, 200' S NE/NW 8 ST (HOMESTEAD)	N	9400	S	8000	17400 C	9.0	59.7F	8.9F
5021		SR 7/US 441 NB UNDER I-95	N	26500		0	26500 C	9.0	99.9W	6.0F
5022		SR 7 / US 441 SB 200' N OF I-95	S	27500		0	27500 C	9.0	99.9W	6.0F
5037		SR 5/US-1, 200' S S MIAMI AV	N	12000	S	14000	26000 C	9.0	59.7F	5.1F
5039		SR 5/US-1, 200' N RICKENBACKER CSWY	N	13500	S	13500	27000 C	9.0	59.7F	5.1F
5041		SR-5/US-1/BRICKELL AVE, 200' S SE 13 ST	N	11000	S	16000	27000 C	9.0	59.7F	3.5A
5042		SR 5/US-1, 200' S SE 8 ST/SR 90/TAMIAMI TRL	N	12500	S	13500	26000 C	9.0	59.7F	9.9A
5045		SR 5/US-1/NB, 200' E SE 2 AV ON SE 4 ST	N	17000		0	17000 C	9.0	99.9W	5.8F
5046		SR 5/US-1/SB, 200' E SE 2 AV ON SE 2 ST	W	20000		0	20000 C	9.0	99.9W	5.8F
5047		SR 5/US-1, 100' S FLAGLER ST	N	23000	S	13000	36000 C	9.0	59.7F	5.8F
5049		SR 5/US-1, 300' S OF NE 10 ST	N	25000	S	20000	45000 C	9.0	59.7F	3.0A
5052		SR 5/US-1, 100' S NE 13 ST	N	20500	S	23500	44000 C	9.0	55.7F	4.4A
5053		SR 5/US-1, 100' N NE 13 ST	N	20000	S	16000	36000 C	9.0	55.7F	5.8F
5058		SR 5/US-1, 200' N NE 29 ST	N	19500	S	17500	37000 C	9.0	55.7F	5.8F
5059		SR 5/US-1, 200' N NE 36 ST	N	23500	S	23500	47000 C	9.0	55.7F	5.8F
5060		SR 5/US-1, 200' S NE 53 ST	N	18000	S	20000	38000 C	9.0	55.7F	5.8F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
5065		SR 5/US-1, 200' N NE 71 ST	N	20500	S	22500	43000 C	9.0	55.7F	4.6A
5068		SR 5/US-1, 200' N NE 79 ST/SR 934	N	20500	S	21500	42000 C	9.0	55.7F	5.8F
5077		SR 25/US-27/NW 36 ST, 200' E I-95	E	11000	W	11000	22000 C	9.0	55.7F	4.2A
5080		SR 25/US-27/NW 36 ST, 200' E NW 27 AV	E	11500	W	10000	21500 C	9.0	55.7F	4.2A
5083		SR 25/US-27/NW 36 ST, 200' W NW 12 AV	E	10000	W	8800	18800 C	9.0	55.7F	9.4F
5090		SR 90/US-41/SW 8 ST/ONE-WAY EB, 200' W SR 5/US-1	E	17000		0	17000 C	9.0	99.9W	5.4F
5091		SR 90/US-41/SW 7 ST/ONE-WAY WB, 200' W SR 5/US-1	W	14000		0	14000 C	9.0	99.9W	5.4F
5095		SR 90/US-41/SW 8 ST/ONE-WAY EB, 200' W OF SW 7 A	E	22000		0	22000 C	9.0	99.9W	2.5A
5096		SR 90/US-41/SW 7 ST/ONE-WAY WB, 200' E SW 7 AV	W	17000		0	17000 C	9.0	99.9W	2.6A
5097		SR 90/US-41/SW 7 ST/ONE-WAY WB, 200' W SW 12 AV	W	21500		0	21500 C	9.0	99.9W	5.4F
5098		SR 90/US-41/SW 8 ST/ONE-WAY EB, 200' W SW 12 AV	E	26000		0	26000 C	9.0	99.9W	5.4F
5101		SR 968/EB SW 1 ST, 200' W SW 17 AV	E	26000		0	26000 C	9.0	99.9W	6.0F
5102		SR 968/FLAGLER ST/WB, 200' W SW 17 AV	W	20500		0	20500 C	9.0	99.9W	6.0F
5103		SR 90/US-41/SW 8 ST/ONE-WAY EB, 200' E BEACON BL	E	19500		0	19500 C	9.0	99.9W	5.4F
5104		SR 90/US-41/SW 8 ST, 200' W SW 27 AV	E	18500	W	15500	34000 C	9.0	59.7F	3.1A
5105		SR 90/US-41/SW 7 ST/ONE-WAY WB, 200' E BEACON BL	W	16500		0	16500 C	9.0	99.9W	5.4F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
5117		SR 90/US-41/SW 8 ST, 200' E SW 37 AV	E	18000	W	17000	35000 C	9.0	59.7F	1.9A
5120		SR 9/SW/NW 27 AV, 200' N SR 5/US-1	N	11000	S	13000	24000 C	9.0	59.7F	4.4A
5125		SR 9/SW/NW 27 AV, 100' S SW 8 ST/SR 90	N	17500	S	19000	36500 C	9.0	59.7F	14.4A
5126		SR 9/SW/NW 27 AV, 100' N SW 8 ST/SR 90	N	13500	S	23500	37000 C	9.0	59.7F	4.1A
5128		SR 9/SW/NW 27 AV, 200' N FLAGLER ST/SR 968	N	24000	S	25000	49000 C	9.0	59.7F	4.9A
5141		SR 7/US-441/NW 7 AV, 250' N OF NW 54 ST.	N	13500	S	12000	25500 C	9.0	55.7F	6.0F
5144		SR 7/US-441/SW/NW 7 AV, 500' N OF NW 62 ST.	N	11500	S	11500	23000 C	9.0	55.7F	3.0A
5159		SR AIA/COLLINS AV, 200' N 5 ST(MIAMI BEACH)	N	7100	S	9600	16700 C	9.0	55.7F	8.4F
5170		SR A1A/COLLINS AV, N OF 21 ST (MIAMI BEACH)	N	12000	S	13000	25000 C	9.0	55.7F	4.3A
5171		200' N OF 35 ST. (MIAMI BEACH)	N	13000		0	13000 C	9.0	99.9W	8.4F
5189		SR 934/71 ST, 200' W SR A1A/HARDING AV	E	7100	W	9500	16600 C	9.0	55.7F	10.5F
5191		SR934/NE 79TH ST/NORTH BAY CSWY/71ST ST, 100' W	E	19500		0	19500 C	9.0	99.9W	10.5F
5200		SR 5/US-1, 200' S SW 27 AV/SR 9	N	49500	S	50000	99500 C	9.0	59.7F	5.1F
5201		SR 5/US-1, 200' N SW 27 AV/SR 9	N	48500	S	49500	98000 C	9.0	59.7F	5.1F
5219		SR 5/US-1, 300' S NE 163 ST/SUNNY ISLES CSWY	N	31000	S	33000	64000 C	9.0	55.7F	4.8A
5225		SR 826/NE 163 ST, 100' E OF NE 20 AVE	E	29500	W	24500	54000 C	9.0	55.7F	2.8A

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
5229		SR 826/NE 167 ST, 200' W NE 10 AV	E	31500	W	30500	62000	C	9.0	55.7F	3.6A
5252		SR 25/US-27/OKEECHOBEE RD, 200' SE W 12 AV(HIALE	E	26000	W	26000	52000	C	9.0	55.7F	13.1F
5265		SR 944/HIALEAH DR, 200' W SE 8 AV(HIALEAH)	E	11500	W	10000	21500	C	9.0	55.7F	3.0A
5341		SR 944/HIALEAH DR, 200' E OKEECHOBEE RD/SR 25	E	8400	W	11000	19400	C	9.0	55.7F	3.0F
5348		SR 944/NW 54 ST, 200' W NW 12 AV	E	9800	W	10000	19800	C	9.0	55.7F	3.3A
5355		SR 944/NW 54 ST, 200' W SR 5/US-1	E	6800	W	7100	13900	C	9.0	55.7F	2.9A
5371		SR 823/RED RD, 200' S W 42 ST(HIALEAH)	N	19000	S	20000	39000	C	9.0	55.7F	4.5F
5372		SR 823/RED RD, 100' N SR 932/W 49 ST(HIALEAH)	N	16500	S	17000	33500	C	9.0	55.7F	2.3A
5384		SR-112/AIRPORT EXPY. 200' W BR. OVER NW 2 AVE	E	53500E	W	66000E	119500	F	8.0	65.6F	3.9P
5388		SR 112/ARTHUR GODFREY RD, 200' W INDIAN CREEK DR	E	23000	W	19500	42500	C	9.0	55.7F	4.9F
5389		SR 90/US-41/SW 7 ST (TWO WAY), 150' W OF SW 25 A	W	13000	E	5600	18600	C	9.0	59.7F	5.4F
6002		RAMP 87003004 FROM WB SR112 TO SB LE JEUNE, 300'	S	17000		0	17000	C	9.0	99.9W	6.0A
6004		RAMP 87003006 FROM NB LE JEUNE TO EB SR112, 250'	E	12500		0	12500	C	9.0	99.9W	2.9A
6005		RAMP 87003007 FROM SB OKEECHOBEE TO EB SR112, 40	E	11500		0	11500	C	9.0	99.9W	19.3A
6006		RAMP 87003008 FROM WB SR112 TO WB NW 36 ST, 200'	W	9500		0	9500	C	9.0	99.9W	24.0A
6007		RAMP 87003109 FROM WB SR112 TO NB OKEECHOBEE, 90	N	12500		0	12500	C	9.0	99.9W	10.3A

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
6008		RAMP 87003010 FROM EB SR112 TO SB NW 29 AVE, 200	S 5500	0	5500 C	9.0	99.9W	12.6A
6009		RAMP 87003011 FROM WB NW 41 ST TO WB SR112, 200'	W 5200	0	5200 C	9.0	99.9W	6.7A
6010		RAMP 87003012 FROM WB NW 38 ST TO EB SR112, 200'	E 900	0	900 C	9.0	99.9W	16.5A
6011		RAMP 87003013 FROM WB SR112 TO WB NW 41 ST, 200'	W 3500	0	3500 C	9.0	99.9W	19.1A
6012		RAMP 87003014 FROM NB NW 25 AVE TO EB SR 112, 25	E 4300	0	4300 C	9.0	99.9W	14.2A
6013		RAMP 87003015 FROM SB NW 22 AVE TO WB SR112, 350	W 3400	0	3400 C	9.0	99.9W	7.2A
6014		RAMP 87003016 FROM EB SR112 TO SB NW22 AVE, 300'	S 9700	0	9700 C	9.0	99.9W	14.1A
6015		RAMP 87003017 FROM NB NW 22 AVE TO EB SR112, 350	E 3100	0	3100 C	9.0	99.9W	7.9A
6016		RAMP 87003018 FROM WB SR112 TO WB NW 41 ST, 200'	W 5100	0	5100 C	9.0	99.9W	8.3A
6018		RAMP 87003022 FROM WB SR112 TO WB NW 40 ST, 40'	W 7100	0	7100 C	9.0	99.9W	16.8A
6019		RAMP 87003023 FROM EB SR112 TO SB NW 12 AVE, 250	S 1200	0	1200 C	9.0	99.9W	12.9A
6020		RAMP87004001 FRM SB I-95 OFF RAMP87270180 TO WB	W 21000	0	21000 C	9.0	99.9W	15.8A
6021		RAMP 87004002 FROM EB SR 112 TO NB I-95, 1848' E	N 13500	0	13500 C	9.0	99.9W	6.2A
6022		RAMP 87004003 FROM NB I-95 TO WB SR 112, 500' N	W 13500	0	13500 C	9.0	99.9W	9.9A
6023		RAMP 87004004 FROM WB I-195 TO SB I-95, 1000' W	S 4100	0	4100 C	9.0	99.9W	3.9A
6024		RAMP 87004018 FROM SB N MIAMI AVE TO WB I-195, 2	0E	0E	14500 S	9.0	99.9W	4.7P

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
6025		RAMP 87004019 FROM EB I-195 TO SB N MIAMI AVE, 2	S 12500	0	12500 C	9.0	99.9W	3.6A
6026		RAMP 87004020 FROM EB NE 38 ST TO WB I-195, 200'	W 11000	0	11000 C	9.0	99.9W	4.6A
6027		RAMP 87004021 FROM EB I-195 TO WB NW 36 ST, 100'	W 8700	0	8700 C	9.0	99.9W	10.1A
6028		RAMP 87004022 FROM WB I-195 TO WB NW 38 ST, 500'	W 15500	0	15500 C	9.0	99.9W	2.3A
6029		RAMP 87004023 FROM EB NE 36 ST TO EB I-195, 500'	E 13500	0	13500 C	9.0	99.9W	3.8A
6030		RAMP 87004024 FROM EB I-195 TO SB ALTON RD, 600'	S 35000	0	35000 C	9.0	99.9W	6.4A
6031		RAMP 87004025 FROM SB ALTON RD TO WB I-195, 200'	W 16000	0	16000 C	9.0	99.9W	2.6A
6032		RAMP 87004026 WB OFF RAMP 87270513 TO WB NW 40 S	W 1200	0	1200 C	9.0	99.9W	13.7A
6033		RAMP 87005031 FROM EB SW 104 ST TO SB SR874, 850	S 4200	0	4200 C	9.0	99.9W	7.3A
6034		RAMP 87005033 FROM SB SR874 TO EB KILLIAN PKWY,	E 2200	0	2200 C	9.0	99.9W	4.3A
6035		RAMP 87005034 FROM SB SR874 TO NB SW 107 AVE, 40	N 16500	0	16500 C	9.0	99.9W	4.5A
6036		RAMP 87005035 FROM NB SR874 TO EB KILLIAN PKWY,	E 3500	0	3500 C	9.0	99.9W	3.9A
6037		RAMP 87005036 FROM EB SW 104 ST TO NB SR874, 500	N 14500	0	14500 C	9.0	99.9W	3.4A
6038		RAMP 87005038 FROM WB KILLIAN PKWY TO NB SR874,	N 2800	0	2800 C	9.0	99.9W	5.4A
6040		RAMP 87005041 FROM EB SW 88 ST TO SB SR874, 500'	S 3700	0	3700 C	9.0	99.9W	3.5A
6041		RAMP 87005042 FROM NB SR 874 TO EB SW 88 ST, 100	E 4200	0	4200 C	9.0	99.9W	3.5A

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
6043		RAMP87005501 FRM SW 40STSB ON RAMP87260135 TO SB	S 5500	0	5500 C	9.0	99.9W	12.7A
6044		RAMP 87005502 FROM NB SR874 TO SW 40 ST OFF RAMP	N 5900	0	5900 C	9.0	99.9W	5.0A
6045		RAMP 87006047 FROM EB SR 970 TO NB SE 1 AVE, 200	N 2100	0	2100 C	9.0	99.9W	6.9A
6046		RAMP 87006048 FROM EB SR 970 TO S MIAMI AVE, 250	S 10000	0	10000 C	9.0	99.9W	6.7A
6047		RAMP 87006049 FROM SR 970 TO SE 2 AVE, 100' W OF	N 8500	0	8500 C	9.0	99.9W	49.0A
6048		RAMP 87006050 FROM S MIAMI AVE TO RAMP 87006800,	S 2500	0	2500 C	9.0	99.9W	3.4A
6049		RAMP 87021001 FROM WB SR878 TO WB SW 88 ST, 700'	W 12500	0	12500 C	9.0	99.9W	5.2A
6050		RAMP 87021002 FROM WB SW 88 ST TO EB SR878, 500'	E 3900	0	3900 C	9.0	99.9W	2.7A
6051		RAMP 87021003 FROM SB SR874 TO WB SR878, 500' S	W 8100	0	8100 C	9.0	99.9W	6.0A
6052		RAMP 87021004 FROM SB SW 87 AVE TO WB SR878, 500	W 4000	0	4000 C	9.0	99.9W	7.7A
6053		RAMP 87021005 FROM EB SR878 TO SB SW 87 AVE, 500	S 3100	0	3100 C	9.0	99.9W	5.2A
6054		RAMP 87021006 FROM WB SR878 TO NB SW 87 AVE, 500	N 2700	0	2700 C	9.0	99.9W	9.3A
6055		RAMP 87021007 FROM NB SW 87 AVE TO EB SR878, 600	E 2500	0	2500 C	9.0	99.9W	2.8A
6056		RAMP 87021008 FROM SW 80 ST TO WB SR878, 50' W O	W 8300	0	8300 C	9.0	99.9W	9.9A
6057		RAMP 87021009 FROM EB SR878 TO SW 72 AVE, 150' E	S 8100	0	8100 C	9.0	99.9W	5.7A
6058		RAMP 87021010 FROM EB SR878 TO SB US-1, 100' E O	S 550	0	550 C	9.0	99.9W	5.7A

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
6059		RAMP 87037200 FRM EB MACARTHUR CSWY TO NB ALTON	N 19500	0	19500 C	9.0	99.9W	2.2A
6060		RAMP87037201 FRM EB I-195 OFF RAMP87004024 TONB	N 14000	0	14000 C	9.0	99.9W	6.8A
6061		RAMP 87037202 FROM NB ALTON RD TO WB I-195, 300'	W 15000	0	15000 C	9.0	99.9W	5.2A
6063		RAMP 87047200 FROM WB SR836 TO SB NW 87 AVE, 300	S 6700	0	6700 C	9.0	99.9W	4.3A
6064		RAMP 87047201 FROM NB NW 87 AVE TO WB SR836, 300	W 2300	0	2300 C	9.0	99.9W	6.0A
6069		RAMP 87070056 FROM SB US-27 TO SB KROME AVE, 300	S 2300	0	2300 C	9.0	99.9W	19.6A
6070		RAMP 87070057 FROM NB KROME AVE TO SB US-27, 150	S 1300	0	1300 C	9.0	99.9W	17.2A
6071		RAMP 87075302 FROM EB I-75 OFF RAMP TO SB ON RAM	S 27000	0	27000 C	9.0	0.0	10.8A
6072		RAMP 87075303 FROM SB SR826 TO EB I-75, 1500' S	E 1800	0	1800 C	9.0	0.0	14.3A
6073		RAMP 87075304 FROM SB SR826 TO WB I-75, 1000' S	W 13000	0	13000 C	9.0	0.0	13.0A
6074		RAMP 87075527 FROM EB I-75 OFF RAMP TO NB ON RAM	E 12000	0	12000 C	9.0	0.0	
6075		RAMP 87075600 FROM WB I-75 TO WB NW 138 ST, 500'	W 12500	0	12500 C	9.0	0.0	17.3A
6076		RAMP 87075601 FROM NB NW 92 AVE TO EB I-75, 1000	E 10000	0	10000 C	9.0	0.0	
6077		RAMP 87075602 FROM NB NW 92 AVE TO NB I-75, 1000	N 13500	0	13500 C	9.0	0.0	10.1A
6078		RAMP 87075603 FROM SB I-75 TO NW 138 ST, 500' S	W 13000	0	13000 C	9.0	0.0	
6079		RAMP 87075604 FROM NB I-75 TO EB MIAMI GARDENS,	E 11500	0	11500 C	9.0	0.0	10.9A

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
6080		RAMP 87075605 FROM WB MIAMI GARDENS TO NB I-75,	W 9800	0	9800 C	9.0	0.0	
6081		RAMP 87075606 FROM SB I-75 TO EB MIAMI GARDENS,	E 9700	0	9700 C	9.0	0.0	2.1A
6082		RAMP 87075607 FROM WB MIAMI GARDENS TO SB I-75,	S 9700	0	9700 C	9.0	0.0	3.3A
6083		RAMP 87075608 FROM NB FL TURNPIKE TO NB I-75, 15	N 20500	0	20500 C	9.0	0.0	
6084		RAMP 87075609 FROM SB I-75 TO SB FL TURNPIKE, 10	S 23500	0	23500 C	9.0	0.0	22.5A
6085		RAMP 87075616 FROM NB SR826 TO NB I-75, 900' N O	N 35000	0	35000 C	9.0	0.0	
6086		R-87075700 F. SB SR 826 OFF R-87075303 TO NW 138	W 3400	0	3400 C	9.0	0.0	
6087		RAMP 87080901 FROM WB HIALEAH CONN TO NW 69TH AV	W 750	0	750 C	9.0	99.9W	24.0A
6088		RAMP 87080902 FROM NW 69TH AVE TO EB HIALEAH CON	E 450	0	450 C	9.0	99.9W	39.7A
6092		RAMP 87140059 FROM SB I-95 TO NB US-441, 100' S	N 17500	0	17500 C	9.0	99.9W	22.3A
6095		RAMP 87140062 FROM NB US-441 TO NB HEFT, 200' SE	N 4100	0	4100 C	9.0	99.9W	9.2A
6096		RAMP 87140063 FROM SB US-441 TO EB SR 836, 400'	W 4700	0	4700 C	9.0	99.9W	3.5A
6097		RAMP 87140065 FROM NB US-441 TO NB I-95, 300' N	N 17500	0	17500 C	9.0	99.9W	24.9A
6098		RAMP 87140066 FROM WB NE 167 ST TO NB US-441, 15	N 5100	0	5100 C	9.0	99.9W	5.1A
6099		RAMP 87140067 FROM SB I-95 TO GOLDEN GLADES INTE	S 9300	0	9300 C	9.0	99.9W	13.0A
6100		RAMP 87140348 FROM SB US-441 TO SB I-95, 150' S	S 13000	0	13000 C	9.0	99.9W	6.0A

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
6101		RAMP87140349 FRM NW167 ST OFF RAMP87170354 TOSB	S 4300	0	4300 C	9.0	99.9W	7.9A
6102		RAMP 87170352 FROM NB SR-441 TO EB NW 167 ST, 15	E 4100	0	4100 C	9.0	99.9W	8.4A
6103		RAMP 87170353 FROM SB I-95 TO WB SR-826, 600' N	W 23000	0	23000 C	9.0	99.9W	15.1A
6104		RAMP 87170354 FROM WB NE 167 ST TO SB I-95, 1500	S 7900	0	7900 C	9.0	99.9W	2.5A
6105		RAMP 87170355 FROM WB NE 167 ST TO NB I-95, 50'	N 12000	0	12000 C	9.0	99.9W	12.3A
6106		RAMP 87170360 FROM NB A1A TO WB SUNNY ISLES CS,	W 11500	0	11500 C	9.0	99.9W	6.9A
6107		RAMP 87170361 FROM INTRACOASTAL TO EB SUNNY ISLE	E 900	0	900 C	9.0	99.9W	7.4A
6108		RAMP 87170362 FRM WB SUNNY ISLE CS TO INTRACOAST	W 350	0	350 C	9.0	99.9W	9.2A
6109		RAMP 87170363 FRM INTRACOASTAL TO EB SUNNY ISLES	E 250	0	250 C	9.0	99.9W	3.8A
6110		RAMP 87170364 FROM EB SUNNY ISLE CS TO INTRACOAS	E 450	0	450 C	9.0	99.9W	8.4A
6112		RAMP 87170366 FROM WBSUNNY ISLE CS TO INTRACOAST	W 800	0	800 C	9.0	99.9W	5.1A
6113		RAMP 87200050 FROM WB SR836 TO WB SW 8 ST, 1600'	W 11500	0	11500 C	9.0	99.9W	7.0A
6114		RAMP 87200072 FROM SB NW 107 AVE TO WB SR836, 30	W 10000	0	10000 C	9.0	99.9W	7.3A
6115		RAMP 87200073 FROM EB SR836 TO SB NW 107 AVE, 80	S 5900	0	5900 C	9.0	99.9W	12.0A
6116		RAMP 87200074 FROM SB NW 12 ST TO WB SR836, 450'	W 6200	0	6200 C	9.0	99.9W	4.8A
6117		RAMP 87200075 FROM EB SR836 TO SB NW 87 AVE, 500	S 8800	0	8800 C	9.0	99.9W	7.3A

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
6118		RAMP 87200076 FROM WB SR836 TO WB RAMP 87200324,	W	16500	0	16500 C	9.0	99.9W	3.1A
6119		RAMP 87200078 FROM WB SR836 TO SB SR826, 200' N	S	31500	0	31500 C	9.0	99.9W	10.4A
6121		RAMP87200080 FRM SBSR826 OFF RAMP 87260288 TO EB	E	19000	0	19000 C	9.0	99.9W	12.3A
6122		RAMP 87200081 FROM WB SR836 TO NB SR826, 400' W	N	21000	0	21000 C	9.0	99.9W	9.8A
6123		RAMP 87200082 FROM NB SR826 TO EB SR836, 500' N	E	43000	0	43000 C	9.0	99.9W	14.7A
6124		RAMP 87200083 FROM NB NW 72 AVE TO WB SR836, 500	W	12000	0	12000 C	9.0	99.9W	11.5A
6125		RAMP 87200084 FROM EB SR836 TO NB NW 72 AVE, 250	N	4400	0	4400 C	9.0	99.9W	14.9A
6126		RAMP 87200285 FROM WB SR836 TO NB NW 72 AVE, 100	N	55000	0	55000 C	9.0	99.9W	4.3A
6127		RAMP 87200086 FROM NB NW 72 AVE TO EB SR836, 600	E	5600	0	5600 C	9.0	99.9W	6.0A
6128		RAMP 87200087 FROM EB SR836 TO SB NW57 AVE, 500'	S	10500	0	10500 C	9.0	99.9W	3.0A
6129		RAMP 87200088 FROM NB NW 57 AVE TO WB SR836, 600	W	10500	0	10500 C	9.0	99.9W	11.3A
6130		RAMP 87200089 FROM WB SR836 TO SB NW 57 AVE, 300	S	10500	0	10500 C	9.0	99.9W	11.7A
6131		RAMP 87200090 FROM NB NW 57 AVE TO EB SR836, 400	E	11000	0	11000 C	9.0	99.9W	7.1A
6132		RAMP 87200091 FROM EB SR836 TO SB NW 42 AVE, 450	S	8500	0	8500 C	9.0	99.9W	6.3A
6133		RAMP 87200092 FROM EB SR836 TO NB NW 42 AVE, 500	N	18500	0	18500 C	9.0	99.9W	7.5A
6134		RAMP 87200094 FROM SB NW 42 AVE TO EB SR836, 300	E	5200	0	5200 C	9.0	99.9W	3.3A

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
6135		RAMP87200095 FRMWB SR836 OFF RAMP87200091 TO SB	S 6300	0	6300 C	9.0	99.9W	2.5A
6136		RAMP 87200096 FROM NB NW 42 AVE TO EB SR836, 200	E 6500	0	6500 C	9.0	99.9W	6.3A
6137		RAMP87200097 FRM WB SR836 TO NB LEJEUNE RD OFF R	N 7000	0	7000 C	9.0	99.9W	3.0A
6138		RAMP 87200098 FROM WB SR836 TO WB NW 14 ST, 300'	W 7800	0	7800 C	9.0	99.9W	4.8A
6139		RAMP 87200099 FROM NB NW 37 AVE TO EB SR836, 400	E 7000	0	7000 C	9.0	99.9W	3.0A
6140		RAMP 87200100 FROM EB SR836 TO SB NW 27 AVE, 400	S 11500	0	11500 C	9.0	99.9W	13.0A
6141		RAMP 87200101 FROM SB NW 27 AVE TO WB SR836, 300	W 8300	0	8300 C	9.0	99.9W	11.2A
6142		RAMP 87200102 FROM WB SR836 TO SB NW 27 AVE, 200	S 3600	0	3600 C	9.0	99.9W	6.9A
6143		RAMP 87200103 FROM NB NW 27 AVE TO WB SR836, 300	W 9300	0	9300 C	9.0	99.9W	5.3A
6144		RAMP 87200104 FROM SB NW 27 AVE TO EB SR836, 200	E 1600	0	1600 C	9.0	99.9W	10.0A
6145		RAMP 87200105 FROM EB SR836 TO NB NW 27 AVE, 150	N 9600	0	9600 C	9.0	99.9W	15.7A
6146		RAMP 87200106 FROM WB SR836 TO NB NW 27 AVE, 200	N 2800	0	2800 C	9.0	99.9W	8.5A
6147		RAMP 87200107 FROM NB NW 27 AVE TO EB SR836, 200	E 2900	0	2900 C	9.0	99.9W	16.2A
6148		RAMP 87200108 FROM SB NW 17 AVE TO WB SR836, 200	W 9900	0	9900 C	9.0	99.9W	19.6A
6149		RAMP 87200109 FROM EB SR836 TO SB NW 17 AVE, 150	S 10500	0	10500 C	9.0	99.9W	3.5A
6150		RAMP 87200110 FROM NB NW 17 AVE TO WB SR836, 100	W 6700	0	6700 C	9.0	99.9W	13.1A

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
6151		RAMP 87200211 FROM EB SR 836 TO NW SOUTH RIVER D	N 6000	0	6000 C	9.0	99.9W	30.9A
6152		RAMP 87200112 FROM SB NW 12 AVE TO EB SR836, 100	E 8900	0	8900 C	9.0	99.9W	13.9A
6153		RAMP 87200113 FROM NB NW 12 AVE TO EB SR836, 150	E 12500	0	12500 C	9.0	99.9W	10.1A
6154		RAMP 87200114 FROM WB SR836 TO NB NW 12 AVE, 100	N 15500	0	15500 C	9.0	99.9W	18.5A
6155		RAMP 87200115 FROM SB I-95 TO WB SR836, 200' S O	W 38000	0	38000 C	9.0	99.9W	4.2A
6156		RAMP 87200116 FROM EB SR836 TO NB I-95 RAMP 8720	N 30500	0	30500 C	9.0	99.9W	3.2A
6157		RAMP 87200117 FROM EB SR836 TO SB I-95, 150' E O	S 23500	0	23500 C	9.0	99.9W	8.3A
6158		RAMP 87200118 FROM WB I-395 TO SB I-95, 150' W O	S 16000	0	16000 C	9.0	99.9W	3.7A
6159		RAMP 87200119 FROM WB I-395 TO NB I-95, 200' W O	N 22500	0	22500 C	9.0	99.9W	7.8A
6160		RAMP 87200120 FROM NB I-95 TO EB I-395 RAMP 8727	E 13500	0	13500 C	9.0	99.9W	5.5A
6161		RAMP 87200121 FROM NE 12 ST TO WB I-395, 200' W	W 11000	0	11000 C	9.0	99.9W	12.3A
6162		RAMP 87200122 FROM NE 1 AVE TO WB I-395, 200' W	W 18000	0	18000 C	9.0	99.9W	9.8A
6163		RAMP 87200123 FROM EB I-395 TO NE 2 AVE, 200' E	E 9400	0	9400 C	9.0	99.9W	8.2A
6164		RAMP 87200125 FROM EB I-395 TO SB NE 2 AVE, 200'	S 13000	0	13000 C	9.0	99.9W	13.5A
6165		RAMP 87200126 FROM EB SR836 TO SB NW 45 AVE, 200	S 4900	0	4900 C	9.0	99.9W	2.7A
6166		RAMP 87200127 FROM SB NW 45 AVE TO WB SR836, 200	W 25500	0	25500 C	9.0	99.9W	6.9A

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
6167		RAMP87200128 FRMSB I-95 OFF RAMP87200115 TO WB N	W 7500	0	7500 C	9.0	99.9W	5.4A
6168		RAMP 87200500 FROM WB SR836 TO SB NW 107 AVE, 20	S 4800	0	4800 C	9.0	99.9W	3.4A
6169		RAMP 87200601 FROM SB NW 107 AVE TO EB SR836, 20	E 7100	0	7100 C	9.0	99.9W	7.5A
6170		RAMP 87200502 FROM NB NW 87 AVE TO EB SR836, 700	E 16000	0	16000 C	9.0	99.9W	22.0A
6171		RAMP 87200503 FROM WB I-395 TO WB NE 13 ST, 100'	W 11000	0	11000 C	9.0	99.9W	7.8A
6172		RAMP 87200504 FROM NB US-1 TO EB I-395, 200' E O	E 8300	0	8300 C	9.0	99.9W	2.8A
6173		RAMP 87200605 FROM WB SR836 TO NB NW 107AVE, 400	N 7600	0	7600 C	9.0	99.9W	9.9A
6174		RAMP 87200606 FROM NB NW 107AVE TO EB SR836, 600	E 5300	0	5300 C	9.0	99.9W	4.5A
6175		RAMP 87210001 FROM EB SR856 TO EB NE 192 ST, 75'	E 3500	0	3500 C	9.0	99.9W	3.3A
6176		RAMP 87210002 FROM WB FRONTAGE RD TO WB SR856, 3	W 5200	0	5200 C	9.0	99.9W	2.0A
6177		RAMP 87210003 FROM EB NE 192 ST TO EB SR856, 15'	E 11000	0	11000 C	9.0	99.9W	5.5A
6178		RAMP 87210004 FROM WB SR856 TO WB FRONTAGE RD, 5	W 10500	0	10500 C	9.0	99.9W	4.0A
6179		RAMP 87210005 FROM NB COLLINS AVE TO WB SR856, 2	W 17000	0	17000 C	9.0	99.9W	1.9A
6180		RAMP 87210006 FROM EB SR856 TO SB COLLINS AVE, 1	S 16500	0	16500 C	9.0	99.9W	4.5A
6181		RAMP 87260001 FROM WB SW 100 ST TO NB SR826, 40'	N 1800	0	1800 C	9.0	99.9W	15.5A
6182		RAMP 87260002 FROM SB SR826 TO EB SW 88 ST, 300'	E 6700	0	6700 C	9.0	99.9W	7.1A

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
6183		RAMP 87260003 FROM SB SR826 TO WB SW 88 ST, 450'	W 19500	0	19500 C	9.0	99.9W	3.0A
6184		RAMP 87260004 FROM WB SW 88 ST TO NB SR826, 900'	N 10500	0	10500 C	9.0	99.9W	4.8A
6185		R-87260006 F. SB SR 826 OFF R-87260003 TO DADELA	S 3500	0	3500 C	9.0	99.9W	5.4A
6186		RAMP 87260124 FROM EB SW 88 ST TO SB SR 826, 50'	S 11500	0	11500 C	9.0	99.9W	4.6A
6187		RAMP 87260125 FROM NB SR826 TO SW 88 ST, 200' N	E 1900	0	1900 C	9.0	99.9W	1.9A
6188		RAMP87260126 FRM EB SW88ST ON RAMP87260124 TO NB	N 9500	0	9500 C	9.0	99.9W	2.4A
6189		RAMP 87260127 FROM EB SW 72 ST TO SB SR826, 400'	S 3500	0	3500 C	9.0	99.9W	2.0A
6190		RAMP 87260128 FROM SB SR826 TO SW 72 ST, 100' S	W 14500	0	14500 C	9.0	99.9W	3.1A
6191		RAMP 87260129 FROM NB SR826 TO EB SW 72 ST, 200'	E 4500	0	4500 C	9.0	99.9W	11.6A
6192		RAMP 87260130 FROM WB SW 72 ST TO NB SR826, 500'	N 14000	0	14000 C	9.0	99.9W	11.5A
6193		RAMP 87260231 FROM SW 56 ST TO SB SR 826, 200' S	S 4100	0	4100 C	9.0	99.9W	61.3A
6194		RAMP 87260232 FROM SB SR 826 TO SW 56 ST, 200' S	W 8800	0	8800 C	9.0	99.9W	2.6A
6195		RAMP 87260233 FROM NB SR 826 TO SW 56 ST, 200' N	E 4300	0	4300 C	9.0	99.9W	10.4A
6196		RAMP 87260234 FROM SW 56 ST TO RAMP 8726045, 200	N 3500	0	3500 C	9.0	99.9W	9.1A
6197		RAMP 87260235 FROM SW 40 ST TO SB SR 826, 400' S	S 11500	0	11500 C	9.0	99.9W	4.2A
6198		RAMP 87260236 FROM SB SR 826 TO SW 40 ST 50' S O	W 18000	0	18000 C	9.0	99.9W	8.4A

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
6199		RAMP 87260237 FROM EB SW 40 ST TO NB SR 826, 200	N 7300	0	7300	C	9.0	99.9W	16.2A
6200		RAMP 87260238 FROM WB SW 40 ST TO NB SR 826, 200	N 7900	0	7900	C	9.0	99.9W	6.8A
6201		RAMP 87260239 FROM SB SR826 TO WB SW 24 ST, 300'	0E	0E	13500	F	9.0	99.9W	6.3F
6203		RAMP 87260242 FROM SB SR826 TO WB SW 8 ST, 300'	0E	0E	13000	F	9.0	99.9W	6.3F
6205		RAMP 87260144 FROM WB SW 8 ST TO NB SR 826, 200'	0E	0E	5900	F	9.0	99.9W	6.3F
6206		RAMP 87260145 FROM SB SR826 TO WB W FLAGLER ST,	0E	0E	15000	F	9.0	99.9W	6.3F
6207		RAMP 87260146 FROM WB FLAGLER ST TO NB SR826, 50	N 12500	0	12500	C	9.0	99.9W	19.8A
6208		RAMP 87260247 FROM EB NW 36 ST TO SB SR826, 200'	0E	0E	8200	F	9.0	99.9W	6.3F
6209		RAMP 87260248 FROM SB SR826 TO WB NW 36 ST, 100'	0E	0E	22000	F	9.0	99.9W	6.3F
6210		RAMP 87260249 FROM NB SR826 TO EB NW 36 ST, 200'	E 17500	0	17500	C	9.0	99.9W	5.3A
6211		RAMP 87260250 FROM WB NW 36 ST TO NB SR826, 300'	0E	0E	8600	F	9.0	99.9W	6.3F
6212		RAMP 87260153 FROM WB NW 167 ST TO WB SR826, 100	0E	0E	7300	F	9.0	99.9W	6.3F
6213		RAMP 87260154 FROM WB SR826 TO WB NW 167 ST, 100	0E	0E	8600	F	9.0	99.9W	6.3F
6214		RAMP 87260155 FROM EB SR826 TO EB NW 167 ST, 200	0E	0E	6600	F	9.0	99.9W	6.3F
6215		RAMP 87260156 FROM EB NW 167 ST TO EB SR826, 200	0E	0E	9900	F	9.0	99.9W	6.3F
6216		RAMP 87260157 FROM WB NW 167 ST TO WB SR826, 100	0E	0E	10000	F	9.0	99.9W	6.3F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
6217		RAMP 87260158 FROM EB SR826 TO EB NW 167 ST, 100	0E	0E	9600	F	9.0	99.9W	6.3F
6218		RAMP 87260159 FROM EB NW 167 ST TO EB SR826, 200	0E	0E	9900	F	9.0	99.9W	6.3F
6219		RAMP 87260160 FROM WB SR826 TO WB NW 167 ST, 100	0E	0E	10000	F	9.0	99.9W	6.3F
6220		RAMP 87260161 FROM WB NW 167 ST TO WB SR826, 50'	0E	0E	6700	F	9.0	99.9W	6.3F
6221		RAMP 87260162 FROM WB SR826 TO WB NW 167 ST, 100	0E	0E	4100	F	9.0	99.9W	6.3F
6222		RAMP 87260163 FROM EB SR826 TO EB NW 167 ST, 50'	0E	0E	6200	F	9.0	99.9W	6.3F
6223		RAMP 87260164 FROM EB NW 167 ST TO EB SR826, 100	0E	0E	5500	F	9.0	99.9W	6.3F
6224		RAMP87260165 FRM NB I-95 OFF RAMP87270212 TO WB	0E	0E	19000	F	9.0	99.9W	6.3F
6226		RAMP 87260376 FROM EB SW 24 ST TO NB SR826, 400'	N 12500	0	12500	C	9.0	99.9W	5.1A
6227		RAMP 87260377 FROM NB SR826 TO EB SW 24 ST, 500'	0E	0E	7800	F	9.0	99.9W	6.3F
6228		RAMP 87260378 FROM SW 24 ST TO SB SR826, 300' N	S 8300	0	8300	C	9.0	99.9W	11.0A
6229		RAMP 87260379 FROM EB SW 8 ST TO SB SR826, 300'	0E	0E	8400	F	9.0	99.9W	6.3F
6230		RAMP 87260380 FROM SB SR826 TO EB SW 8 ST, 1050'	0E	0E	5100	F	9.0	99.9W	6.3F
6231		RAMP 87260381 FROM NB SR826 TO EB SW 8 ST, 600'	0E	0E	11000	F	9.0	99.9W	6.3F
6232		RAMP 87260382 FROM EB SW 8 ST TO NB SR826, 500'	0E	0E	13000	F	9.0	99.9W	6.3F
6233		RAMP 87260283 FROM WB FLAGLER ST TO SB SR826, 30	0E	0E	8500	F	9.0	99.9W	6.3F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
6234		RAMP 87260284 FROM NB SR826 TO WB FLAGLER ST, 10	W 8800	0	8800 C	9.0	99.9W	21.3A
6235		RAMP 87260285 FROM EB SR836 TO SB SR826, 200' E	0E	0E	8200 F	9.0	99.9W	6.3F
6236		RAMP 87260286 FROM EB SR836 TO NB SR826, 100' E	0E	0E	16500 F	9.0	99.9W	6.3F
6237		RAMP 87260288 FROM SB SR826 TO WB FRONTAGE RD, 2	0E	0E	17500 F	9.0	99.9W	6.3F
6239		RAMP 87260390 FROM WB NW 36 ST TO SB SR826, 400'	0E	0E	11500 F	9.0	99.9W	6.3F
6240		RAMP 87260391 FROM EB NW 36 ST TO NB SR826, 400'	0E	0E	11500 F	9.0	99.9W	6.3F
6242		RAMP 87260393 FROM EB NW 58 ST TO SB SR826, 400'	0E	0E	9600 F	9.0	99.9W	6.3F
6243		RAMP 87260394 FROM SB SR826 TO WB NW 58 ST, 150'	0E	0E	16000 F	9.0	99.9W	6.3F
6244		RAMP 87260395 FROM NB SR826 TO EB NW 58 ST, 200'	0E	0E	12000 F	9.0	99.9W	6.3F
6245		RAMP 87260396 FROM WB NW 58 ST TO NB SR826, 700'	0E	0E	14000 F	9.0	99.9W	6.3F
6246		RAMP 87260397 FROM EB NW 74 ST TO SB SR826, 500'	0E	0E	13000 F	9.0	99.9W	6.3F
6247		RAMP 87260399 FROM SB SR826 TO WB NW 74 ST, 200'	0E	0E	12500 F	9.0	99.9W	6.3F
6248		RAMP 87260400 FROM NB SR826 TO EB NW 74 ST, 150'	0E	0E	14500 F	9.0	99.9W	6.3F
6249		RAMP 87260402 FROM WB NW 74 ST TO NB SR826, 500'	0E	0E	14000 F	9.0	99.9W	6.3F
6250		RAMP 87260403 FROM EB S RIVER DR TO SB SR826, 30	0E	0E	13000 F	9.0	99.9W	6.3F
6252		RAMP 87260405 FROM NB SR826 TO EB S RIVER DR, 20	0E	0E	18500 F	9.0	99.9W	6.3F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
6254		RAMP 87260407 FROM WB OKEECHOBEE RD TO SB SR826,	S 7200	0	7200	C	9.0	99.9W	8.3A
6255		RAMP 87260408 FROM SB SR826 TO WB OKEECHOBEE RD,	W 16000	0	16000	C	9.0	99.9W	13.2A
6257		RAMP 87260412 FROM WB OKEECHOBEE RD TO NB SR826,	0E	0E	17500	F	9.0	99.9W	6.3F
6258		RAMP 87260354 FROM SB NW 77 AVE TO SB SR826, 100	0E	0E	9600	F	9.0	99.9W	6.3F
6259		RAMP 87260355 FROM SB SR826 TO SB W 20 AVE, 200'	0E	0E	16000	F	9.0	99.9W	6.3F
6260		RAMP 87260356 FROM NB SR826 TO NB W 20 AVE, 100'	0E	0E	22500	F	9.0	99.9W	6.3F
6261		RAMP 87260357 FROM NB W 20 AVE TO NB SR826, 250'	0E	0E	15000	F	9.0	99.9W	6.3F
6262		RAMP 87260318 FROM EB NW 122 ST TO SB SR826, 500	0E	0E	19500	F	9.0	99.9W	6.3F
6263		RAMP 87260319 FROM SB SR826 TO WB NW 122 ST, 200	0E	0E	14000	F	9.0	99.9W	6.3F
6264		RAMP 87260320 FROM NB SR826 TO EB NW 122 ST, 200	0E	0E	18500	F	9.0	99.9W	6.3F
6265		RAMP 87260321 FROM EB NW 122 ST TO NB SR826, 600	0E	0E	14000	F	9.0	99.9W	6.3F
6266		RAMP 87260322 FROM WB GRATIGNY PKWY TO SB SR826,	0E	0E	9000	F	9.0	99.9W	6.3F
6267		RAMP 87260323 FROM NB SR826 TO EB GRATIGNY PKWY,	0E	0E	7300	F	9.0	99.9W	6.3F
6268		RAMP 87260328 FROM NB NW 77 AVE TO NB SR826, 25'	0E	0E	5800	F	9.0	99.9W	6.3F
6269		RAMP 87260329 FROM NB SR826 TO EB NW 154 ST, 200	0E	0E	13500	F	9.0	99.9W	6.3F
6270		RAMP 87260330 FROM EB NW 154 ST TO SB SR826, 200	0E	0E	18000	F	9.0	99.9W	6.3F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
6271		RAMP 87260331 FROM SB SR826 TO EB NW 154 ST, 200	0E	0E	7000 F	9.0	99.9W	6.3F
6272		RAMP87260332 FRM NW 138ST ON RMP87260329 TO NBSR	0E	0E	13000 F	9.0	99.9W	6.3F
6273		RAMP 87260333 FROM WB NW 167 ST TO WB SR826, 200	0E	0E	14500 F	9.0	99.9W	6.3F
6274		RAMP 87260334 FROM WB SR826 TO WB NW 167 ST, 200	0E	0E	13000 F	9.0	99.9W	6.3F
6275		RAMP 87260335 FROM EB SR826 TO EB NW 167 ST, 100	0E	0E	11000 F	9.0	99.9W	6.3F
6276		RAMP 87260336 FROM EB NW 167 ST TO EB SR826. 100	0E	0E	15500 F	9.0	99.9W	6.3F
6277		RAMP 87260337 FROM WB NW 167 ST TO WB SR826, 200	0E	0E	11500 F	9.0	99.9W	6.3F
6278		RAMP 87260502 FROM WB SR826 TO WB NW 167 ST, 200	0E	0E	13500 F	9.0	99.9W	6.3F
6279		RAMP 87260505 FROM EB SR826 TO EB NW 167 ST, 50	0E	0E	13000 F	9.0	99.9W	6.3F
6280		RAMP 87260507 FROM EB NW 167 ST TO EB SR826, 200	0E	0E	11500 F	9.0	99.9W	6.3F
6281		RAMP 87260508 FROM WB NW 167 ST TO WB SR826, 100	0E	0E	8800 F	9.0	99.9W	6.3F
6282		RAMP 87260509 FROM WB SR826 TO WB NW 167 ST, 100	0E	0E	8800 F	9.0	99.9W	6.3F
6283		RAMP 87260510 FROM EB SR826 TO EB NW 167 ST, 100	0E	0E	7600 F	9.0	99.9W	6.3F
6284		RAMP 87260511 FROM EB NW 167 ST TO EB SR826, 200	0E	0E	7800 F	9.0	99.9W	6.3F
6285		RAMP 87260512 FROM WB SR826 TO WB NW 167 ST, 50'	0E	0E	7600 F	9.0	99.9W	6.3F
6286		RAMP87260513 FRMSB FLTRNPIKE OFFRAMP87270210 TOW	0E	0E	8200 F	9.0	99.9W	6.3F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
6287		RAMP 87260514 FROM EB NW 167 ST TO EB SR826, 100	0E	0E	6300 F	9.0	99.9W	6.3F
6288		RAMP 87260515 FROM EB SR826 TO RAMP 87270210, 20	0E	0E	42500 F	9.0	99.9W	6.3F
6289		RAMP 87260516 FROM NB TURNPIKE TO WB SR826, 100'	0E	0E	39500 F	9.0	99.9W	6.3F
6290		RAMP 87260517 FROM WB SR826 TO NB TURNPIKE, 400'	0E	0E	8900 F	9.0	99.9W	6.3F
6291		RAMP 87260518 FROM EB SR826 TO EB NW 167 STREET,	0E	0E	21500 F	9.0	99.9W	6.3F
6292		RAMP 87260519 FROM EB SR826 TO SB US-441, 30' E	0E	0E	2000 F	9.0	99.9W	6.3F
6293		RAMP 87260520 FROM NB US-441 TO WB SR826, 30' W	0E	0E	4000 F	9.0	99.9W	6.3F
6294		RAMP 87260537 FROM EB NW 25 ST TO SB SR826, 400'	0E	0E	9500 F	9.0	99.9W	6.3F
6295		RAMP 87260538 FROM SB SR826 TO WB NW 25 ST, 100'	0E	0E	15500 F	9.0	99.9W	6.3F
6296		RAMP 87260539 FROM NB SR826 TO NW 25 ST, 300' N	0E	0E	11000 F	9.0	99.9W	6.3F
6297		RAMP 87260640 FROM NW 25 ST TO NB SR826, 600' N	0E	0E	11500 F	9.0	99.9W	6.3F
6298		R-87270004 F. WB RICKENBACKER FLYOVER R-87270167	0E	0E	4900 F	9.0	99.9W	8.6F
6299		RAMP 87270166 FROM SB I-95 TO WB SW 26 RD, 200'	0E	0E	23500 F	9.0	99.9W	8.6F
6300		RAMP 87270167 FROM WB RICKENBACKER CSWY TO NB I-	0E	0E	8300 F	9.0	99.9W	8.6F
6301		RAMP 87270168 FROM SB SW 4 AVE TO SB I-95, 200'	0E	0E	2400 F	9.0	99.9W	8.6F
6302		RAMP 87270169 FROM NB I-95 TO NB SW 3 AVE, 200'	0E	0E	4400 F	9.0	99.9W	8.6F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
6303		RAMP 87270170 FROM EB SW 8 ST TO NB I-95, 100' E	0E	0E	14000 F	9.0	99.9W	8.6F
6304		RAMP 87270171 FROM SB I-95 TO WB SW 7 ST, 200' S	0E	0E	19500 F	9.0	99.9W	8.6F
6305		RAMP 87270173 FROM SB I-95 TO SB NW 3 AVE, 100'	0E	0E	11000 F	9.0	99.9W	8.6F
6306		RAMP 87270174 FROM NB NW 3 AVE TO NB I-95, 100'	0E	0E	9300 F	9.0	99.9W	8.6F
6307		R-87270175 F SB NW 3 CT R-87270053 TO SW 7 ST OF	0E	0E	1500 F	9.0	99.9W	8.6F
6308		RAMP 87270176 FROM NB I-95 TO WB SR836, 200' N O	0E	0E	21500 F	9.0	99.9W	8.6F
6309		RAMP87270178 FRM EB SR 112 OFF RAMP87004002 TO S	0E	0E	5500 F	9.0	99.9W	8.6F
6310		RAMP 87270179 FROM NB I-95 TO EB I-195, 200' N O	0E	0E	27000 F	9.0	99.9W	8.6F
6311		RAMP87270180 FRMSB I-95 OFFRMP TOEB I-195 RMP872	0E	0E	21500 F	9.0	99.9W	8.6F
6312		RAMP87270181 FRM WB I-195 OFF RAMP87004004 TO NB	0E	0E	22000 F	9.0	99.9W	8.6F
6313		RAMP 87270182 FROM EB NW 62 ST TO SB I-95, 200'	0E	0E	7100 F	9.0	99.9W	8.6F
6314		RAMP 87270183 FROM NB I-95 TO EB NW 62 ST, 100'	0E	0E	6300 F	9.0	99.9W	8.6F
6315		RAMP 87270184 FROM SB I-95 TO WB NW 62 ST, 200'	0E	0E	11000 F	9.0	99.9W	8.6F
6316		RAMP 87270185 FROM SB I-95 TO WB NW 69 ST, 25' S	0E	0E	3800 F	9.0	99.9W	8.6F
6317		RAMP 87270186 FROM WB NW 62 ST TO NB I-95, 50' N	0E	0E	12000 F	9.0	99.9W	8.6F
6318		RAMP 87270187 FROM WB NW 69 ST TO NB I-95, 50' W	0E	0E	3100 F	9.0	99.9W	8.6F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
6319		RAMP 87270188 FROM SB NW 6 CT TO SB I-95, 200' S	0E	0E	11500 F	9.0	99.9W	8.6F
6320		RAMP 87270189 FROM NB I-95 TO NB NW 6 AVE, 100'	0E	0E	8700 F	9.0	99.9W	8.6F
6321		RAMP 87270190 FROM SB I-95 TO SB NW 6 CT, 50' S	0E	0E	13500 F	9.0	99.9W	8.6F
6322		RAMP 87270191 FROM NB NW 6 AVE TO NB I-95, 100'	0E	0E	11500 F	9.0	99.9W	8.6F
6323		RAMP 87270192 FROM EB NW 95 ST TO SB I-95, 300'	0E	0E	7100 F	9.0	99.9W	8.6F
6324		RAMP 87270193 FROM NB I-95 TO EB NW 95 ST, 100'	0E	0E	6400 F	9.0	99.9W	8.6F
6325		RAMP 87270194 FROM SB I-95 TO WB NW 95 ST, 100'	0E	0E	7500 F	9.0	99.9W	8.6F
6326		RAMP 87270195 FROM WB NW 95 ST TO NB I-95, 200'	0E	0E	7500 F	9.0	99.9W	8.6F
6327		RAMP 87270196 FROM EB NW 103 ST TO SB I-95, 300'	0E	0E	8300 F	9.0	99.9W	8.6F
6328		RAMP 87270197 FROM SB I-95 TO WB NW 103 ST, 200'	0E	0E	8700 F	9.0	99.9W	8.6F
6329		RAMP 87270198 FROM NB I-95 TO EB NW 103 ST, 100'	0E	0E	7000 F	9.0	99.9W	8.6F
6330		RAMP 87270199 FROM WB NW 103 ST TO NB I-95, 300'	0E	0E	8500 F	9.0	99.9W	8.6F
6331		RAMP 87270200 FROM EB NW 119 ST TO SB I-95, 400'	0E	0E	7900 F	9.0	99.9W	8.6F
6332		RAMP 87270201 FROM NB I-95 TO NB NW 6 AVE, 100'	0E	0E	7700 F	9.0	99.9W	8.6F
6333		RAMP 87270202 FROM EB NW 125 ST TO SB I-95, 300'	0E	0E	7600 F	9.0	99.9W	8.6F
6334		RAMP 87270203 FROM NB I-95 TO NB NW 6 AVE, 200'	0E	0E	7000 F	9.0	99.9W	8.6F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
6335		RAMP 87270204 FROM EB NW 135 ST TO SB I-95, 300'	0E	0E	9600	F	9.0	99.9W	8.6F
6336		RAMP 87270205 FROM NB I-95 TO NB NW 6 AVE, 200'	0E	0E	11000	F	9.0	99.9W	8.6F
6337		RAMP 87270206 FROM SB I-95 TO WB NW 135 ST, 200'	0E	0E	10000	F	9.0	99.9W	8.6F
6338		RAMP 87270207 FROM WB OPALOCKA BLVD TO NB I-95,	0E	0E	12500	F	9.0	99.9W	8.6F
6339		RAMP 87270208 FROM NB I-95 TO NB NW 6 AVE, 200'	0E	0E	13500	F	9.0	99.9W	8.6F
6340		RAMP 87270209 FROM EB NW 151 ST TO SB I-95, 300'	0E	0E	4200	F	9.0	99.9W	8.6F
6341		RAMP 87270210 FROM SB TURNPIKE TO SB I-95, 200'	0E	0E	22000	F	9.0	99.9W	8.6F
6342		RAMP 87270211 FROM NB I-95 TO PARK AND RIDE, 100	0E	0E	400	F	9.0	99.9W	8.6F
6343		RAMP 87270212 FROM NB I-95 TO NB TURNPIKE, 200'	0E	0E	45500	F	9.0	99.9W	8.6F
6344		RAMP 87270213 FROM NB I-95 TO RAMP 87170352, 100	0E	0E	9100	F	9.0	99.9W	8.6F
6345		RAMP 87270214 FROM NB I-95 TO NB US-441, 200' N	0E	0E	12000	F	9.0	99.9W	8.6F
6346		RAMP 87270215 FROM WB MIAMI GARDENS TO SB I-95,	S 11500	0	11500	C	9.0	99.9W	7.4A
6347		RAMP 87270216 FROM SB I-95 TO WB MIAMI GARDENS,	W 15000	0	15000	C	9.0	99.9W	13.9A
6348		RAMP 87270217 FROM NB I-95 TO WB MIAMI GARDENS,	0E	0E	11000	F	9.0	99.9W	8.6F
6349		RAMP 87270218 FROM WB MIAMI GARDENS TO NB I-95,	0E	0E	19000	F	9.0	99.9W	8.6F
6350		RAMP 87270219 FROM EB NE 203 ST TO SB I-95, 800'	0E	0E	17000	F	9.0	99.9W	8.6F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
6351		RAMP 87270220 FROM NB I-95 TO EB NE 203 ST, 200'	0E	0E	15500 F	9.0	99.9W	8.6F
6352		RAMP 87270221 FROM SB I-95 TO WB NE 203 ST, 200'	0E	0E	21500 F	9.0	99.9W	8.6F
6353		RAMP 87270222 FROM WB NE 203 ST TO NB I-95, 1000	0E	0E	25000 F	9.0	99.9W	8.6F
6354		RAMP87270225 FR G.GLADES PARK/RIDE TO RAMP872705	0E	0E	300 F	9.0	99.9W	8.6F
6355		RAMP 87270500 FROM WB SW 26 ST TO NB I-95, 700'	0E	0E	15000 F	9.0	99.9W	8.6F
6356		RAMP 87270501 FROM EB SW 8 ST TO NB I-95, 300' S	0E	0E	6700 F	9.0	99.9W	8.6F
6357		RAMP 87270503 FROM SB NW 3RD CT TO SB I-95, 600'	0E	0E	2800 F	9.0	99.9W	8.6F
6358		RAMP 87270504 FROM NB I-95 TO NB NW 3 AVE, 200'	0E	0E	4700 F	9.0	99.9W	8.6F
6359		RAMP 87270505 FROM SB I-95 TO EB SR970, 200' S O	0E	0E	22000 F	9.0	99.9W	8.6F
6360		RAMP 87270506 FROM SB MIAMI AVE TO NB I-95, 700'	0E	0E	9700 F	9.0	99.9W	8.6F
6361		RAMP 87270507 FROM SB I-95 TO EB I-395, 200' S O	0E	0E	22500 F	9.0	99.9W	8.6F
6362		RAMP 87270510 FROM SB I-95 TO WB NW 125 ST, 100'	0E	0E	10000 F	9.0	99.9W	8.6F
6363		RAMP 87270511 FROM NB NW 6 AVE TO NB I-95, 100'	0E	0E	13500 F	9.0	99.9W	8.6F
6364		RAMP 87270513 FROM SB I-95 TO WB SR 112, 200' S	W 6000	0	6000 C	9.0	99.9W	6.0A
6365		RAMP87270514 FRM EB SR112 OFF RAMP87004002 TO NB	0E	0E	4000 F	9.0	99.9W	8.6F
6366		RAMP 87270515 FROM NB NW 10 AVE TO RAMP 87270514	0E	0E	2800 F	9.0	99.9W	8.6F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
6367		R-87270600 F. EB SR 836 R-87200118 TO NW 8 ST OF	0E	0E	3800 F	9.0	99.9W	8.6F
6368		RAMP 87281222 FROM NB NW 42 AVE TO WB SR836, 750	0E	0E	11500 F	9.0	99.9W	4.1F
6369		RAMP 87281223 FROM NB LE JEUNE TO EB S RIVER DR,	0E	0E	1700 F	9.0	99.9W	4.1F
6370		RAMP 87300499 FROM WB GRATIGNY PKWY TO NB SR826,	0E	0E	2000 F	9.0	99.9W	8.9F
6371		RAMP 87300500 FROM EB GRATIGNY PKWY TO SB NW 57	0E	0E	8000 F	9.0	99.9W	8.9F
6372		RAMP 87300501 FROM SBNW 57 AVE TO WB GRATIGNY PK	0E	0E	9200 F	9.0	99.9W	8.9F
6373		RAMP 87300502 FROM SBNW 57 AVE TO EB GRATIGNY PK	0E	0E	1600 F	9.0	99.9W	8.9F
6374		RAMP 87300503 FROM WB GRATIGNY PKWY TO NB NW 7 A	0E	0E	2300 F	9.0	99.9W	8.9F
6375		RAMP 87300504 FROM NBNW 57 AVE TO EB GRATIGNY PK	0E	0E	550 F	9.0	99.9W	8.9F
6376		RAMP 87300505 FROM EB GRATIGNY PKWY TO SBNW 42 A	0E	0E	2200 F	9.0	99.9W	8.9F
6377		RAMP 87300506 FROM SBNW 42 AVE TO WB GRATIGNY PK	0E	0E	3200 F	9.0	99.9W	8.9F
6378		RAMP 87300507 FROM EB GRATIGNY PKWY TO NBNW 42 A	0E	0E	900 F	9.0	99.9W	8.9F
6379		RAMP 87300508 FROM WB GRATIGNY PKWY TO NBNW 42 A	0E	0E	7900 F	9.0	99.9W	8.9F
6380		RAMP 87300509 FROM EB E 65 ST TO EB GRATIGNY PKW	0E	0E	8100 F	9.0	99.9W	8.9F
6381		RAMP 87300510 FROM EBNW 119 ST TO EB GRATIGNY PK	0E	0E	550 F	9.0	99.9W	8.9F
6383		RAMP 87008500 FROM NW 138 ST TO RAMP 87075527, 1	0E	0E	6200 F	9.0	99.9W	3.8F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
6386		R-87260005 F. DADELAND M NB ON RAMP TO NB SR 826	0E	0E	2000 F	9.0	99.9W	6.3F
6387		RAMP87200325 FRM SR836 OFF RAMP87200324 TO NW12	0E	0E	11000 F	9.0	99.9W	4.6F
6392		RAMP 87270525 FROM SB I-95 TO SB I-95, 500' S OF	0E	0E	16000 F	9.0	99.9W	8.6F
6393		RAMP 87270526 FROM NB I-95 TO NB I-95, 1000' N O	0E	0E	15000 F	9.0	99.9W	8.6F
6394		RAMP 87270223 FROM NB I-95 TO NB I-95, 300' N OF	0E	0E	15000 F	9.0	99.9W	8.6F
6395		RAMP 87260324 FROM NW 103 ST TO SB SR-826, 500'	0E	0E	12500 F	9.0	99.9W	6.3F
6397		RAMP 87003020 FROM EB NW 36 ST TO EB SR 112, 300	E 13000	0	13000 C	9.0	99.9W	10.2A
6398		RAMP 87281001 FROM NW 42 AVE TO OKEECHOBEE RD, 4	0E	0E	12000 F	9.0	99.9W	4.1F
6399		RAMP 87201001 FROM NB NW 137 AVE TO EB SR 836 EX	E 11000	0	11000 C	9.0	99.9W	7.0A
6400		RAMP 87202001 FROM WB SR 836 EXT TO NW 137 AVE,	W 11000	0	11000 C	9.0	99.9W	4.8A
6401		RAMP 87200286 FROM RAMP 87200285 TO WB SR 836, 3	0E	0E	19000 F	9.0	99.9W	4.6F
6402		RAMP 87030003 FROM SB US-1 TO WB NE 203 ST, 400'	0E	0E	8800 F	9.0	99.9W	4.7F
6403		RAMP 87030004 FROM NB US-1 TO WB NE 203 ST, 600'	0E	0E	21500 F	9.0	99.9W	4.7F
6404		RAMP 87240124 FROM SB SR 9 TO NB SR 9, 200' SOUT	0E	0E	500 F	9.0	99.9W	4.4F
6405		RAMP 87200131 FROM EB NW 21 ST TO NW 45 ST, 200'	S 14500	0	14500 C	9.0	99.9W	1.9A
6406		RAMP 87281224 FROM NB NW 42 AVE TO WB NW 21 ST,	N 34500	0	34500 C	9.0	99.9W	5.3A

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
6407		RAMP 87281225 FROM RAMP 87200131 TO NB NW 42 AVE	N 19500	0	19500 C	9.0	99.9W	10.8A
6408		RAMP 87281226 FROM RAMP SB NW 42 AVE TO EB NW 21	E 1000	0	1000 C	9.0	99.9W	3.5A
6409		RAMP 87281227 FROM SB NW 42 AVE TO RAMP 87200131	S 15000	0	15000 C	9.0	99.9W	5.2A
6410		RAMP 87281228 FROM RAMP 87200131 TO SB NW 42 AVE	S 7000	0	7000 C	9.0	99.9W	4.3A
6411		RAMP 87281229 FROM RAMP 87281224 TO NB NW 42 AVE	N 14500	0	14500 C	9.0	99.9W	6.8A
6412		RAMP 87005111 FROM RAMP 87021211 TO NB SR 874	N 4700	0	4700 C	9.0	99.9W	11.6A
6413		RAMP 87240100 FROM SR9 TO SR7, 200' E OF SR 9	E 2200	0	2200 C	9.0	99.9W	3.7A
6414		RAMP 87200324 FROM SR 836 TO NW 87 AVE, 800' W	W 34500	0	34500 C	9.0	99.9W	4.1A
6415		RAMP 87200603 FROM SR 836 TO SR 836, 700' E OF S	0E	0E	7500 F	9.0	99.9W	4.6F
6416		RAMP 87200604 FROM SR 836 TO SR 83, 200' W OF SR	0E	0E	1200 F	9.0	99.9W	4.6F
6417		RAMP 87281231 FROM MIC TO RAMP 87281225	N 2900	0	2900 C	9.0	99.9W	9.1A
6418		RAMP 87281232 FROM NB NW 42 AVE TO MIC (NW 39 AV	N 3100	0	3100 C	9.0	99.9W	4.3A
6419		RAMP 87281233 FROM MIC TO SB NW 42 AVE	S 6500	0	6500 C	9.0	99.9W	6.8A
6420		RAMP 87260475 FROM NB SR 826 TO SW 40 ST, 200' N	N 6500	0	6500 C	9.0	99.9W	9.9A
6421		RAMP 87260243 FROM RAMP 87260475 TO NB SR 826 ,	N 8400	0	8400 C	9.0	99.9W	12.8A
6422		RAMP 87260241 FROM SB SR 826 TO RAMP 87260235, 2	S 8800	0	8800 C	9.0	99.9W	9.8A

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
6423		SR 974 OPERATION CENTER, 200' WEST OF SR 924 WB	W	50		0	50	C	9.0	99.9W	38.5A
6424		SW 24 ST OFF RAMP, 200' WEST OF SW 24 ST	W	4600	E	4600	9200	C	9.0	78.2F	3.0A
7001		SW 344 ST/PALM DR, 100 FEET EAST OF 110TH AVE	E	1900E	W	2300E	4200	F	9.5	59.7F	8.9F
7002		SW 268TH ST/MOODY DR, 0.25 MILE EAST OF SW 117TH	E	6900E	W	6900E	13800	F	9.5	59.7F	5.7F
7003		SW 312TH ST, 300 FT EAST OF 152ND AVE/KINGMAN AV	E	10500E	W	10500E	21000	F	9.0	59.7F	5.7F
7004		SW 312TH ST .25 MILE WEST OF KROME AVE/ SW 177TH	E	6900E	W	7100E	14000	F	9.0	59.7F	5.7F
7005		SW 288TH ST, 500 FT WEST OF OLD DIXIE HWY	E	4000E	W	3900E	7900	F	9.0	59.7F	5.7F
7006		EUREKA DR/SW 184TH ST, .25 MILE WEST OF OLD CUTL	E	2700E	W	3200E	5900	F	9.0	59.7F	11.1F
7007		CARIBBEAN BLVD .20 MILE EAST OF FRANJO RD.	E	2300E	W	2300E	4600	F	9.0	59.7F	5.7F
7008		SW 62ND AVE 1000 FT SOUTH OF SW 104TH ST	N	1000E	S	850E	1850	F	9.0	59.7F	5.1F
7009		SW 184TH ST .30 MILE WEST OF SW 117TH AVE	E	16000E	W	15500E	31500	F	9.0	59.7F	11.1F
7010		SW 152ND ST .35 MILE WEST OF SW 117TH AVE	E	27500E	W	28000E	55500	F	9.0	59.7F	11.1F
7011		SW 137TH AVE .30 MILE SOUTH OF SW 160TH ST	N	17000E	S	16500E	33500	F	9.0	59.7F	11.1F
7012		SW 112TH STREET, 1000 FT EAST OF SW 117TH AVE	E	6800E	W	6800E	13600	F	9.0	59.7F	11.1F
7013		SW 107TH AVE, 1000 FT NORTH OF SW 184TH ST	N	6000E	S	5500E	11500	F	9.0	59.7F	11.1F
7014		SW 104TH ST 500 FT. EAST OF SW 87TH AVE	E	6500E	W	7000E	13500	F	9.0	59.7F	11.1F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
7015		GRANADA BLVD. 600 FT EAST OF US1	E 2200E	W 2100E	4300 F	9.0	59.7F	5.1F
7016		PALM AVE 50 FT NORTH OF W 51ST STREET	N 8700E	S 9100E	17800 F	9.0	55.7F	4.5F
7017		SW 40/42ND ST 50 FT WEST OF SW 140TH CT.	E 15000E	W 16000E	31000 F	9.0	59.7F	4.0F
7018		SW 147TH AVE 100 FEET NORTH OF SW 67TH LN.	N 11000E	S 11500E	22500 F	9.0	59.7F	3.5F
7019		ALHAMBRA CT. 100 FT WEST OF GRANADA ST.	W 3800E	E 3800E	7600 F	9.0	59.7F	5.2F
7020		NW/NE 13TH ST. 100 FT WEST OF BISCAYNE BLVD.	0E	0E	4600 F	9.0	99.9W	5.8F
7021		NW 32ND AVE 50 FT. SOUTH OF NW 51ST STREET	N 8200E	S 8300E	16500 F	9.0	55.7F	4.0F
7022		NW 41ST STREET 500 FT WEST OF NW 97TH AVE	E 22000E	W 21500E	43500 F	9.0	59.7F	2.4F
7023		NW 87TH AVE/NW 58TH ST 100 FT NORTH OF NW 52ND S	N 9500E	S 9500E	19000 F	9.0	59.7F	2.4F
7024		NW 87TH AVE/NW 58TH ST 200 FT. EAST OF NW 84TH A	E 15000E	W 14500E	29500 F	9.0	59.7F	2.4F
7025		NW 25TH ST 100 FT. WEST OF NW 94TH AVE	E 19500E	W 18000E	37500 F	9.0	59.7F	13.1F
7026		NW 25TH ST 150 FT WEST OF NW 84TH AVE	E 19500E	W 17500E	37000 F	9.0	55.7F	13.1F
7027		DICKENS AVE 100 FEET SOUTH OF 93RD ST	N 200E	S 150E	350 F	9.0	55.7F	8.4F
7028		NW 95TH ST 100 FEET EAST OF NW 22ND AVE	E 6000E	W 6000E	12000 F	9.0	55.7F	9.5F
7029		NE 16TH AVE 200 FEET SOUTH OF NW 147TH ST	N 3000E	S 3000E	6000 F	9.0	55.7F	3.4F
7030		NW 37TH AVE 150 FT SOUTH OF NW 165TH ST	N 12500E	S 12000E	24500 F	9.0	55.7F	5.5F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
7031		GRATIGNY DR/68TH ST 100 FEET WEST OF NW 57TH AVE	E	11500E	W	11000E	22500	F	9.0	55.7F	4.5F
7032		MIAMI LAKEWAY EAST 500 FT SOUTH OF LEWIS RD	N	2500E	S	2500E	5000	F	9.0	55.7F	4.5F
7033		N MIAMI LAKEWAY 200 FT WEST OF NW 67 AVE	E	4400E	W	4400E	8800	F	9.0	55.7F	4.5F
7034		NE 151ST ST 100 FT EAST OF NE 14TH AVE	E	800E	W	1100E	1900	F	9.0	55.7F	3.8F
7035		NW 13TH AVE/NW 12TH ST 50 FT NORTH OF NW 163RD S	N	3200E	S	2700E	5900	F	9.0	55.7F	3.4F
7036		NW 67TH AVE 100 FEET NORTH OF NW 174TH LN	N	16500E	S	16000E	32500	F	9.0	55.7F	4.5F
7037		NW 154TH ST 500 FT EAST OF NW 82ND AVE	E	12000E	W	12000E	24000	F	9.0	55.7F	4.5F
7038		SW 232ND ST 200 FT EAST OF SW 132ND AVE	E	1900	W	1900	3800	C	9.0	59.7F	8.3A
7039		SW 288TH ST 250 FT EAST OF SW 174TH AVE	E	0	W	0	4500	C	9.0	59.7F	5.7F
7040		W 16TH AVE 50 FT NORTH OF 43RD PLACE	N	13000	S	15000	28000	C	9.0	55.7F	3.7A
7041		W 68TH ST/NW 122ND ST 200 FT EAST OF W 26TH DRIV	E	13500	W	14000	27500	C	9.0	55.7F	1.4A
7042		W 29TH ST 100 FEET EAST OF W 7TH AVE	E	9300	W	8300	17600	C	9.0	55.7F	8.1A
7043		NW 10TH AVE/NW 8TH ST 100 FEET NORTH OF NW 17TH	N	6500	S	5100	11600	C	9.0	55.7F	10.5A
7044		NW 10TH ST (EB), 350 FT E OF NW 3RD AVE	E	4100		0	4100	C	9.0	99.9W	7.1A
7045		SW 112TH AVE 500 FEET SOUTH OF 268TH ST	N	50	S	50	100	C	9.5	59.7F	7.3A
7046		SW 122ND AVE 300 FT NORTH OF SW 18TH ST	N	13000	S	12500	25500	C	9.0	59.7F	3.0A

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
7047		LEJEUNE DOUGLAS XPWY, 100 FT S OF NW 125TH ST	N	12500	S	12500	25000 C	9.0	55.7F	7.2A
7048		NW 138TH ST 0.5 MILE WEST OF 36TH AVE/97TH AVE	E	7900E	W	7600E	15500 S	9.0	55.7F	4.3F
7049		NW 17TH AVE 200 FT NORTH OF NW 62ND ST	N	8000	S	7800	15800 C	9.0	55.7F	7.3A
7050		SW 112TH ST 500 FT WEST OF SW 57TH AVE	E	1800	W	2100	3900 C	9.0	59.7F	4.1A
7051		SR & CR 973 200 FEET SOUTH OF NW 33RD ST	N	20000	S	18500	38500 C	9.0	59.7F	6.5A
7052		NW 7TH ST, 100 FT W OF NW 43RD PL	E	16000	W	15500	31500 C	9.0	59.7F	2.3A
7053		NW 7TH ST/S. RIVER DR 100 FT WEST OF NW 9TH AVE	E	2000	W	1800	3800 C	9.0	55.7F	4.4A
7054		NW 122ND ST, 150 FT W OF LUDLAM RD	E	18000	W	17500	35500 C	9.0	55.7F	4.7A
7055		NE 1ST ST, 100 FT W OF NE 2ND AVE	W	4700		0	4700 C	9.0	99.9W	13.1A
7056		SW 24TH ST 200 FT WEST OF GRANADA BLVD	E	11500	W	11000	22500 C	9.0	59.7F	4.2A
7057		SW 24TH ST 100 FT WEST OF SW 82ND AVE	E	24500	W	25500	50000 C	9.0	59.7F	3.7A
7058		SW 72ND ST 300 FT WEST OF FLA TURNPIKE	E	20000	W	18500	38500 C	9.0	59.7F	2.5A
7059		SW 67TH AVENUE 100 FT NORTH OF SW 98TH STREET	N	6100	S	6700	12800 C	9.0	59.7F	2.0A
7060		SW 67TH AVENUE 300 FT NORTH OF SW 123RD ST	N	5500	S	5500	11000 C	9.0	59.7F	3.9A
7061		SW 2ND AVE 100 FT NORTH OF SW 11TH ST	N	5600	S	6400	12000 C	9.0	55.7F	3.8A
7062		NW 2ND AVE 100 FT SOUTH OF NW 8TH ST	N	2400	S	2200	4600 C	9.0	55.7F	8.1A

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
7063		SW 117TH AVE 200 FT SOUTH OF CARIBBEAN BLVD/200T	N	5300	S	5200	10500 C	9.0	59.7F	5.7A
7064		SW 137TH AVE 0.25 MILE NORTH OF SW 328TH ST	N	4400	S	4700	9100 C	9.5	59.7F	5.0A
7065		NW 116TH WAY, 300 FT NE OF 106TH TER/102ND RD	N	12500	S	12000	24500 C	9.0	55.7F	14.7A
7066		NE/SE 2ND AVE 100 FT SOUTH OF NE 51ST ST	N	4500E	S	4500E	9000 S	9.0	55.7F	5.8F
7067		NW 22ND AVE 400 FT SOUTH OF NW 167TH ST	N	8500	S	6000	14500 C	9.0	55.7F	3.2A
7068		NE 2ND AVE 100 FT NORTH OF NE 71ST ST	N	4600	S	3900	8500 C	9.0	55.7F	10.5F
7069		NW 12TH ST/PERIMETER RD. 300 FT EAST OF NW 57TH	E	8400	W	7600	16000 C	9.0	59.7F	4.0A
7076		NW 122 ST- 300 FET EAST OF NW 92 AVE	E	10500	W	9800	20300 C	9.0	55.7F	3.4A
8101		INGRAHAM HWY, 200 FT N OF PA-HAY-OKEE LOOKOUT TO	N	0	S	0	1500 C	9.5	59.7F	16.0F
8102		NW 39TH AVE, 50 FT SOUTH OF NW 27TH STREET	N	0	S	0	3400 C	9.0	55.7F	16.0F
8103		SW 328 ST/N. CANAL DR, 200 FT WEST OF SW 137TH A	E	2000	W	2000	4000 C	9.0	59.7F	16.0F
8104		SW 268 ST/MOODY DR, 200 FT WEST OF SW 119 PLACE	E	5700	W	5900	11600 C	9.0	59.7F	16.0F
8105		SW 216 STREET, 200 FT EAST OF SW 177 AVE/KROME A	E	2600	W	1400	4000 C	9.0	59.7F	16.0F
8106		SW 157TH AVE, 200 FT SOUTH OF SW 272 STREET	N	1500	S	1300	2800 C	9.0	59.7F	16.0F
8107		SW 147TH AVE, 200 FT SOUTH OF SW 232 STREET	N	3300	S	2300	5600 C	9.0	59.7F	16.0F
8108		SW 147TH AVE, 200 FT SOUTH OF SW 216 STREET	N	2900	S	3300	6200 C	9.0	59.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
8109		SW 147TH AVE, 200 FT SOUTH OF SW 200 STREET	N	3800	S	3700	7500	C	9.0	59.7F	16.0F
8110		NW 25TH STREET, 200 FT WEST OF NW 107TH AVE	E	9700	W	9100	18800	C	9.0	55.7F	16.0F
8112		NW 87TH AVE, 200 FT SOUTH OF NW 168 TER	N	1700E	S	1800E	3500	F	9.0	55.7F	16.0F
8113		SW 312TH STREET, 200 FT SOUTH OF NE 34 TER	E	7700E	W	8200E	15900	F	9.0	59.7F	16.0F
8115		SW 312TH STREET, 200 FT WEST OF SW 190TH AVE		0E		0E	1200	F	9.0	59.7F	16.0F
8117		SW 288TH STREET, 300 FT WEST OF SW 137TH AVE	E	10500	W	5300	15800	C	9.0	59.7F	16.0F
8118		SW 152ND AVE, 200 FT NORTH OF SW 288TH STREET	N	5000	S	2600	7600	C	9.0	59.7F	16.0F
8119		SW 268TH STREET, 200 FT WEST OF SW 142ND AVE	E	4000	W	3800	7800	C	9.0	59.7F	16.0F
8120		SW 268TH STREET, 200 FT WEST OF SW 127TH AVE	E	4900	W	4600	9500	C	9.0	59.7F	16.0F
8121		SW 127TH AVE, 200 FT SOUTH OF SW 184TH STREET	N	4100	S	4000	8100	C	9.0	59.7F	16.0F
8123		SW 216TH ST, 200 FT WEST OF SW 98TH AVENUE	E	7200E	W	7500E	14700	F	9.0	59.7F	16.0F
8124		SW 248TH STREET, 200 FT EAST OF SW 127TH AVE	E	4800	W	5400	10200	C	9.0	59.7F	16.0F
8125		SW 104TH STREET, 200 FT WEST OF SW 127TH AVE	E	22000	W	18500	40500	C	9.0	59.7F	16.0F
8126		SW 104TH STREET, 200 FT WEST OF SR-874	E	24000	W	27000	51000	C	9.0	59.7F	16.0F
8127		SW 168TH STREET, 200 FT WEST OF SW 87TH AVE	E	3100	W	3400	6500	C	9.0	59.7F	16.0F
8128		SW 168TH STREET, 200 FT EAST OF SW 82ND AVE	E	2600	W	2500	5100	C	9.0	59.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
8129		SW 136TH ST/ HOWARD DR, 200 FT WEST OF US-1	E	9300	W	8500	17800	C	9.0	59.7F	16.0F
8132		RICKENBACKER CSWY, 200 FT EAST OF RICKENBACKER C	E	18000E	W	19500E	37500	F	9.0	59.7F	16.0F
8133		CRANDON BLVD, 200 FT NORTH OF HARBOR DRIVE	N	15000	S	14000	29000	C	9.0	59.7F	16.0F
8134		GRAPELAND BLVD/27TH AVE, 200 FT SOUTH OF US-1	N	8400	S	7100	15500	C	9.0	59.7F	16.0F
8135		SW 40TH STREET, 200 FT WEST OF SW 27TH AVE	E	5300	W	5200	10500	C	9.0	59.7F	16.0F
8136		GRANADA BLVD, 200 FT SOUTH OF SW 8TH STREET/ TAM	N	2400	S	2700	5100	C	9.0	59.7F	16.0F
8137		SW 82ND AVE, 200 FT SOUTH OF SW 8TH STREET/TAMIA	N	4100	S	3100	7200	C	9.0	59.7F	16.0F
8138		SW 72ND AVE, 200 FT SOUTH OF SW 40TH STREET	N	5600	S	5900	11500	C	9.0	59.7F	16.0F
8139		PONCE DE LEON BLVD, 200 FT NORTH OF SW 40TH STRE	N	3300	S	3300	6600	C	9.0	59.7F	16.0F
8140		SW 137TH AVE, 200 FT SOUTH OF SW 72ND STREET	N	13500	S	14000	27500	C	9.0	59.7F	16.0F
8141		SW 137TH AVE, 200 FT SOUTH OF SW 56TH STREET	N	16500	S	16000	32500	C	9.0	59.7F	16.0F
8142		SW 137TH AVE, 200 FT SOUTH OF 42ND STREET	N	15500	S	16000	31500	C	9.0	59.7F	16.0F
8143		SW 127TH AVE, 200 FT SOUTH OF SW 42ND STREET	N	7200	S	7900	15100	C	9.0	59.7F	16.0F
8144		SW 127TH AVE, 200 FT SOUTH OF 26TH STREET	N	5000	S	5800	10800	C	9.0	59.7F	16.0F
8145		CORAL WAY/SW 26TH ST, 200 FT WEST OF SW 127TH AV	E	14000	W	14500	28500	C	9.0	59.7F	16.0F
8146		CORAL WAY/SW 26TH ST, 200 FT WEST OF BRIDGE 8702	E	16500	W	18500	35000	C	9.0	59.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
8147		SW 56TH ST, 200 FT WEST OF SW 137TH AVENUE	E 15000	W 14000	29000 C	9.0	59.7F	16.0F
8148		SW 56TH ST, 200 FT WEST OF SW 127TH AVENUE	E 14500	W 13500	28000 C	9.0	59.7F	16.0F
8149		SW 56TH ST, 200 FT WEST OF TURNPIKE/SR-821	E 17000	W 15000	32000 C	9.0	59.7F	16.0F
8150		PONCE DE LEON BLVD, 200 FT SOUTH OF SW 8TH ST/TA	N 5100	S 5300	10400 C	9.0	59.7F	16.0F
8151		PONCE DE LEON BLVD, 200 FT WEST OF SW 37TH AVENU	N 8500	S 7400	15900 C	9.0	59.7F	16.0F
8152		NW 46TH ST, 200 FT WEST OF NW 7TH AVENUE	E 3000	W 2300	5300 C	9.0	55.7F	16.0F
8153		NW 46TH ST, 200 FT WEST OF NW 27TH AVENUE	E 2100	W 2700	4800 C	9.0	55.7F	16.0F
8154		NW & NE 14TH STREET, 200 FT EAST OF NW 2ND AVENU	0E	0E	3100 F	9.0	55.7F	16.0F
8155		NW 15TH ST, 200 FT EAST OF NE 1ST AVENUE	0E	0E	2600 F	9.0	55.7F	16.0F
8156		NE/NW 6TH ST, 200 FT EAST OF N MIAMI AVE	0E	0E	3900 F	9.0	99.9W	16.0F
8157		SW 200TH ST, 200 FT WEST OF US-1	E 4200	W 5000	9200 C	9.0	59.7F	16.0F
8158		SE/NE 1 AVE/NE 17TH ST, 200 FT NORTH OF NE 11TH	0E	0E	23000 F	9.0	99.9W	16.0F
8159		NW 3RD COURT, 200 FT SOUTH OF NW 5TH STREET	0E	0E	9700 F	9.0	99.9W	16.0F
8160		NW 3RD AVE, 200 FT SOUTH OF NW 5TH STREET	0E	0E	9300 F	9.0	99.9W	16.0F
8161		NW 79TH AVENUE, 200 FT NORTH OF NW 36TH STREET	N 5100	S 4500	9600 C	9.0	55.7F	16.0F
8162		NW 68TH AVE, S OF NW 22ND ST	N 3300E	S 4000E	7300 F	9.0	55.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
8164		NW 12TH STREET, 200 FT WEST OF PALMETTO/SR-826	E	11500	W	11500	23000	C	9.0	55.7F	16.0F
8165		PALM AVENUE, 200 FT SOUTH OF W 21ST ST	N	5000	S	6500	11500	C	9.0	55.7F	16.0F
8166		NW 32ND AVE, 200 FT SOUTH OF NW 79TH STREET	N	7400	S	7400	14800	C	9.0	55.7F	16.0F
8168		NW 95 ST, 200 FT WEST OF I-95	E	4800	W	5500	10300	C	9.0	55.7F	16.0F
8169		MEMORIAL HWY/NW 2ND AVE, 200 FT SOUTH OF NW 167T	N	9400	S	7200	16600	C	9.0	55.7F	16.0F
8171		NW 62ND AVE, 200 FT SOUTH OF NW 138TH STREET	N	26000	S	26000	52000	C	9.0	55.7F	16.0F
8172		NW 12TH AVE, 200 FT SOUTH OF NW 215 ST/COUNTY LI	N	2500	S	2300	4800	C	9.0	55.7F	16.0F
8173		NW 199TH ST, 200 FT EAST OF TURNPIKE	E	9300	W	7900	17200	C	9.0	55.7F	16.0F
8174		NW 199TH ST, 200 FT WEST OF NW 37TH AVENUE	E	8400	W	7800	16200	C	9.0	55.7F	16.0F
8175		NW 199TH ST, 200 FT WEST OF NW 27TH AVENUE	E	9700	W	8600	18300	C	9.0	55.7F	16.0F
8176		NW 87TH AVE, 200 FT SOUTH OF NW 186TH STREET	N	10500	S	13000	23500	C	9.0	55.7F	16.0F
8178		RICKENBACKER/CRANDON, 200 FT SOUTH OF BRIDGE 874	N	15500E	S	15000E	30500	F	9.0	59.7F	16.0F
8179		SW 280TH ST/WALDIN DR, 200 FT EAST OF US-1	E	2100	W	2600	4700	C	9.0	59.7F	16.0F
8181		NW 12TH AVENUE, 200 FT SOUTH OF NW 119TH ST/GRAT	N	11500	S	11500	23000	C	9.0	55.7F	16.0F
8182		NW 12TH AVE, 200 FT SOUTH OF NW 79TH STREET	N	4500	S	3400	7900	C	9.0	55.7F	16.0F
8183		NW 79TH AVE, 200 FT SOUTH OF NW 36 STREET	N	9600	S	12000	21600	C	9.0	55.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
8184		DOUGLAS RD/NW 37TH AVE, 200 FT SOUTH OF NW 215 S	N	10500	S	8200	18700	C	9.0	55.7F	16.0F
8185		NW 42ND COURT, 200 FT NORTH OF NW 14 STREET		0E		0E	1400	F	9.0	55.7F	16.0F
8186		SW 72ND AVE, 200 FT SOUTH OF SW 72ND STREET	N	5600	S	5800	11400	C	9.0	59.7F	16.0F
8187		SW 72ND AVE, 200 FT SOUTH OF SW 56TH STREET	N	5700	S	5000	10700	C	9.0	59.7F	16.0F
8188		HAINLIN MILL DR, 200 FT WEST OF 134TH AVE	E	2900	W	1900	4800	C	9.0	59.7F	16.0F
8190		NW 41 ST, 200 FT WEST OF NW 114TH AVENUE	E	2400	W	2700	5100	C	9.0	55.7F	16.0F
8192		SW 109TH AVE, 200 FT SOUTH OF 4TH STREET	N	7400E	S	7500E	14900	F	9.0	59.7F	16.0F
8193		NW 122ND ST, 200 FT WEST OF NW 90TH AVENUE	E	10500	W	10000	20500	C	9.0	55.7F	3.0A
8194		SW 64TH AVE, 200 FT SOUTH OF SW 16TH STREET	N	2200	S	2100	4300	C	9.0	59.7F	4.7A
8195		SW 118TH AVE, 200 FT WEST OF SR-821 (UNDERPASS)	E	8400	W	11500	19900	C	9.0	59.7F	16.0F
8196		NW 41 ST, 200 FT WEST OF NW 104TH AVENUE	E	23000	W	20000	43000	C	9.0	55.7F	3.2A
8197		SW 127TH AVE, 200 FT SOUTH OF SW 96TH ST	N	11000E	S	10500E	21500	F	9.0	59.7F	16.0F
8198		SW 127TH AVE, 200 FT SOUTH OF SW 72ND ST	N	11000	S	10500	21500	C	9.0	59.7F	16.0F
8199		SW 127TH AVE, 200 FT SOUTH OF SW 56TH ST	N	8400	S	7400	15800	C	9.0	59.7F	16.0F
8200		SW 132ND AVE, 200 FT NORTH OF SW 8TH ST/TAMIAMI	N	4900	S	4900	9800	C	9.0	59.7F	16.0F
8201		SW 75TH AVE/SW 74TH AVE, 200 FT SOUTH OF SW 8TH	N	3900	S	2500	6400	C	9.0	59.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
8202		NW 33RD ST/NW 97TH AVE, 200 FT SOUTH OF NW 101 A	E	4300E	W	4300E	8600	F	9.0	55.7F	16.0F
8204		NW 1ST AVE, 200 FT SOUTH OF NW 3RD STREET	N	2100E	S	4100E	6200	F	9.0	59.7F	16.0F
8205		OLD CUTLER RD, 200 FT SOUTH OF SW 184TH STREET	N	7000	S	7400	14400	C	9.0	59.7F	16.0F
8206		OLD CUTLER RD, 200 FT SOUTH OF SW 168TH STREET	N	8400	S	9200	17600	C	9.0	59.7F	16.0F
8207		OLD CUTLER RD, 200 FT SOUTH OF SW 152ND STREET	N	9200	S	9400	18600	C	9.0	59.7F	16.0F
8210		NW 3RD AVE, 200 FT SOUTH OF NW 20TH STREET	N	2400	S	1800	4200	C	9.0	55.7F	16.0F
8211		NW 199TH ST, 200 FT EAST OF NW 27TH AVENUE	E	5200	W	6600	11800	C	9.0	55.7F	16.0F
8213		NW 17TH ST, 200 FT WEST OF I-95	E	1300	W	1200	2500	C	9.0	55.7F	16.0F
8214		SW 32ND AVE, 200 FT SOUTH OF SW 8TH ST/TAMIAMI T	N	4300	S	3000	7300	C	9.0	59.7F	16.0F
8215		HAMMOCKS BLVD, 200 FT SOUTH OF KENDALL DR	N	3700	S	3200	6900	C	9.0	59.7F	16.0F
8216		SW 104TH ST, 200 FT WEST OF SW 147TH AVENUE	E	15000	W	15000	30000	C	9.0	59.7F	16.0F
8217		SW 147TH AVE, 200 FT SOUTH OF SW 42ND ST	N	9200	S	9100	18300	C	9.0	59.7F	16.0F
8218		SW 117TH AVE, 200 FT SOUTH OF 184TH STREET	N	6400	S	7500	13900	C	9.0	59.7F	16.0F
8219		SW 117TH AVE, 200 FT SOUTH OF 152ND STREET	N	8500	S	10500	19000	C	9.0	59.7F	16.0F
8220		SW 104TH ST, 200 FT WEST OF SW 137TH AVENUE	E	16000	W	15500	31500	C	9.0	59.7F	16.0F
8221		SW 122ND AVE, 200 FT SOUTH OF SW 104TH STREET	N	6000	S	6300	12300	C	9.0	59.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
8222		SW 120TH ST, 200 FT WEST OF SW 137TH AVE	E	13000	W	12000	25000	C	9.0	59.7F	16.0F
8223		SW 147TH AVE, 200 FT SOUTH OF SW 256TH STREET		0E		0E	5200	F	9.5	59.7F	16.0F
8224		SW 264TH ST, 200 FT WEST OF BUSWAY		0E		0E	4200	F	9.0	59.7F	16.0F
8225		SW 87TH AVE, 200 FT SOUTH OF SW 184TH STREET	N	4200	S	4200	8400	C	9.0	59.7F	16.0F
8226		SW 296TH ST/AVOCADO DR, 200 FT WEST OF US-1	E	3200	W	2900	6100	C	9.0	59.7F	16.0F
8227		NW 107TH AVE, 200 FT NORTH OF NW 41ST STREET	N	14000	S	11500	25500	C	9.0	55.7F	16.0F
8228		NW 107TH AVE, 200 FT NORTH OF SR-836	N	26000	S	34000	60000	C	9.0	55.7F	16.0F
8230		NW 107TH AVE, 200' NORTH OF NW 25TH STREET	N	7100	S	8500	15600	C	9.0	55.7F	16.0F
8231		SW 137TH AVE, 200' SOUTH OF SW 26TH STREET	N	16500	S	17000	33500	C	9.0	59.7F	16.0F
8232		SW 137TH AVE, 200' SOUTH OF SW 8TH ST/TAMIAMI TR	N	17500	S	19000	36500	C	9.0	59.7F	16.0F
8233		NW 96TH ST, 100' WEST OF NW 1ST AVENUE	E	70E	W	70E	140	F	9.0	55.7F	16.0F
8234		SW 15TH ROAD, 100' WEST OF SW 2ND AVENUE	N	1000E	S	3200E	4200	F	9.0	59.7F	16.0F
8235		NW 58TH ST, 200' WEST OF NW 97TH AVENUE	E	10000	W	11000	21000	C	9.0	55.7F	16.0F
8236		NW 58TH ST, 200' WEST OF NW 87TH AVENUE	E	11500	W	11000	22500	C	9.0	55.7F	16.0F
8237		SW 56TH ST, 200' WEST OF SW 147TH AVENUE	E	11500	W	11000	22500	C	9.0	59.7F	16.0F
8238		SW 72ND ST, 200' WEST OF SW 152ND AVE	E	5000	W	4700	9700	C	9.0	59.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
8239		SW 72ND ST, 200' WEST OF SW 147TH AVE	E	12500	W	11500	24000	C	9.0	59.7F	16.0F
8241		DADELAND BLVD, 200' SOUTH OF KENDALL DR	N	4300	S	4300	8600	C	9.0	59.7F	16.0F
8242		SW 160TH ST, 200' WEST OF SW 147TH AVENUE		0E		0E	4100	F	9.0	59.7F	16.0F
8243		W 68 ST/W 36 AVE, 200' SOUTH OF NW 130TH STREET		0E		0E	7000	F	9.0	55.7F	16.0F
8244		NW 12TH ST, 200' WEST OF NW 127TH AVENUE	E	8600	W	7000	15600	C	9.0	55.7F	16.0F
8245		NW 12TH ST, 200' WEST OF TURNPIKE	E	14000	W	10000	24000	C	9.0	55.7F	16.0F
8246		NW 12TH ST, 200' WEST OF NW 111TH AVENUE	E	15000	W	15000	30000	C	9.0	55.7F	16.0F
8247		SW 167TH AVE, 200' NORTH OF SW 288TH STREET	N	2200	S	2200	4400	C	9.0	59.7F	16.0F
8248		NW 12TH ST, 100' EAST OF NW 13TH AVE		0E		0E	4500	F	9.0	55.7F	16.0F
8249		SW 120TH ST, 200' WEST OF SW 122ND AVENUE	E	16500	W	16000	32500	C	9.0	59.7F	16.0F
8250		SW 147TH AVE, 200' SOUTH OF SW 104TH STREET	N	8200	S	8400	16600	C	9.0	59.7F	16.0F
8251		SW 147TH AVE, 200' SOUTH OF KENDALL DR	N	9200	S	9900	19100	C	9.0	59.7F	16.0F
8252		SW 59TH PLACE, 100' SOUTH OF SW 71 STREET	N	5500	S	2900	8400	C	9.0	59.7F	1.8A
8253		SW 70TH ST, 100' EAST OF COMMERCE	E	7500E	W	2800E	10300	F	9.0	59.7F	16.0F
8254		NW 3RD ST, 200' EAST OF NW 2ND AVENUE	E	3200	W	5000	8200	C	9.0	59.7F	3.5A
8256		NW 199TH ST, 200' EAST OF NORTH MIAMI AVENUE	E	14000	W	14000	28000	C	9.0	55.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
8257		NW 199TH ST, 200' WEST OF I-95	E	19500	W	19000	38500 C	9.0	55.7F	16.0F
8259		NW 17TH AVE, 200' SOUTH OF NW 54TH STREET	N	7800	S	5400	13200 C	9.0	55.7F	16.0F
8260		NW 17TH AVE, 200' NORTH OF NW 95TH STREET	N	7000	S	6000	13000 C	9.0	55.7F	16.0F
8262		NW 17TH AVE, 200' NORTH OF NW 119TH STREET	N	5700	S	4500	10200 C	9.0	55.7F	16.0F
8264		SW 37TH AVE, 200' NORTH OF US-1	N	7400E	S	7200E	14600 F	9.0	59.7F	16.0F
8265		SW/NW 37TH AVE, 200' SOUTH OF SW 8TH ST	N	9200	S	8000	17200 C	9.0	59.7F	16.0F
8266		NW 37TH AVE, 500 FT N OF SR-836/DOLPHIN EXPY	N	8400	S	9100	17500 C	9.0	59.7F	2.7A
8267		NW 22ND AVE, 200' NORTH OF NW 167TH STREET	N	6000	S	4600	10600 C	9.0	55.7F	16.0F
8268		NORTH MIAMI AVENUE, 200' SOUTH OF NW 20TH STREET	N	19000	S	12500	31500 C	9.0	55.7F	16.0F
8269		NORTH MIAMI AVENUE, 200' SOUTH OF NW 79TH STREET	N	6400	S	5800	12200 C	9.0	55.7F	16.0F
8270		NORTH MIAMI AVENUE, 200' NORTH OF NW 95TH STREET	N	6100	S	5100	11200 C	9.0	55.7F	16.0F
8271		NORTH MIAMI AVENUE, 200' SOUTH OF NW 119TH STREE	N	3900	S	2900	6800 C	9.0	55.7F	16.0F
8272		NORTH MIAMI AVENUE, 200' NORTH OF NW 159TH STREE	N	8000	S	10000	18000 C	9.0	55.7F	16.0F
8273		NE 19TH AVE, 200' NORTH OF 175TH STREET	N	6000	S	8900	14900 C	9.0	55.7F	16.0F
8274		CORAL REEF DRIVE, 200' EAST OF US-1	E	5400	W	5800	11200 C	9.0	59.7F	16.0F
8275		SW 320TH ST, 200' EAST OF US-1	E	3700	W	2800	6500 C	9.0	59.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
8276		SW 184TH ST, 200' WEST OF US-1	E	8200	W	6000	14200	C	9.0	59.7F	16.0F
8277		SW 168TH ST, 200' WEST OF US-1	E	4700	W	5000	9700	C	9.0	59.7F	16.0F
8279		SW 56TH ST, 200' WEST OF SW 69TH AVENUE	E	9100	W	9300	18400	C	9.0	59.7F	16.0F
8280		SW 56TH ST, 200' WEST OF SW 57TH AVENUE	E	7800	W	6700	14500	C	9.0	59.7F	16.0F
8282		SW 56TH ST, 200' WEST OF SW 87TH AVENUE	E	15500	W	15000	30500	C	9.0	59.7F	16.0F
8283		SW 56TH ST, 200' WEST OF SW 107TH AVENUE	E	14500	W	14500	29000	C	9.0	59.7F	16.0F
8284		SW 56TH ST, 200' WEST OF SR-826	E	15500	W	15500	31000	C	9.0	59.7F	16.0F
8285		SW 112TH ST, 200' EAST OF US-1	E	3400	W	3600	7000	C	9.0	59.7F	16.0F
8287		NW 62ND ST, 200' EAST OF NW 27TH AVENUE	E	6700	W	6300	13000	C	9.0	55.7F	16.0F
8288		NW 62ND ST, 200' WEST OF NW 12TH AVENUE	E	9000	W	8300	17300	C	9.0	55.7F	16.0F
8289		NW 62ND ST, 200' WEST OF I-95	E	9800	W	7800	17600	C	9.0	55.7F	16.0F
8291		W FLAGLER ST, 200' WEST OF SW 87TH AVENUE	E	21000	W	22000	43000	C	9.0	59.7F	16.0F
8292		W FLAGLER ST, 200' WEST OF SW 107TH AVENUE	E	13500	W	12000	25500	C	9.0	59.7F	16.0F
8293		SW 24TH ST, 200' WEST OF SW 107TH AVENUE	E	16500	W	17500	34000	C	9.0	59.7F	16.0F
8294		SW 24TH ST, 200' WEST OF SW 97TH AVENUE	E	16500	W	17500	34000	C	9.0	59.7F	16.0F
8295		SW 72ND ST, 200' WEST OF OLD CUTLER ROUNDABOUT	E	5600	W	4200	9800	C	9.0	59.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
8296		NE/NW 20TH ST, 200' WEST OF NW 22TH AVENUE	E	6900	W	5800	12700	C	9.0	55.7F	16.0F
8297		NE/NW 20TH ST, 200' EAST OF NW 12TH AVENUE	E	20500	W	16500	37000	C	9.0	55.7F	16.0F
8298		NE/NW 20TH ST, 200' WEST OF I-95	E	6700	W	6600	13300	C	9.0	55.7F	16.0F
8299		CR-959 & SR-959, 200' NORTH OF SUNSET DR	N	6800	S	8500	15300	C	9.0	59.7F	16.0F
8300		SW 57TH AVE, 200' NORTH OF OLD CUTLER RD		0E		0E	10000	F	9.0	59.7F	16.0F
8301		SW 57TH AVE, 200' NORTH OF SW 104TH STREET		0E		0E	13000	F	9.0	59.7F	16.0F
8302		SW 57TH AVE, 200' NORTH OF SW 80TH STREET		0E		0E	16500	F	9.0	59.7F	16.0F
8303		NW 67TH AVE, 200' NORTH OF WESTWARD DR		0E		0E	3100	F	9.0	55.7F	16.0F
8304		SW 67TH AVE, 200' SOUTH OF SW 40TH STREET	N	6800	S	7800	14600	C	9.0	59.7F	16.0F
8305		SW 67TH AVE, 200' SOUTH OF NW 24TH STREET	N	9500	S	8500	18000	C	9.0	59.7F	16.0F
8306		SW 67TH AVE, 200' SOUTH OF NW 8TH STREET	N	5600	S	5600	11200	C	9.0	59.7F	16.0F
8307		SW 67TH AVE, 200' SOUTH OF FLAGLER STREET	N	4700	S	5800	10500	C	9.0	59.7F	16.0F
8308		SW 67TH AVE, 200' SOUTH OF NW 72ND STREET	N	5900E	S	5900E	11800	F	9.0	59.7F	16.0F
8310		OLD CUTLER RD, 200' SOUTH OF FRANJO RD	N	8300	S	7900	16200	C	9.0	59.7F	16.0F
8311		OLD CUTLER RD, 200' SOUTH OF ROUNDABOUT (N/O R.A	N	8500	S	8000	16500	C	9.0	59.7F	16.0F
8312		OLD CUTLER RD, 200' EAST OF LUDLAM RD	E	7400	W	6600	14000	C	9.0	59.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
8313		OLD CUTLER RD, 200' SOUTH OF SW 120TH STREET	N	8300	S	7100	15400 C	9.0	59.7F	16.0F
8314		OLD CUTLER RD, 200' SOUTH OF KENDALL DR	N	7400	S	7400	14800 C	9.0	59.7F	16.0F
8315		INGRAHAM HIGHWAY, 200' EAST OF LEJEUNE RD	E	7500	W	5800	13300 C	9.0	59.7F	16.0F
8316		INGRAHAM HIGHWAY, 200' WEST OF SW 27TH AVENUE	E	8700	W	7000	15700 C	9.0	59.7F	16.0F
8317		SOUTH MIAMI AVENUE, 200' EAST OF SW 17TH AVE	E	9700	W	8800	18500 C	9.0	59.7F	16.0F
8318		SOUTH MIAMI AVENUE, 200' SOUTH OF SW 15TH RD	N	4300	S	5500	9800 C	9.0	59.7F	16.0F
8319		SW 220TH ST, 200' EAST OF US-1	E	1800	W	1800	3600 C	9.0	59.7F	16.0F
8320		SW 97TH AVE, 200' NORTH OF SW 136TH STREET	N	3700	S	3600	7300 C	9.0	59.7F	16.0F
8321		SW 97TH AVE, 200' SOUTH OF KENDALL DR	N	6800	S	4000	10800 C	9.0	59.7F	16.0F
8322		SW 97TH AVE, 200' SOUTH OF SW 56TH STREET	N	4800	S	4700	9500 C	9.0	59.7F	16.0F
8323		SW 97TH AVE, 200' SOUTH OF SW 40TH STREET	N	6100	S	5600	11700 C	9.0	59.7F	16.0F
8324		SW 97TH AVE, 200' SOUTH OF SW 8TH STREET	N	7900	S	7000	14900 C	9.0	59.7F	16.0F
8325		COCONUT PALM DR, 200' WEST OF US-1	E	2600	W	2500	5100 C	9.0	59.7F	16.0F
8326		SW 117TH AVE, 200' SOUTH OF SW 136TH STREET	N	12000	S	14000	26000 C	9.0	59.7F	16.0F
8328		SW 117TH AVE, 200' SOUTH OF KENDALL DR	N	13500	S	13000	26500 C	9.0	59.7F	16.0F
8330		SW 117TH AVE, 200' SOUTH OF SW 56TH STREET	N	12000	S	13500	25500 C	9.0	59.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
8331		SW 117TH AVE, 200' SOUTH OF SW 8TH STREET	N	4500	S	4300	8800	C	9.0	59.7F	16.0F
8333		FRANJO RD, 200' SOUTH OF SW 184TH STREET	N	6900	S	6100	13000	C	9.0	59.7F	16.0F
8334		NW 74TH STREET, 200' WEST OF NW 77TH COURT	E	8200	W	8700	16900	C	9.0	55.7F	16.0F
8335		NW 74TH STREET, 200' WEST OF SR-826	E	3800	W	3500	7300	C	9.0	55.7F	16.0F
8336		SW 137TH AVE, 200' SOUTH OF SW 184TH STREET	N	5200	S	5200	10400	C	9.0	59.7F	16.0F
8337		SW 288TH ST, 200' WEST OF SW 147TH AVENUE	E	6900	W	8200	15100	C	9.0	59.7F	16.0F
8338		NW 2ND AVE, 200' SOUTH OF NW 79TH STREET	N	1400	S	2000	3400	C	9.0	55.7F	16.0F
8339		NW 2ND AVE, 200' SOUTH OF NW 119TH STREET	N	1800	S	1800	3600	C	9.0	55.7F	16.0F
8340		SW/NW 22 AVE, 200' SOUTH OF SW 8TH ST	N	7300	S	7200	14500	C	9.0	59.7F	16.0F
8341		NW 22 AVE, 200' SOUTH OF NW 54TH ST	N	4600	S	3500	8100	C	9.0	55.7F	16.0F
8342		NW 22 AVE, 200' SOUTH OF NW 79TH ST	N	13000	S	10500	23500	C	9.0	55.7F	16.0F
8343		NW 22 AVE, 200' SOUTH OF NW 119TH ST	N	9300	S	8400	17700	C	9.0	55.7F	16.0F
8344		CARIBBEAN BLVD, 200' EAST OF THE TURNPIKE	E	9100	W	8300	17400	C	9.0	59.7F	16.0F
8347		NW 67TH AVE, 200' SOUTH OF NW 138TH STREET	N	10000	S	11500	21500	C	9.0	55.7F	16.0F
8348		CR-963/NW 67TH AVE, 200' SOUTH OF SR-826	N	15500	S	16500	32000	C	9.0	55.7F	16.0F
8350		VENETIAN CSWY, 200' EAST OF WEST AVENUE	E	2500E	W	2900E	5400	F	9.0	55.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
8352		NE 2ND AVE, 200' SOUTH OF NE 117TH STREET	N	7100	S	7300	14400	C	9.0	55.7F	16.0F
8354		WEST DIXIE HWY, 200' SOUTH OF NE 215 ST	N	2500	S	2500	5000	C	9.0	55.7F	16.0F
8355		NW 7TH ST/CR-962, 200' EAST OF NW 39TH AVENUE	E	10000	W	9500	19500	C	9.0	55.7F	16.0F
8356		NW 7TH ST/CR-962, 200' WEST OF NW 27TH AVENUE	E	6700	W	8600	15300	C	9.0	59.7F	16.0F
8358		SW 42ND AVE, 200' SOUTH OF US-1	N	6000	S	6400	12400	C	9.0	59.7F	16.0F
8359		NW 36TH ST, 200' WEST OF NW 87TH AVENUE	E	23500	W	20000	43500	C	9.0	55.7F	16.0F
8361		NW 3 AVE, 200' NORTH OF NW 11 ST	N	0	S	0	5400	C	9.0	59.7F	16.0F
8362		NW 12TH STREET,260' WEST OF NW 12 AVE	E	4900		0	4900	C	9.0	99.9W	16.0F
8363		VENETIAN CSWY, 50' EAST OF NE 13 CT(DUMMY SITE F	E	2700		0	2700	C	9.0	99.9W	16.0F
8364		SW 112TH. AVE-200' SOUTH OF RAMP TO SR 821 (OFFS	N	9100E	S	8200E	17300	F	9.0	59.7F	8.9F
8365		CARD SOUND RD, 200 FT S OF SW 408TH ST (FL ROCK	N	0	S	0	3300	C	9.5	59.7F	16.0F
8366		CARD SOUND RD, 200 FT N OF DADE/MONROE CO/L (201	N	0	S	0	3300	C	9.5	59.7F	16.0F
8367		MOWRY DR/SW 320 ST, 200 FT W OF SW 194 AVE (2011	E	0	W	0	3700	C	9.0	59.7F	16.0F
8368		SW 336 ST, 200' WEST OF NW 6 AVE (2011 OFF SYSTE	E	0	W	0	6100	C	9.0	59.7F	16.0F
8369		CORAL REEF DR, 200 FT E OF SW 149 AVE (2011 OFF	E	0	W	0	17000	C	9.0	59.7F	16.0F
8370		SW 248 ST, 200 FT E OF PLUMMER DR (2011 OFF SYST	E	0	W	0	1100	C	9.5	59.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
8371		SW 320 ST, 200 FT E OF NW 8 AVE (2011 OFF SYSTEM	E	0	W	0	7800	C	9.0	59.7F	16.0F
8372		SW 127 AVE, 200 FT N OF NEVADA AVE (2011 OFF SYS	N	3200	S	2600	5800	C	9.0	59.7F	16.0F
8373		MARLIN RD, 200 FT N OF CHRISTMAS RD (2011 OFF SY	N	0	S	0	7000	C	9.0	59.7F	16.0F
8374		SW 87 AVE, 500 FT N OF SW 216TH ST, CUTLER RIDGE	N	0	S	0	4800	C	9.0	59.7F	16.0F
8375		SW 82 AVE, 200 FT S OF SW 138 ST (2011 OFF SYSTE	N	0	S	0	9300	C	9.0	59.7F	16.0F
8376		SW 124 ST/CHAPMAN FI, 200 FT W OF SW 72 AVE (201	E	0	W	0	4700	C	9.0	59.7F	16.0F
8377		SW 144 ST/MITCHELL, 200 FT W OF SW 79 AVE (2011	E	0	W	0	6100	C	9.0	59.7F	16.0F
8378		NW 28 ST, 200 FT W OF NW 40 AVE (2011 OFF SYSTEM	E	0	W	0	3400	C	9.0	59.7F	16.0F
8379		SW 112 ST, 200 FT E OF SW 103 CT (2011 OFF SYSTE	E	0	W	0	5600	C	9.0	59.7F	16.0F
8380		TIGERTAIL AV, 200 FT N OF KIRK ST (2011 OFF SYST	N	0	S	0	9100	C	9.0	59.7F	16.0F
8381		W MASTHA DR, 200 FT N OF WOODCREST RD (2011 OFF	N	0	S	0	1600	C	9.0	59.7F	16.0F
8382		HARBOR DR, 200 FT N OF HEATHER DR (2011 OFF SYST	N	0	S	0	4000	C	9.0	59.7F	16.0F
8383		HARBOR DR, 200 FT N OF FERNWOOD RD (2011 OFF SYS	E	6200	W	5400	11600	C	9.0	59.7F	16.0F
8384		KIRK ST, 200 FT N OF LINCOLN AVE (2011 OFF SYSTE	N	0	S	0	400	C	9.0	59.7F	16.0F
8385		SW 48 ST/BLUE RD, 200 FT W OF SW 64 AVE (2011 OF	E	0	W	0	5900	C	9.0	59.7F	16.0F
8386		SW 48 ST/BLUE RD, 200 FT W OF SANTA MARIA (2011	E	0	W	0	6800	C	9.0	59.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
8387		SW 80 ST, 200 FT E OF SW 58 CT (2011 OFF SYSTEM	E	0	W	0	9400	C	9.0	59.7F	16.0F
8388		SW 64 ST, 200 FT E OF SW 64 CT (2011 OFF SYSTEM	E	0	W	0	8100	C	9.0	59.7F	16.0F
8389		SW 48 ST, 200 FT E OF SW 94 AVE (2011 OFF SYSTEM	E	0	W	0	6300	C	9.0	59.7F	16.0F
8390		UNIVERSITY DR, 200 FT N OF FLUVIA AVE (2011 OFF	N	0	S	0	9400	C	9.0	59.7F	16.0F
8391		SW 32 ST, 200 FT E OF SW 95 CT (2011 OFF SYSTEM	E	0	W	0	8600	C	9.0	59.7F	16.0F
8392		SW 32 ST, 200 FT E OF SW 81 AVE (2011 OFF SYSTEM	E	0	W	0	3400	C	9.0	59.7F	16.0F
8393		SW 92 AVE, 200 FT N OF SW 69 TER (2011 OFF SYSTE	N	0	S	0	6200	C	9.0	59.7F	16.0F
8394		SW 92 AVE, 200 FT N OF SW 51 ST (2011 OFF SYSTEM	N	0	S	0	8400	C	9.0	59.7F	16.0F
8395		SW 92 AVE, 200 FT S OF SW 34 ST (2011 OFF SYSTEM	N	0	S	0	11000	C	9.0	59.7F	16.0F
8396		SW 92 AVE, 200 FT N OF SW 20 ST (2011 OFF SYSTEM	N	0	S	0	10500	C	9.0	59.7F	16.0F
8397		SW 82 AVE, 200 FT N OF SW 64 ST (2011 OFF SYSTEM	N	0	S	0	1300	C	9.0	59.7F	16.0F
8398		SW 72 AVE, 400 FT S OF N WATERWAY (2011 OFFSYS)	N	0	S	0	9500	C	9.0	59.7F	16.0F
8399		SW 62 AVE, 200 FT N OF SW 62 ST (2011 OFF SYSTEM	N	0	S	0	8400	C	9.0	59.7F	16.0F
8400		SW 62 AVE, 200 FT N OF SW 44 ST (2011 OFF SYSTEM	N	0	S	0	5500	C	9.0	59.7F	16.0F
8402		CAMPO SANO AVE, 200 FT W OF BRUNSON (2011 OFF SY	E	0	W	0	8500	C	9.0	59.7F	16.0F
8403		PONCE DE LEON RD, 200 FT N OF SW 80 ST (2011 OFF	N	0	S	0	5500	C	9.0	59.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
8404		MAYNADA ST, 200 FT S OF PLACETAS (2011 OFF SYSTE	N	0	S	0	8100	C	9.0	59.7F	16.0F
8405		MAYNADA ST, 200 FT N OF MARIPOSA (2011 OFF SYSTE	N	0	S	0	4500	C	9.0	59.7F	16.0F
8406		RIVIERA D, 200 FT N OF AURELIA (2011 OFF SYSTEM	N	0	S	0	1500	C	9.0	59.7F	16.0F
8407		RIVIERA DR, 200 FT N OF PONCE DE LEON (2011 OFF	N	0	S	0	4600	C	9.0	59.7F	16.0F
8408		PONCE DE LEON, 200 FT S OF SUAREZ ST (2011 OFF S	N	7500	S	7200	14700	C	9.0	59.7F	16.0F
8409		SW 38 AVE, 50 FT S OF SHIPPING AVE (2011 OFFSYS)	N	0	S	0	4300	C	9.0	59.7F	16.0F
8410		PONCE DE LEON, 200 FT S OF MIRACLE MILE (2011 OF	N	10500	S	10500	21000	C	9.0	59.7F	16.0F
8411		SW 112 AVE, 200 FT N OF SW 58 TER (2011 OFF SYST	N	0	S	0	4200	C	9.0	59.7F	16.0F
8412		SW 112 AVE, 200 FT S OF SW 38 ST (2011 OFF SYSTE	N	0	S	0	12000	C	9.0	59.7F	16.0F
8413		SW 122 AVE, 200 FT N OF SW 34 ST (2011 OFF SYSTE	N	0	S	0	13000	C	9.0	59.7F	16.0F
8414		WASHINGTON AVE, 200 FT N OF 12 ST (2011 OFF SYST	N	9200	S	9500	18700	C	9.0	59.7F	16.0F
8415		WEST AVE, 100 FT N OF 12TH ST MIAMI BEACH(2011 O	N	0	S	0	15000	C	9.0	59.7F	16.0F
8416		MERIDIAN AVE, 200 FT S OF 14 ST (2011 OFF SYSTEM	N	0	S	0	8000	C	9.0	59.7F	16.0F
8417		SW 22 AVE, 200 FT N OF SW 4 ST (2011 OFF SYSTEM	N	11500	S	9600	21100	C	9.0	59.7F	16.0F
8418		NE 20 ST, 200 FT E OF NW 1 CT (2011 OFF SYSTEM C	E	6500	W	5100	11600	C	9.0	59.7F	16.0F
8419		NW 25 AVE, 200 FT S OF NW 22 AVE (2011 OFF SYSTE	S	0	N	0	1000	C	9.0	59.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
8420		NW 14 ST/JOHN B MOBL, 200 FT E OF NW 12 AVE (201	E	8900	W	10500	19400	C	9.0	59.7F	16.0F
8421		NW 10 AVE, 200 FT N OF NW 28 ST (2011 OFF SYSTEM	N	0	S	0	5800	C	9.0	59.7F	16.0F
8422		23 ST, 200 FT W OF LIBERTY AVE (2011 OFF SYSTEM	E	5400	W	4300	9700	C	9.0	59.7F	16.0F
8423		NW/NE 13 ST, 200 FT W OF NW MIAMI CT (2011 OFF S	W	0	E	0	400	C	9.0	59.7F	16.0F
8424		NW 10 AVE, 200 FT N OF NW 51 ST (2011 OFF SYSTEM	N	0	S	0	3800	C	9.0	59.7F	16.0F
8425		NW 12 AVE/JOHN H PEAVY JR, 300 FT N OF NW 51 ST	N	8400	S	6000	14400	C	9.0	59.7F	16.0F
8426		NW 37 AVE, 200 FT N OF NW 55 ST (2011 OFF SYSTEM	N	0	S	0	4900	C	9.0	59.7F	16.0F
8427		SW 75 AVE, 200 FT N OF WEST MIAMI MIDDLE SCHOOL	N	0	S	0	10000	C	9.0	59.7F	16.0F
8428		NW 62 AVE/YELEN BLVD, 200 FT N OF NW 3 ST (2011	N	0	S	0	500	C	9.0	59.7F	16.0F
8429		WESTWARD DR, 200 FT W OF SHADOW WAY (2011 OFF SY	E	3100	W	3300	6400	C	9.0	59.7F	16.0F
8430		PALM AVE/VETERANS, 200 FT N OF 9 ST/DR MLK JR BL	N	0	S	0	10500	C	9.0	59.7F	16.0F
8431		TAMIAMI BLVD, 200 FT N OF SW 6 ST (2011 OFFSYS)	N	0	S	0	7000	C	9.0	59.7F	16.0F
8432		TAMIAMI BLVD, 200 FT N OF SW 72 AVE (2011 OFFSYS	N	0	S	0	700	C	9.0	59.7F	16.0F
8433		INDIAN CREEK DR, 200 FT N OF 77 ST/LEHRMAN DR (2	N	0	S	0	3900	C	9.0	59.7F	16.0F
8434		LEHRMAN DR/77 ST, 200 FT N OF CARLYLE AVE (2011	N	0	S	0	2100	C	9.0	59.7F	16.0F
8435		SANS SOUCI BLVD, 200 FT N OF NE 118 RD (2011 OFF	N	3100	S	4000	7100	C	9.0	59.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
8436		NE 4 CT, 200 FT S OF NE 67 ST (2011 OFF SYSTEM C	N	0	S	0	5200 C	9.0	59.7F	16.0F
8437		NW 62 ST/DR MLK JR BLVD, 200 FT W OF NE 1 AVE (2	E	6100	W	5200	11300 C	9.0	59.7F	16.0F
8438		NE 10 AVE, 200 FT S OF NE 89 ST (2011 OFF SYSTEM	N	0	S	0	10500 C	9.0	59.7F	16.0F
8439		NE 87 ST, 200 FT W OF NE 3 AVE (2011 OFFSYS)	E	0	W	0	4400 C	9.0	59.7F	16.0F
8440		SW 112 AVE, 200 FT S OF RICHMOND DR/SW 168 ST (2	N	0	S	0	9700 C	9.0	59.7F	16.0F
8441		NW 127 ST, 200 FT W OF NW 15 AVE (2011 OFF SYSTE	E	750	W	750	1500 C	9.0	59.7F	16.0F
8442		NE 12 AVE, 200 FT N OF NE 144 ST (2011 OFF SYSTE	N	0	S	0	6600 C	9.0	59.7F	16.0F
8443		NE 10 AVE, 200 FT S OF NE 145 ST (2011 OFF SYSTE	N	0	S	0	3700 C	9.0	59.7F	16.0F
8444		MEMORIAL HWY, 200 FT W OF NE 115 ST (2011 OFF SY	E	1000	W	750	1750 C	9.0	59.7F	16.0F
8445		ALI BABA AVE, 200 FT S OF AHMAD ST (2011 OFF SYS	N	0	S	0	4000 C	9.0	59.7F	16.0F
8446		LE JEUNE RD, 200 FT S OF CURTISS RD/NW 142 ST (2	N	3000	S	3100	6100 C	9.0	59.7F	16.0F
8447		E 4 AVE/FLAMINGO WAY, 200 FT S OF E 45 ST (2011	N	10500	S	9500	20000 C	9.0	59.7F	16.0F
8448		W 37 ST, 300 FT W OF W 12 AVE, HIALEAH (2011 OFF	N	0	S	0	13000 C	9.0	59.7F	16.0F
8449		W 32 ST, 200 FT E OF E 2 AVE (2011 OFF SYSTEM CY	E	8000	W	8600	16600 C	9.0	59.7F	16.0F
8450		W 41 ST, 200 FT E OF E 2 AVE (2011 OFF SYSTEM CY	E	0	W	0	11000 C	9.0	59.7F	16.0F
8451		W 60 ST/NW 114 ST, 200 FT E OF W 14 AVE (2011 OF	E	8900	W	8100	17000 C	9.0	59.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
8452		NE 35 AVE, 200 FT N OF NE 166 ST (2011 OFF SYSTE	N	3900	S	3900	7800 C	9.0	59.7F	16.0F
8453		NE 10 AVE, 200 FT S OF NE 174 ST (2011 OFF SYSTE	N	0	S	0	5600 C	9.0	59.7F	16.0F
8454		NW 191 ST, 200 FT W OF NW 2 AVE (2011 OFF SYSTEM	E	0	W	0	5000 C	9.0	59.7F	16.0F
8455		NE 171 ST, 200 W OF NW 20 AVE (2011 OFF SYSTEM	E	0	W	0	850 C	9.0	59.7F	16.0F
8456		NW 7 AVE, 200 FT N OF NW 183 ST (2011 OFF SYSTEM	N	4400	S	4600	9000 C	9.0	59.7F	16.0F
8457		NW 12 AVE, 200 FT N OF NW 191 ST (2011 OFF SYSTE	N	0	S	0	7900 C	9.0	59.7F	16.0F
8458		NW 37 AVE/DOUGLAS RD, 200 FT N OF NW 181 ST (201	N	13500	S	14500	28000 C	9.0	59.7F	16.0F
8459		NW 17 AVE, 200 FT S OF NW 175 ST (2011 OFF SYSTE	N	0	S	0	7300 C	9.0	59.7F	16.0F
8460		NW 22 AVE, 200 FT S OF NW 190 TERR (2011 OFF SYS	N	0	S	0	2500 C	9.0	59.7F	16.0F
8461		NW 175 ST, 200 FT E OF NW 24 AVE (2011 OFF SYSTE	E	0	W	0	4100 C	9.0	59.7F	16.0F
8462		NW 173 DR, 200 FT W OF NW 47 AVE (2011 OFF SYSTE	E	0	W	0	7200 C	9.0	59.7F	16.0F
8463		NW 32 AVE, 200 FT S OF NW 159 ST (2011 OFF SYSTE	N	0	S	0	7000 C	9.0	59.7F	16.0F
8464		NW 191 ST, 200 FT W OF NW 42 AVE/LE JEUNE RD (20	E	0	W	0	3300 C	9.0	59.7F	16.0F
8465		NW 42 AVE, 200 FT N OF NW 171 ST (2011 OFF SYSTE	N	0	S	0	3400 C	9.0	59.7F	16.0F
8466		NW 47 AVE, 200 FT W OF NW 157 ST (2011 OFF SYSTE	E	0	W	0	2700 C	9.0	59.7F	16.0F
8467		NW 68TH AVE/CR-9823, 200 FT N OF NW 179 ST (2011	E	0	W	0	11500 C	9.0	59.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
8468		SW 82 AVE, 200 FT S OF SW 96 ST (2011 OFF SYSTEM	N	0	S	0	2500	C	9.0	59.7F	16.0F
8469		NE 12 AVE, 200 FT N OF SW 312 ST/CAMPBELL DR (20	N	0	S	0	5000	C	9.0	59.7F	16.0F
8470		NW 42 AVE/LEJEUNE RD, 200 FT N OF NW 195 ST (201	N	0	S	0	6100	C	9.0	59.7F	16.0F
8471		NW 82 AVE, 200 FT N OF NW 170 ST (2011 OFF SYSTE	N	0	S	0	7600	C	9.0	59.7F	16.0F
8472		NW 167 ST/CHARGER DR, 200 FT W OF NE 12 AVE (201	E	0	W	0	7100	C	9.0	59.7F	16.0F
8473		HONEY HILL DR/NW 202, 200 FT S OF NW 55 AVE (201	S	9000	N	8700	17700	C	9.0	59.7F	16.0F
8474		NE 15 AVE, 200 FT S OF NE 174 ST (2011 OFF SYSTE	N	0	S	0	11000	C	9.0	59.7F	16.0F
8475		AVENTURA BLVD, 200 FT W OF NE 29 PL	E	6000	W	5400	11400	C	9.0	59.7F	16.0F
8476		W COUNTRY CLUB DR, 200 FT W OF NE 34 AVE (2011 O	E	6400	W	6400	12800	C	9.0	59.7F	16.0F
8477		NE 2 AVE, 200 FT S OF NE 203 TERR (2011 OFF SYST	N	0	S	0	8500	C	9.0	59.7F	16.0F
8478		NW 191 ST, 200 FT E OF NW 52 AVE (2011 OFF SYSTE	E	0	W	0	4700	C	9.0	59.7F	16.0F
8479		NW 191 ST, 200 FT W OF NW 32 AVE (2011 OFF SYSTE	E	0	W	0	6000	C	9.0	59.7F	16.0F
8480		NW 119 ST/E 65 ST, 200 FT E OF LEJEUNE RD/SR-953	E	7000	W	5200	12200	C	9.0	59.7F	16.0F
8481		W 60 ST/NW 114 ST, 200 FT E OF W 18 AVE/NW 74 AV	E	11500	W	11000	22500	C	9.0	59.7F	16.0F
8482		W 60 ST/NW 114 ST, 200 FT E OF NW 8 AVE/NW 62 AV	E	0	W	0	400	C	9.0	59.7F	16.0F
8483		W 53 ST, 200 FT W OF W 8 AVE (2011 OFF SYSTEM CY	E	0	W	0	5100	C	9.0	59.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
8484		W 18 AVE, 200 FT N OF W 41 ST (2011 OFF SYSTEM C	N	6400	S	6000	12400 C	9.0	59.7F	16.0F
8485		W 44 PL, 200 FT W OF W 10 CT (2011 OFF SYSTEM C	E	6100	W	6700	12800 C	9.0	59.7F	16.0F
8486		W 37 ST, 200 FT E OF LOWES (2011 OFF SYSTEM CYCL	E	0	W	0	14000 C	9.0	59.7F	16.0F
8487		E 21 ST, 200 FT W OF E 6 AVE (2011 OFF SYSTEM CY	E	7900	W	6500	14400 C	9.0	59.7F	16.0F
8488		W/E 17 ST/NW 71 ST, 200 FT W OF W 2 AVE (2011 OF	E	0	W	0	650 C	9.0	59.7F	16.0F
8489		NW 111 ST, 200 FT E OF NW 15 CT (2011 OFF SYSTEM	E	0	W	0	4500 C	9.0	59.7F	16.0F
8490		NW 111 ST, 200 FT E OF NW 2 AVE (2011 OFF SYSTEM	E	0	W	0	4000 C	9.0	59.7F	16.0F
8491		NW 87 ST, 200 FT W OF NW 24 AVE (2011 OFF SYSTEM	E	0	W	0	4300 C	9.0	59.7F	16.0F
8492		SHORELAND BLVD/NE 96, 200 FT E OF NE 5 AVE (2011	E	6600	W	6700	13300 C	9.0	59.7F	16.0F
8493		GRAND CONCOURSE, 200 FT N OF SPUR TO NE 4 AVE (2	N	450	S	400	850 C	9.0	59.7F	16.0F
8494		NW 66 AVE, 200 FT N OF SR-948/NW 36 ST (2011 OFF	N	0	S	0	8000 C	9.0	59.7F	16.0F
8495		NW 66 AVE, WEST OF NW 38 ST	W	6100		0	6100 C	9.0	99.9W	16.0F
8496		NW 82 AVE, 200 FT S OF NW 25TH ST (DORAL)	N	9500	S	9400	18900 C	9.0	59.7F	16.0F
8497		NW 12 ST, 200 FT E OF NW 93 CT (2011 OFF SYSTEM	E	14000	W	14000	28000 C	9.0	59.7F	16.0F
8498		SW 16 ST, 200 FT W OF SW 94 AVE (2011 OFF SYSTEM	E	0	W	0	9300 C	9.0	59.7F	16.0F
8499		FONTAINEBLEAU BLVD, 200 FT E OF NW 100 CT (2011	E	8900	W	10000	18900 C	9.0	59.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
8500		SW/NW 97 AVE, 200 FT N OF SW 1 ST (2011 OFF SYST	N	13000	S	12000	25000 C	9.0	59.7F	16.0F
8501		PARK BLVD, 400 FT W OF FONTAINEBLEAU BLVD	E	10000	W	10000	20000 C	9.0	59.7F	16.0F
8502		SW 120TH STREET, 200' WEST OF SW 68 CT (2011 OF	E	0	W	0	5000 C	9.0	59.7F	16.0F
8503		SW 137 AVE, 200' SOUTH OF SW 336 ST/SE 16 ST (2	N	1400	S	1600	3000 C	9.0	59.7F	16.0F
8504		ANASTASIA AVE, 400 FT E OF GRANADA BLVD, CORAL G	E	0	W	0	2500 C	9.0	59.7F	16.0F
8505		NE 159 ST, 200' WEST OF NE 14 AVE (2011 OFF SYS	E	0	W	0	12500 C	9.0	59.7F	16.0F
8506		SW 47 TER, 200' EAST OF SW 112 AVE (2011 OFF SYS	E	0	W	0	3900 C	9.0	59.7F	16.0F
8507		SW 32 ST, 200' WEST OF SW 111 CT (2011 OFF SYST	E	0	W	0	6700 C	9.0	59.7F	16.0F
8508		GRAND AVENUE, 200' WEST OF PLAZA ST (2011 OFF SY	E	7800	W	8700	16500 C	9.0	59.7F	16.0F
8509		SW 104 ST/LOMBARDY ST, 200 FT E OF SW 62 AVE (20	E	0	W	0	5700 C	9.0	59.7F	16.0F
8510		SW 187 AV/REDLAND RD,200' SOUTH OF ARTHUR VINING	N	0	S	0	7300 C	9.0	59.7F	16.0F
8511		SW 187 AVE, 200' SOUTH OF SW 308 ST (2011 OFF SY	N	0	S	0	7700 C	9.0	59.7F	16.0F
8512		SW 288 ST, 200' WEST OF SW 182 AVE/ROBERTS (201	E	0	W	0	2800 C	9.0	59.7F	16.0F
8513		SW 16TH ST, 200' EAST OF SW 62 AVE (2011 OFF SY	E	0	W	0	4700 C	9.0	59.7F	16.0F
8514		NW 7TH ST, 800 FT W OF NW 65TH AVE	E	8600	W	11000	19600 C	9.0	59.7F	16.0F
8515		SW 92ND AVE, 200' NORTH OF BIG FIVE CLUB (2011	N	5700	S	5900	11600 C	9.0	59.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
8516		SW 102 AVE, 200' SOUTH OF SW 40 TER (2011 OFF S	N	0	S	0	9500	C	9.0	59.7F	16.0F
8517		NW 15 ST, 200' WEST OF NW 42 CT (2011 OFF SYSTE	E	6500	W	4400	10900	C	9.0	59.7F	16.0F
8518		NW 14 ST, 200' EAST OF NW 8 CT (2011 OFF SYSTEM	E	0	W	0	5300	C	9.0	59.7F	16.0F
8519		NW 14TH ST, 200' EAST OF NW 24 AVE (2011 OFF SYS	E	0	W	0	10500	C	9.0	59.7F	16.0F
8520		NW 17 ST, 200' EAST OF NW 33 AVE (2011 OFF SYST	E	0	W	0	4000	C	9.0	59.7F	16.0F
8521		NW 11 STREET, 200' EAST OF NW 32 AVE (2011 OFF S	E	0	W	0	7500	C	9.0	59.7F	16.0F
8522		NW 34TH AVE, 200' SOUTH OF NW 13 ST (2011 OFF SY	N	0	S	0	5200	C	9.0	59.7F	16.0F
8523		SW 15TH RD, 200' NORTH OF SW 1 CT (2011 OFF SYS	S	6000	N	4300	10300	C	9.0	59.7F	16.0F
8524		SW 15TH RD, 200' SOUTH OF SOUTH MIAMI AVENUE (20	S	6600	N	6200	12800	C	9.0	59.7F	16.0F
8525		NW 5 AV, 200' SOUTH OF NW 33 ST (2011 OFF SYSTE	N	1600	S	1600	3200	C	9.0	59.7F	16.0F
8526		SW 17TH AVENUE, 200' SOUTH OF ESPANOLA DR (2011	N	0	S	0	10500	C	9.0	59.7F	16.0F
8527		SW 186 ST, 200' WEST OF BELMONT DR (2011 OFF SY	E	0	W	0	6000	C	9.0	59.7F	16.0F
8528		SW 16TH ST, 200' WEST OF SW 30 AVE (2011 OFF SY	E	0	W	0	12000	C	9.0	59.7F	16.0F
8529		NW NORTH RIVER DR, 200 FT E OF DOLPHIN XPWY	E	6000	W	3200	9200	C	9.0	59.7F	16.0F
8530		S RIVER DR, 200' NORTH OF W FLAGLER ST (2011 OFF	S	850	N	1800	2650	C	9.0	59.7F	16.0F
8531		17TH ST, 200' EAST OF MERIDIAN AVE (2011 OFF SYS	E	9800	W	9200	19000	C	9.0	59.7F	16.0F

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SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
8532		11TH ST, 200' EAST OF MERIDIAN CT (2011 OFF SYS	E	0	W	0	6000 C	9.0	59.7F	16.0F
8533		SW 25 RD, 200' SOUTH OF SW 1 AVE (2011 OFF SYSTE	S	4100	N	6300	10400 C	9.0	59.7F	16.0F
8534		NW 14 AVE, 200' SOUTH OF NW 16 ST (2011 OFF SYS	N	4300	S	5000	9300 C	9.0	59.7F	16.0F
8535		MILLER DR/SW 56 ST, 200' EAST OF ALHAMBRA CIRCL	E	2700	W	3800	6500 C	9.0	59.7F	16.0F
8536		SNAPPER CREEK DR, 200' EAST OF SW 108 AVENUE (2	E	0	W	0	2800 C	9.0	59.7F	16.0F
8537		SW 95 ST, 200' WEST OF SW 112 AVE (2011 OFF SYS	E	0	W	0	5400 C	9.0	59.7F	16.0F
8538		SW 64 ST, 200' WEST OF SW 99 AVE (2011 OFF SYST	E	0	W	0	2600 C	9.0	59.7F	16.0F
8539		SW 64 ST, 200' EAST OF SW 89 CT (2011 OFF SYSTE	E	0	W	0	3100 C	9.0	59.7F	16.0F
8540		SW 112 AVE, 200 FT S OF SW 95 ST, THE CROSSINGS	N	0	S	0	9800 C	9.0	59.7F	16.0F
8541		SW 92 AVE, 200' NORTH OF SW 94 ST (2011 OFF SYS	N	0	S	0	1200 C	9.0	59.7F	16.0F
8542		SW 94 ST, 200' EAST OF SW 92 AVE (2011 OFF SYST	E	0	W	0	4800 C	9.0	59.7F	16.0F
8543		SW 112TH ST, 200' EAST OF SW 134TH AVENUE (2011	E	0	W	0	7800 C	9.0	59.7F	16.0F
8544		SW 132 AVE, 350 FT N OF SW 112TH ST	N	4400	S	3800	8200 C	9.0	59.7F	16.0F
8545		SW 102 AVE, 200' SOUTH OF SW 124 ST (2011 OFF S	N	0	S	0	5900 C	9.0	59.7F	16.0F
8546		SW 136 ST/HOWARD DR, 200' WEST OF SW 104 AV (20	E	0	W	0	6300 C	9.0	59.7F	16.0F
8547		LINCOLN BLVD, 200' SOUTH OF CARVER DR (2011 OFF	S	5700	N	6200	11900 C	9.0	59.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
8548		SW 107 AVE, 200' NORTH OF SW 124 ST (2011 OFF S	N	0	S	0	3500	C	9.0	59.7F	16.0F
8549		SW 128 ST, 200' WEST OF SW 112 AV (2011 OFF SYS	E	0	W	0	12000	C	9.0	59.7F	16.0F
8550		SW 120 ST, 200' WEST OF SW 92 AV (2011 OFF SYST	E	0	W	0	250	C	9.0	59.7F	16.0F
8551		SW 82 AVE, 200' SOUTH OF SW 164 ST (2011 OFF SYS	N	0	S	0	9200	C	9.0	59.7F	16.0F
8552		SW 82 AVE, 200' SOUTH OF SW 156 ST (2011 OFF SYS	N	0	S	0	9600	C	9.0	59.7F	16.0F
8553		SW 82 AVE, 200' NORTH OF SW 122 ST (2011 OFF SYS	N	0	S	0	6900	C	9.0	59.7F	16.0F
8554		SW 144 ST/MITCHELL D, 200' WEST OF SW 92 AV (201	E	0	W	0	6100	C	9.0	59.7F	16.0F
8555		SW 140TH AVE, 100' N OF SW 275TH ST, NARANJA	N	2800	S	2600	5400	C	9.0	59.7F	16.0F
8556		SW 87 AVE, 200' NORTH OF BLACK PT. MARINA ENT (	N	0	S	0	1700	C	9.5	59.7F	16.0F
8557		SW 152 AVE, 200' NORTH OF SW 280 ST (2011 OFF SY	N	0	S	0	4200	C	9.0	59.7F	16.0F
8558		SW 187 AVE, 200' NORTH OF SW 348 ST (2011 OFF SY	N	0	S	0	5200	C	9.0	59.7F	16.0F
8559		KINGMAN RD/SW 152 AV, 200' N OF SW 328 ST/ SE 8	N	5000	S	5100	10100	C	9.0	59.7F	16.0F
8560		SW 104 STREET, 200' EAST OF SW 97 AVE (2011 OFF	E	0	W	0	10000	C	9.0	59.7F	16.0F
8561		NW 32 AVE, 200' NORTH OF NW 183 ST (2011 OFF SYS	N	0	S	0	9400	C	9.0	59.7F	16.0F
8562		NE 62 ST/DR MLK JR B, 200' EAST OF NE 4 AVE (201	W	3700		0	3700	C	9.0	99.9W	16.0F
8563		NW 14 STREET, 200' EAST OF NW 32 AV (2011 OFF SY	W	0	E	0	5500	C	9.0	59.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
8564		NW 21 ST, 200' WEST OF NW 34 AVE (2011 OFF SYST	E	0	W	0	2400	C	9.0	59.7F	16.0F
8565		NW 25 ST, 200' EAST OF NW 36 AVE (2011 OFF SYSTE	E	0	W	0	1000	C	9.0	59.7F	16.0F
8566		15 ST, 200' EAST OF JEFFERSON AVE (2011 OFF SYST	E	0	W	0	9200	C	9.0	59.7F	16.0F
8567		16 ST, 200' EAST OF MERIDIAN AVE (2011 OFF SYSTE	E	0	W	0	9900	C	9.0	59.7F	16.0F
8568		NW S. RIVER DR, 200' SOUTH OF NW 114 WAY (2011 O	S	0	N	0	4700	C	9.0	59.7F	16.0F
8569		PENNSYLVANIA AVE, 200' NORTH OF 13 ST (2011 OFF	N	0	S	0	3000	C	9.0	59.7F	16.0F
8570		SHERIDAN DR, 200' SOUTH OF OAKWOOD DR (2011 OFF	N	0	S	0	2800	C	9.0	59.7F	16.0F
8571		SW 128 ST, 200' WEST OF SW 129 AVE (2011 OFF SY	E	0	W	0	9000	C	9.0	59.7F	16.0F
8572		SW 136 STREET, 200' EAST OF SW 147 AVE (2011 OFF	E	6200	W	5800	12000	C	9.0	59.7F	16.0F
8573		S DADELAND BLVD, 100 FT E OF SW 73RD PL, KENDALL	N	3300	S	3200	6500	C	9.0	59.7F	16.0F
8574		SW 112 AVE, 200' NORTH OF GARDENS OF KENDALL (2	N	3900	S	5000	8900	C	9.0	59.7F	16.0F
8575		SW 92 AVE, 200' SOUTH OF SW 142 ST (2011 OFF SY	N	5000	S	5000	10000	C	9.0	59.7F	16.0F
8576		SW 168 STREET, 200' EAST OF SW 119 AVE (2011 OFF	E	0	W	0	4000	C	9.0	59.7F	16.0F
8577		SW 122 AVE, 200' NORTH OF SW 176 ST (2011 OFF SY	N	0	S	0	2600	C	9.0	59.7F	16.0F
8578		NW 7 STREET, 200' EAST OF LAS PALMAS APT (2011 O	E	3800	W	4900	8700	C	9.0	59.7F	16.0F
8579		NW 114 AVE, 200' SOUTH OF NW 4 TER (2011 OFF SYS	N	0	S	0	7800	C	9.0	59.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
8580		NW 7 STREET, 200' EAST OF MIDWAY POINT APT (2011	E	5300	W	7100	12400 C	9.0	59.7F	16.0F
8581		NW 79 AVE, 1000 FT S OF NW 7TH ST	N	7300	S	6500	13800 C	9.0	59.7F	16.0F
8582		SW 82 AVE, 200' NORTH OF SW 56 ST/MILLER DR (20	N	0	S	0	3700 C	9.0	59.7F	16.0F
8583		NW 74 ST, 200' EAST OF MEDLEY POLICE DEPRT (201	E	0	W	0	5000 C	9.0	59.7F	16.0F
8584		NW 111 AVE, 200' SOUTH OF NW 17 ST (2011 OFF SYS	N	4900	S	6000	10900 C	9.0	59.7F	16.0F
8585		NW 93 ST, 200' EAST OF NW 88 AVE (2011 OFF SYSTE	E	0	W	0	2600 C	9.0	59.7F	16.0F
8586		NW 89 AVE, 200' NORTH OF NW 97 TER (2011 OFF SYS	N	0	S	0	3600 C	9.0	59.7F	16.0F
8587		NW 121 WAY, 200' NORTH OF S RIVER DR (2011 OFF S	N	5800	S	5800	11600 C	9.0	59.7F	16.0F
8588		SW 16 ST, 200' EAST OF SW 71 AVE (2011 OFF SYSTE	E	0	W	0	5800 C	9.0	59.7F	16.0F
8589		W 8 AVENUE, 200' NORTH OF W 28 ST (2011 OFF SYST	N	9300	S	8200	17500 C	9.0	59.7F	16.0F
8590		S POINTE DR, 150 FT W OF WASHINGTON AVE, MIAMI B	E	2700	W	2500	5200 C	9.0	59.7F	16.0F
8591		SW 23RD AVE, 200' NORTH OF SPUR FROM SW 23 ST (2	N	2400	S	4100	6500 C	9.0	59.7F	16.0F
8592		NW 32 AV, 200' NORTH OF NW 125 ST (2011 OFF SYST	N	6600	S	5800	12400 C	9.0	59.7F	16.0F
8593		SW 127 AVE, 200' NORTH OF HOMESTEAD AIR RESERV	N	0	S	0	5700 C	9.0	59.7F	16.0F
8594		NW 47 AVE, 200' NORTH OF NW 173 DR (2011 OFF SYS	N	13500	S	13500	27000 C	9.0	59.7F	16.0F
8595		FLAGLER AVE, 200' NORTH OF NE 5 DR (2011 OFF SYS	S	0	N	0	4400 C	9.0	59.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
8596		NE 135 STREET, 200' EAST OF NE 23 PL (2011 OFF S	E	1800	W	1800	3600	C	9.0	59.7F	16.0F
8597		NE 151 ST, 200' WEST OF BAY VISTA BLVD (2011 OF	E	7600	W	7800	15400	C	9.0	59.7F	16.0F
8598		N MIAMI AVE, 150 FT N OF NE 5 ST	S	4400		0	4400	C	9.0	99.9W	16.0F
8599		N MIAMI AV, 200' NORTH OF NE 132 ST (2011 OFF SY	N	0	S	0	6900	C	9.0	59.7F	16.0F
8600		PINE TREE DR, 200' SOUTH OF 37 ST (2011 OFF SYS	N	8200	S	8000	16200	C	9.0	59.7F	16.0F
8601		PINE TREE DR, 200' SOUTH OF W 55 ST (2011 OFF S	N	5100		0	5100	C	9.0	99.9W	16.0F
8602		LAGORCE DR, 200 FT N OF W 57 ST, MIAMI BEACH	N	4800		0	4800	C	9.0	99.9W	16.0F
8603		E 65TH ST, 200 FT W OF E 2ND AVE (2011 OFFSYS)	E	12000	W	12000	24000	C	9.0	59.7F	16.0F
8604		W FLAGLER ST, 200' EAST OF MIAMI AVE (2011 OFF S	E	1800	W	4700	6500	C	9.0	59.7F	16.0F
8605		SW 1 ST/O-W-P EB, 200' EAST OF SOUTH MIAMI AVE (	E	6200		0	6200	C	9.0	99.9W	16.0F
8606		SW 24 ST/CORAL WAY, 200 FT E OF HERNANDO ST	W	1600		0	1600	C	9.0	99.9W	16.0F
8607		SW 24 ST, 200' EAST OF CARDENA ST (2011 OFF SYST	W	0	E	0	17000	C	9.0	59.7F	16.0F
8608		BROAD CSWY, 200 FT E OF GAS STATION ACCESS	E	10000	W	9900	19900	C	9.0	59.7F	16.0F
8609		OLD CUTLER RD, 200' SOUTH OF RIVIERA ST (2011 OF	N	0	S	0	28000	C	9.0	59.7F	16.0F
8610		OLD CUTLER ROUNDABT, 200' SOUTH OF SW 42 AVE (20	N	9500		0	9500	C	9.0	99.9W	16.0F
8611		SOUTH MIAMI AV, 200' SOUTH OF SE 6 ST (2011 OFF	N	8000		0	8000	C	9.0	99.9W	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
8612		NW 2ND AVENUE, 200' NORTH OF NW 24 ST (2011 OFF	N	0	S	0	7300	C	9.0	59.7F	16.0F
8613		SW 117 AVENUE, 200' NORTH OF TPIKE NB OFF RAMP (	N	11000	S	11000	22000	C	9.0	59.7F	16.0F
8614		S ROYAL POINCIANA BL, 200' SOUTH OF MILLER DR (2	S	3200	N	2900	6100	C	9.0	59.7F	16.0F
8615		N ROYAL POINCIANA BL, 200' NORTH OF HERON AVE (2	N	0	S	0	4000	C	9.0	59.7F	16.0F
8616		PRAIRIE AVE, 200 FT N OF W 31ST ST, MIAMI BEACH	N	0	S	0	3600	C	9.0	59.7F	16.0F
8617		47 ST, 200' EAST OF MERIDIAN AVE (2011 OFF SYSTE	E	0	W	0	3900	C	9.0	59.7F	16.0F
8618		NW 74 ST, 200' EAST OF NW 102 AVE (2011 OFF SYS	E	11500	W	11000	22500	C	9.0	59.7F	16.0F
8619		NW 72 AVE, 200' SOUTH OF NW 78 TER (2011 OFF SY	N	7300	S	5800	13100	C	9.0	59.7F	16.0F
8620		HIALEAH GRDS BLVD, 200 FT N OF W 72ND ST, HIALEA	N	14000	S	14000	28000	C	9.0	59.7F	16.0F
8621		NW 22 AVE, 200' NORTH OF NW 132 ST (2011 OFF SY	N	9900	S	8500	18400	C	9.0	59.7F	16.0F
8622		PERIMETER RD, 200 FT N OF MIA ENT	N	5900	S	2400	8300	C	9.0	59.7F	16.0F
8623		CURTIS PKWY/NW57 AVE, 200' NORTH OF GOLF COURSE	N	7100	S	8000	15100	C	9.0	59.7F	16.0F
8624		HOOK SQUARE, 200' NORTH OF S ROYAL POINCIANA BL	N	10000	S	450	10450	C	9.0	59.7F	16.0F
8625		CURTIS PKWY, 200' SOUTH OF MORNINGSIDE DR (2011	S	7400		0	7400	C	9.0	99.9W	16.0F
8626		NW 87 AVE, 200' SOUTH OF NW 66 ST (2011 OFF SYST	N	7600	S	6800	14400	C	9.0	59.7F	16.0F
8627		NW 62 ST/DR MLK JR B, 100' EAST OF NE 4 AV (2011	E	4100		0	4100	C	9.0	99.9W	16.0F

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SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
8628		NW 67TH AVE, 200 FT N OF NW 39 ST	N	0	S	0	1500	C	9.0	59.7F	16.0F
8629		S RIVER DR, 100 FT S OF SW 6TH ST (2011 OFFSYS)	S	3300		0	3300	C	9.0	99.9W	16.0F
8630		NW 14 STREET, 200' W OF NW 36 AVE (2011 OFF SYST	W	4600		0	4600	C	9.0	99.9W	16.0F
8631		FLAGLER AVE, 200' SOUTH OF SR 5/US-1 (2011 OFF S	S	2600		0	2600	C	9.0	99.9W	16.0F
8632		PINE TREE DR, 200' SOUTH OF 51 ST (2011 OFF SYST	N	5400	S	5600	11000	C	9.0	59.7F	16.0F
8633		HOOK SQUARE, 200' SOUTH OF OKEECHOBEE RD(2011 OF	N	10500		0	10500	C	9.0	99.9W	16.0F
8634		SW 344 ST/PALM DR, 200' E OF SE 24 PL (2011 OFFS	E	3600	W	4200	7800	C	9.0	59.7F	16.0F
8635		SW 211 ST, 200' NORTH OF SOUTHLAND MALL(2011 OFF	N	9800	S	10500	20300	C	9.0	59.7F	16.0F
8636		GRANADA BLVD, 200' NORTH OF ESCOBAR(2011 OFFSYST	N	0	S	0	6800	C	9.0	59.7F	16.0F
8637		SW 72 ST, 200' EAST OF SW 137 AVE(2011 OFFSYSTEM	E	14500	W	14500	29000	C	9.0	59.7F	16.0F
8638		NW 11 STREET, 200' WEST OF NW 6 AVE (2011 OFFSYS	E	1500		0	1500	C	9.0	99.9W	16.0F
8639		N RIVER DR, 200' NORTH OF NW 3 ST(2011 OFFSYSTEM	S	0	N	0	6400	C	9.0	59.7F	16.0F
8640		NE 203 ST/IVES DAIRY, 200' S OF NE 24 AV(2011 OF	N	32000	S	32000	64000	C	9.0	59.7F	16.0F
8641		NW 62 AVE/YELEN BLVD, 200' SOUTH OF SW 11 ST(201	N	0	S	0	7200	C	9.0	59.7F	16.0F
8642		E 4TH AVE, 200' SOUTH OF E 8 ST(2011 OFFSYSTEM C	N	9100	S	10500	19600	C	9.0	59.7F	16.0F
8643		NW S RIVER DR, 200' SOF SPUR/ NW 77 CT(2011 OFFS	S	0	N	0	11500	C	9.0	59.7F	16.0F

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COUNTY: 87 MIAMI-DADE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
8644		W 16 AVE, 200' SOUTH OF W 65 ST(2011 OFFSYSTEM C	N	8900	S	8300	17200 C	9.0	59.7F	16.0F
8645		MIAMI LAKEWAY S, 200' SOF TWIN SABEL DR(2011OFFS	S	0	N	0	5700 C	9.0	59.7F	16.0F
8646		MIAMI LAKES DRIVE, 200' EAST OF NW 59 CT(2011 OF	E	8200	W	9200	17400 C	9.0	59.7F	16.0F
8647		NE 2ND AVE, 50 FT S OF NE 211TH ST(2011 OFFSYS)	E	0	W	0	6600 C	9.0	59.7F	16.0F
8648		CARMEL LK RD, 200 FT E OF NE 19TH CT (2011 OFFSY	N	0	S	0	14500 C	9.0	59.7F	16.0F
8649		SW 42 ST, 200' WEST OF SW 149 AVE(2011 OFFSYSTEM	E	10500	W	11000	21500 C	9.0	59.7F	16.0F
8650		S. ROYAL POINCIANA, 200' S OF NW 25 ST(2011 OFFS	S	0	N	0	6800 C	9.0	59.7F	16.0F
8651		W/E 17 ST/NW 71ST, 200' EAST OF E 10 AVE(2011 OF	E	0	W	0	4400 C	9.0	59.7F	16.0F
8652		NW 151 ST/ORIENTAL B, 200' EAST OF NW 29 AV(2011	E	4700	W	4400	9100 C	9.0	59.7F	16.0F
8653		EAST DR, 200' SOUTH OF EASTWARD DR(2011 OFFSYSTE	N	0	S	0	7100 C	9.0	59.7F	16.0F
8654		NW 12TH ST, 0.3 MI E OF NW 107TH ST, DORAL	E	13500	W	12500	26000 C	9.0	59.7F	16.0F
8655		NW 28 ST, 200' WEST OF NW 24 CT(2011 OFFSYSTEM	E	0	W	0	9300 C	9.0	59.7F	16.0F
8656		NW 29TH AVE, 200 FT W OF US-441/NW 7TH AVE	E	4600	W	4100	8700 C	9.0	59.7F	16.0F
8657		SW 107 AVE/MARLIN RD, 200' N OF SW 106 AVE(2011	N	0	S	0	300 C	9.0	59.7F	16.0F
8658		NW 79 AVE, 200' NORTH OF NW 80 ST(2011 OFFSYSTEM	N	6000	S	4800	10800 C	9.0	59.7F	16.0F
8659		NW 115 AVE, 200 FT S OF NW 136TH ST, MEDLEY	N	0	S	0	900 C	9.0	59.7F	16.0F

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SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
8660		SW 88TH STREET, 200' WEST OF SW 57 AVE(2011 OFFS	E	0	W	0	9800	C	9.0	59.7F	16.0F
8661		SW 136 STREET, 200' EAST OF SW 77 AVE(2011 OFFSY	E	0	W	0	7200	C	9.0	59.7F	16.0F
8662		S MIAMI AVE, 200' SOUTH OF SW 14 ST(2011 OFFSYST	N	0	S	0	8200	C	9.0	55.7F	16.0F
8663		OLD CUTLER RD, 200' N OF SW144 ST(2011 OFFSYSTE	N	0	S	0	20000	C	9.0	59.7F	16.0F
8664		SW 97 AVE, 200' NORTH OF SW 32 ST(2011 OFFSYSTE	N	0	S	0	16000	C	9.0	59.7F	16.0F
8665		E 1ST AVENUE, 200' NORTH OF E 10 ST(2011 OFFSYST	N	0	S	0	4300	C	9.0	59.7F	16.0F
8666		NW NORTH RIVER DR, 200 FT NW OF NW 28TH ST(2011	N	10000	S	11500	21500	C	9.0	59.7F	16.0F
8667		CURTIS PARKWAY, 200' SOUTH OF CANAL ST(2011 OFFS	S	11500	N	800	12300	C	9.0	59.7F	16.0F
9020		SR 112/I-195/JULIA TUTTLE CSWY, 2900' E US-1 @R1	E	55000	W	53500	108500	C	8.0	65.6F	3.2A
9030		SR 7/US-441/NW 7 AV, 125' S OF NW 46 ST	N	11500	S	10500	22000	C	9.0	55.7F	2.9A
9060		SR 826/PALMETTO EXPWY, 2600' W NW 67 AV @R-137	E	69500	W	69000	138500	C	8.0	65.6F	8.3A
9080		SR A1A/MACARTHUR CSWY, 1000' W PALM ISL ENT @R31	E	48500	W	48000	96500	C	9.0	53.4F	4.4A
9800		SR 5/US-1, 200' S GRANADA BLVD @R-178	N	39500	S	38000	77500	C	9.0	59.7F	3.8A
9947	T	US-27, 2.1 MILES N OF PALMETTO EXPWY, MIAMI-DADE	N	16363	S	16136	32499	C	9.0	62.8A	15.5A

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 0187 - SR-836, 1.4 MI E OF NW 107TH AVE UNDERPASS,DADE CO.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2012	125427 C	E 55227	W 70200	8.00	65.60	3.30
2011	115779 C	E 52742	W 63037	8.00	67.10	2.50
2010	117716 C	E 55111	W 62605	7.59	54.58	3.20
2008	136000 E	0	0	8.87	64.44	2.90
2007	0 E	0	0	8.61	64.51	5.80
2006	157000 S			10.06	56.25	4.70
2005	146000 F	E 73000	W 73000	7.40	60.10	1.50
2004	135305 C	E 67834	W 67471	7.40	60.10	4.80
2003	131893 C	E 65859	W 66034	7.40	60.10	6.80
2002	130966 C	E 65854	W 65112	10.40	78.10	4.80
2001	126000 F	E 62000	W 64000	11.00	54.90	5.30
2000	116996 C	E 57554	W 59442	11.20	55.70	2.40
1999	113091 C	E 55587	W 57504	7.90	62.40	2.40
1998	112366 C	E 55325	W 57041	8.00	64.90	2.50
1997	108926 C	E 53887	W 55039	8.20	64.20	2.40

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2238 - SR 836 EXT EB 400' E OF BRIDGE NO. 871002 OVER NW 127 AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2012	11000 C	E 11000	0	9.00	99.90	3.30
2011	10500 C	E 10500	0	9.00	99.90	2.50
2010	8900 C	E 8900	0	11.38	99.99	3.20
2009	9500 C	E 9500	0	10.18	99.99	3.50
2008	15500 C	E 15500	0	10.31	99.99	2.80

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FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 2239 - SR 836 EXT WB 400' E OF BRIDGE NO. 871002 OVER NW 127 AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2012	13000 C	W 13000	0	9.00	99.90	3.30
2011	13000 C	W 13000	0	9.00	99.90	2.50
2010	10500 C	W 10500	0	11.38	99.99	3.20
2009	11000 C	W 11000	0	10.18	99.99	3.50
2008	10000 C	W 10000	0	10.31	99.99	2.80

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FLORIDA DEPARTMENT OF TRANSPORTATION
2012 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 97 FL. TURNPIKE

SITE	SITE TYPE	DESCRIPTION		DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0011		HEFT NB ON RAMP FROM NB US-1/SOUTH DIXIE HWY, M1	N	11000	0	11000 C	9.0	99.9W	6.3F
0012		HEFT NB ON RAMP FROM SB US-1/SOUTH DIXIE HWY, M1	N	4000	0	4000 C	9.0	99.9W	6.3F
0013		HEFT SB OFF RAMP TO NB US-1/SOUTH DIXIE HWY, M1C	S	6000	0	6000 C	9.0	99.9W	6.3F
0014		HEFT SB OFF RAMP TO SB US-1/SOUTH DIXIE HWY, M1D	S	11500	0	11500 C	9.0	99.9W	6.3F
0021		HEFT NB OFF RAMP TO CAMPBELL DR/SW 312TH ST, M2A	N	1700E	0E	1700 E	9.0	0.0	6.3F
0022		HEFT NB ON RAMP FROM CAMPBELL DR/SW 312TH ST, M2	N	11500	0	11500 C	9.0	99.9W	6.3F
0023		HEFT SB OFF RAMP TO CAMPBELL DR/SW 312TH ST, M2C	S	11500	0	11500 C	9.0	99.9W	6.3F
0024		HEFT SB ON RAMP FROM CAMPBELL DR/SW 312TH ST, M2	S	1700E	0E	1700 E	9.0	0.0	6.3F
0051		HEFT NB OFF RAMP TO BISCAYNE DR/SW 288TH ST, M5A	N	1800E	0E	1800 E	9.0	0.0	
0052		HEFT NB ON RAMP FROM EB BISCAYNE DR/SW 288TH ST,	N	4200	0	4200 C	9.0	99.9W	6.3F
0053		HEFT NB ON RAMP FROM WB BISCAYNE DR/SW 288TH ST,	N	1800	0	1800 C	9.0	99.9W	6.3F
0054		HEFT SB OFF RAMP TO BISCAYNE DR/SW 288TH ST, M5D	S	6000	0	6000 C	9.0	99.9W	6.3F
0055		HEFT SB ON RAMP FROM BISCAYNE DR/SW 288TH ST, M5	S	1800E	0E	1800 E	9.0	0.0	6.3F
0061		HEFT NB ON RAMP FROM TALLAHASSEE RD/SW 137TH AVE	N	5500	0	5500 C	9.0	99.9W	6.3F
0062		HEFT SB OFF RAMP TO TALLAHASSEE RD/SW 137TH AVE,	S	6100	0	6100 C	9.0	99.9W	6.3F
0091		HEFT NB OFF RAMP TO ALLAPATTAH RD/SW 112TH ST, M	N	1900E	0E	1900 E	9.0	0.0	6.3F

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FLORIDA DEPARTMENT OF TRANSPORTATION
2012 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 97 FL. TURNPIKE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0092		HEFT NB ON RAMP FROM ALLAPATTAH RD/SW 112TH ST,	N 4500	0	4500 C	9.0	99.9W	6.3F
0093		HEFT SB OFF RAMP TO NB ALLAPATTAH RD, M9C	S 2500	0	2500 C	9.0	99.9W	6.3F
0094		HEFT SB OFF RAMP TO SB ALLAPATTAH RD, M9D	S 1300	0	1300 C	9.0	99.9W	6.3F
0095		HEFT SB ON RAMP FROM ALLAPATTAH RD/SW 112TH ST,	S 1900E	0E	1900 E	9.0	0.0	6.3F
0111		HEFT NB OFF RAMP TO HANLIN MILL DR/SW 216TH ST,	N 2700	0	2700 C	9.0	99.9W	6.3F
0112		HEFT SB ON RAMP FROM HANLIN MILL DR/SW 216TH ST,	S 2600	0	2600 C	9.0	99.9W	6.3F
0114		HEFT SB ON RAMP FROM SW 211TH ST, M11D	S 3800	0	3800 C	9.0	99.9W	6.3F
0116		HEFT SB OFF RAMP TO SW 216TH ST / CUTLER RIDGE R	S 14000	0	14000 C	9.0	99.9W	6.3F
0123		HEFT NB OFF RAMP TO SW 211TH ST, M12C	N 3200	0	3200 C	9.0	99.9W	6.3F
0125		HEFT NB OFF RAMP FROM SW 211TH ST, M12E	N 15000	0	15000 C	9.0	99.9W	6.3F
0127		HEFT NB ON RAMP FROM US-1, M12G	N 7500	0	7500 C	9.0	99.9W	6.3F
0128		HEFT SB OFF RAMP TO CARIBBEAN BLVD, M12H	S 11000	0	11000 C	9.0	99.9W	6.3F
0131		HEFT NB OFF RAMP TO QUAIL ROOST DR/EUREKA DR, M1	N 7200	0	7200 C	9.0	99.9W	6.3F
0132		HEFT NB ON RAMP FROM QUAIL ROOST DR/EUREKA DR, M	N 18500	0	18500 C	9.0	99.9W	6.3F
0133		HEFT SB OFF RAMP TO QUAIL ROOST DR / EUREKA DR,	S 18500	0	18500 C	9.0	99.9W	6.3F
0134		HEFT SB ON RAMP FROM QUAIL ROOST/EUREKA, M13D	S 9200	0	9200 C	9.0	0.0	6.3F

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FLORIDA DEPARTMENT OF TRANSPORTATION
2012 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 97 FL. TURNPIKE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0161		HEFT NB OFF RAMP TO CORAL REEF DR/SW 152ND AVE,	N 6500E	0E	6500 E	9.0	0.0	6.3F
0162		HEFT NB ON RAMP FROM CORAL REEF DR/SW 152ND AVE/	0E	0E	20000 F	9.0	99.9W	6.3F
0163		HEFT SB OFF RAMP TO CORAL REEF DR/SW 152ND AVE/	0E	0E	21500 F	9.0	99.9W	6.3F
0164		HEFT SB ON RAMP FROM CORAL REEF DR/SW 152ND AVE,	S 6500E	0E	6500 E	9.0	0.0	6.3F
0191		HEFT NB OFF RAMP TO SW 120TH ST, M19A	N 5800E	0E	5800 E	9.0	0.0	6.3F
0192		HEFT NB ON RAMP FROM SW 120TH ST, M19B	0E	0E	11500 F	9.0	99.9W	6.3F
0193		HEFT SB OFF RAMP TO SW 120TH ST, M19C	0E	0E	12000 F	9.0	99.9W	6.3F
0194		HEFT SB ON RAMP FROM SW 120TH ST, M19D	S 5800E	0E	5800 E	9.0	0.0	
0201		HEFT NB OFF RAMP TO KENDALL DR/SW 88TH ST, M20A	N 9100E	0E	9100 E	9.0	0.0	6.3F
0202		HEFT NB ON RAMP FROM EB KENDALL DR/SW 88TH ST, M	N 14000	0	14000 C	9.0	99.9W	6.3F
0203		HEFT NB ON RAMP FROM WB KENDALL DR/SW 88TH ST, M	N 6100	0	6100 C	9.0	99.9W	6.3F
0204		HEFT SB OFF RAMP TO KENDALL DR/SW 88TH ST, M20D	S 20000	0	20000 C	9.0	99.9W	6.3F
0205		HEFT SB ON RAMP FROM WB KENDALL DR/SW 88TH ST, M	S 9100E	0E	9100 E	9.0	0.0	6.3F
0206		HEFT SB ON RAMP FROM EB KENDALL DR TO RAMP 87471	S 5600E	0E	5600 E	9.0	0.0	6.3F
0231		HEFT NB OFF RAMP TO BIRD RD/SW 40TH ST, M23A	N 7800	0	7800 C	9.0	99.9W	6.3F
0232		HEFT NB ON RAMP FROM BIRD RD/SW 40TH ST, M23B	N 14500E	0E	14500 E	9.0	0.0	6.3F

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FLORIDA DEPARTMENT OF TRANSPORTATION
2012 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 97 FL. TURNPIKE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0233		HEFT SB OFF RAMP TO BIRD RD/SW 40TH ST, M23C	S 14500E	0E	14500 E	9.0	0.0	
0234		HEFT SB ON RAMP FROM BIRD RD/SW 40TH ST, M23D	S 8600	0	8600 C	9.0	99.9W	6.3F
0251		HEFT NB OFF RAMP TO TAMIAMI TR/US-41/SW 8TH ST,	N 7400	0	7400 C	9.0	99.9W	6.3F
0252		HEFT NB ON RAMP FROM TAMIAMI TRL/US-41/SW 8TH ST	N 15500E	0E	15500 E	9.0	0.0	6.3F
0254		HEFT SB OFF RAMP TO TAMIAMI TRL/US-41/SW 8TH ST,	S 5300E	0E	5300 E	9.0	0.0	6.3F
0255		HEFT SB ON RAMP FROM TAMIAMI TR/US-41/SW 8TH ST,	S 7300	0	7300 C	9.0	99.9W	6.3F
0262		HEFT NB CD ON FROM WB SR-836, M26B	N 8600	0	8600 C	9.0	99.9W	6.3F
0263		HEFT SB CD OFF-RAMP TO EB SR-836, M26C	S 5900	0	5900 C	9.0	99.9W	6.3F
0267	T	HEFT/SR-821, S OF NW 25TH ST/SR-836	N 54238	S 54184	108422 C	9.5	58.8A	6.6A
0271		HEFT NB OFF RAMP TO NB HEFT CD, M27A	N 4600	0	4600 C	9.0	99.9W	6.3F
0272		HEFT NB CD/NB OFF RAMP TO NW 12TH ST, M27B	N 5100E	0E	5100 E	9.0	99.9W	6.3F
0273		HEFT NB ON RAMP FROM NW 12TH ST, M27D	0E	0E	7600 F	9.0	99.9W	6.3F
0275		HEFT SB OFF RAMP TO NW 12TH ST, M27E	0E	0E	11000 F	9.0	99.9W	6.3F
0276		HEFT SB ON RAMP FROM NW 12TH ST, M27F	S 5100E	0E	5100 E	9.0	0.0	6.3F
0277		HEFT SB ON RAMP FROM SB HEFT CD, M27G	S 4200	0	4200 C	9.0	99.9W	6.3F
0278		HEFT SB CD OFF RAMP TO SW 8TH ST, M27H	S 4300	0	4300 C	9.0	99.9W	6.3F

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FLORIDA DEPARTMENT OF TRANSPORTATION
2012 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 97 FL. TURNPIKE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0291		HEFT NB OFF RAMP TO NW 41ST ST, M29A	N	8000E		0E	8000 E	9.0	0.0	6.3F
0292		HEFT NB ON RAMP FROM NW 41ST ST, M29B	N	7000		0	7000 C	9.0	99.9W	6.3F
0293		HEFT SB OFF RAMP TO NW 41ST ST, M29C	S	7500		0	7500 C	9.0	99.9W	6.3F
0294		HEFT SB ON RAMP FROM WB NW 41ST ST TO 87471534 G	S	7600E		0E	7600 E	9.0	0.0	6.3F
0295		HEFT SB ON RAMP FROM EB NW 41ST ST TO 87471533,	S	400E		0E	400 E	9.0	0.0	6.3F
0311		HEFT NB OFF RAMP TO NW 74TH ST, M31A	N	8000E		0E	8000 E	9.0	0.0	
0312		HEFT NB ON RAMP FROM NW 74TH ST, M31B	N	2200		0	2200 C	9.0	99.9W	6.3F
0313		HEFT SB OFF RAMP TO NW 74TH ST, M31C	S	2300		0	2300 C	9.0	99.9W	6.3F
0314		HEFT SB ON RAMP FROM NW 74TH ST, M31D	S	8000E		0E	8000 E	9.0	0.0	
0320		SUNCOAST PKWY/SR-589 M/L, N OF RAMBLEWOOD BLVD B	N	18000E	S	18000E	36000 E	9.5	52.2F	7.2F
0340		SUNCOAST PKWY/SR-589 M/L, 0.7 MI N OF HILLS CO.	N	16500E	S	16500E	33000 E	9.5	52.2F	7.2F
0341		HEFT NB OFF RAMP TO NW 106TH ST, M34A		0E		0E	8000 F	9.0	99.9W	6.3F
0342		HEFT NB ON RAMP FROM NW 106TH ST, M34B	N	2400E		0E	2400 E	9.0	0.0	6.3F
0343		HEFT SB OFF RAMP TO NW 106TH ST, M34C	S	2400E		0E	2400 E	9.0	0.0	6.3F
0344		HEFT SB ON RAMP FROM NW 106TH ST, M34D		0E		0E	7100 F	9.0	99.9W	6.3F
0351		HEFT NB OFF RAMP TO OKEECHOBEE RD/US-27, M35A		0E		0E	8800 F	9.0	99.9W	6.3F

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FLORIDA DEPARTMENT OF TRANSPORTATION
2012 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 97 FL. TURNPIKE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
0352		HEFT NB ON RAMP FROM OKEECHOBEE RD/US-27, M35B	N	3300E		0E	3300	E	9.0	0.0	
0353		HEFT SB OFF RAMP TO OKEECHOBEE RD/US-27, M35C	S	3300E		0E	3300	E	9.0	0.0	6.3F
0354		HEFT SB ON RAMP FROM OKEECHOBEE RD/US-27, M35D		0E		0E	7200	F	9.0	99.9W	6.3F
0360		SUNCOAST PKWY/SR-589 M/L, N OF ANCLOTE PLAZA, MM	N	12000E	S	12000E	24000	E	10.5	52.2F	7.2F
0380		SUNCOAST PKWY/SR-589 M/L, S OF SPRING HILL TOLL	N	8800E	S	8800E	17600	E	10.5	52.2F	7.2F
0400		SUNCOAST PKWY/SR-589 M/L, S OF MM 38	N	7200E	S	7200E	14400	E	10.5	52.2F	7.2F
0403	T	SR-91, N OF PEMBROKE RD/SR-824	N	54849	S	51970	106819	C	9.5	51.6A	7.3A
0404		SUNCOAST PKWY/SR-589 M/L, N OF SPRING HILL DR I/	N	5300E	S	5300E	10600	E	10.5	52.2F	7.2F
0406	T	SUNCOAST PKWY/SR-589, N OF POWELL RD/CR572	N	5085	S	5195	10280	C	10.5	52.2A	7.2A
0407	T	POLK PKWY/SR-570, BTWN WARING RD AND HARDEN BLVD	E	10646	W	12523	23169	C	10.0	60.6A	9.9A
0408		SUNCOAST PKWY/SR-589 M/L, S OF MM 52	N	2600E	S	2600E	5200	E	10.5	52.2F	7.2F
0413	T	SR-91, N OF ATLANTIC AVE/SR-806	N	37931	S	37787	75718	C	9.5	58.4A	8.6A
0416	T	SR-91, S OF PGA BLVD/SR-786	N	25652	S	24750	50402	C	9.5	53.2A	9.9A
0417	T	SR-91, S OF INDIANTOWN RD/SR-706	N	19915	S	19746	39661	C	10.5	57.5A	11.9A
0421	T	SR-91, N OF OKEECHOBEE RD/SR-70	N	13461	S	13493	26954	C	10.5	60.6A	13.4A
0428	T	SR-91, SE OF CR561	N	19897	S	20433	40330	C	10.0	54.4A	14.8A

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FLORIDA DEPARTMENT OF TRANSPORTATION
2012 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 97 FL. TURNPIKE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0429	T	SR-91, S OF NEPTUNE RD/CR525	N	17045	S	16797	33842 C	10.5	56.4A	12.2A
0430	T	HEFT/SR-821, N OF CAMPBELL RD/SW 312TH ST	N	26186	S	26714	52900 C	8.5	52.2A	5.3A
0432		HEFT NB ON RAMP FROM NW 57TH AVE (RED ROAD), M43	N	12500		0	12500 C	9.0	99.9W	6.3F
0433		HEFT SB OFF RAMP TO NW 57TH AVE (RED ROAD), M43C	S	14000		0	14000 C	9.0	99.9W	6.3F
0434		HEFT SB OFF RAMP TO NW 57TH AVE (RED ROAD), M43D	S	4400E		0E	4400 E	9.0	0.0	6.3F
0436		HEFT NB OFF RAMP TO NW 57TH AVE (RED ROAD), M43A	N	4400E		0E	4400 E	9.0	0.0	6.3F
0471		HEFT RAMP FROM TURNPIKE EXT. NB TO NW 27TH AVE,	S	3400		0	3400 C	9.0	99.9W	6.3F
0472		TURNPIKE EXT. NB OFF RAMP TO HEFT SB, M47B	N	8900		0	8900 C	9.0	99.9W	7.3F
0473		MAINLINE SB OFF RAMP TO NW 27TH AVE, M47C	S	3200E		0E	3200 E	9.0	99.9W	6.3F
0476		HEFT NB OFF RAMP TO SB SR 91, M47F	N	6500		0	6500 C	9.0	99.9W	6.3F
0477		X-SECTION SB ON RAMP FROM COUNTY LINE RD TO RAMP	S	3700		0	3700 C	9.0	99.9W	6.3F
0478		MAINLINE NB ON RAMP FROM COUNTY LINE RD, M47H	N	4600E		0E	4600 E	9.0	0.0	6.3F
0479		HEFT NB OFF RAMP TO NW 27TH AVE (UNIVERSITY DR),	N	5000E		0E	5000 E	9.0	99.9W	6.3F
0480		HEFT SB ON RAMP FROM NW 27TH AVE (UNIVERSITY DR)	S	5000E		0E	5000 E	9.0	99.9W	6.3F
0481		X-SECTION NB OFF RAMP TO NW 199TH ST, M2XA		0E		0E	1500 F	9.0	99.9W	7.3F
0482		X-SECTION NB ON RAMP TO NW 199TH ST, M2XB	N	4700E		0E	4700 E	9.0	0.0	7.3F

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FLORIDA DEPARTMENT OF TRANSPORTATION
2012 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 97 FL. TURNPIKE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
0483		X-SECTION SB OFF RAMP TO NW 199TH ST, M2XC	S 4700E		0E		4700	E	9.0	0.0	
0484		X-SECTION SB ON RAMP FROM STADIUM, M2XD	0E		0E		150	F	9.0	99.9W	7.3F
0485		X-SECTION SB ON RAMP FROM EB NW 199TH ST, M2XE	0E		0E		1200	F	9.0	99.9W	7.3F
0491		MAINLINE NB OFF RAMP TO HOLLYWOOD BLVD, M49A	0E		0E		8900	F	9.0	99.9W	12.3F
0492		MAINLINE NB ON RAMP TO HOLLYWOOD BLVD, M49B	N 10000E		0E		10000	E	9.0	0.0	12.3F
0493		MAINLINE SB OFF RAMP TO HOLLYWOOD BLVD, M49C	S 10000E		0E		10000	E	9.0	0.0	
0494		MAINLINE SB ON RAMP FROM HOLLYWOOD BLVD, M49D	0E		0E		7900	F	9.0	99.9W	12.3F
0501		HEFT/SR-821 M/L, S OF QUAIL ROOST DR, MM 13.234	N 59000	S	59000		118000	C	8.5	57.6F	6.3F
0502		X-SECTION, N OF SNAKE CREEK CANAL	N 42000	S	42000		84000	C	8.5	57.6F	6.3F
0504		SR-91 M/L, AT WPB SERVICE PLAZA, INCL NB & SB OF	N 30500	S	30500		61000	C	9.5	55.7F	8.6F
0505		SR-91 M/L, AT TURKEY LAKE SERVICE PLAZA (972002	N 36000	S	36000		72000	C	9.5	54.4F	14.8F
0506		SEMINOLE EXPWY/SR-417 M/L, N OF WINTER SPRINGS B	N 21500	S	21500		43000	C	10.5	58.5F	12.8F
0507		VETERANS EXPWY/SR-589 M/L, N OF JOHNS RD BRIDGE	N 34500	S	34500		69000	C	9.5	52.2F	7.2F
0508		VETERAN'S EXPWY/SR-589 M/L, N OF ROCKY CREEK II	N 26000	S	26000		52000	C	9.5	52.2F	7.2F
0531		MAINLINE NB OFF RAMP TO GRIFFIN RD, M53A	0E		0E		8800	F	9.0	99.9W	7.3F
0532		MAINLINE NB ON RAMP TO GRIFFIN RD, M53B	N 7400E		0E		7400	E	9.0	0.0	7.3F

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2012 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 97 FL. TURNPIKE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0533		BEACHLINE WEST/SR-528 M/L, E. OF I-4	E 40500E	W 40500E	81000 E	8.5	58.5F	12.8F
0534		BEACHLINE WEST/SR-528 M/L, E. OF ORANGE BLOSSOM	E 35000E	W 35000E	70000 E	8.5	58.5F	12.8F
0538		MAINLINE SB OFF RAMP TO GRIFFIN RD, M53C	S 7400E	0E	7400 E	9.0	0.0	7.3F
0539		MAINLINE SB ON RAMP FROM GRIFFIN RD, M53D	0E	0E	7800 F	9.0	99.9W	7.3F
0541		MAINLINE NB OFF RAMP TO I-595/SR-84/US-441, M54A	0E	0E	23500 F	9.0	99.9W	8.6F
0543		MAINLINE NB ON RAMP FROM I-595/SR-84/US-441, M54	0E	0E	20500 F	9.0	99.9W	8.6F
0544		MAINLINE SB OFF RAMP TO I-595/SR-84/US-441, M54D	0E	0E	20500 F	9.0	99.9W	8.6F
0545		MAINLINE SB ON RAMP TO I-595/SR-84/US-441, M54E	0E	0E	23000 F	9.0	99.9W	8.6F
0581		MAINLINE NB OFF RAMP TO SUNRISE BLVD, M58A	N 7100E	0E	7100 E	9.0	0.0	8.6F
0582		MAINLINE NB ON RAMP FROM SUNRISE BLVD, M58B	N 6700	0	6700 C	9.0	99.9W	8.6F
0583		MAINLINE SB OFF RAMP TO SUNRISE BLVD, M58C	S 7200	0	7200 C	9.0	0.0	8.6F
0584		MAINLINE SB ON RAMP FROM SUNRISE BLVD, M58D	S 7100E	0E	7100 E	9.0	0.0	
0598		BEACHLINE WEST/SR-528 M/L, E. OF SR-423/JOHN YOU	E 34500E	W 34500E	69000 E	8.5	58.5F	12.8F
0610		BEACHLINE WEST/SR-528 M/L, W. OF SHINGLE CREEK B	E 41000E	W 41000E	82000 E	8.5	58.5F	12.8F
0620		BEACHLINE WEST/SR-528 M/L, E. OF INTERNATIONAL D	E 39500E	W 39500E	79000 E	8.5	58.5F	12.8F
0621		MAINLINE NB OFF RAMP TO COMMERCIAL BLVD, M62A	N 12500E	0E	12500 E	9.0	0.0	8.6F

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2012 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 97 FL. TURNPIKE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY		"K" FCTR	"D" FCTR	"T" FCTR
0622		MAINLINE NB ON RAMP FROM COMMERCIAL BLVD, M62B	N	7300		0	7300	C	9.0	0.0	8.6F
0623		MAINLINE SB OFF RAMP TO COMMERCIAL BLVD, M62C	S	6900		0	6900	C	9.0	0.0	
0624		MAINLINE SB ON RAMP FROM WB COMMERCIAL BLVD, M62	S	5200E		0E	5200	E	9.0	0.0	8.6F
0625		BEACHLINE WEST/SR-528 M/L, E. OF MCCOY RD/JETPOR	E	43500E	W	43500E	87000	E	8.5	58.5F	12.8F
0630		MAINLINE SB ON RAMP FROM EB COMMERCIAL BLVD, M62	S	7200E		0E	7200	E	9.0	0.0	8.6F
0661		MAINLINE NB OFF RAMP TO ATLANTIC BLVD, M66A	N	6100		0	6100	C	9.0	99.9W	8.6F
0662		MAINLINE SB ON RAMP FROM ATLANTIC BLVD, M66B	S	6800		0	6800	C	9.0	99.9W	8.6F
0671		MAINLINE NB OFF RAMP TO COCONUT CREEK PKWY, M67A	N	4100		0	4100	C	9.0	99.9W	8.6F
0672		MAINLINE NB ON RAMP FROM COCONUT CREEK PKWY, M67	N	5800E		0E	5800	E	9.0	0.0	8.6F
0673		MAINLINE SB OFF RAMP TO COCONUT CREEK PKWY, M67C	S	5800E		0E	5800	E	9.0	0.0	8.6F
0674		MAINLINE SB ON RAMP FROM COCONUT CREEK PKWY, M67	S	4200		0	4200	C	9.0	99.9W	8.6F
0691		MAINLINE NB OFF RAMP TO SAMPLE RD, M69A	N	9200		0	9200	C	9.0	99.9W	8.6F
0692		MAINLINE NB ON RAMP FROM SAMPLE RD, M69B	N	4500E		0E	4500	E	9.0	0.0	8.6F
0693		MAINLINE SB OFF RAMP TO SAMPLE RD, M69C	S	4500E		0E	4500	E	9.0	0.0	8.6F
0694		MAINLINE SB ON RAMP FROM SAMPLE RD, M69D	S	7800		0	7800	C	9.0	99.9W	8.6F
0711		MAINLINE NB ON RAMP FROM NB SAWGRASS EXPWY, M71A	N	12000		0	12000	C	9.0	99.9W	8.6F

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FLORIDA DEPARTMENT OF TRANSPORTATION
2012 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 97 FL. TURNPIKE

SITE	SITE TYPE	DESCRIPTION		DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0713		MAINLINE NB OFF RAMP TO SB SAWGRASS EXPWY, M71C		0E	0E	5500 F	9.0	99.9W	8.6F
0714		MAINLINE SB OFF RAMP TO SB SAWGRASS EXPWY, M71D	S	12500	0	12500 C	9.0	99.9W	8.6F
0715		MAINLINE SB ON RAMP FROM NB SAWGRASS EXPWY, M71E		0E	0E	7400 F	9.0	99.9W	8.6F
0751		MAINLINE NB OFF RAMP TO GLADES RD-BOCA RATON, M7	N	9100E	0E	9100 E	9.0	0.0	8.6F
0752		MAINLINE NB ON RAMP FROM GLADES RD-BOCA RATON, M		0E	0E	6600 F	9.0	99.9W	8.6F
0753		MAINLINE SB OFF RAMP TO GLADES RD-BOCA RATON, M7		0E	0E	6600 F	9.0	99.9W	8.6F
0754		MAINLINE SB ON RAMP FROM GLADES RD-BOCA RATON, M	S	9100E	0E	9100 E	9.0	0.0	
0811		MAINLINE NB OFF RAMP TO ATLANTIC AVE-DELRAY BEAC	N	5300E	0E	5300 E	9.0	0.0	8.6F
0812		MAINLINE NB ON RAMP FROM ATLANTIC AV/DELRAY BEAC		0E	0E	3100 F	9.0	99.9W	8.6F
0813		MAINLINE SB OFF RAMP TO ATLANTIC AVE/DELRAY BEAC		0E	0E	2900 F	9.0	99.9W	8.6F
0814		MAINLINE SB ON RAMP FROM ATLANTIC AVE-DELRAY BEA	S	5300E	0E	5300 E	9.0	0.0	
0861		MAINLINE NB OFF RAMP TO SR-804/BOYNTON BEACH, M8	N	8700E	0E	8700 E	9.0	0.0	8.6F
0862		MAINLINE NB ON RAMP FROM SR-804/BOYNTON BEACH, M		0E	0E	2900 F	9.0	99.9W	8.6F
0863		MAINLINE SB OFF RAMP TO SR-804/BOYNTON BEACH, M8		0E	0E	2700 F	9.0	99.9W	8.6F
0864		MAINLINE SB ON RAMP FROM SR-804, M86D	S	8700E	0E	8700 E	9.0	0.0	8.6F
0931		MAINLINE NB OFF RAMP TO LAKE WORTH RD, M93A	N	6300E	0E	6300 E	9.0	0.0	

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2012 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 97 FL. TURNPIKE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
0932		MAINLINE NB ON RAMP FROM LAKE WORTH RD, M93B	N	5200E	0E	5200 E	9.0	0.0	9.9F
0933		MAINLINE SB OFF RAMP TO LAKE WORTH RD, M93C	S	5200E	0E	5200 E	9.0	0.0	
0934		MAINLINE SB ON RAMP FROM LAKE WORTH RD, M93D	S	6300E	0E	6300 E	9.0	0.0	9.9F
0971		MAINLINE NB OFF RAMP TO SR-80, M97A	N	5600E	0E	5600 E	9.0	0.0	
0972		MAINLINE NB ON RAMP FROM SR-80, M97B	N	5500E	0E	5500 E	9.0	0.0	8.6F
0973		MAINLINE SB OFF RAMP TO SR-80, M97C	S	5500E	0E	5500 E	9.0	0.0	
0974		MAINLINE SB ON RAMP FROM SR-80, M97D	S	5600E	0E	5600 E	9.0	0.0	8.6F
0981		MAINLINE NB OFF RAMP TO JOG RD, M98A	N	1900E	0E	1900 E	9.0	0.0	
0984		MAINLINE SB ON RAMP FROM JOG RD, M98D	S	1900E	0E	1900 E	9.0	0.0	12.3F
0991		MAINLINE NB OFF RAMP TO OKEECHOBEE BLVD, M99A	N	4100E	0E	4100 E	9.0	0.0	9.9F
0992		MAINLINE NB ON RAMP FROM OKEECHOBEE BLVD, M99B	N	4200E	0E	4200 E	9.0	0.0	
0993		MAINLINE SB OFF TO OKEECHOBEE BLVD , M99C	S	4200E	0E	4200 E	9.0	0.0	9.9F
0994		MAINLINE SB ON RAMP FROM OKEECHOBEE BLVD, M99D	N	4100E	0E	4100 E	9.0	0.0	
1071		MAINLINE NB OFF RAMP TO SR-710, M107A	N	3800E	0E	3800 E	9.0	0.0	
1072		MAINLINE NB ON RAMP FROM SR-710, M107B	N	1100E	0E	1100 E	9.0	0.0	12.3F
1073		MAINLINE SB OFF RAMP TO SR-710, M107C	S	1100E	0E	1100 E	9.0	0.0	

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SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
1074		MAINLINE SB ON RAMP FROM SR-710, M107D	S 3800E	0E	3800 E	9.0	0.0	12.3F
1091		MAINLINE NB OFF RAMP TO PGA BLVD, M109A	N 6900E	0E	6900 E	9.0	0.0	
1092		MAINLINE NB ON RAMP FROM PGA BLVD, M109B	N 1300E	0E	1300 E	9.0	0.0	12.3F
1093		MAINLINE SB OFF RAMP TO PGA BLVD, M109C	S 1300E	0E	1300 E	9.0	0.0	
1094		MAINLINE SB ON RAMP FROM PGA BLVD, M109D	S 6900E	0E	6900 E	9.0	0.0	12.3F
1161		MAINLINE NB OFF RAMP TO INDIANTOWN RD, M116A	N 5500E	0E	5500 E	9.0	0.0	
1162		MAINLINE NB ON RAMP FROM INDIANTOWN RD, M116B	N 3400E	0E	3400 E	9.0	0.0	12.3F
1163		MAINLINE SB OFF RAMP TO INDIANTOWN RD, M116C	S 3400E	0E	3400 E	9.0	0.0	
1164		MAINLINE SB ON RAMP FROM INDIANTOWN RD, M116D	S 5500E	0E	5500 E	9.0	0.0	
1331		MAINLINE NB OFF RAMP TO SR-714/MARTIN DOWNS BLVD	N 1300E	0E	1300 E	9.0	99.9W	12.3F
1332		MAINLINE NB ON RAMP FROM SR-714/MARTIN DOWNS BLV	N 3800E	0E	3800 E	9.0	99.9W	12.3F
1333		MAINLINE SB OFF RAMP TO SR-714/MARTIN DOWNS BLVD	S 3800E	0E	3800 E	9.0	0.0	12.3F
1334		MAINLINE SB ON RAMP FROM SR-714/MARTIN DOWNS BLV	S 1300E	0E	1300 E	9.0	0.0	12.3F
1381		MAINLINE NB OFF RAMP TO BECKER RD, M138A	N 1800E	0E	1800 E	9.0	0.0	
1382		MAINLINE NB ON RAMP FROM BECKER RD, M138B	N 450E	0E	450 E	9.0	0.0	12.3F
1383		MAINLINE SB OFF RAMP TO BECKER RD, M138C	S 450E	0E	450 E	9.0	0.0	

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COUNTY: 97 FL. TURNPIKE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
1384		MAINLINE SB ON RAMP FROM BECKER RD, M138D	S 1800E		0E		1800 E	9.0	0.0	12.3F
1385		MAINLINE NB ON RAMP FROM BECKER RD - 2 WAY SEC,	N 450E		0E		450 E	9.0	0.0	
1421		MAINLINE NB OFF RAMP TO 94470009/PORT ST LUCIE B	N 4600E		0E		4600 E	9.0	99.9W	12.3F
1422		MAINLINE NB ON RAMP FROM 94470010/PORT ST LUCIE	N 1600E		0E		1600 E	9.0	99.9W	12.3F
1423		MAINLINE SB OFF RAMP TO PORT ST LUCIE BLVD, M142	S 1600E		0E		1600 E	9.0	0.0	12.3F
1424		MAINLINE SB ON RAMP FROM PORT ST LUCIE BLVD, M14	S 4600E		0E		4600 E	9.0	0.0	12.3F
1521		MAINLINE NB OFF RAMP TO SR-70/FT PIERCE, M152A	N 5400E		0E		5400 E	9.0	0.0	
1522		MAINLINE NB ON RAMP FROM SR-70/FT PIERCE, M152B	N 2500E		0E		2500 E	9.0	0.0	12.3F
1523		MAINLINE SB OFF RAMP TO SR-70/FT PIERCE, M152C	S 2500E		0E		2500 E	9.0	0.0	12.3F
1524		MAINLINE SB ON RAMP FROM SR-70/FT PIERCE, M152D	S 5400E		0E		5400 E	9.0	0.0	
1900		SR-91 M/L, S OF HOLLYWOOD BLVD	N 53500E	S	53500E		107000 E	9.5	55.7F	12.3F
1902		SR-91 M/L, S OF SR-818/GRIFFIN ROAD	N 55500E	S	55500E		111000 E	9.5	55.7F	7.3F
1904		SR-91 M/L, S OF SR-84	N 56000E	S	56000E		112000 E	9.5	55.7F	8.6F
1908		SR-91 M/L, S OF SUNRISE BLVD/SR-838	N 52000E	S	52000E		104000 E	9.5	55.7F	8.6F
1912		SR-91 M/L, S OF COMMERCIAL BLVD/SR-870	N 51500E	S	51500E		103000 E	9.5	55.7F	8.6F
1916		SR-91 M/L, AT POMPANO SERVICE PLAZA	N 46000E	S	46000E		92000 E	9.5	55.7F	8.6F

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COUNTY: 97 FL. TURNPIKE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
1918		SR-91 M/L, N OF ATLANTIC BOULEVARD	N 39500E		S 39500E		79000 E	9.5	55.7F	8.6F
1920		SR-91 M/L, S OF SAMPLE ROAD/SR-834	N 41000E		S 41000E		82000 E	9.5	55.7F	8.6F
1924		SR-91 M/L, S OF SAWGRASS EXPWY/SR-869	N 37000E		S 37000E		74000 E	9.5	55.7F	8.6F
1930		SR-91 M/L, S OF GLADES ROAD	N 43500E		S 43500E		87000 E	9.5	55.7F	8.6F
1931		MAINLINE NB OFF RAMP TO SR-60/YEEHAW JUNCTION, M	N 1800E		0E		1800 E	9.0	0.0	12.8F
1932		MAINLINE NB ON RAMP FROM SR-60/YEEHAW JUNCTION,	N 1300E		0E		1300 E	9.0	0.0	
1933		MAINLINE SB OFF RAMP TO SR-60/YEEHAW JUNCTION, M	S 1300E		0E		1300 E	9.0	0.0	
1934		SR-91 M/L, S OF SR-806/ATLANTIC AVE	N 40500E		S 40500E		81000 E	9.5	55.7F	8.6F
1936		SR-91 M/L, S OF SR-804/BOYNTON BEACH BLVD	N 38000E		S 38000E		76000 E	9.5	55.7F	8.6F
1938		SR-91 M/L, S OF LAKE WORTH RD/SR-802	N 31500E		S 31500E		63000 E	9.5	55.7F	9.9F
1939		MAINLINE SB ON RAMP FROM SR-60/YEEHAW JUCTION, M	S 1800E		0E		1800 E	9.0	0.0	12.8F
1940		SR-91 M/L, BTWN SR-80/SOUTHERN BLVD & BELVEDERE	N 30000E		S 30000E		60000 E	9.5	55.7F	12.3F
1942		SR-91 M/L, BTWN JOG RD & OKEECHOBEE BLVD/SR-704	N 28000E		S 28000E		56000 E	9.5	55.7F	9.9F
1944		SR-91 M/L, N OF MM 104	N 28000E		S 28000E		56000 E	9.5	55.7F	12.3F
1946		SR-91 M/L, N OF MM 108	N 25500E		S 25500E		51000 E	9.5	55.7F	9.9F
1950		SR-91 M/L, N OF MM 115	N 19500E		S 19500E		39000 E	9.5	55.7F	9.9F

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SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
1955		SR-91 M/L, S OF SR-714/MARTIN HWY	N	17500E	S	17500E	35000 E	10.5	55.7F	12.3F
1958		SR-91 M/L, BTWN SR-714 (STUART) & BECKER RD	N	20000E	S	20000E	40000 E	10.5	55.7F	12.3F
1960		SR-91 M/L, N OF PORT ST. LUCIE BLVD	N	19000E	S	19000E	38000 E	10.5	55.7F	12.3F
1964		SR-91 M/L, BTWN MM 152 & TEN MILE CREEK BRIDGE	N	16000E	S	16000E	32000 E	10.5	55.7F	12.3F
1968		SR-91 M/L, N OF SR-70/OKEECHOBEE ROAD	N	13000E	S	13000E	26000 E	10.5	56.6D	12.8F
1975		X-SECTION, APPROX MP 2.5X	N	37000E	S	37000E	74000 E	8.5	55.7F	7.3F
1980		X-SECTION, S OF BRIDGE #870164	N	41500E	S	41500E	83000 E	9.0	55.7F	7.3F
1985		SR-91 M/L, N OF CYPRESS CREEK ROAD	N	46000E	S	46000E	92000 E	9.5	55.7F	8.6F
1996		SR-821/HEFT M/L, E OF RED RD/FLAMINGO RD	E	32000E	W	32000E	64000 E	9.5	57.6F	6.3F
1998		SR-821/HEFT M/L, S OF MIRAMAR TOLL PLAZA	E	27000E	W	27000E	54000 E	9.5	57.6F	6.3F
2000		SR-91 M/L, N OF MM 247 AT APPROX MP 39.000	N	24000E	S	24000E	48000 E	10.5	58.5F	12.8F
2001		SR-91 M/L, N OF MM 249, S OF OSCEOLA/ORANGE CO L	N	28000E	S	28000E	56000 E	10.5	58.5F	12.8F
2003		SR-91 M/L, N OF SR-429 UNDERPASS #750607	N	29000E	S	29000E	58000 E	9.5	54.4F	14.8F
2004		SR-91 M/L, BTWN CR-545 & FOURTH ST UNDERPASS #75	N	33500E	S	33500E	67000 E	9.5	54.4F	14.8F
2005		SR-91 M/L, BTWN SR-50 & SR-438 UNDERPASS #750047	N	20500E	S	20500E	41000 E	9.5	54.4F	14.8F
2006		SR-91 M/L, AT LEESBURG TOLL PLAZA / MM 288	N	16000E	S	16000E	32000 E	10.0	54.4F	14.8F

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2014		SR-91 M/L, S OF US-441/SR-500 BRIDGE #750626	N	33500E	S	33500E	67000 E	9.5	54.4F	14.8F
2015		SR-91 M/L, S OF MM 257	N	35500E	S	35500E	71000 E	9.5	54.4F	14.8F
2020		SR-91 M/L, BTWN SR-408 & MAGUIRE RD UNDERPASS #7	N	48000E	S	48000E	96000 E	9.5	54.4F	14.8F
2025		SR-91 M/L, S OF SR-50	N	33500E	S	33500E	67000 E	9.5	54.4F	14.8F
2108		SR-91 M/L, S OF THREE LAKES TOLL BARRIER	N	12500E	S	12500E	25000 E	10.5	58.5F	12.8F
2109		SR-91 M/L, N OF KISSIMMEE PARK RD UNDERPASS/CR-5	N	16500E	S	16500E	33000 E	10.5	58.5F	12.8F
2110		SR-91 M/L, N OF CR-523 UNDERPASS	N	16000E	S	16000E	32000 E	10.5	58.5F	12.8F
2160		SR-91 M/L, N OF PALATLAKAHA RIVER BRIDGE #110075	N	18000E	S	18000E	36000 E	10.5	54.4F	14.8F
2200		SR-91 M/L, N OF MM 299	N	18000E	S	18000E	36000 E	10.5	54.4F	14.8F
2210		SR-91 M/L, S OF MM 307	N	17000E	S	17000E	34000 E	10.5	54.4F	14.8F
2230		HEFT/SR-821 M/L, S OF NW 41ST STREET	N	52000E	S	52000E	104000 E	9.5	57.6F	6.3F
2246		HEFT/SR-821 M/L, S OF SW 88TH ST/ N KENDALL DR/S	N	50000E	S	50000E	100000 E	8.5	57.6F	6.3F
2248		HEFT/SR-821 M/L, N OF OKEECHOBEE RD/SR-25	N	41500E	S	41500E	83000 E	9.5	57.6F	6.3F
2250		HEFT/SR-821 M/L, N OF SW 8 ST/TAMIAMI TRAIL	N	75000E	S	75000E	150000 E	8.5	57.6F	6.3F
2252		HEFT/SR-821 M/L, N OF NORTH KENDALL DR/SR-94	N	60500E	S	60500E	121000 E	8.5	57.6F	6.3F
2254		HEFT/SR-821 M/L, S OF RICHMOND DR/SW 168 ST UNDE	N	69500E	S	69500E	139000 E	8.5	57.6F	6.3F

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2258		HEFT/SR-821 M/L, N OF SW 137TH AVE INTERCHANGE	N 36500E		S 36500E		73000 E	8.5	57.6F	6.3F
2259		HEFT/SR-821 M/L, S OF SW 137TH AVE	N 31000E		S 31000E		62000 E	8.5	57.6F	6.3F
2260		HEFT/SR-821 M/L, N OF MM 4	N 27000E		S 27000E		54000 E	8.5	57.6F	6.3F
2262		HEFT/SR-821 M/L, N OF SW 162 AVE BRIDGE	N 17500E		S 17500E		35000 E	9.5	57.6F	6.3F
2263		HEFT/SR-821 M/L, NB ONE-WAY, N OF RAMP 102	N 17500E		0E		17500 E	9.5	99.9W	6.3F
2264		HEFT/SR-821 M/L, N OF SW 112 ST INTERCHANGE	N 38500E		S 38500E		77000 E	8.5	57.6F	6.3F
2266		HEFT/SR-821 M/L, S OF MM 17	N 83000E		S 83000E		166000 E	8.5	57.6F	6.3F
2268		HEFT/SR-821 M/L, AT OKEECHOBEE PLAZA	N 48000E		S 48000E		96000 E	9.5	57.6F	6.3F
2269		HEFT/SR-821 M/L, S OF NW 74TH STREET	N 51000E		S 51000E		102000 E	9.5	57.6F	6.3F
2270		HEFT/SR-821 M/L, N OF BIRD RD/SW 40TH ST	N 67000E		S 67000E		134000 E	8.5	57.6F	6.3F
2272		HEFT/SR-821 M/L, S OF OKEECHOBEE ROAD	N 44500E		S 44500E		89000 E	9.5	57.6F	6.3F
2285		HEFT/SR-821 M/L, E OF I-75 INTERCHANGE	E 23500E		W 23500E		47000 E	9.5	57.6F	6.3F
2290		HEFT/SR-821 M/L, N OF SR-874/SCLRR BRIDGE #87040	N 45000E		S 45000E		90000 E	8.5	57.6F	6.3F
2300		SEMINOLE EXPWY/SR-417 M/L, BTWN ALOMA AVE & SLAV	N 22000E		S 22000E		44000 E	10.5	58.5F	12.8F
2305		SEMINOLE EXPWY/SR-417 M/L, S OF ALOMA AVE	N 26500E		S 26500E		53000 E	10.5	58.5F	12.8F
2320		SEMINOLE EXPWY/SR-417 M/L, N OF LAKE JESUP BRIDG	N 19500E		S 19500E		39000 E	10.5	58.5F	12.8F

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SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
2330		SEMINOLE EXPWY/SR-417 M/L, N OF LAKE MARY BLVD	N	16000E	S	16000E	32000 E	10.5	58.5F	12.8F
2340		SEMINOLE EXPWY/SR-417 M/L, BTWN LIVE OAK BLVD &	N	15500E	S	15500E	31000 E	10.5	58.5F	12.8F
2350		SEMINOLE EXPWY/SR-417 M/L, BTWN UPSALA RD & MM 5	N	15500E	S	15500E	31000 E	10.5	58.5F	12.8F
2360		SEMINOLE EXPWY/ SR-417 M/L, BTWN RINEHART RD & T	E	12000E	W	12000E	24000 E	10.5	54.4F	14.8F
2400		VETERAN'S EXPWY/SR-589 M/L, S OF MEMORIAL HWY BR	N	31000E	S	31000E	62000 E	9.5	52.2F	7.2F
2401		MAINLINE NB ON RAMP FROM KISSIMMEE PARK RD, M240	N	3800E		0E	3800 E	9.0	0.0	12.8F
2402		MAINLINE SB OFF TO KISSIMMEE PARK RD, M240B	S	3800E		0E	3800 E	9.0	0.0	
2405		VETERAN'S EXPWY/SR-589 M/L, S OF AIR CARGO DITCH	N	33000E	S	33000E	66000 E	9.5	52.2F	7.2F
2415		VETERAN'S EXPWY/SR-589 M/L, AT ANDERSON TOLL PLA	N	30500E	S	30500E	61000 E	9.5	52.2F	7.2F
2420		VETERAN'S EXPWY/SR-589 M/L, S OF TWELVE OAKS BLV	N	28000E	S	28000E	56000 E	9.5	52.2F	7.2F
2421		MAINLINE NB OFF RAMP TO US-192/441, M242A		0E		0E	1100 F	9.0	99.9W	12.8F
2425		VETERAN'S EXPWY/SR-589 M/L, N OF GARDNER ROAD BR	N	26000E	S	26000E	52000 E	9.5	52.2F	7.2F
2435		VETERAN'S EXPWY/SR-589 M/L, N OF EHRLICH ROAD I/	N	22500E	S	22500E	45000 E	9.5	52.2F	7.2F
2440		VETERAN'S EXPWY/SR-589 M/L, N OF HUTCHINSON ROAD	N	23500E	S	23500E	47000 E	9.5	52.2F	7.2F
2441		MAINLINE NB ON RAMP FROM US-192/441, M244A	N	8800E		0E	8800 E	9.0	0.0	12.8F
2442		MAINLINE SB OFF RAMP TO US-192/441, M244B	S	8800E		0E	8800 E	9.0	0.0	12.8F

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2443		MAINLINE SB ON RAMP FROM US-192/441, M244C	0E	0E	950 F	9.0	99.9W	12.8F
2450		VETERANS EXPWY SPUR/SR-568 M/L, E OF VETERANS EX	E 4600	0	4600 C	10.0	99.9W	7.2F
2460		VETERANS EXPWY SPUR/SR-568 M/L, E OF VAN DYKE RD	E 5300E	W 5300E	10600 E	10.0	52.2F	7.2F
2491		MAINLINE NB OFF RAMP TO OSCEOLA PKWY, M249A	N 5300	0	5300 C	9.0	99.9W	12.8F
2492		MAINLINE NB ON RAMP FROM OSCEOLA PKWY, M249B	N 8500E	0E	8500 E	9.0	0.0	12.8F
2493		MAINLINE SB OFF RAMP TO OSCEOLA PKWY, M249C	S 8500E	0E	8500 E	9.0	0.0	
2494		MAINLINE SB ON RAMP FROM OSCEOLA PKWY, M249D	S 5200	0	5200 C	9.0	99.9W	12.8F
2504		X-SECTION, N OF GOLDEN GLADES TOLL PLAZA	N 38000E	S 38000E	76000 E	8.5	55.7F	7.3F
2526		HEFT/SR-821 M/L, N OF NW 12ST BRIDGE	N 49000E	S 49000E	98000 E	9.5	57.6F	6.3F
2541		MAINLINE NB OFF RAMP TO US-17/92/441/BEACHLINE,	0E	0E	7300 F	9.0	99.9W	12.8F
2542		MAINLINE NB ON RAMP FROM US-17/92/441/BEACHLINE,	N 12000E	0E	12000 E	9.0	0.0	12.8F
2543		MAINLINE SB OFF RAMP TO US-17/92/441/BEACHLINE,	S 12000E	0E	12000 E	9.0	0.0	
2544		MAINLINE SB ON RAMP FROM US-17/92/441/BEACHLINE,	0E	0E	6100 F	9.0	99.9W	12.8F
2551		MAINLINE SB OFF RAMP TO CONSULATE DR, M255A	S 4000E	0E	4000 E	9.0	0.0	14.8F
2591		MAINLINE NB OFF RAMP TO I-4, M259A	N 14000	0	14000 C	9.0	99.9W	14.8F
2592		MAINLINE NB ON RAMP FROM I-4, M249B	N 11500E	0E	11500 E	9.0	0.0	

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2593		MAINLINE SB OFF RAMP TO I-4, M259C	S 11500E	0E	11500 E	9.0	0.0	14.8F
2594		MAINLINE SB ON RAMP FROM I-4, M259D	S 13000	0	13000 C	9.0	99.9W	14.8F
2610		SO CONNECTOR EXT/SR-417 M/L, S. OF CELEBRATION T	N 6800E	S 6800E	13600 E	10.0	58.5F	12.8F
2620		SO CONNECTOR EXT/SR-417 M/L, N. OF US-192 BRIDGE	N 9400E	S 9400E	18800 E	10.0	58.5F	12.8F
2630		SO CONNECTOR EXT/SR-417 M/L, S. OF S. APOPKA-VIN	N 10000E	S 10000E	20000 E	10.0	58.5F	12.8F
2651		MAINLINE NB OFF RAMP TO SR-408 EB, M265A	0E	0E	2100 F	9.0	99.9W	14.8F
2652		MAINLINE NB ON RAMP FROM SR-408 WB, M265B	N 16500	0	16500 C	9.0	99.9W	14.8F
2653		MAINLINE SB OFF RAMP TO SR-408 EB, M265C	S 17000	0	17000 C	9.0	99.9W	14.8F
2654		MAINLINE SB ON RAMP FROM SR-408 WB, M265D	S 2100	0	2100 C	9.0	99.9W	14.8F
2671		MAINLINE NB OFF RAMP TO SR-429 NB, M267AA	N 7300	0	7300 C	9.0	99.9W	14.8F
2672		MAINLINE NB OFF RAMP TO SR-429 SB, M267AB	N 6300	0	6300 C	9.0	99.9W	14.8F
2673		MAINLINE NB ON RAMP FROM SR-429 SB, M267AC	N 2400	0	2400 C	9.0	99.9W	14.8F
2674		MAINLINE NB ON RAMP FROM SR-429 NB, M267AD	N 1900	0	1900 C	9.0	99.9W	14.8F
2675		MAINLINE SB OFF RAMP TO SR-429 NB, M267AE	S 2400	0	2400 C	9.0	99.9W	14.8F
2676		MAINLINE SB OFF RAMP TO SR-429 SB, M267AF	S 2000	0	2000 C	9.0	99.9W	14.8F
2677		MAINLINE SB ON RAMP FROM SR-429 SB, M267AG	S 7100	0	7100 C	9.0	99.9W	14.8F

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2678		MAINLINE SB ON RAMP FROM SR-429 NB, M267AH	S 6900	0	6900 C	9.0	99.9W	14.8F
2679		MAINLINE NB OFF RAMP TO SR-50/OCOEE, M267BA	0E	0E	7000 F	9.0	99.9W	14.8F
2680		MAINLINE NB ON RAMP FROM SR-50/OCOEE, M267BB	N 1900E	0E	1900 E	9.0	99.9W	14.8F
2681		MAINLINE SB OFF RAMP TO SR-50/OCOEE, M267BC	0E	0E	1900 F	9.0	99.9W	14.8F
2682		MAINLINE SB ON RAMP FROM SR-50/OCOEE, M267BD	S 6500E	0E	6500 E	9.0	99.9W	14.8F
2721		MAINLINE NB OFF RAMP TO SR-50/WINTER GARDEN, M27	N 13500E	0E	13500 E	9.0	0.0	14.8F
2722		MAINLINE NB ON RAMP FROM SR-50/WINTER GARDEN, M2	N 900	0	900 C	9.0	99.9W	14.8F
2723		MAINLINE SB OFF RAMP TO SR-50/WINTER GARDEN, M27	S 1000	0	1000 C	9.0	99.9W	14.8F
2724		MAINLINE SB ON RAMP FROM SR-50/WINTER GARDEN, M2	S 13500E	0E	13500 E	9.0	0.0	14.8F
2800		WESTERN BELTWAY/SR-429 M/L, BTWN I-4 & SINCLAIR	N 5900E	S 5900E	11800 E	9.0	58.5F	12.8F
2810		WESTERN BELTWAY/SR-429 M/L, BTWN SINCLAIR RD &	N 5000E	S 5000E	10000 E	9.0	58.5F	12.8F
2820		WESTERN BELTWAY/SR-429 M/L, SOUTH OF BOGGY CREEK	N 5500E	S 5500E	11000 E	9.0	58.5F	12.8F
2830		WESTERN BELTWAY/SR-429 M/L, S OF MM 9	N 6900E	S 6900E	13800 E	9.0	58.5F	12.8F
2840		WESTERN BELTWAY/SR-429 M/L, S OF SEIDEL ROAD	N 6500E	S 6500E	13000 E	9.0	58.5F	12.8F
2851		MAINLINE NB OFF RAMP TO US-27/LEESBURG SOUTH, M2	N 4700E	0E	4700 E	9.0	99.9W	14.8F
2854		MAINLINE SB ON RAMP FROM US-27/LEESBURG SOUTH, M	S 4700E	0E	4700 E	9.0	99.9W	14.8F

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FLORIDA DEPARTMENT OF TRANSPORTATION
2012 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 97 FL. TURNPIKE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
2892		MAINLINE NB ON RAMP FROM US-27/LEESBURG, M289B,	N 2500E		0E		2500 E	9.0	0.0	14.8F
2893		MAINLINE SB OFF RAMP TO US-27/LEESBURG NORTH, M2	S 2500E		0E		2500 E	9.0	0.0	14.8F
2961		MAINLINE NB OFF RAMP TO CR-470, M296A	N 650E		0E		650 E	9.0	99.9W	14.8F
2962		MAINLINE NB ON RAMP FROM CR-470, M296B, TOLL	N 500E		0E		500 E	9.0	0.0	14.8F
2963		MAINLINE SB OFF RAMP TO CR-470, M296C, TOLL	S 500E		0E		500 E	9.0	0.0	
2964		MAINLINE SB ON RAMP FROM WB CR-470, M296D	S 100E		0E		100 E	9.0	99.9W	14.8F
2965		MAINLINE SB ON RAMP FROM EB CR-470, M296E	S 550E		0E		550 E	9.0	99.9W	14.8F
3000		SAWGRASS EXPWY/SR-869 M/L, S OF SUNRISE BLVD I/C	N 44500E	S	44500E		89000 E	10.0	54.8F	4.0F
3001		SAWGRASS EXPWY/SR-869 M/L, AT SUNRISE TOLL PLAZA	N 37500E	S	37500E		75000 E	10.0	54.8F	4.0F
3002		SAWGRASS EXPWY/SR-869 M/L, N OF MM 4	N 37500E	S	37500E		75000 E	10.0	54.8F	4.0F
3003		SAWGRASS EXPWY/SR-869 M/L, N OF COMMERCIAL BLVD/	N 33500E	S	33500E		67000 E	10.0	54.8F	4.0F
3004		SAWGRASS EXPWY/SR-869 M/L, N OF ATLANTIC BLVD I/	N 29000E	S	29000E		58000 E	10.0	54.8F	4.0F
3005		SAWGRASS EXPWY/SR-869 M/L, S OF CANAL-C5 BRIDGE	N 24000E	S	24000E		48000 E	10.0	54.8F	4.0F
3006		SAWGRASS EXPWY/SR-869 M/L, N OF CORAL RIDGE DR B	E 29000E	W	29000E		58000 E	10.0	54.8F	4.0F
3007		SAWGRASS EXPWY/SR-869 M/L, S OF RIVERSIDE DR BRI	E 35500E	W	35500E		71000 E	10.0	54.8F	4.0F
3008		SAWGRASS EXPWY/SR-869 M/L, N OF MM 19	E 33500E	W	33500E		67000 E	10.0	54.8F	4.0F

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FLORIDA DEPARTMENT OF TRANSPORTATION
2012 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 97 FL. TURNPIKE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
3009		SAWGRASS EXPWY/SR-869 M/L, W OF DEERFIELD TOLL P	E	34000E	W	34000E	68000 E	9.0	54.8F	4.0F
3010		SAWGRASS EXPWY/SR-869 M/L, E OF TURNPIKE I/C	E	16500E	W	16500E	33000 E	9.0	54.8F	4.0F
3015		SAWGRASS EXPWY/SR-869 M/L, S OF OAKLAND PARK BLV	N	35000E	S	35000E	70000 E	10.0	54.8F	4.0F
3041		MAINLINE NB OFF RAMP TO US-301/WILDWOOD, M304A	N	1800E		0E	1800 E	9.0	99.9W	14.8F
3042		MAINLINE NB ON RAMP FROM US-301/WILDWOOD, M304B	N	900E		0E	900 E	9.0	99.9W	14.8F
3043		MAINLINE SB OFF RAMP TO US-301/WILDWOOD, M304C	S	900E		0E	900 E	9.0	99.9W	14.8F
3044		MAINLINE SB ON RAMP FROM US-301/WILDWOOD, M304D	S	1800E		0E	1800 E	9.0	99.9W	14.8F
4001		POLK PKWY EB ON RAMP FROM EB I-4, PP0B	E	600E		0E	600 E	9.0	99.9W	9.9F
4002		POLK PKWY WB OFF RAMP TO WB I-4, PP0D	W	600E		0E	600 E	9.0	99.9W	9.9F
4008		POLK PKWY WB OFF RAMP TO EB I-4, PP0C	W	300E		0E	300 E	9.0	99.9W	9.9F
4009		POLK PKWY EB ON RAMP FROM WB I-4, PP0A	E	300E		0E	300 E	9.0	99.9W	9.9F
4010		POLK PKWY/SR-570 M/L, E OF I-4 EB ON RAMP	S	11500E	N	11500E	23000 E	10.0	60.6F	9.9F
4012		POLK PKWY WB OFF RAMP TO CR-542/OLD TAMPA HWY, P	W	850		0	850 C	9.0	99.9W	9.9F
4013		POLK PKWY EB ON RAMP FROM CR-542/OLD TAMPA HWY,	E	800		0	800 C	9.0	99.9W	9.9F
4015		POLK PKWY/SR-570 M/L, E OF CR-542 EB ON RAMP	E	12500E	W	12500E	25000 E	10.0	60.6F	9.9F
4016		POLK PKWY WB ON RAMP FROM AIRPORT RD, PP3D	W	1600E		0E	1600 E	9.0	0.0	9.9F

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FLORIDA DEPARTMENT OF TRANSPORTATION
2012 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 97 FL. TURNPIKE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
4017		POLK PKWY EB OFF RAMP TO AIRPORT RD, PP3A	E	1600E		0E	1600 E	9.0	0.0	
4018		POLK PKWY WB OFF RAMP TO AIRPORT RD, PP3C		0E		0E	1700 F	9.0	99.9W	9.9F
4019		POLK PKWY EB ON RAMP FROM AIRPORT RD, PP3B		0E		0E	1800 F	9.0	99.9W	9.9F
4020		POLK PKWY/SR-570 M/L, E OF AIRPORT RD EB ON RAMP	E	13000E	W	13000E	26000 E	10.0	60.6F	9.9F
4021		POLK PKWY EB OFF RAMP TO WARING RD, PP4A	E	1000E		0E	1000 E	9.0	0.0	9.9F
4022		POLK PKWY WB ON RAMP FROM WARING RD, PP4D	W	1000E		0E	1000 E	9.0	0.0	9.9F
4023		POLK PKWY EB ON RAMP FROM WARING RD, PP4B		0E		0E	1200 F	9.0	99.9W	9.9F
4024		POLK PKWY WB OFF RAMP TO WARING RD, PP4C		0E		0E	1500 F	9.0	99.9W	9.9F
4025		POLK PKWY/SR-570 M/L, E OF WARING RD EB ON RAMP	E	13000E	W	13000E	26000 E	10.0	60.6F	9.9F
4026		POLK PKWY WB ON RAMP FROM HARDEN BLVD, PP5D	W	2500E		0E	2500 E	9.0	0.0	9.9F
4027		POLK PKWY EB OFF RAMP TO HARDEN BLVD, PP5A	E	2500E		0E	2500 E	9.0	0.0	
4028		POLK PKWY WB OFF RAMP TO HARDEN BLVD, PP5C		0E		0E	2400 F	9.0	99.9W	9.9F
4029		POLK PKWY EB ON RAMP FROM HARDEN BLVD, PP5B		0E		0E	2700 F	9.0	99.9W	9.9F
4030		POLK PKWY/SR-570 M/L, E OF UNDERPASS RD EB-OFF R	E	13500E	W	13500E	27000 E	10.0	60.6F	9.9F
4031		POLK PKWY EB OFF RAMP TO SOUTH FLORIDA AVE, PP7A	E	3100E		0E	3100 E	9.0	0.0	9.9F
4032		POLK PKWY WB OFF RAMP TO SOUTH FLORIDA AVE, PP7C		0E		0E	3700 F	9.0	99.9W	9.9F

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FLORIDA DEPARTMENT OF TRANSPORTATION
2012 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 97 FL. TURNPIKE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
4033		POLK PKWY EB ON RAMP FROM SOUTH FLORIDA AVE, PP7		0E		0E	3600 F	9.0	99.9W	9.9F
4034		POLK PKWY WB ON RAMP FROM SOUTH FLORIDA AVE, PP7	W	3100E		0E	3100 E	9.0	0.0	9.9F
4035		POLK PKWY/SR-570 M/L, AT WESTERN MAINLINE TOLL P	E	14500E	W	14500E	29000 E	10.0	60.6F	9.9F
4036		POLK PKWY WB ON RAMP FROM LAKELAND HIGHLANDS RD,		0E		0E	2600 F	9.0	99.9W	9.9F
4037		POLK PKWY EB OFF RAMP TO LAKELAND HIGHLANDS RD,		0E		0E	2400 F	9.0	99.9W	9.9F
4038		POLK PKWY WB OFF RAMP TO LAKELAND HIGHLANDS RD,	W	2400E		0E	2400 E	9.0	0.0	9.9F
4039		POLK PKWY EB ON RAMP FROM LAKELAND HIGHLANDS RD,	E	2400E		0E	2400 E	9.0	0.0	
4040		POLK PKWY/SR-570 M/L, E OF LAKELAND HIGHLAND RD	E	14000E	W	14000E	28000 E	10.0	60.6F	9.9F
4045		POLK PKWY/SR-570 M/L, W OF REYNOLDS RD BRIDGE	E	9900E	W	9900E	19800 E	10.0	60.6F	9.9F
4047		POLK PKWY/SR-570 M/L, E OF LANDFILL RD BRIDGE	E	4300E	W	4300E	8600 E	10.0	60.6F	9.9F
4050		POLK PKWY/SR-570 M/L, E OF MM 15	N	5000E	S	5000E	10000 E	10.0	60.6F	9.9F
4051		POLK PKWY EB OFF RAMP TO US-92, PP17A		0E		0E	2300 F	9.0	99.9W	9.9F
4052		POLK PKWY WB ON RAMP FROM US-92, PP17D		0E		0E	2300 F	9.0	99.9W	9.9F
4053		POLK PKWY EB ON RAMP FROM US-92, PP17B		0E		0E	850 F	9.0	99.9W	9.9F
4054		POLK PKWY WB OFF RAMP TO US-92, PP17C		0E		0E	800 F	9.0	99.9W	9.9F
4055		POLK PKWY/SR-570 M/L, BTWN US-92 AND MM 18	N	3600E	S	3600E	7200 E	10.0	60.6F	9.9F

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FLORIDA DEPARTMENT OF TRANSPORTATION
2012 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 97 FL. TURNPIKE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1		DIRECTION 2		AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
4056		POLK PKWY WB ON RAMP FROM CR-546/OLD DIXIE HWY,	W	850E		0E	850 E	9.0	0.0	9.9F
4057		POLK PKWY EB OFF RAMP TO CR-546/OLD DIXIE HWY, P	E	850E		0E	850 E	9.0	0.0	9.9F
4058		POLK PKWY WB OFF RAMP TO CR-546/OLD DIXIE HWY, P		0E		0E	250 F	9.0	99.9W	9.9F
4059		POLK PKWY EB ON RAMP FROM CR-546/OLD DIXIE HWY,		0E		0E	250 F	9.0	99.9W	9.9F
4060		POLK PKWY/SR-570 M/L, AT EASTERN MAINLINE TOLL P	N	2900E	S	2900E	5800 E	10.0	60.6F	9.9F
4076		POLK PKWY WB ON RAMP FROM PACE RD	W	100E		0E	100 E	9.0	99.9W	9.9F
4077		POLK PKWY EB OFF RAMP TO PACE RD	E	100E		0E	100 E	9.0	99.9W	9.9F
4078		POLK PKWY WB OFF RAMP TO PACE RD	W	150E		0E	150 E	9.0	99.9W	9.9F
4079		POLK PKWY EB ON RAMP FROM PACE RD	E	150E		0E	150 E	9.0	99.9W	9.9F
4080		POLK PKWY/SR-570 M/L, BTWN PACE ROAD AND MM 024	E	3000E	W	3000E	6000 E	10.0	60.6F	9.9F
4081		POLK PKWY EB OFF RAMP TO EB I-4, PP24AA	E	1100E		0E	1100 E	9.0	99.9W	9.9F
4082		POLK PKWY WB ON RAMP FROM EB I-4, PP24C	W	2000E		0E	2000 E	9.0	99.9W	9.9F
4083		POLK PKWY EB OFF RAMP TO WB I-4, PP24B	E	2000E		0E	2000 E	9.0	99.9W	9.9F
4084		POLK PKWY WB ON RAMP FROM WB I-4, PP24D	W	1100E		0E	1100 E	9.0	99.9W	9.9F
4141		POLK PKWY WB ON RAMP FROM SB US-98/BARTOW RD, PP		0E		0E	1800 F	9.0	99.9W	9.9F
4142		POLK PKWY EB OFF RAMP TO US-98/BARTOW RD, PP10A		0E		0E	7000 F	9.0	99.9W	9.9F

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FLORIDA DEPARTMENT OF TRANSPORTATION
2012 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 97 FL. TURNPIKE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
4143		POLK PKWY EB ON RAMP FROM SB US-98/BARTOW RD, PP	0E	0E	1000 F	9.0	99.9W	9.9F
4144		POLK PKWY WB ON RAMP FROM NB US-98/BARTOW RD, PP	0E	0E	5600 F	9.0	99.9W	9.9F
4145		POLK PKWY EB ON RAMP FROM NB US-98/BARTOW RD, PP	0E	0E	1200 F	9.0	99.9W	9.9F
4146		POLK PKWY WB OFF RAMP TO US-98/BARTOW RD, PP10D	0E	0E	2300 F	9.0	99.9W	9.9F
4147		POLK PKWY EB OFF RAMP TO SR-540/WINTER LAKE RD, E	700E	0E	700 E	9.0	99.9W	9.9F
4148		POLK PKWY WB ON RAMP FROM SR-540/WINTER LAKE RD, W	700E	0E	700 E	9.0	99.9W	9.9F
4149		POLK PKWY EB ON RAMP FROM SR-540/WINTER LAKE RD, E	5300E	0E	5300 E	9.0	99.9W	9.9F
4150		POLK PKWY WB OFF RAMP TO SR-540/WINTER LAKE RD, W	5300E	0E	5300 E	9.0	99.9W	9.9F
5000		E-W EXPWY/SR-408 M/L, 0.07 MI E OF HEMPLE AVE UN E	19500E	W 19500E	39000 E	9.0	58.5F	12.8F
7001		WESTERN BELTWAY NB ON RAMP FROM US-192/SR-530, W	0E	0E	1500 S	9.0	99.9W	12.8F
7002		WESTERN BELTWAY SB OFF RAMP TO US-192/SR-530, WB	0E	0E	1500 S	9.0	99.9W	12.8F
7005		WESTERN BELTWAY NB OFF RAMP TO REEDY CREEK RD, W	0E	0E	250 S	9.0	99.9W	12.8F
7006		WESTERN BELTWAY SB ON RAMP FROM REEDY CREEK RD,	0E	0E	300 S	9.0	99.9W	12.8F
7007		WESTERN BELTWAY NB ON RAMP FROM REEDY CREEK RD,	0E	0E	1600 S	9.0	99.9W	12.8F
7008		WESTERN BELTWAY SB OFF RAMP TO EB REEDY CREEK RO	0E	0E	1700 S	9.0	99.9W	12.8F
7009		WESTERN BELTWAY SB OFF RAMP TO WB REEDY CREEK RO	0E	0E	30 S	9.0	99.9W	12.8F

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FLORIDA DEPARTMENT OF TRANSPORTATION
2012 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 97 FL. TURNPIKE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
7010		WESTERN BELTWAY SB ON RAMP FROM SEIDEL RD, WB11D	S 300E	0E	300 E	9.0	0.0	12.8F
7011		WESTERN BELTWAY NB OFF RAMP TO SEIDEL RD, WB11A	N 300E	0E	300 E	9.0	0.0	
7122		NB SR-589 CONNECTOR FROM D7-VETS EXPWY TO TPK-VE	N 26500E	0E	26500 E	9.0	99.9W	7.2F
7126		VETERANS NB ON RAMP FROM MEMORIAL HWY, VE3B	N 1700E	0E	1700 E	9.0	99.9W	7.2F
7127		VETERANS SB OFF RAMP TO MEMORIAL HWY, VE3C	0E	0E	1500 S	9.0	99.9W	7.2F
7132		VETERANS NB OFF RAMP TO HILLSBOROUGH AVE, VE4A	N 3000E	0E	3000 E	9.0	0.0	7.2F
7133		VETERANS SB ON RAMP FROM HILLSBOROUGH AVE, VE4D	S 3000E	0E	3000 E	9.0	0.0	
7134		VETERANS NB ON RAMP FROM HILLSBOROUGH AVE, VE4B	N 3900	0	3900 C	9.0	99.9W	7.2F
7135		VETERANS SB OFF RAMP TO HILLSBOROUGH AVE, VE4C	S 4000	0	4000 C	9.0	99.9W	7.2F
7142		VETERANS SB ON RAMP FROM WATERS AVE, VE6AD	S 6000E	0E	6000 E	9.0	0.0	7.2F
7143		VETERANS NB OFF RAMP TO WATERS AVE, VE6AA	N 6000E	0E	6000 E	9.0	0.0	
7144		VETERANS SB OFF RAMP TO WATERS AVE, VE6AC	S 2500	0	2500 C	9.0	99.9W	7.2F
7145		VETERANS NB ON RAMP FROM WATERS AVE, VE6AB	N 2700	0	2700 C	9.0	99.9W	7.2F
7150		VETERANS NB OFF RAMP TO ANDERSON RD, VE6BA	0E	0E	2500 F	9.0	99.9W	7.2F
7151		VETERANS SB ON RAMP FROM ANDERSON RD, VE6BB	0E	0E	3300 F	9.0	99.9W	7.2F
7155		VETERANS SB ON RAMP FROM LINEBAUGH AVE, VE7B	0E	0E	4700 F	9.0	99.9W	7.2F

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FLORIDA DEPARTMENT OF TRANSPORTATION
2012 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 97 FL. TURNPIKE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
7156		VETERANS NB OFF RAMP TO LINEBAUGH AVE, VE7A	0E	0E	4600 F	9.0	99.9W	7.2F
7157		VETERANS SB OFF RAMP TO WILSKY BLVD, VE8B	S 2300E	0E	2300 E	9.0	0.0	7.2F
7158		VETERANS NB ON RAMP FROM WILSKY BLVD, VE8A	N 2300E	0E	2300 E	9.0	0.0	
7161		VETERANS SB ON RAMP FROM GUNN HWY, VE9D	0E	0E	2900 F	9.0	99.9W	7.2F
7162		VETERANS NB OFF RAMP TO GUNN HWY, VE9A	0E	0E	3300 F	9.0	99.9W	7.2F
7163		VETERANS SB OFF RAMP TO GUNN HWY, VE9C	S 3400E	0E	3400 E	9.0	99.9W	7.2F
7164		VETERANS NB ON RAMP FROM GUNN HWY, VE9B	N 3400E	0E	3400 E	9.0	99.9W	7.2F
7175		VETERANS SB ON RAMP FROM EHRLICH RD, VE10D	0E	0E	4700 F	9.0	99.9W	7.2F
7176		VETERANS NB OFF RAMP TO EHRLICH RD, VE10A	0E	0E	5800 F	9.0	99.9W	7.2F
7177		VETERANS SB OFF RAMP TO EHRLICH RD, VE10C	0E	0E	2000 F	9.0	99.9W	7.2F
7178		VETERANS NB ON RAMP FROM EHRLICH RD, VE10B	0E	0E	1500 F	9.0	99.9W	7.2F
7183		VETERANS NB OFF RAMP TO HUTCHISON RD, VE12A	0E	0E	1300 F	9.0	99.9W	7.2F
7184		VETERANS SB ON RAMP FROM HUTCHISON RD, VE12D	0E	0E	1700 F	9.0	99.9W	7.2F
7185		VETERANS NB ON RAMP FROM HUTCHISON RD, VE12B	N 2200E	0E	2200 E	9.0	0.0	7.2F
7186		VETERANS SB OFF RAMP TO HUTCHISON RD, VE12C	S 2200E	0E	2200 E	9.0	0.0	
7193		VETERANS EXPWY SPUR, WB ON RAMP FROM SB DALE MAB	0E	0E	5200 S	9.0	99.9W	7.2F

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7196		VETERANS EXPWY SPUR, WB OFF RAMP FROM DALE MABRY	0E	0E	5000 F	9.0	99.9W	7.2F
7200		SUNCOAST PKWY/SR-589 M/L, S OF MM 14	N 18000E	S 18000E	36000 E	9.5	52.2F	7.2F
7201		VETERANS NB OFF RAMP TO VAN DYKE RD, SP14A	N 2300	0	2300 C	9.0	99.9W	7.2F
7202		VETERANS SB ON RAMP FROM VAN DYKE RD, SP14D	S 2600	0	2600 C	9.0	99.9W	7.2F
7203		VETERANS NB OFF RAMP TO VAN DYKE RD, SP14B	N 2400E	0E	2400 E	9.0	99.9W	7.2F
7204		VETERANS SB OFF RAMP TO VAN DYKE RD, SP14C	S 2400E	0E	2400 E	9.0	99.9W	7.2F
7211		VETERANS NB OFF RAMP TO LUTZ-LAKE FERN RD, SP16A	0E	0E	2500 F	9.0	99.9W	7.2F
7212		VETERANS SB ON RAMP FROM LUTZ-LAKE FERN RD, SP16	0E	0E	2300 F	9.0	99.9W	7.2F
7213		VETERANS NB ON RAMP FROM LUTZ-LAKE FERN RD, SP16	0E	0E	850 F	9.0	99.9W	7.2F
7214		VETERANS SB OFF RAMP TO LUTZ-LAKE FERN RD, SP16C	0E	0E	850 F	9.0	99.9W	7.2F
7218		SUNCOAST NB OFF RAMP TO SR-54, SP19A	N 8000E	0E	8000 E	9.0	0.0	7.2F
7219		SUNCOAST NB ON RAMP FROM SR-54, SP19B	0E	0E	3700 F	9.0	99.9W	7.2F
7220		SUNCOAST SB OFF RAMP TO SR-54, SP19C	0E	0E	4400 F	9.0	99.9W	7.2F
7221		SUNCOAST SB ON RAMP FROM SR-54, SP19D	N 8000E	0E	8000 E	9.0	0.0	7.2F
7254		SUNCOAST NB OFF RAMP TO SR-52, SP27A	0E	0E	5800 F	9.0	99.9W	7.2F
7255		SUNCOAST NB ON RAMP FROM SR-52, SP27B	0E	0E	1800 F	9.0	99.9W	7.2F

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7256		SUNCOAST SB OFF RAMP TO SR-52, SP 27C	0E	0E	1700 F	9.0	99.9W	7.2F
7257		SUNCOAST SB ON RAMP FROM SR-52, SP27D	0E	0E	6200 F	9.0	99.9W	7.2F
7272		SUNCOAST NB OFF RAMP TO COUNTY LINE RD/CR-578, S	0E	0E	2600 F	9.0	99.9W	7.2F
7273		SUNCOAST NB ON RAMP FROM COUNTY LINE RD/CR-578, N	800E	0E	800 E	9.0	0.0	
7274		SUNCOAST SB OFF RAMP TO COUNTY LINE RD/CR-578, S N	800E	0E	800 E	9.0	0.0	7.2F
7275		SUNCOAST SB ON RAMP FROM COUNTY LINE RD/CR-578,	0E	0E	2600 F	9.0	99.9W	7.2F
7290		SUNCOAST NB OFF RAMP TO SPRING HILL DR, SP41A	0E	0E	3100 F	9.0	99.9W	7.2F
7291		SUNCOAST NB ON RAMP FROM SPRING HILL DR, SP41B	0E	0E	1200 F	9.0	99.9W	7.2F
7292		SUNCOAST SB OFF RAMP TO SPRING HILL DR, SP 41C	0E	0E	1100 F	9.0	99.9W	7.2F
7293		SUNCOAST SB ON RAMP FROM SPRING HILL DR, SP41D	0E	0E	3200 F	9.0	99.9W	7.2F
7308		SUNCOAST NB OFF RAMP TO SR-50/CORTEZ BLVD, SP46A N	3200E	0E	3200 E	9.0	0.0	
7309		SUNCOAST NB ON RAMP FROM SR-50/CORTEZ BLVD, SP46	0E	0E	450 F	9.0	99.9W	7.2F
7310		SUNCOAST SB OFF RAMP TO SR-50/CORTEZ BLVD, SP46C	0E	0E	450 F	9.0	99.9W	7.2F
7311		SUNCOAST SB ON RAMP FROM SR-50/CORTEZ BLVD, SP46 N	3200E	0E	3200 E	9.0	0.0	7.2F
7326		SUNCOAST NB OFF RAMP TO US-98, SP55A	0E	0E	2700 S	9.0	99.9W	7.2F
7329		SUNCOAST SB ON RAMP FROM US-98, SP55D	0E	0E	2700 S	9.0	99.9W	7.2F

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SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
7500		BEACHLINE EB ON RAMP FROM I-4 WB, BW0B	E 19500	0	19500 C	9.0	99.9W	12.8F
7501		BEACHLINE WB OFF RAMP TO I-4 WB, BW0D	W 21500	0	21500 C	9.0	99.9W	12.8F
7504		BEACHLINE EB ON RAMP FROM LANDSTREET RD, BW5B	E 2700	0	2700 C	9.0	99.9W	12.8F
7505		BEACHLINE EB ON RAMP FROM FLORIDA'S TURNPIKE, BW	E 6600	0	6600 C	9.0	99.9W	12.8F
7508		BEACHLINE EB ON RAMP FROM SB ORANGEWOOD BLVD, BW	0E	0E	4400 F	9.0	99.9W	12.8F
7509		BEACHLINE WB ON RAMP FROM SB ORANGEWOOD BLVD, BW	0E	0E	2700 F	9.0	99.9W	12.8F
7514		BEACHLINE WB OFF RAMP TO I-4 EB, BW0C	W 15500	0	15500 C	9.0	99.9W	12.8F
7515		BEACHLINE EB ON RAMP FROM I-4 EB, BW0A	E 21500	0	21500 C	9.0	99.9W	12.8F
7516		BEACHLINE WB ON RAMP FROM INTERNATIONAL DR/SR-53	0E	0E	7600 F	9.0	99.9W	12.8F
7517		BEACHLINE EB OFF RAMP TO INTERNATIONAL DR/SR-536	0E	0E	8000 F	9.0	99.9W	12.8F
7518		BEACHLINE EB ON RAMP FROM INTERNATIONAL DR/SR-53	0E	0E	7000 F	9.0	99.9W	12.8F
7519		BEACHLINE WB OFF RAMP TO INTERNATIONAL DR/SR-536	0E	0E	7200 F	9.0	99.9W	12.8F
7520		BEACHLINE EB OFF RAMP TO ORANGEWOOD BLVD, BW2A	0E	0E	3700 F	9.0	99.9W	12.8F
7521		BEACHLINE WB ON RAMP FROM NB ORANGEWOOD BLVD, BW	0E	0E	1900 F	9.0	99.9W	12.8F
7522		BEACHLINE EB ON RAMP FROM NB ORANGEWOOD BLVD, BW	0E	0E	1600 F	9.0	99.9W	12.8F
7523		BEACHLINE WB OFF RAMP TO ORANGEWOOD BLVD, BW2D	0E	0E	6300 F	9.0	99.9W	12.8F

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7524		BEACHLINE WB ON RAMP FROM SB JOHN YOUNG PKWY/SR-		0E	0E	4600 F	9.0	99.9W	12.8F
7525		BEACHLINE EB OFF RAMP TO SB JOHN YOUNG PKWY/SR-4		0E	0E	9700 F	9.0	99.9W	12.8F
7526		BEACHLINE EB OFF RAMP TO NB JOHN YOUNG PKWY/SR-4		0E	0E	4100 F	9.0	99.9W	12.8F
7527		BEACHLINE WB ON RAMP FROM NB JOHN YOUNG PKWY/SR-		0E	0E	7500 F	9.0	99.9W	12.8F
7528		BEACHLINE EB ON RAMP FROM JOHN YOUNG PKWY/SR-423		0E	0E	5300 F	9.0	99.9W	12.8F
7529		BEACHLINE WB OFF RAMP TO JOHN YOUNG PKWY/SR-423,		0E	0E	5800 F	9.0	99.9W	12.8F
7530		BEACHLINE WB ON RAMP FROM CONSULATE DR, BW4B		0E	0E	9500 S	9.0	99.9W	12.8F
7531		BEACHLINE EB OFF RAMP TO CONSULATE DR, BW4A		0E	0E	9500 S	9.0	99.9W	12.8F
7532		BEACHLINE WB OFF RAMP TO LANDSTREET RD/FLORIDA'S	W	2900	0	2900 C	9.0	99.9W	12.8F
7533		BEACHLINE WB OFF RAMP TO FLORIDA'S TURNPIKE, BW5	W	7000	0	7000 C	9.0	99.9W	12.8F
7534		BEACHLINE EB OFF RAMP TO MCCOY RD/JETPORT DR, BW		0E	0E	2900 S	9.0	99.9W	12.8F
7535		BEACHLINE WB ON RAMP FROM MCCOY RD/JETPROT DR, B		0E	0E	2800 S	9.0	99.9W	12.8F
7701		SEMINOLE NB OFF RAMP TO ALOMA AVE/SR-426, SE38A	N	7600E	0E	7600 E	9.0	0.0	12.8F
7702		SEMINOLE SB ON RAMP FROM ALOMA AV/SR-426, SE38D	S	7600E	0E	7600 E	9.0	0.0	12.8F
7703		SEMINOLE SB OFF RAMP TO ALOMA AVE/SR-426, SE38C		0E	0E	2900 F	9.0	99.9W	12.8F
7704		SEMINOLE NB ON RAMP FROM ALOMA AVE/SR-426, SE38B		0E	0E	2600 F	9.0	99.9W	12.8F

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7705		SEMINOLE NB OFF RAMP TO RED BUG LAKE RD, SE41A	N 6600E	0E	6600 E	9.0	0.0	
7706		SEMINOLE SB ON RAMP FROM EB RED BUG LAKE RD, SE4	S 2000E	0E	2000 E	9.0	0.0	12.8F
7707		SEMINOLE SB ON RAMP FROM WB RED BUG LAKE RD, SE4	S 4600E	0E	4600 E	9.0	0.0	
7708		SEMINOLE NB ON RAMP FROM RED BUG LAKE RD, SE41B	0E	0E	5000 F	9.0	99.9W	12.8F
7709		SEMINOLE SB OFF RAMP TO RED BUG LAKE RD, SE41C	0E	0E	4900 F	9.0	99.9W	12.8F
7710		SEMINOLE SB ON RAMP FROM SR-434, SE44D	S 4100E	0E	4100 E	9.0	0.0	12.8F
7711		SEMINOLE NB OFF RAMP TO SR-434, SE44A	N 4100E	0E	4100 E	9.0	0.0	
7712		SEMINOLE NB ON RAMP FROM SR-434, SE44B	0E	0E	2700 F	9.0	99.9W	12.8F
7713		SEMINOLE SB OFF RAMP TO SR-434, SE44C	0E	0E	2900 F	9.0	99.9W	12.8F
7714		SEMINOLE SB ON RAMP FROM LAKE MARY BLVD/CR-427,	0E	0E	5500 F	9.0	99.9W	12.8F
7715		SEMINOLE NB OFF RAMP TO LAKE MARY BLVD/CR-427, S	0E	0E	5500 F	9.0	99.9W	12.8F
7716		SEMINOLE SB OFF RAMP TO LAKE MARY BLVD/CR-427, S	S 2200E	0E	2200 E	9.0	0.0	12.8F
7717		SEMINOLE NB ON RAMP FROM LAKE MARY BLVD/CR-427,	N 2200E	0E	2200 E	9.0	0.0	
7718		SEMINOLE SB ON RAMP FROM AIRPORT BLVD, SE50E	S 1100	0	1100 C	9.0	99.9W	12.8F
7719		SEMINOLE NB OFF RAMP TO US-17/92, SE50A	N 2200	0	2200 C	9.0	99.9W	12.8F
7720		SEMINOLE NB ON RAMP FROM US-17/92, SE50B	N 2000E	0E	2000 E	9.0	0.0	12.8F

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7721		SEMINOLE SB ON RAMP FROM NB US-17/92, SE50D	S 1400	0	1400 C	9.0	99.9W	12.8F
7722		SEMINOLE SB OFF RAMP TO US-17/92, SE50C	S 2000E	0E	2000 E	9.0	0.0	12.8F
7723		SEMINOLE NB OFF RAMP TO CR-46A, SE52A	N 1800	0	1800 C	9.0	99.9W	12.8F
7724		SEMINOLE SB ON RAMP FROM CR-46A, SE52D	S 2200	0	2200 C	9.0	99.9W	12.8F
7725		SEMINOLE NB ON RAMP FROM CR-46A, SE52B	N 2200E	0E	2200 E	9.0	0.0	12.8F
7726		SEMINOLE SB OFF RAMP TO CR-46A, SE52C	S 2200E	0E	2200 E	9.0	0.0	12.8F
7727		SEMINOLE SB ON RAMP FROM RINEHART RD, SE54D	0E	0E	4100 F	9.0	99.9W	12.8F
7728		SEMINOLE NB OFF RAMP TO RINEHART RD, SE54A	0E	0E	6300 F	9.0	99.9W	12.8F
7729		SEMINOLE NB ON RAMP FROM RINEHART RD, SE54B	0E	0E	1900 F	9.0	99.9W	12.8F
7730		SEMINOLE SB OFF RAMP TO RINEHART RD, SE54C	0E	0E	1900 F	9.0	99.9W	12.8F
8601		SAWGRASS NB OFF RAMP TO SUNRISE BLVD, SE1A	N 13500	0	13500 C	9.0	99.9W	4.0F
8602		SAWGRASS SB ON RAMP FROM SUNRISE BLVD, SE1D	S 12000	0	12000 C	9.0	99.9W	4.0F
8603		SAWGRASS NB ON RAMP FROM SUNRISE BLVD, SE1B	N 6100	0	6100 C	9.0	99.9W	4.0F
8604		SAWGRASS SB OFF RAMP TO SUNRISE BLVD, SE1C	S 6100	0	6100 C	9.0	99.9W	4.0F
8605		SAWGRASS NB OFF RAMP TO OAKLAND PARK BLVD, SE3A	0E	0E	2500 F	9.0	99.9W	4.0F
8606		SAWGRASS SB ON RAMP FROM OAKLAND PARK BLVD, SE3D	0E	0E	1700 F	9.0	99.9W	4.0F

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8607		SAWGRASS NB ON RAMP FROM OAKLAND PARK BLVD, SE3B	N 4400E	0E	4400 E	9.0	0.0	4.0F
8608		SAWGRASS SB OFF RAMP TO OAKLAND PARK BLVD, SE3C	S 4400E	0E	4400 E	9.0	0.0	4.0F
8609		SAWGRASS NB OFF RAMP TO COMMERCIAL BLVD, SE5A	0E	0E	9600 F	9.0	99.9W	4.0F
8610		SAWGRASS SB ON RAMP FROM COMMERCIAL BLVD, SE5D	0E	0E	9400 F	9.0	99.9W	4.0F
8611		SAWGRASS NB ON RAMP FROM COMMERCIAL BLVD, SE5B	N 4100E	0E	4100 E	9.0	0.0	
8612		SAWGRASS SB OFF RAMP TO COMMERCIAL BLVD, SE5C	S 4100E	0E	4100 E	9.0	0.0	4.0F
8613		SAWGRASS NB OFF RAMP TO ATLANTIC BLVD, SE8A	N 7800	0	7800 C	9.0	99.9W	4.0F
8614		SAWGRASS SB ON RAMP FROM ATLANTIC BLVD, SE8D	S 7400	0	7400 C	9.0	99.9W	4.0F
8615		SAWGRASS SB OFF RAMP TO ATLANTIC BLVD, SE8C	S 2800E	0E	2800 E	9.0	0.0	4.0F
8616		SAWGRASS NB ON RAMP FROM ATLANTIC BLVD, SE8B	N 2800E	0E	2800 E	9.0	0.0	12.8F
8617		SAWGRASS SB ON RAMP FROM SAMPLE RD, SE11D	S 6200	0	6200 C	9.0	99.9W	4.0F
8618		SAWGRASS NB OFF RAMP TO SAMPLE RD, SE11A	N 6500	0	6500 C	9.0	99.9W	4.0F
8619		SAWGRASS SB OFF RAMP TO SAMPLE RD, SE11C	S 1500E	0E	1500 E	9.0	0.0	4.0F
8620		SAWGRASS NB ON RAMP FROM SAMPLE RD, SE11B	N 1500E	0E	1500 E	9.0	0.0	
8621		SAWGRASS SB ON RAMP FROM CORAL RIDGE DR, SE14D	S 3600	0	3600 C	9.0	99.9W	4.0F
8622		SAWGRASS NB OFF RAMP TO CORAL RIDGE DR, SE14A	N 3800	0	3800 C	9.0	99.9W	4.0F

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FLORIDA DEPARTMENT OF TRANSPORTATION
2012 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 97 FL. TURNPIKE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
8623		SAWGRASS SB OFF RAMP TO CORAL RIDGE DR, SE14C	S 8300	0	8300 C	9.0	99.9W	4.0F
8624		SAWGRASS NB ON RAMP FROM CORAL RIDGE DR, SE14B	N 8600	0	8600 C	9.0	99.9W	4.0F
8629		SAWGRASS SB ON RAMP FROM UNIVERSITY DR, SE15D	S 2400E	0E	2400 E	9.0	0.0	4.0F
8630		SAWGRASS NB OFF RAMP TO UNIVERSITY DR, SE15A	N 2400E	0E	2400 E	9.0	0.0	4.0F
8631		SAWGRASS SB OFF RAMP TO UNIVERSITY DR, SE15C	0E	0E	9500 F	9.0	99.9W	4.0F
8632		SAWGRASS NB ON RAMP FROM UNIVERSITY DR, SE15B	0E	0E	10000 F	9.0	99.9W	4.0F
8637		SAWGRASS SB ON RAMP FROM US-441/SR-7, SE18F	S 7600E	0E	7600 E	9.0	0.0	
8638		SAWGRASS NB OFF RAMP TO SB US-441/SR-7, SE18A	N 2100E	0E	2100 E	9.0	0.0	4.0F
8639		SAWGRASS SB OFF RAMP TO SB US-441/SR-7, SE18E	S 2500	0	2500 C	9.0	99.9W	4.0F
8640		SAWGRASS NB OFF RAMP TO NB US-441/SR-7, SE18B	N 5500E	0E	5500 E	9.0	0.0	4.0F
8641		SAWGRASS NB ON RAMP FROM US-441/SR-7, SE18C	N 5600	0	5600 C	9.0	99.9W	4.0F
8642		SAWGRASS SB OFF RAMP TO NB US-441/SR-7, SE18D	S 2700	0	2700 C	9.0	99.9W	4.0F
8643		SAWGRASS NB OFF RAMP TO LYONS RD, SE19A	N 4000E	0E	4000 E	9.0	0.0	4.0F
8644		SAWGRASS SB ON RAMP FROM LYONS RD, SE19D	S 4000E	0E	4000 E	9.0	0.0	
8645		SAWGRASS SB OFF RAMP FROM 86472914, SE19C	S 4000	0	4000 C	9.0	99.9W	4.0F
8646		SAWGRASS NB ON RAMP ON TO 86472913, SE19B	N 4400	0	4400 C	9.0	99.9W	4.0F

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011
AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; X= UNKNOWN
"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

FLORIDA DEPARTMENT OF TRANSPORTATION
2012 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 97 FL. TURNPIKE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
8661		SAWGRASS NB OFF RAMP TO BANK ATLANTIC CENTER, SE	N 2600E	0E	2600 E	9.0	99.9W	4.0F
8662		SAWGRASS SB ON RAMP FROM BANK ATLANTIC CENTER, S	S 2600E	0E	2600 E	9.0	99.9W	4.0F
9001		WESTERN BW NB ON RAMP FROM I-4 EB, WB0A	N 4600	0	4600 C	9.0	99.9W	12.8F
9002		WESTERN BW SB OFF RAMP TO I-4 EB, WB0C	S 1300	0	1300 C	9.0	99.9W	12.8F
9003		WESTERN BW NB ON RAMP FROM I-4 WB, WB0B	N 1600	0	1600 C	9.0	99.9W	12.8F
9004		WESTERN BW SB OFF RAMP TO I-4 WB, WB0D	S 4400	0	4400 C	9.0	99.9W	12.8F
9005		WESTERN BW NB OFF RAMP TO SINCLAIR RD, WB1A	N 850E	0E	850 E	9.0	0.0	12.8F
9006		WESTERN BW SB ON RAMP FROM SINCLAIR RD, WB1D	S 850E	0E	850 E	9.0	0.0	
9007		WESTERN BW NB ON RAMP FROM SINCLAIR ROAD, WB1B	0E	0E	300 S	9.0	99.9W	12.8F
9008		WESTERN BW SB OFF RAMP TO SINCLAIR ROAD, WB1C	0E	0E	300 S	9.0	99.9W	12.8F
9009		WESTERN BW NB OFF RAMP TO US-192/SR-530, WB6A	N 700E	0E	700 E	9.0	0.0	12.8F
9010		WESTERN BW SB ON RAMP FROM US-192/SR-530, WB6D	S 700E	0E	700 E	9.0	0.0	
9203		SO CONNECTOR EXT SB ON RAMP FROM CELEBRATION AVE	S 250	0	250 C	9.0	99.9W	12.8F
9204		SO. CONNECTOR EXT NB OFF RAMP TO CELEBRATION AVE	N 250	0	250 C	9.0	99.9W	12.8F
9205		SO CONNECTOR EXT SB OFF RAMP TO CELEBRATION AVE,	S 2800E	0E	2800 E	9.0	0.0	12.8F
9206		SO CONNECTOR EXT NB ON RAMP FROM CELEBRATION AVE	N 2800E	0E	2800 E	9.0	0.0	12.8F

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011
AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; X= UNKNOWN
"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

FLORIDA DEPARTMENT OF TRANSPORTATION
2012 ANNUAL AVERAGE DAILY TRAFFIC REPORT - REPORT TYPE: ALL

COUNTY: 97 FL. TURNPIKE

SITE	SITE TYPE	DESCRIPTION	DIRECTION 1	DIRECTION 2	AADT TWO-WAY	"K" FCTR	"D" FCTR	"T" FCTR
9207		SO CONNECTOR EXT NB OFF RAMP TO OSCEOLA PKWY, SC	N 1100	0	1100 C	9.0	99.9W	12.8F
9208		SO. CONNECTOR EXT SB ON RAMP FROM EB OSCEOLA PKW	S 1100	0	1100 C	9.0	99.9W	12.8F
9209		SO CONNECTOR EXT SB OFF RAMP TO WB OSCEOLA PKWY,	S 2000E	0E	2000 E	9.0	0.0	12.8F
9210		SO CONNECTOR EXT NB ON RAMP FROM EB OSCEOLA PKWY	N 1000E	0E	1000 E	9.0	0.0	12.8F
9211		SO CONNECTOR EXT NB-ON RAMP FROM WB OSCEOLA PKWY	N 1000E	0E	1000 E	9.0	99.9W	12.8F
9913	T	SR-91, N OF BECKER RD	N 18992	S 19130	38122 C	10.5	57.6A	12.7A
9931	T	SR-91, S OF CR468	N 0E	S 0E	35500 F	10.5	55.7P	15.4P
9933	T	SAWGRASS EXPWY/SR-869, N OF OAKLAND PARK BLVD/SR	N 40224	S 39776	80000 C	10.0	54.8A	4.0A
9934	T	HEFT/SR-821, N OF US-27/OKEECHOBEE RD	N 43428	S 43589	87017 C	9.5	61.9A	7.1A

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
"K" FACTOR : DEPARTMENT ADOPTED STANDARD K FACTOR BEGINING WITH COUNT YEAR 2011
AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; X= UNKNOWN
"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

FLORIDA DEPARTMENT OF TRANSPORTATION
ANNUAL VEHICLE CLASSIFICATION REPORT - REPORT TYPE: ALL
COUNT YEAR 2012

COUNTY: 97 - FL. TURNPIKE

SITE	CO SEC SUB	MILEPOST	DESCRIPTION
0267	87471000	28.535	HEFT/SR-821 M/L, 0.7 MI. S. OF NW 41ST STREET

FUNC. CLASS: 12 - URBAN PRINCIPAL ARTERIAL -- OTHER FREEWA
SURVEY TYPE: TELEMETERED DURATION: 365 DAYS

	ANNUAL AVERAGE DAILY VOLUME	%
CLASS 01	110	0.10
CLASS 02	71849	66.27
CLASS 03	25227	23.27
CLASS 04	222	0.20
CLASS 05	3439	3.17
CLASS 06	1120	1.03
CLASS 07	76	0.07
CLASS 08	768	0.71
CLASS 09	1433	1.32
CLASS 10	24	0.02
CLASS 11	14	0.01
CLASS 12	12	0.01
CLASS 13	4	0.00
CLASS 14	0	0.00
CLASS 15	4124	3.80
	108422	100.00

SUMMARY DAILY STATISTICS

DAILY		DESIGN HOUR	
24T&B =	6.56%	DHT =	3.28%
24T =	6.35%		
24H =	3.18%	DH3 =	1.59%
24M =	3.38%	DH2 =	1.69%

SITE	CO SEC SUB	MILEPOST	DESCRIPTION
0403	86470000	1.990	SR-91 M/L, 0.3 MI NORTH OF PEMBROKE RD

FUNC. CLASS: 12 - URBAN PRINCIPAL ARTERIAL -- OTHER FREEWA
SURVEY TYPE: TELEMETERED DURATION: 360 DAYS

	ANNUAL AVERAGE DAILY VOLUME	%
CLASS 01	114	0.11
CLASS 02	75325	70.52
CLASS 03	20255	18.96
CLASS 04	303	0.28
CLASS 05	2921	2.73
CLASS 06	905	0.85
CLASS 07	387	0.36
CLASS 08	949	0.89
CLASS 09	2141	2.00
CLASS 10	29	0.03
CLASS 11	88	0.08
CLASS 12	32	0.03
CLASS 13	16	0.01
CLASS 14	0	0.00
CLASS 15	3352	3.14
	106819	100.00

SUMMARY DAILY STATISTICS

DAILY		DESIGN HOUR	
24T&B =	7.28%	DHT =	3.64%
24T =	6.99%		
24H =	4.26%	DH3 =	2.13%
24M =	3.02%	DH2 =	1.51%

CLASSES: PASSENGER VEHICLES 01-03, TRUCK & BUSES 04-13, TRUCKS 05-13, MEDIUM TRUCKS 04-05, HEAVY TRUCKS 06-13

COUNTY: 97 - FL. TURNPIKE

SITE	CO SEC SUB	MILEPOST	DESCRIPTION
0406	08470000	4.319	SUNCOAST PKWY/SR-589 M/L, N OF POWELL RD U/P

FUNC. CLASS: 12 - URBAN PRINCIPAL ARTERIAL -- OTHER FREEWA
SURVEY TYPE: TELEMETERED DURATION: 349 DAYS

	ANNUAL AVERAGE DAILY VOLUME	%
CLASS 01	24	0.23
CLASS 02	6721	65.38
CLASS 03	2677	26.04
CLASS 04	15	0.15
CLASS 05	343	3.34
CLASS 06	70	0.68
CLASS 07	10	0.10
CLASS 08	149	1.45
CLASS 09	141	1.37
CLASS 10	4	0.04
CLASS 11	1	0.01
CLASS 12	1	0.01
CLASS 13	1	0.01
CLASS 14	0	0.00
CLASS 15	123	1.20
	10280	100.00

SUMMARY DAILY STATISTICS

DAILY		DESIGN HOUR	
24T&B =	7.15%	DHT =	3.57%
24T =	7.00%		
24H =	3.67%	DH3 =	1.83%
24M =	3.48%	DH2 =	1.74%

SITE	CO SEC SUB	MILEPOST	DESCRIPTION
0407	16470000	4.793	POLK PKWY/SR-570 M/L, W OF CSXRR BRIDGE

FUNC. CLASS: 12 - URBAN PRINCIPAL ARTERIAL -- OTHER FREEWA
SURVEY TYPE: TELEMETERED DURATION: 365 DAYS

	ANNUAL AVERAGE DAILY VOLUME	%
CLASS 01	19	0.08
CLASS 02	14273	61.60
CLASS 03	6188	26.71
CLASS 04	59	0.25
CLASS 05	918	3.96
CLASS 06	183	0.79
CLASS 07	19	0.08
CLASS 08	284	1.23
CLASS 09	780	3.37
CLASS 10	10	0.04
CLASS 11	6	0.03
CLASS 12	28	0.12
CLASS 13	2	0.01
CLASS 14	0	0.00
CLASS 15	399	1.72
	23169	100.00

SUMMARY DAILY STATISTICS

DAILY		DESIGN HOUR	
24T&B =	9.88%	DHT =	4.94%
24T =	9.63%		
24H =	5.67%	DH3 =	2.83%
24M =	4.22%	DH2 =	2.11%

CLASSES: PASSENGER VEHICLES 01-03, TRUCK & BUSES 04-13, TRUCKS 05-13, MEDIUM TRUCKS 04-05, HEAVY TRUCKS 06-13

COUNTY: 97 - FL. TURNPIKE

SITE	CO SEC SUB	MILEPOST	DESCRIPTION
0413	93470000	9.428	SR-91 M/L, 3981' N OF SR-806/ATLANTIC AVE

FUNC. CLASS: 12 - URBAN PRINCIPAL ARTERIAL -- OTHER FREEWA
SURVEY TYPE: TELEMETERED DURATION: 363 DAYS

	ANNUAL AVERAGE DAILY VOLUME	%
CLASS 01	119	0.16
CLASS 02	52554	69.41
CLASS 03	15359	20.28
CLASS 04	195	0.26
CLASS 05	2411	3.18
CLASS 06	360	0.48
CLASS 07	103	0.14
CLASS 08	1114	1.47
CLASS 09	2026	2.68
CLASS 10	23	0.03
CLASS 11	146	0.19
CLASS 12	72	0.10
CLASS 13	57	0.08
CLASS 14	0	0.00
CLASS 15	1178	1.56
	75718	100.00

SUMMARY DAILY STATISTICS

DAILY		DESIGN HOUR	
24T&B =	8.59%	DHT =	4.30%
24T =	8.34%		
24H =	5.15%	DH3 =	2.58%
24M =	3.44%	DH2 =	1.72%

SITE	CO SEC SUB	MILEPOST	DESCRIPTION
0416	93470000	35.901	SR-91 M/L, S. OF SR-876/PGA BLVD.

FUNC. CLASS: 12 - URBAN PRINCIPAL ARTERIAL -- OTHER FREEWA
SURVEY TYPE: TELEMETERED DURATION: 364 DAYS

	ANNUAL AVERAGE DAILY VOLUME	%
CLASS 01	69	0.14
CLASS 02	34080	67.62
CLASS 03	10284	20.40
CLASS 04	194	0.38
CLASS 05	1590	3.16
CLASS 06	225	0.45
CLASS 07	37	0.07
CLASS 08	559	1.11
CLASS 09	2058	4.08
CLASS 10	19	0.04
CLASS 11	158	0.31
CLASS 12	80	0.16
CLASS 13	63	0.13
CLASS 14	0	0.00
CLASS 15	985	1.95
	50402	100.00

SUMMARY DAILY STATISTICS

DAILY		DESIGN HOUR	
24T&B =	9.89%	DHT =	4.94%
24T =	9.50%		
24H =	6.35%	DH3 =	3.17%
24M =	3.54%	DH2 =	1.77%

CLASSES: PASSENGER VEHICLES 01-03, TRUCK & BUSES 04-13, TRUCKS 05-13, MEDIUM TRUCKS 04-05, HEAVY TRUCKS 06-13

COUNTY: 97 - FL. TURNPIKE

SITE	CO SEC SUB	MILEPOST	DESCRIPTION
0417	93470000	42.830	SR-91 M/L, N OF SR-706/INDIANTOWN ROAD UNDERPASS

FUNC. CLASS: 12 - URBAN PRINCIPAL ARTERIAL -- OTHER FREEWA
SURVEY TYPE: TELEMETERED DURATION: 356 DAYS

	ANNUAL AVERAGE DAILY VOLUME	%
CLASS 01	45	0.11
CLASS 02	26322	66.37
CLASS 03	7885	19.88
CLASS 04	158	0.40
CLASS 05	1345	3.39
CLASS 06	182	0.46
CLASS 07	30	0.08
CLASS 08	598	1.51
CLASS 09	2059	5.19
CLASS 10	22	0.06
CLASS 11	160	0.40
CLASS 12	83	0.21
CLASS 13	69	0.17
CLASS 14	0	0.00
CLASS 15	702	1.77
	39661	100.00

SUMMARY DAILY STATISTICS

DAILY		DESIGN HOUR	
24T&B	= 11.87%	DHT	= 5.93%
24T	= 11.47%		
24H	= 8.08%	DH3	= 4.03%
24M	= 3.79%	DH2	= 1.90%

SITE	CO SEC SUB	MILEPOST	DESCRIPTION
0421	94470000	15.655	SR-91 M/L, 3100' N OF SR-70

FUNC. CLASS: 12 - URBAN PRINCIPAL ARTERIAL -- OTHER FREEWA
SURVEY TYPE: TELEMETERED DURATION: 363 DAYS

	ANNUAL AVERAGE DAILY VOLUME	%
CLASS 01	33	0.12
CLASS 02	16258	60.32
CLASS 03	6057	22.47
CLASS 04	162	0.60
CLASS 05	796	2.95
CLASS 06	74	0.27
CLASS 07	5	0.02
CLASS 08	425	1.58
CLASS 09	1815	6.73
CLASS 10	11	0.04
CLASS 11	147	0.55
CLASS 12	75	0.28
CLASS 13	87	0.32
CLASS 14	0	0.00
CLASS 15	1008	3.74
	26954	100.00

SUMMARY DAILY STATISTICS

DAILY		DESIGN HOUR	
24T&B	= 13.35%	DHT	= 6.67%
24T	= 12.75%		
24H	= 9.79%	DH3	= 4.90%
24M	= 3.56%	DH2	= 1.78%

CLASSES: PASSENGER VEHICLES 01-03, TRUCK & BUSES 04-13, TRUCKS 05-13, MEDIUM TRUCKS 04-05, HEAVY TRUCKS 06-13

COUNTY: 97 - FL. TURNPIKE

SITE	CO SEC SUB	MILEPOST	DESCRIPTION
0428	11470000	7.683	SR-91 M/L, 765' S OF CR-561

FUNC. CLASS: 02 - RURAL PRINCIPAL ARTERIAL -- OTHER
SURVEY TYPE: TELEMETERED DURATION: 358 DAYS

	ANNUAL AVERAGE DAILY VOLUME	%
CLASS 01	65	0.16
CLASS 02	25546	63.34
CLASS 03	8073	20.02
CLASS 04	135	0.33
CLASS 05	1291	3.20
CLASS 06	222	0.55
CLASS 07	33	0.08
CLASS 08	727	1.80
CLASS 09	3145	7.80
CLASS 10	30	0.07
CLASS 11	220	0.55
CLASS 12	156	0.39
CLASS 13	4	0.01
CLASS 14	0	0.00
CLASS 15	682	1.69
	40330	100.00

SUMMARY DAILY STATISTICS

DAILY		DESIGN HOUR	
24T&B	= 14.79%	DHT	= 7.39%
24T	= 14.45%		
24H	= 11.25%	DH3	= 5.63%
24M	= 3.54%	DH2	= 1.77%

SITE	CO SEC SUB	MILEPOST	DESCRIPTION
0429	92471000	33.460	SR-91 M/L, 163' S OF NEPTUNE RD UNDERPASS/CR-525

FUNC. CLASS: 12 - URBAN PRINCIPAL ARTERIAL -- OTHER FREEWA
SURVEY TYPE: TELEMETERED DURATION: 363 DAYS

	ANNUAL AVERAGE DAILY VOLUME	%
CLASS 01	58	0.17
CLASS 02	21505	63.55
CLASS 03	7382	21.81
CLASS 04	168	0.50
CLASS 05	987	2.92
CLASS 06	120	0.35
CLASS 07	14	0.04
CLASS 08	493	1.46
CLASS 09	1991	5.88
CLASS 10	16	0.05
CLASS 11	150	0.44
CLASS 12	90	0.27
CLASS 13	86	0.25
CLASS 14	0	0.00
CLASS 15	781	2.31
	33842	100.00

SUMMARY DAILY STATISTICS

DAILY		DESIGN HOUR	
24T&B	= 12.16%	DHT	= 6.08%
24T	= 11.66%		
24H	= 8.75%	DH3	= 4.37%
24M	= 3.41%	DH2	= 1.71%

CLASSES: PASSENGER VEHICLES 01-03, TRUCK & BUSES 04-13, TRUCKS 05-13, MEDIUM TRUCKS 04-05, HEAVY TRUCKS 06-13

COUNTY: 97 - FL. TURNPIKE

SITE	CO SEC SUB	MILEPOST	DESCRIPTION
0430	87471000	3.607	HEFT/SR-821 M/L, N OF CAMPBELL DR/SW 312TH STREET

FUNC. CLASS: 12 - URBAN PRINCIPAL ARTERIAL -- OTHER FREEWA
SURVEY TYPE: TELEMETERED DURATION: 349 DAYS

	ANNUAL AVERAGE DAILY VOLUME	%
CLASS 01	77	0.14
CLASS 02	37407	70.71
CLASS 03	11381	21.51
CLASS 04	148	0.28
CLASS 05	1565	2.96
CLASS 06	181	0.34
CLASS 07	45	0.08
CLASS 08	493	0.93
CLASS 09	348	0.66
CLASS 10	5	0.01
CLASS 11	9	0.02
CLASS 12	2	0.00
CLASS 13	2	0.00
CLASS 14	0	0.00
CLASS 15	1237	2.34
	52900	100.00

SUMMARY DAILY STATISTICS

DAILY		DESIGN HOUR	
24T&B =	5.29%	DHT =	2.64%
24T =	5.01%		
24H =	2.05%	DH3 =	1.03%
24M =	3.24%	DH2 =	1.62%

SITE	CO SEC SUB	MILEPOST	DESCRIPTION
9913	94470000	2.933	SR-91 M/L, N OF MM 141

FUNC. CLASS: 12 - URBAN PRINCIPAL ARTERIAL -- OTHER FREEWA
SURVEY TYPE: TELEMETERED DURATION: 363 DAYS

	ANNUAL AVERAGE DAILY VOLUME	%
CLASS 01	21	0.06
CLASS 02	25036	65.67
CLASS 03	7982	20.94
CLASS 04	158	0.41
CLASS 05	1124	2.95
CLASS 06	169	0.44
CLASS 07	26	0.07
CLASS 08	540	1.42
CLASS 09	2436	6.39
CLASS 10	22	0.06
CLASS 11	186	0.49
CLASS 12	94	0.25
CLASS 13	98	0.26
CLASS 14	0	0.00
CLASS 15	230	0.60
	38122	100.00

SUMMARY DAILY STATISTICS

DAILY		DESIGN HOUR	
24T&B =	12.73%	DHT =	6.36%
24T =	12.32%		
24H =	9.37%	DH3 =	4.68%
24M =	3.36%	DH2 =	1.68%

CLASSES: PASSENGER VEHICLES 01-03, TRUCK & BUSES 04-13, TRUCKS 05-13, MEDIUM TRUCKS 04-05, HEAVY TRUCKS 06-13

COUNTY: 97 - FL. TURNPIKE

SITE	CO SEC SUB	MILEPOST	DESCRIPTION
9931	18470000	3.364	SR-91 M/L SO OF CR-468 UNDERPASS #180007

FUNC. CLASS: 02 - RURAL PRINCIPAL ARTERIAL -- OTHER
SURVEY TYPE: TELEMETERED DURATION: 0 DAYS

	ANNUAL AVERAGE DAILY VOLUME	%
CLASS 01	0	0.00
CLASS 02	0	0.00
CLASS 03	0	0.00
CLASS 04	0	0.00
CLASS 05	0	0.00
CLASS 06	0	0.00
CLASS 07	0	0.00
CLASS 08	0	0.00
CLASS 09	0	0.00
CLASS 10	0	0.00
CLASS 11	0	0.00
CLASS 12	0	0.00
CLASS 13	0	0.00
CLASS 14	0	0.00
CLASS 15	0	0.00
	0	0.00

SUMMARY DAILY STATISTICS

DAILY		DESIGN HOUR	
24T&B =	0.00%	DHT =	0.00%
24T =	0.00%		
24H =	0.00%	DH3 =	0.00%
24M =	0.00%	DH2 =	0.00%

SITE	CO SEC SUB	MILEPOST	DESCRIPTION
9933	86472000	4.178	SAWGRASS EXPWY/SR-869 M/L, N OF OAKLAND PARK BLVD

FUNC. CLASS: 12 - URBAN PRINCIPAL ARTERIAL -- OTHER FREEWA
SURVEY TYPE: TELEMETERED DURATION: 364 DAYS

	ANNUAL AVERAGE DAILY VOLUME	%
CLASS 01	95	0.12
CLASS 02	63781	79.73
CLASS 03	12897	16.12
CLASS 04	61	0.08
CLASS 05	1533	1.92
CLASS 06	225	0.28
CLASS 07	74	0.09
CLASS 08	362	0.45
CLASS 09	830	1.04
CLASS 10	11	0.01
CLASS 11	40	0.05
CLASS 12	20	0.03
CLASS 13	2	0.00
CLASS 14	0	0.00
CLASS 15	69	0.09
	80000	100.00

SUMMARY DAILY STATISTICS

DAILY		DESIGN HOUR	
24T&B =	3.95%	DHT =	1.97%
24T =	3.87%		
24H =	1.96%	DH3 =	0.98%
24M =	1.99%	DH2 =	1.00%

CLASSES: PASSENGER VEHICLES 01-03, TRUCK & BUSES 04-13, TRUCKS 05-13, MEDIUM TRUCKS 04-05, HEAVY TRUCKS 06-13

ANNUAL VEHICLE CLASSIFICATION REPORT - REPORT TYPE: ALL
COUNT YEAR 2012

COUNTY: 97 - FL. TURNPIKE

SITE	CO SEC SUB	MILEPOST	DESCRIPTION
9934	87471000	36.090	HEFT/SR-821 M/L, S. OF I-75 INTERCHANGE

FUNC. CLASS: 12 - URBAN PRINCIPAL ARTERIAL -- OTHER FREEWA
SURVEY TYPE: TELEMETERED DURATION: 339 DAYS

	ANNUAL AVERAGE DAILY VOLUME	%
CLASS 01	368	0.42
CLASS 02	61639	70.84
CLASS 03	18271	21.00
CLASS 04	90	0.10
CLASS 05	2208	2.54
CLASS 06	789	0.91
CLASS 07	520	0.60
CLASS 08	678	0.78
CLASS 09	1737	2.00
CLASS 10	30	0.03
CLASS 11	77	0.09
CLASS 12	34	0.04
CLASS 13	18	0.02
CLASS 14	0	0.00
CLASS 15	559	0.64
	87017	100.00

SUMMARY DAILY STATISTICS

DAILY		DESIGN HOUR	
24T&B =	7.10%	DHT =	3.55%
24T =	7.00%		
24H =	4.46%	DH3 =	2.23%
24M =	2.64%	DH2 =	1.32%

CLASSES: PASSENGER VEHICLES 01-03, TRUCK & BUSES 04-13, TRUCKS 05-13, MEDIUM TRUCKS 04-05, HEAVY TRUCKS 06-13

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 97 - FL. TURNPIKE

SITE: 0267 - HEFT/SR-821, S OF NW 25TH ST/SR-836

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2012	108422 C	N 54238	S 54184	9.50	58.80	6.60
2011	103926 C	N 52316	S 51610	9.50	57.40	5.20
2010	100805 C	N 50812	S 49993	10.81	56.99	5.20
2009	96584 C	N 48065	S 48519	10.88	57.78	5.90
2008	96903 C	N 48502	S 48401	10.84	59.11	5.90
2007	107158 C	N 53308	S 53850	10.47	59.29	7.60
2006	109279 C	N 54358	S 54921	10.18	60.22	8.10
2005	103650 C	N 51212	S 52438	10.40	58.90	8.00
2004	96181 C	N 48027	S 48154	12.40	59.90	12.30
2001	59500 S	N	S	8.90	59.10	7.10
2000	57500 F	N	S	9.00	60.40	2.50
1999	55588 C	N 28172	S 27416	9.20	56.60	2.30
1998	50423 C	N 25519	S 24904	11.00	68.90	3.10
1997	47816 C	N 24206	S 23610	13.00	68.90	1.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 VEHICLE CLASS HISTORY DATA

COUNTY: 97 -- FL. TURNPIKE
SITE: 0267 DESCRIPTION: HEFT/SR-821 M/L, 0.7 MI. S. OF NW 41ST STREET

		PASSENGER VEHICLES		TOTAL TRUCKS		SINGLE UNIT TRUCKS		COMBINATION TRAILER TRUCKS		MULTI TRAILER TRUCKS	
YEAR	AADT	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME	%	VOLUME
2012	108422	93.46	101,330	6.54	7,092	4.47	4,847	2.05	2,223	0.02	22
2011	103926	94.85	98,574	5.15	5,352	3.41	3,544	1.72	1,788	0.02	21
2010	100805	94.82	95,583	5.18	5,222	3.42	3,448	1.74	1,754	0.02	20
2009	96584	94.10	90,887	5.90	5,697	4.03	3,892	1.85	1,786	0.02	19
2008	96903	94.07	91,157	5.93	5,746	4.01	3,885	1.90	1,841	0.02	19
2007	107158	92.36	98,971	7.64	8,187	5.56	5,958	2.05	2,197	0.03	32
2005	103650	91.95	95,307	8.05	8,343	5.81	6,021	2.22	2,301	0.02	21
2004	96181	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
2001	59500	0.00	0	0.00	0	0.00	0	0.00	0	0.00	0
2000	57500	97.50	56,063	2.50	1,438	0.90	518	1.60	920	0.00	0
1999	55588	97.80	54,364	2.20	1,224	1.00	556	1.20	668	0.00	0
1998	50423	97.00	48,909	3.00	1,514	1.50	757	1.50	757	0.00	0
1997	47816	98.30	47,003	1.70	813	0.50	239	1.20	574	0.00	0

NOTE: 1 - PASSENGER VEHICLES = VEHICLE CLASS 1-3, 14, 15
2 - TOTAL TRUCKS = VEHICLE CLASS 4-13
3 - SINGLE UNIT TRUCKS = VEHICLE CLASS 4-7
4 - COMBINATION TRAILER TRUCKS = VEHICLE CLASS 8-10
5 - MULTI TRAILER TRUCKS = VEHICLE CLASS 11-13

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 97 - FL. TURNPIKE

SITE: 2526 - HEFT/SR-821 M/L, N OF NW 12ST BRIDGE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2012	98000 E	N 49000	S 49000	9.50	57.60	6.30
2011	93000 E	N 46500	S 46500	9.50	57.30	5.90
2010	95500 C	N 47750	S 47750	10.77	58.94	5.70
2009	92000 C	N 46000	S 46000	10.76	59.03	6.20
2008	95600 C	N 47800	S 47800	9.93	59.27	6.60
2007	105700 C	N 52850	S 52850	9.52	58.18	6.20
2006	103400 C	N 51700	S 51700	9.49	57.76	8.10
2005	99000 C	N	S	9.80	59.10	7.60
2004	90500 C	N	S	12.40	59.90	8.30
2003	77300 C	N	S	8.50	60.30	5.30
2002	72300 C	N	S	8.60	57.60	4.70
2001	68400 C	N	S	8.90	59.10	7.10
2000	59900 C	N	S	9.00	60.40	3.80
1999	50900 C	N	S	9.20	56.60	3.70
1998	48200 C	N	S	11.00	68.90	3.00
1997	49600 C	N	S	13.00	68.90	2.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
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*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 6113 - RAMP 87200050 FROM WB SR836 TO WB SW 8 ST, 1600' S OF SR 836

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2012	11500 C	W 11500	0	9.00	99.90	7.00
2011	10000 F	0	0	9.00	99.90	4.40
2010	11000 C	W 11000	0	11.38	99.99	4.40
2009	10500 F	0	0	10.18	99.99	6.90
2008	11000 C	W 11000	0	10.31	99.99	6.90
2007	17000 F	0	0	10.02	99.99	4.50
2006	17000 C	W 17000	B 0			4.50
2005	13500 S	W	B	10.50	99.90	7.50
2004	13500 F	W	B	10.40	99.90	7.50
2003	13500 C	W 13500	B 0	7.40	99.90	7.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 6399 - RAMP 87201001 FROM NB NW 137 AVE TO EB SR 836 EXT, 250' N OF NW 137 AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2012	11000 C	E 11000	0	9.00	99.90	7.00
2011	7800 F	0	0	9.00	99.90	4.40
2010	8500 C	E 8500	0	11.38	99.99	4.40
2009	7900 F	0	0	10.18	99.99	6.50
2008	8100 C	E 8100	0	10.31	99.99	6.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

SITE: 6399 - RAMP 87201001 FROM NB NW 137 AVE TO EB SR 836 EXT, 250' N OF NW 137 AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2012	11000 C	E 11000	0	9.00	99.90	7.00
2011	7800 F	0	0	9.00	99.90	4.40
2010	8500 C	E 8500	0	11.38	99.99	4.40
2009	7900 F	0	0	10.18	99.99	6.50
2008	8100 C	E 8100	0	10.31	99.99	6.50

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2012 HISTORICAL AADT REPORT

COUNTY: 87 - MIAMI-DADE

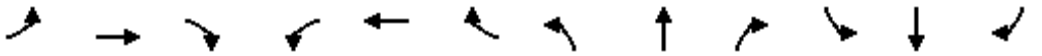
SITE: 6400 - RAMP 87202001 FROM WB SR 836 EXT TO NW 137 AVE, 300' S OF SR 836

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2012	11000 C	W 11000	0	9.00	99.90	4.80
2011	9200 F	0	0	9.00	99.90	2.60
2010	10000 C	W 10000	0	11.38	99.99	2.60
2009	8500 F	0	0	10.18	99.99	14.80
2008	8700 C	W 8700	0	10.31	99.99	14.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

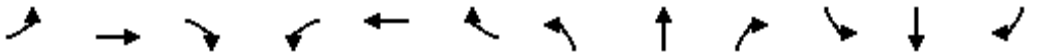
Appendix H

Synchro Output Reports



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	423	2593	63	225	1098	404	194	445	1440	453	293	203
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.9	5.9	3.0	5.9	5.9	3.0	5.4	3.0	3.0	5.4	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	0.86	0.86	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	5085	1583	3367	4988	1583	1770	3539	1583	3044	2964	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.36	1.00	1.00	0.15	0.61	
Satd. Flow (perm)	3433	5085	1583	3367	4988	1583	673	3539	1583	482	1809	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	460	2818	68	245	1193	439	211	484	1565	492	318	221
RTOR Reduction (vph)	0	0	22	0	0	163	0	0	42	0	36	0
Lane Group Flow (vph)	460	2818	46	245	1193	276	211	484	1523	443	552	0
Heavy Vehicles (%)	2%	2%	2%	4%	4%	2%	2%	2%	2%	2%	5%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases			6			2	4		4	8		
Actuated Green, G (s)	19.0	103.1	103.1	13.0	97.1	97.1	46.6	26.6	39.6	46.6	46.6	
Effective Green, g (s)	19.0	103.1	103.1	13.0	97.1	97.1	46.6	26.6	39.6	46.6	46.6	
Actuated g/C Ratio	0.11	0.57	0.57	0.07	0.54	0.54	0.26	0.15	0.22	0.26	0.26	
Clearance Time (s)	3.0	5.9	5.9	3.0	5.9	5.9	3.0	5.4	3.0	3.0	5.4	
Lane Grp Cap (vph)	362	2912	906	243	2690	853	296	522	348	409	596	
v/s Ratio Prot	c0.13	c0.55		0.07	0.24		0.08	0.14	c0.32	c0.12	0.10	
v/s Ratio Perm			0.03			0.17	0.11		0.65	0.16	0.14	
v/c Ratio	1.27	0.97	0.05	1.01	0.44	0.32	0.71	0.93	4.38	1.08	0.93	
Uniform Delay, d1	80.5	36.9	16.9	83.5	25.1	23.1	56.2	75.7	70.2	59.2	65.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	141.9	10.7	0.1	59.9	0.5	1.0	13.7	24.9	1525.9	68.7	22.7	
Delay (s)	222.4	47.5	17.0	143.4	25.6	24.1	69.8	100.7	1596.1	127.8	87.7	
Level of Service	F	D	B	F	C	C	E	F	F	F	F	
Approach Delay (s)		70.9			40.6			1133.4			104.9	
Approach LOS		E			D			F			F	

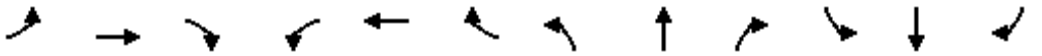
Intersection Summary			
HCM 2000 Control Delay	350.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.83		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	17.3
Intersection Capacity Utilization	165.9%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	310	1089	316	149	254	161	272	2209	1056	141	769	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	7.0	5.9	5.9	7.0		5.9	6.9	5.9	5.9	6.9	5.9
Lane Util. Factor	0.97	0.95	0.88	0.97	0.95		0.97	0.91	1.00	0.97	0.86	1.00
Frt	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	2787	3242	3219		3433	5085	1583	3400	6285	1553
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	2787	3242	3219		3433	5085	1583	3400	6285	1553
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	316	1111	322	152	259	164	278	2254	1078	144	785	87
RTOR Reduction (vph)	0	0	82	0	63	0	0	0	54	0	0	43
Lane Group Flow (vph)	316	1111	240	152	360	0	278	2254	1024	144	785	44
Heavy Vehicles (%)	2%	2%	2%	8%	6%	5%	2%	2%	2%	3%	4%	4%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4		1	6	7	5	2	3
Permitted Phases			8						6			2
Actuated Green, G (s)	17.6	43.0	59.3	11.1	36.5		16.3	69.1	80.2	11.1	63.9	81.5
Effective Green, g (s)	17.6	43.0	59.3	11.1	36.5		16.3	69.1	80.2	11.1	63.9	81.5
Actuated g/C Ratio	0.11	0.27	0.37	0.07	0.23		0.10	0.43	0.50	0.07	0.40	0.51
Clearance Time (s)	5.9	7.0	5.9	5.9	7.0		5.9	6.9	5.9	5.9	6.9	5.9
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	377	951	1032	224	734		349	2196	793	235	2510	791
v/s Ratio Prot	0.09	c0.31	0.02	0.05	0.11		c0.08	0.44	c0.09	0.04	0.12	0.01
v/s Ratio Perm			0.06						0.56			0.02
v/c Ratio	0.84	1.17	0.23	0.68	0.49		0.80	1.03	1.29	0.61	0.31	0.06
Uniform Delay, d1	69.8	58.5	34.7	72.7	53.7		70.2	45.5	39.9	72.4	33.0	19.8
Progression Factor	1.00	1.00	1.00	1.00	1.00		0.98	0.99	1.08	0.96	1.40	0.41
Incremental Delay, d2	14.9	87.1	0.1	7.9	0.5		10.7	25.3	139.6	8.1	0.2	0.0
Delay (s)	84.7	145.6	34.8	80.6	54.2		79.9	70.2	182.6	77.3	46.3	8.1
Level of Service	F	F	C	F	D		E	E	F	E	D	A
Approach Delay (s)		114.2			61.2			104.5			47.4	
Approach LOS		F			E			F			D	

Intersection Summary			
HCM 2000 Control Delay	95.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.7
Intersection Capacity Utilization	115.2%	ICU Level of Service	H
Analysis Period (min)	15		

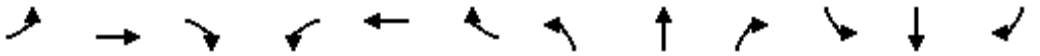
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	255	989	61	124	392	213	196	1327	447	185	1199	191
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.5		3.0	5.5		3.0	5.5	5.5	3.0	5.5	
Lane Util. Factor	1.00	0.95		0.97	0.95		1.00	0.95	1.00	1.00	0.91	
Frt	1.00	0.99		1.00	0.95		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	3399		3433	3331		1736	3539	1583	1770	4980	
Flt Permitted	0.21	1.00		0.95	1.00		0.08	1.00	1.00	0.06	1.00	
Satd. Flow (perm)	391	3399		3433	3331		140	3539	1583	117	4980	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	263	1020	63	128	404	220	202	1368	461	191	1236	197
RTOR Reduction (vph)	0	3	0	0	45	0	0	0	145	0	13	0
Lane Group Flow (vph)	263	1080	0	128	579	0	202	1368	316	191	1420	0
Heavy Vehicles (%)	3%	5%	10%	2%	3%	2%	4%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8						6		6	2		
Actuated Green, G (s)	66.5	52.2		11.3	44.5		82.5	66.5	66.5	76.5	63.5	
Effective Green, g (s)	66.5	52.2		11.3	44.5		82.5	66.5	66.5	76.5	63.5	
Actuated g/C Ratio	0.42	0.33		0.07	0.28		0.52	0.42	0.42	0.48	0.40	
Clearance Time (s)	3.0	5.5		3.0	5.5		3.0	5.5	5.5	3.0	5.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	324	1108		242	926		231	1470	657	190	1976	
v/s Ratio Prot	c0.10	c0.32		0.04	0.17		c0.09	0.39		c0.08	0.29	
v/s Ratio Perm	0.24						0.36		0.20	c0.40		
v/c Ratio	0.81	0.98		0.53	0.62		0.87	0.93	0.48	1.01	0.72	
Uniform Delay, d1	34.7	53.3		71.8	50.5		42.2	44.6	34.1	50.2	40.7	
Progression Factor	1.00	1.00		1.00	1.00		1.68	1.13	1.68	1.00	1.00	
Incremental Delay, d2	14.3	21.0		2.1	1.3		12.5	4.1	0.7	66.7	2.3	
Delay (s)	49.0	74.3		73.9	51.8		83.5	54.5	58.0	116.9	43.0	
Level of Service	D	E		E	D		F	D	E	F	D	
Approach Delay (s)		69.3			55.5			58.2			51.7	
Approach LOS		E			E			E			D	

Intersection Summary			
HCM 2000 Control Delay	58.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	95.6%	ICU Level of Service	F
Analysis Period (min)	15		

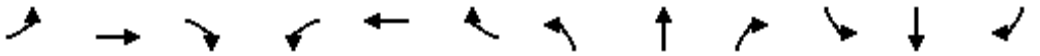
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	295	1060	29	126	404	207	58	294	85	180	180	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.1		3.0	6.1		3.0	6.0		3.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	1.00		1.00	0.95		1.00	0.97		1.00	0.94	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3391		1770	3088		1770	3355		1687	3247	
Flt Permitted	0.33	1.00		0.13	1.00		0.55	1.00		0.36	1.00	
Satd. Flow (perm)	618	3391		234	3088		1030	3355		641	3247	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	321	1152	32	137	439	225	63	320	92	196	196	115
RTOR Reduction (vph)	0	2	0	0	79	0	0	33	0	0	96	0
Lane Group Flow (vph)	321	1182	0	137	585	0	63	379	0	196	215	0
Heavy Vehicles (%)	2%	6%	7%	2%	13%	7%	2%	4%	4%	7%	5%	5%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	44.9	36.7		42.7	35.6		19.6	13.2		20.8	13.8	
Effective Green, g (s)	44.9	36.7		42.7	35.6		19.6	13.2		20.8	13.8	
Actuated g/C Ratio	0.55	0.45		0.52	0.43		0.24	0.16		0.25	0.17	
Clearance Time (s)	3.0	6.1		3.0	6.1		3.0	6.0		3.0	6.0	
Vehicle Extension (s)	3.0	1.0		3.0	1.0		2.5	2.5		3.0	2.5	
Lane Grp Cap (vph)	453	1515		254	1339		303	539		251	545	
v/s Ratio Prot	c0.07	c0.35		0.05	0.19		0.02	0.11		c0.07	0.07	
v/s Ratio Perm	0.32			0.23			0.03			c0.13		
v/c Ratio	0.71	0.78		0.54	0.44		0.21	0.70		0.78	0.40	
Uniform Delay, d1	10.7	19.3		12.7	16.2		24.7	32.6		26.6	30.4	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	5.0	4.0		2.2	1.0		0.2	3.9		14.5	0.3	
Delay (s)	15.8	23.3		14.9	17.3		24.9	36.5		41.1	30.8	
Level of Service	B	C		B	B		C	D		D	C	
Approach Delay (s)		21.7			16.9			34.9			34.8	
Approach LOS		C			B			C			C	

Intersection Summary			
HCM 2000 Control Delay	24.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	82.1	Sum of lost time (s)	18.1
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		

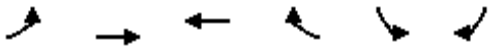
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	582	1624	11	119	266	187	7	689	435	34	126	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	1.00		1.00	0.94		1.00	0.94		1.00	0.95	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3536		1752	3227		1583	3334		1327	3305	
Flt Permitted	0.35	1.00		0.06	1.00		0.56	1.00		0.08	1.00	
Satd. Flow (perm)	651	3536		119	3227		941	3334		107	3305	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	619	1728	12	127	283	199	7	733	463	36	134	60
RTOR Reduction (vph)	0	0	0	0	71	0	0	56	0	0	28	0
Lane Group Flow (vph)	619	1740	0	127	411	0	7	1140	0	36	166	0
Heavy Vehicles (%)	2%	2%	2%	3%	7%	2%	14%	2%	2%	36%	2%	9%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	102.0	92.0		69.0	62.0		68.0	59.0		58.0	52.0	
Effective Green, g (s)	102.0	92.0		69.0	62.0		68.0	59.0		58.0	52.0	
Actuated g/C Ratio	0.57	0.51		0.38	0.34		0.38	0.33		0.32	0.29	
Clearance Time (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	598	1807		109	1111		401	1092		75	954	
v/s Ratio Prot	c0.21	0.49		c0.05	0.13		0.00	c0.34		c0.02	0.05	
v/s Ratio Perm	0.37			c0.40			0.01			0.14		
v/c Ratio	1.04	0.96		1.17	0.37		0.02	1.04		0.48	0.17	
Uniform Delay, d1	29.8	42.3		47.9	44.3		35.1	60.5		49.1	47.9	
Progression Factor	1.00	1.00		0.84	0.90		1.00	1.00		1.00	1.00	
Incremental Delay, d2	46.2	14.0		136.6	0.9		0.1	39.5		20.4	0.4	
Delay (s)	76.0	56.4		177.1	40.9		35.2	100.0		69.4	48.3	
Level of Service	E	E		F	D		D	F		E	D	
Approach Delay (s)		61.5			69.3			99.6			51.6	
Approach LOS		E			E			F			D	

Intersection Summary			
HCM 2000 Control Delay	72.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	96.5%	ICU Level of Service	F
Analysis Period (min)	15		

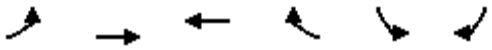
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	117	795	321	28	942	241
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	3505	1553	3367	1482
Flt Permitted	0.44	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	823	3539	3505	1553	3367	1482
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	123	837	338	29	992	254
RTOR Reduction (vph)	0	0	0	21	0	164
Lane Group Flow (vph)	123	837	338	8	992	90
Heavy Vehicles (%)	2%	2%	3%	4%	4%	9%
Turn Type	pm+pt	NA	NA	Perm	NA	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6			2		8
Actuated Green, G (s)	48.0	48.0	24.0	24.0	32.0	32.0
Effective Green, g (s)	48.0	48.0	24.0	24.0	32.0	32.0
Actuated g/C Ratio	0.53	0.53	0.27	0.27	0.36	0.36
Clearance Time (s)	3.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	659	1887	934	414	1197	526
v/s Ratio Prot	0.04	c0.24	0.10		c0.29	
v/s Ratio Perm	0.06			0.00		0.06
v/c Ratio	0.19	0.44	0.36	0.02	0.83	0.17
Uniform Delay, d1	10.7	12.8	26.8	24.3	26.5	19.9
Progression Factor	1.00	1.00	1.00	1.61	1.00	1.00
Incremental Delay, d2	0.6	0.8	1.1	0.1	4.9	0.2
Delay (s)	11.3	13.6	27.8	39.1	31.4	20.1
Level of Service	B	B	C	D	C	C
Approach Delay (s)		13.3	28.7		29.1	
Approach LOS		B	C		C	

Intersection Summary			
HCM 2000 Control Delay	23.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	57.2%	ICU Level of Service	B
Analysis Period (min)	15		

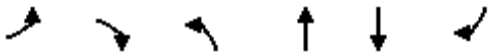
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	951	61	248	97	403	91
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	1.00	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3400	1845	3312	1252	3433	1553
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3400	1845	3312	1252	3433	1553
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1001	64	261	102	424	96
RTOR Reduction (vph)	0	0	0	80	0	78
Lane Group Flow (vph)	1001	64	261	22	424	18
Heavy Vehicles (%)	3%	3%	9%	29%	2%	4%
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	1	6	2		8	
Permitted Phases				2		8
Actuated Green, G (s)	41.4	63.4	19.0	19.0	16.6	16.6
Effective Green, g (s)	41.4	63.4	19.0	19.0	16.6	16.6
Actuated g/C Ratio	0.46	0.70	0.21	0.21	0.18	0.18
Clearance Time (s)	3.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	1564	1299	699	264	633	286
v/s Ratio Prot	c0.29	0.03	c0.08		c0.12	
v/s Ratio Perm				0.02		0.01
v/c Ratio	0.64	0.05	0.37	0.08	0.67	0.06
Uniform Delay, d1	18.6	4.1	30.4	28.5	34.1	30.3
Progression Factor	0.67	0.80	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.6	0.1	1.5	0.6	2.7	0.1
Delay (s)	14.1	3.3	31.9	29.1	36.8	30.4
Level of Service	B	A	C	C	D	C
Approach Delay (s)		13.5	31.1		35.7	
Approach LOS		B	C		D	

Intersection Summary			
HCM 2000 Control Delay	22.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	57.1%	ICU Level of Service	B
Analysis Period (min)	15		

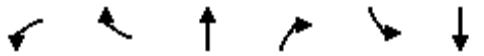
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	820	2908	1219	183
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			3.0	5.0	5.0	5.0
Lane Util. Factor			1.00	0.91	0.91	1.00
Frt			1.00	1.00	1.00	0.85
Flt Protected			0.95	1.00	1.00	1.00
Satd. Flow (prot)			1770	5085	4940	1482
Flt Permitted			0.17	1.00	1.00	1.00
Satd. Flow (perm)			325	5085	4940	1482
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	837	2967	1244	187
RTOR Reduction (vph)	0	0	0	0	0	34
Lane Group Flow (vph)	0	0	837	2967	1244	153
Heavy Vehicles (%)	2%	2%	2%	2%	5%	9%
Turn Type			pm+pt	NA	NA	Perm
Protected Phases			1	6	2	
Permitted Phases			6			2
Actuated Green, G (s)			155.0	160.0	100.0	100.0
Effective Green, g (s)			155.0	160.0	100.0	100.0
Actuated g/C Ratio			0.97	1.00	0.62	0.62
Clearance Time (s)			3.0	5.0	5.0	5.0
Vehicle Extension (s)			3.0	3.0	3.0	3.0
Lane Grp Cap (vph)			784	5085	3087	926
v/s Ratio Prot			c0.35	0.58	0.25	
v/s Ratio Perm			c0.69			0.10
v/c Ratio			1.07	0.58	0.40	0.17
Uniform Delay, d1			34.4	0.0	15.0	12.5
Progression Factor			1.01	1.00	1.15	1.44
Incremental Delay, d2			37.7	0.1	0.4	0.4
Delay (s)			72.4	0.1	17.7	18.4
Level of Service			E	A	B	B
Approach Delay (s)	0.0			16.0	17.8	
Approach LOS	A			B	B	

Intersection Summary			
HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	76.5%	ICU Level of Service	D
Analysis Period (min)	15		

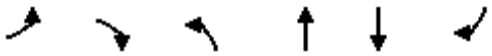
c Critical Lane Group



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	753	2908	0	0	1219
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.8	4.9			4.9
Lane Util. Factor		0.88	0.91			0.91
Frt		0.85	1.00			1.00
Flt Protected		1.00	1.00			1.00
Satd. Flow (prot)		2787	5085			4940
Flt Permitted		1.00	1.00			1.00
Satd. Flow (perm)		2787	5085			4940
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	768	2967	0	0	1244
RTOR Reduction (vph)	0	10	0	0	0	0
Lane Group Flow (vph)	0	758	2967	0	0	1244
Heavy Vehicles (%)	2%	2%	2%	2%	2%	5%
Turn Type		custom	NA			NA
Protected Phases			6			2
Permitted Phases		4				
Actuated Green, G (s)		20.2	130.1			130.1
Effective Green, g (s)		20.2	130.1			130.1
Actuated g/C Ratio		0.13	0.81			0.81
Clearance Time (s)		4.8	4.9			4.9
Vehicle Extension (s)		3.0	3.0			3.0
Lane Grp Cap (vph)		351	4134			4016
v/s Ratio Prot			c0.58			0.25
v/s Ratio Perm		c0.27				
v/c Ratio		2.16	0.72			0.31
Uniform Delay, d1		69.9	6.7			3.7
Progression Factor		1.00	1.00			1.27
Incremental Delay, d2		530.6	1.1			0.2
Delay (s)		600.5	7.8			4.9
Level of Service		F	A			A
Approach Delay (s)	600.5		7.8			4.9
Approach LOS	F		A			A

Intersection Summary			
HCM 2000 Control Delay	98.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.7
Intersection Capacity Utilization	90.6%	ICU Level of Service	E
Analysis Period (min)	15		

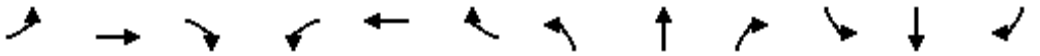
c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	791	199	0	964	1311	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	0.91	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	0.95	1.00		1.00	1.00	1.00
Satd. Flow (prot)	1770	1583		1863	5036	1442
Flt Permitted	0.95	1.00		1.00	1.00	1.00
Satd. Flow (perm)	1770	1583		1863	5036	1442
Peak-hour factor, PHF	0.99	0.99	0.99	0.99	0.99	0.99
Adj. Flow (vph)	799	201	0	974	1324	215
RTOR Reduction (vph)	0	3	0	0	0	135
Lane Group Flow (vph)	799	198	0	974	1324	80
Heavy Vehicles (%)	2%	2%	2%	2%	3%	12%
Turn Type	NA	Perm		NA	NA	Perm
Protected Phases	8			6	2	
Permitted Phases		8				2
Actuated Green, G (s)	32.9	32.9		25.1	25.1	25.1
Effective Green, g (s)	32.9	32.9		25.1	25.1	25.1
Actuated g/C Ratio	0.49	0.49		0.37	0.37	0.37
Clearance Time (s)	4.6	4.6		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	861	770		691	1869	535
v/s Ratio Prot	c0.45			c0.52	0.26	
v/s Ratio Perm		0.13				0.06
v/c Ratio	0.93	0.26		1.41	0.71	0.15
Uniform Delay, d1	16.2	10.2		21.2	18.1	14.1
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	15.8	0.2		192.9	1.3	0.1
Delay (s)	32.0	10.4		214.1	19.4	14.3
Level of Service	C	B		F	B	B
Approach Delay (s)	27.7			214.1	18.7	
Approach LOS	C			F	B	

Intersection Summary			
HCM 2000 Control Delay	75.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	67.6	Sum of lost time (s)	9.6
Intersection Capacity Utilization	102.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

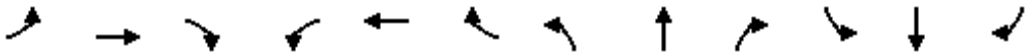


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	1	1	3	298	1	30	4	830	1629	9	82	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.6		5.5	5.5	5.5	5.3	5.3	5.5	3.0	5.3	
Lane Util. Factor		1.00		0.95	0.95	1.00	1.00	0.91	0.91	1.00	0.95	
Frt		0.92		1.00	1.00	0.85	1.00	0.93	0.85	1.00	1.00	
Flt Protected		0.99		0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1695		1588	1593	1380	1770	3138	1441	955	2779	
Flt Permitted		0.99		0.95	0.95	1.00	0.70	1.00	1.00	0.10	1.00	
Satd. Flow (perm)		1695		1588	1593	1380	1302	3138	1441	99	2779	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	1	1	3	304	1	31	4	847	1662	9	84	1
RTOR Reduction (vph)	0	3	0	0	0	25	0	196	326	0	0	0
Lane Group Flow (vph)	0	2	0	152	153	6	4	1482	505	9	85	0
Heavy Vehicles (%)	2%	2%	2%	8%	2%	17%	2%	2%	2%	89%	30%	2%
Turn Type	Split	NA		Split	NA	Perm	Perm	NA	pm+ov	pm+pt	NA	
Protected Phases	1	1		2	2			4	2	3	8	
Permitted Phases						2	4		4	8		
Actuated Green, G (s)		7.9		17.0	17.0	17.0	37.7	37.7	54.7	48.7	48.7	
Effective Green, g (s)		7.9		17.0	17.0	17.0	37.7	37.7	54.7	48.7	48.7	
Actuated g/C Ratio		0.09		0.19	0.19	0.19	0.42	0.42	0.61	0.54	0.54	
Clearance Time (s)		5.6		5.5	5.5	5.5	5.3	5.3	5.5	3.0	5.3	
Lane Grp Cap (vph)		148		299	300	260	545	1314	875	129	1503	
v/s Ratio Prot		c0.00		0.10	0.10			c0.47	c0.11	c0.01	0.03	
v/s Ratio Perm						0.00	0.00		0.24	0.03		
v/c Ratio		0.02		0.51	0.51	0.02	0.01	1.13	0.58	0.07	0.06	
Uniform Delay, d1		37.5		32.8	32.8	29.7	15.2	26.1	10.7	17.1	9.8	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.2		6.1	6.1	0.2	0.0	67.7	2.8	1.0	0.1	
Delay (s)		37.7		38.8	38.8	29.9	15.3	93.8	13.4	18.2	9.8	
Level of Service		D		D	D	C	B	F	B	B	A	
Approach Delay (s)		37.7			38.0			67.1			10.6	
Approach LOS		D			D			E			B	

Intersection Summary			
HCM 2000 Control Delay	61.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	19.4
Intersection Capacity Utilization	89.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	2076	22	30	531	37	228
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.8		3.0	4.8	5.0	
Lane Util. Factor	0.95		1.00	0.95	1.00	
Frt	1.00		1.00	1.00	0.88	
Flt Protected	1.00		0.95	1.00	0.99	
Satd. Flow (prot)	3531		1752	3406	1633	
Flt Permitted	1.00		0.03	1.00	0.99	
Satd. Flow (perm)	3531		58	3406	1633	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2185	23	32	559	39	240
RTOR Reduction (vph)	0	0	0	0	91	0
Lane Group Flow (vph)	2208	0	32	559	188	0
Heavy Vehicles (%)	2%	9%	3%	6%	3%	2%
Turn Type	NA		pm+pt	NA	NA	
Protected Phases	4		3	8	2	
Permitted Phases			8			
Actuated Green, G (s)	125.2		140.2	140.2	30.0	
Effective Green, g (s)	125.2		140.2	140.2	30.0	
Actuated g/C Ratio	0.70		0.78	0.78	0.17	
Clearance Time (s)	4.8		3.0	4.8	5.0	
Lane Grp Cap (vph)	2456		158	2652	272	
v/s Ratio Prot	c0.63		0.01	c0.16	c0.12	
v/s Ratio Perm			0.15			
v/c Ratio	0.90		0.20	0.21	0.69	
Uniform Delay, d1	22.3		35.2	5.3	70.6	
Progression Factor	0.47		1.00	1.00	1.00	
Incremental Delay, d2	1.8		2.9	0.2	13.5	
Delay (s)	12.3		38.1	5.4	84.2	
Level of Service	B		D	A	F	
Approach Delay (s)	12.3			7.2	84.2	
Approach LOS	B			A	F	

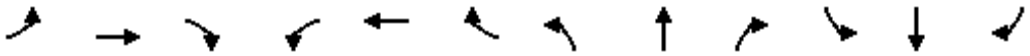
Intersection Summary			
HCM 2000 Control Delay	17.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	12.8
Intersection Capacity Utilization	82.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	612	1340	69	36	333	66	9	18	30	32	22	206
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	624	1367	70	37	340	67	9	18	31	33	22	210
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	407			1438			3116	3132	719	2419	3134	204
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	407			1438			3116	3132	719	2419	3134	204
tC, single (s)	4.1			4.1			8.2	6.5	7.0	7.5	6.5	7.0
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.8	4.0	3.3	3.5	4.0	3.3
p0 queue free %	46			92			0	0	92	0	0	74
cM capacity (veh/h)	1148			468			0	5	369	0	5	794

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	624	912	526	37	227	181	58	265
Volume Left	624	0	0	37	0	0	9	33
Volume Right	0	0	70	0	0	67	31	210
cSH	1148	1700	1700	468	1700	1700	0	0
Volume to Capacity	0.54	0.54	0.31	0.08	0.13	0.11	Err	Err
Queue Length 95th (ft)	85	0	0	6	0	0	Err	Err
Control Delay (s)	11.8	0.0	0.0	13.3	0.0	0.0	Err	Err
Lane LOS	B			B			F	F
Approach Delay (s)	3.6			1.1			Err	Err
Approach LOS							F	F

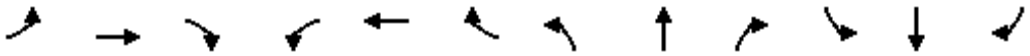
Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	1357	39	88	445	19	3	0	26	7	0	2
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Hourly flow rate (vph)	0	1385	40	90	454	19	3	0	27	7	0	2
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					1200							
pX, platoon unblocked												
vC, conflicting volume	473			1424			1813	2058	712	1362	2068	237
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	473			1424			1813	2058	712	1362	2068	237
tC, single (s)	4.4			4.2			7.5	6.5	7.1	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.3			2.3			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	100			80			93	100	93	91	100	100
cM capacity (veh/h)	1005			454			41	44	361	84	43	765

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1
Volume Total	0	923	501	90	303	171	3	27	9
Volume Left	0	0	0	90	0	0	3	0	7
Volume Right	0	0	40	0	0	19	0	27	2
cSH	1700	1700	1700	454	1700	1700	41	361	105
Volume to Capacity	0.00	0.54	0.29	0.20	0.18	0.10	0.07	0.07	0.09
Queue Length 95th (ft)	0	0	0	18	0	0	6	6	7
Control Delay (s)	0.0	0.0	0.0	14.9	0.0	0.0	98.8	15.8	42.7
Lane LOS				B			F	C	E
Approach Delay (s)	0.0			2.4			24.3		42.7
Approach LOS							C		E

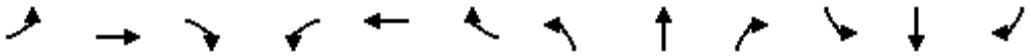
Intersection Summary			
Average Delay	1.2		
Intersection Capacity Utilization	60.0%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	4	251	234	28	101	36	121	52	40	111	114	9
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	4	282	263	31	113	40	136	58	45	125	128	10

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total (vph)	287	263	185	239	263
Volume Left (vph)	4	0	31	136	125
Volume Right (vph)	0	263	40	45	10
Hadj (s)	0.04	-0.67	-0.05	0.05	0.11
Departure Headway (s)	6.6	5.9	6.6	6.6	6.5
Degree Utilization, x	0.53	0.43	0.34	0.44	0.48
Capacity (veh/h)	524	587	482	502	510
Control Delay (s)	15.5	12.0	13.0	14.5	15.4
Approach Delay (s)	13.8		13.0	14.5	15.4
Approach LOS	B		B	B	C

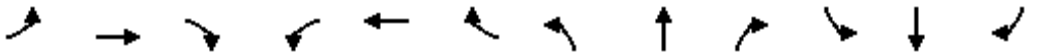
Intersection Summary				
Delay	14.2			
Level of Service	B			
Intersection Capacity Utilization	48.6%	ICU Level of Service	A	
Analysis Period (min)	15			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	293	1371	242	940	2594	353	247	286	462	319	469	351
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.9	5.9	3.0	5.9	5.9	3.0	5.4	3.0	3.0	5.4	
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	0.86	0.86	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.94	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433	5036	1583	3433	5085	1583	1770	3406	1583	3044	3000	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.16	1.00	1.00	0.51	0.93	
Satd. Flow (perm)	3433	5036	1583	3433	5085	1583	291	3406	1583	1634	2799	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	299	1399	247	959	2647	360	252	292	471	326	479	358
RTOR Reduction (vph)	0	0	62	0	0	98	0	0	27	0	58	0
Lane Group Flow (vph)	299	1399	185	959	2647	262	252	292	444	293	812	0
Heavy Vehicles (%)	2%	3%	2%	2%	2%	2%	2%	6%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases			6			2	4		4	8		
Actuated Green, G (s)	13.0	43.1	43.1	40.0	70.1	70.1	51.4	34.4	74.4	47.8	47.8	
Effective Green, g (s)	13.0	43.1	43.1	40.0	70.1	70.1	51.4	34.4	74.4	47.8	47.8	
Actuated g/C Ratio	0.09	0.29	0.29	0.27	0.47	0.47	0.34	0.23	0.50	0.32	0.32	
Clearance Time (s)	3.0	5.9	5.9	3.0	5.9	5.9	3.0	5.4	3.0	3.0	5.4	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	297	1447	454	915	2376	739	267	781	785	663	912	
v/s Ratio Prot	0.09	0.28		c0.28	c0.52		c0.11	0.09	0.15	0.04	0.09	
v/s Ratio Perm			0.12			0.17	c0.22		0.13	0.10	0.19	
v/c Ratio	1.01	0.97	0.41	1.05	1.11	0.35	0.94	0.37	0.57	0.44	0.89	
Uniform Delay, d1	68.5	52.7	43.1	55.0	40.0	25.5	39.4	48.7	26.5	38.6	48.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	53.9	17.0	2.7	43.1	57.9	1.3	39.8	0.3	0.9	0.5	10.8	
Delay (s)	122.4	69.7	45.8	98.1	97.8	26.8	79.2	49.0	27.4	39.0	59.4	
Level of Service	F	E	D	F	F	C	E	D	C	D	E	
Approach Delay (s)		74.8			91.5			46.5			54.3	
Approach LOS		E			F			D			D	

Intersection Summary			
HCM 2000 Control Delay	76.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	17.3
Intersection Capacity Utilization	106.2%	ICU Level of Service	G
Analysis Period (min)	15		

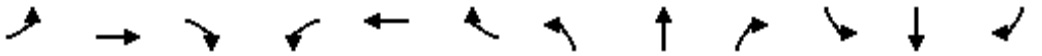
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	203	337	1036	675	741	91	404	1190	284	139	2409	175
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.9	7.0	5.9	5.9	7.0		5.9	6.9	5.9	5.9	6.9	5.9
Lane Util. Factor	0.97	0.95	0.88	0.97	0.95		0.97	0.91	1.00	0.97	0.86	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3505	2787	3433	3474		3433	5036	1553	3433	6408	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3505	2787	3433	3474		3433	5036	1553	3433	6408	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	216	359	1102	718	788	97	430	1266	302	148	2563	186
RTOR Reduction (vph)	0	0	87	0	6	0	0	0	21	0	0	72
Lane Group Flow (vph)	216	359	1015	718	879	0	430	1266	281	148	2563	114
Heavy Vehicles (%)	2%	3%	2%	2%	2%	4%	2%	3%	4%	2%	2%	2%
Turn Type	Prot	NA	pm+ov	Prot	NA		Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	3	8	1	7	4		1	6	7	5	2	3
Permitted Phases			8						6			2
Actuated Green, G (s)	14.5	10.8	29.9	36.3	32.6		19.1	75.1	111.4	12.1	68.1	82.6
Effective Green, g (s)	14.5	10.8	29.9	36.3	32.6		19.1	75.1	111.4	12.1	68.1	82.6
Actuated g/C Ratio	0.09	0.07	0.19	0.23	0.20		0.12	0.47	0.70	0.08	0.43	0.52
Clearance Time (s)	5.9	7.0	5.9	5.9	7.0		5.9	6.9	5.9	5.9	6.9	5.9
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	311	236	520	778	707		409	2363	1081	259	2727	817
v/s Ratio Prot	0.06	0.10	c0.23	c0.21	c0.25		0.13	0.25	0.06	0.04	c0.40	0.01
v/s Ratio Perm			0.13						0.12			0.06
v/c Ratio	0.69	1.52	1.95	0.92	1.24		1.05	0.54	0.26	0.57	0.94	0.14
Uniform Delay, d1	70.6	74.6	65.0	60.5	63.7		70.5	30.1	9.0	71.4	44.0	20.2
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.06	0.85	0.94	0.90	1.08	1.04
Incremental Delay, d2	6.6	255.0	435.3	16.4	121.5		58.3	0.9	0.1	7.3	6.7	0.1
Delay (s)	77.2	329.6	500.4	76.9	185.2		133.1	26.4	8.6	71.9	54.0	21.1
Level of Service	E	F	F	E	F		F	C	A	E	D	C
Approach Delay (s)		409.3			136.7			46.7			52.8	
Approach LOS		F			F			D			D	

Intersection Summary			
HCM 2000 Control Delay	140.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	25.7
Intersection Capacity Utilization	106.0%	ICU Level of Service	G
Analysis Period (min)	15		

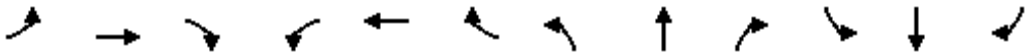
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	174	371	82	353	936	169	139	887	171	174	1489	244
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.5		3.0	5.5		3.0	5.5	5.5	3.0	5.5	
Lane Util. Factor	1.00	0.95		0.97	0.95		1.00	0.95	1.00	1.00	0.91	
Frt	1.00	0.97		1.00	0.98		1.00	1.00	0.85	1.00	0.98	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1736	3148		3433	3458		1736	3539	1583	1736	4978	
Flt Permitted	0.09	1.00		0.95	1.00		0.07	1.00	1.00	0.13	1.00	
Satd. Flow (perm)	163	3148		3433	3458		125	3539	1583	243	4978	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	181	386	85	368	975	176	145	924	178	181	1551	254
RTOR Reduction (vph)	0	12	0	0	9	0	0	0	91	0	14	0
Lane Group Flow (vph)	181	459	0	368	1142	0	145	924	87	181	1791	0
Heavy Vehicles (%)	4%	13%	5%	2%	2%	2%	4%	2%	2%	4%	2%	2%
Turn Type	pm+pt	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8						6		6	2		
Actuated Green, G (s)	61.0	44.7		21.8	50.2		71.5	58.5	58.5	79.5	63.5	
Effective Green, g (s)	61.0	44.7		21.8	50.2		71.5	58.5	58.5	79.5	63.5	
Actuated g/C Ratio	0.38	0.28		0.14	0.31		0.45	0.37	0.37	0.50	0.40	
Clearance Time (s)	3.0	5.5		3.0	5.5		3.0	5.5	5.5	3.0	5.5	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)	222	879		467	1084		186	1293	578	288	1975	
v/s Ratio Prot	c0.08	0.15		c0.11	c0.33		c0.06	0.26		c0.07	c0.36	
v/s Ratio Perm	0.23						0.28		0.06	0.24		
v/c Ratio	0.82	0.52		0.79	1.05		0.78	0.71	0.15	0.63	0.91	
Uniform Delay, d1	42.9	48.6		66.9	54.9		40.3	43.6	34.1	28.3	45.5	
Progression Factor	1.00	1.00		1.00	1.00		1.68	0.69	0.76	1.00	1.00	
Incremental Delay, d2	20.1	0.6		8.6	42.6		22.6	2.8	0.4	10.0	7.5	
Delay (s)	63.0	49.2		75.4	97.5		90.2	32.9	26.3	38.2	53.0	
Level of Service	E	D		E	F		F	C	C	D	D	
Approach Delay (s)		53.0			92.1			38.6			51.6	
Approach LOS		D			F			D			D	

Intersection Summary			
HCM 2000 Control Delay	60.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	98.6%	ICU Level of Service	F
Analysis Period (min)	15		

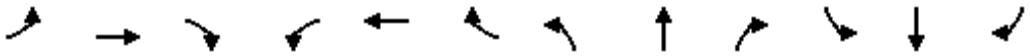
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	54	339	43	161	973	195	33	167	119	140	399	532
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	6.1		3.0	6.1		3.0	6.0		3.0	6.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.98		1.00	0.97		1.00	0.94		1.00	0.91	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1626	3150		1770	3428		1556	3305		1597	3236	
Flt Permitted	0.12	1.00		0.48	1.00		0.27	1.00		0.52	1.00	
Satd. Flow (perm)	214	3150		885	3428		437	3305		878	3236	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	57	357	45	169	1024	205	35	176	125	147	420	560
RTOR Reduction (vph)	0	12	0	0	19	0	0	102	0	0	244	0
Lane Group Flow (vph)	57	390	0	169	1210	0	35	199	0	147	736	0
Heavy Vehicles (%)	11%	13%	10%	2%	2%	6%	16%	2%	3%	13%	2%	2%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	39.2	35.1		44.8	37.9		21.2	15.0		22.8	15.8	
Effective Green, g (s)	39.2	35.1		44.8	37.9		21.2	15.0		22.8	15.8	
Actuated g/C Ratio	0.48	0.43		0.55	0.46		0.26	0.18		0.28	0.19	
Clearance Time (s)	3.0	6.1		3.0	6.1		3.0	6.0		3.0	6.0	
Vehicle Extension (s)	3.0	1.0		3.0	1.0		2.5	2.5		3.0	2.5	
Lane Grp Cap (vph)	172	1346		557	1582		197	603		305	622	
v/s Ratio Prot	0.02	0.12		c0.03	c0.35		0.01	0.06		c0.04	c0.23	
v/s Ratio Perm	0.14			0.14			0.03			0.09		
v/c Ratio	0.33	0.29		0.30	0.76		0.18	0.33		0.48	1.18	
Uniform Delay, d1	13.4	15.4		9.4	18.4		23.9	29.2		23.6	33.1	
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	1.1	0.5		0.3	3.6		0.3	0.2		1.2	98.2	
Delay (s)	14.6	15.9		9.7	22.0		24.2	29.4		24.8	131.4	
Level of Service	B	B		A	C		C	C		C	F	
Approach Delay (s)		15.7			20.5			28.9			117.5	
Approach LOS		B			C			C			F	

Intersection Summary			
HCM 2000 Control Delay	53.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	82.1	Sum of lost time (s)	18.1
Intersection Capacity Utilization	86.3%	ICU Level of Service	E
Analysis Period (min)	15		

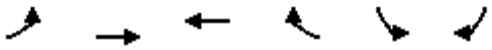
c Critical Lane Group



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	78	490	29	561	1285	50	15	154	211	147	765	316
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	
Lane Util. Factor	1.00	0.95		1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	0.99		1.00	0.99		1.00	0.91		1.00	0.96	
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1770	3509		1770	3496		1770	3232		1752	3384	
Flt Permitted	0.11	1.00		0.37	1.00		0.13	1.00		0.44	1.00	
Satd. Flow (perm)	213	3509		680	3496		248	3232		809	3384	
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	80	500	30	572	1311	51	15	157	215	150	781	322
RTOR Reduction (vph)	0	5	0	0	3	0	0	151	0	0	45	0
Lane Group Flow (vph)	80	525	0	572	1359	0	15	222	0	150	1058	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	20%	2%	2%	2%	3%	2%	2%
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2			4			8		
Actuated Green, G (s)	45.0	35.0		45.0	35.0		37.0	30.0		41.0	32.0	
Effective Green, g (s)	45.0	35.0		45.0	35.0		37.0	30.0		41.0	32.0	
Actuated g/C Ratio	0.45	0.35		0.45	0.35		0.37	0.30		0.41	0.32	
Clearance Time (s)	3.0	5.0		3.0	5.0		3.0	5.0		3.0	5.0	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	251	1228		415	1223		198	969		416	1082	
v/s Ratio Prot	0.03	0.15		c0.14	0.39		0.01	0.07		c0.03	c0.31	
v/s Ratio Perm	0.11			c0.48			0.02			0.12		
v/c Ratio	0.32	0.43		1.38	1.11		0.08	0.23		0.36	0.98	
Uniform Delay, d1	20.9	24.8		24.9	32.5		23.3	26.3		19.2	33.7	
Progression Factor	1.00	1.00		0.82	0.83		1.00	1.00		1.00	1.00	
Incremental Delay, d2	3.3	1.1		179.7	58.2		0.7	0.5		2.4	22.5	
Delay (s)	24.2	25.9		200.2	85.2		24.0	26.9		21.6	56.2	
Level of Service	C	C		F	F		C	C		C	E	
Approach Delay (s)		25.7			119.2			26.7			52.1	
Approach LOS		C			F			C			D	

Intersection Summary			
HCM 2000 Control Delay	76.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	96.0%	ICU Level of Service	F
Analysis Period (min)	15		

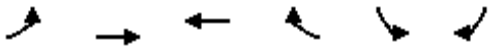
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	59	360	1208	270	401	883
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	3539	3539	1583	3400	1568
Flt Permitted	0.10	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	195	3539	3539	1583	3400	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	62	379	1272	284	422	929
RTOR Reduction (vph)	0	0	0	142	0	180
Lane Group Flow (vph)	62	379	1272	142	422	749
Heavy Vehicles (%)	2%	2%	2%	2%	3%	3%
Turn Type	pm+pt	NA	NA	Perm	NA	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6			2		8
Actuated Green, G (s)	65.0	65.0	50.0	50.0	25.0	25.0
Effective Green, g (s)	65.0	65.0	50.0	50.0	25.0	25.0
Actuated g/C Ratio	0.65	0.65	0.50	0.50	0.25	0.25
Clearance Time (s)	3.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	315	2300	1769	791	850	392
v/s Ratio Prot	c0.02	0.11	c0.36		0.12	
v/s Ratio Perm	0.10			0.09		c0.48
v/c Ratio	0.20	0.16	0.72	0.18	0.50	1.91
Uniform Delay, d1	10.8	6.9	19.5	13.7	32.1	37.5
Progression Factor	1.00	1.00	0.16	0.03	1.00	1.00
Incremental Delay, d2	1.4	0.2	1.6	0.3	0.5	419.2
Delay (s)	12.2	7.0	4.7	0.7	32.6	456.7
Level of Service	B	A	A	A	C	F
Approach Delay (s)		7.7	3.9		324.2	
Approach LOS		A	A		F	

Intersection Summary			
HCM 2000 Control Delay	133.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	96.4%	ICU Level of Service	F
Analysis Period (min)	15		

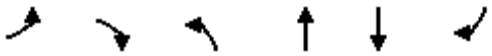
c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	292	68	1320	550	251	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	1.00	0.95	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	3303	1827	3539	1538	3433	1553
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3303	1827	3539	1538	3433	1553
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	317	74	1435	598	273	164
RTOR Reduction (vph)	0	0	0	299	0	142
Lane Group Flow (vph)	317	74	1435	299	273	22
Heavy Vehicles (%)	6%	4%	2%	5%	2%	4%
Turn Type	Prot	NA	NA	Perm	NA	Perm
Protected Phases	1	6	2		8	
Permitted Phases				2		8
Actuated Green, G (s)	23.7	76.7	50.0	50.0	13.3	13.3
Effective Green, g (s)	23.7	76.7	50.0	50.0	13.3	13.3
Actuated g/C Ratio	0.24	0.77	0.50	0.50	0.13	0.13
Clearance Time (s)	3.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	782	1401	1769	769	456	206
v/s Ratio Prot	c0.10	0.04	c0.41		c0.08	
v/s Ratio Perm				0.19		0.01
v/c Ratio	0.41	0.05	0.81	0.39	0.60	0.11
Uniform Delay, d1	32.2	2.8	21.0	15.5	40.8	38.1
Progression Factor	1.19	1.59	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.5	0.1	4.2	1.5	2.1	0.2
Delay (s)	39.7	4.6	25.2	17.0	43.0	38.3
Level of Service	D	A	C	B	D	D
Approach Delay (s)		33.1	22.8		41.2	
Approach LOS		C	C		D	

Intersection Summary			
HCM 2000 Control Delay	27.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	63.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

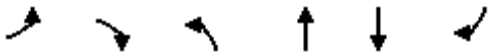


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	0	0	562	1483	3008	700
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			3.0	5.0	5.0	5.0
Lane Util. Factor			1.00	0.91	0.91	1.00
Frt			1.00	1.00	1.00	0.85
Flt Protected			0.95	1.00	1.00	1.00
Satd. Flow (prot)			1770	5085	5085	1583
Flt Permitted			0.03	1.00	1.00	1.00
Satd. Flow (perm)			62	5085	5085	1583
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	0	573	1513	3069	714
RTOR Reduction (vph)	0	0	0	0	0	13
Lane Group Flow (vph)	0	0	573	1513	3069	701
Turn Type			pm+pt	NA	NA	Perm
Protected Phases			1	6	2	
Permitted Phases			6			2
Actuated Green, G (s)			155.0	160.0	117.0	117.0
Effective Green, g (s)			155.0	160.0	117.0	117.0
Actuated g/C Ratio			0.97	1.00	0.73	0.73
Clearance Time (s)			3.0	5.0	5.0	5.0
Vehicle Extension (s)			3.0	3.0	3.0	3.0
Lane Grp Cap (vph)			433	5085	3718	1157
v/s Ratio Prot			c0.29	0.30	0.60	
v/s Ratio Perm			c0.99			0.44
v/c Ratio			1.32	0.30	0.83	0.61
Uniform Delay, d1			57.3	0.0	14.6	10.4
Progression Factor			1.17	1.00	0.58	0.57
Incremental Delay, d2			158.3	0.1	0.2	0.2
Delay (s)			225.5	0.1	8.7	6.1
Level of Service			F	A	A	A
Approach Delay (s)	0.0			62.0	8.2	
Approach LOS	A			E	A	

Intersection Summary			
HCM 2000 Control Delay	27.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.34		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	96.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	678	1483	0	0	3008
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.8	4.9			4.9
Lane Util. Factor		0.88	0.91			0.91
Frt		0.85	1.00			1.00
Flt Protected		1.00	1.00			1.00
Satd. Flow (prot)		2787	5085			5085
Flt Permitted		1.00	1.00			1.00
Satd. Flow (perm)		2787	5085			5085
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	0	692	1513	0	0	3069
RTOR Reduction (vph)	0	81	0	0	0	0
Lane Group Flow (vph)	0	611	1513	0	0	3069
Turn Type		custom	NA			NA
Protected Phases			6			2
Permitted Phases		4				
Actuated Green, G (s)		38.2	112.1			112.1
Effective Green, g (s)		38.2	112.1			112.1
Actuated g/C Ratio		0.24	0.70			0.70
Clearance Time (s)		4.8	4.9			4.9
Vehicle Extension (s)		3.0	3.0			3.0
Lane Grp Cap (vph)		665	3562			3562
v/s Ratio Prot			0.30			c0.60
v/s Ratio Perm		c0.22				
v/c Ratio		0.92	0.42			0.86
Uniform Delay, d1		59.4	10.2			18.1
Progression Factor		1.00	1.00			0.17
Incremental Delay, d2		19.8	0.4			1.6
Delay (s)		79.1	10.6			4.7
Level of Service		E	B			A
Approach Delay (s)	79.1		10.6			4.7
Approach LOS	E		B			A

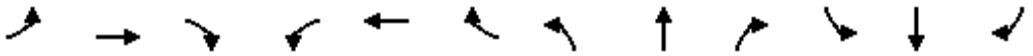
Intersection Summary			
HCM 2000 Control Delay	16.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.7
Intersection Capacity Utilization	62.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (vph)	183	147	0	621	2579	973
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.6	4.6		5.0	5.0	5.0
Lane Util. Factor	1.00	1.00		1.00	0.91	1.00
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	0.95	1.00		1.00	1.00	1.00
Satd. Flow (prot)	1736	1583		1863	5085	1583
Flt Permitted	0.95	1.00		1.00	1.00	1.00
Satd. Flow (perm)	1736	1583		1863	5085	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	193	155	0	654	2715	1024
RTOR Reduction (vph)	0	5	0	0	0	181
Lane Group Flow (vph)	193	150	0	654	2715	843
Heavy Vehicles (%)	4%	2%	2%	2%	2%	2%
Turn Type	NA	Perm		NA	NA	Perm
Protected Phases	8			6	2	
Permitted Phases		8				2
Actuated Green, G (s)	23.1	23.1		127.3	127.3	127.3
Effective Green, g (s)	23.1	23.1		127.3	127.3	127.3
Actuated g/C Ratio	0.14	0.14		0.80	0.80	0.80
Clearance Time (s)	4.6	4.6		5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	250	228		1482	4045	1259
v/s Ratio Prot	c0.11			0.35	c0.53	
v/s Ratio Perm		0.09				0.53
v/c Ratio	0.77	0.66		0.44	0.67	0.67
Uniform Delay, d1	65.9	64.7		5.1	7.2	7.2
Progression Factor	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	13.7	6.7		1.0	0.9	2.8
Delay (s)	79.6	71.4		6.1	8.1	10.0
Level of Service	E	E		A	A	A
Approach Delay (s)	76.0			6.1	8.6	
Approach LOS	E			A	A	

Intersection Summary			
HCM 2000 Control Delay	13.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.6
Intersection Capacity Utilization	68.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

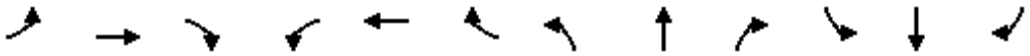


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1	5	1032	0	8	3	71	537	31	797	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.6		5.5	5.5	5.5	5.3	5.3	5.5	3.0	5.3	
Lane Util. Factor		1.00		0.95	0.95	1.00	1.00	0.91	0.91	1.00	0.95	
Frt		0.89		1.00	1.00	0.85	1.00	0.88	0.85	1.00	1.00	
Flt Protected		1.00		0.95	0.95	1.00	0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)		1653		1681	1681	1077	1770	2988	1441	1597	3539	
Flt Permitted		1.00		0.95	0.95	1.00	0.34	1.00	1.00	0.42	1.00	
Satd. Flow (perm)		1653		1681	1681	1077	626	2988	1441	712	3539	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	0	1	5	1064	0	8	3	73	554	32	822	0
RTOR Reduction (vph)	0	5	0	0	0	5	0	200	103	0	0	0
Lane Group Flow (vph)	0	1	0	532	532	3	3	150	174	32	822	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	50%	2%	2%	2%	13%	2%	2%
Turn Type	Split	NA		Split	NA	Perm	Perm	NA	pm+ov	pm+pt	NA	
Protected Phases	1	1		2	2			4	2	3	8	
Permitted Phases						2	4		4	8		
Actuated Green, G (s)		7.9		35.0	35.0	35.0	27.7	27.7	62.7	40.7	40.7	
Effective Green, g (s)		7.9		35.0	35.0	35.0	27.7	27.7	62.7	40.7	40.7	
Actuated g/C Ratio		0.08		0.35	0.35	0.35	0.28	0.28	0.63	0.41	0.41	
Clearance Time (s)		5.6		5.5	5.5	5.5	5.3	5.3	5.5	3.0	5.3	
Lane Grp Cap (vph)		130		588	588	376	173	827	903	378	1440	
v/s Ratio Prot		c0.00		c0.32	0.32			0.05	0.07	0.01	c0.23	
v/s Ratio Perm						0.00	0.00		0.05	0.03		
v/c Ratio		0.01		0.90	0.90	0.01	0.02	0.18	0.19	0.08	0.57	
Uniform Delay, d1		42.4		30.9	30.9	21.2	26.3	27.5	7.9	18.2	22.9	
Progression Factor		1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		0.2		19.9	19.9	0.0	0.2	0.5	0.5	0.4	1.6	
Delay (s)		42.6		50.8	50.8	21.2	26.4	28.0	8.4	18.6	24.6	
Level of Service		D		D	D	C	C	C	A	B	C	
Approach Delay (s)		42.6			50.6			19.4			24.3	
Approach LOS		D			D			B			C	

Intersection Summary			
HCM 2000 Control Delay	34.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.4
Intersection Capacity Utilization	70.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (vph)	809	43	182	1865	22	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.8		3.0	4.8	5.0	
Lane Util. Factor	0.95		1.00	0.95	1.00	
Frt	0.99		1.00	1.00	0.90	
Flt Protected	1.00		0.95	1.00	0.99	
Satd. Flow (prot)	3513		1770	3539	1646	
Flt Permitted	1.00		0.26	1.00	0.99	
Satd. Flow (perm)	3513		489	3539	1646	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	834	44	188	1923	23	56
RTOR Reduction (vph)	4	0	0	0	45	0
Lane Group Flow (vph)	874	0	188	1923	34	0
Heavy Vehicles (%)	2%	2%	2%	2%	5%	2%
Turn Type	NA		pm+pt	NA	NA	
Protected Phases	4		3	8	2	
Permitted Phases			8			
Actuated Green, G (s)	60.2		71.2	71.2	19.0	
Effective Green, g (s)	60.2		71.2	71.2	19.0	
Actuated g/C Ratio	0.60		0.71	0.71	0.19	
Clearance Time (s)	4.8		3.0	4.8	5.0	
Lane Grp Cap (vph)	2114		450	2519	312	
v/s Ratio Prot	0.25		0.03	c0.54	c0.02	
v/s Ratio Perm			0.26			
v/c Ratio	0.41		0.42	0.76	0.11	
Uniform Delay, d1	10.5		5.7	9.1	33.5	
Progression Factor	1.66		1.00	1.00	1.00	
Incremental Delay, d2	0.6		2.8	2.3	0.7	
Delay (s)	18.1		8.5	11.3	34.2	
Level of Service	B		A	B	C	
Approach Delay (s)	18.1			11.1	34.2	
Approach LOS	B			B	C	

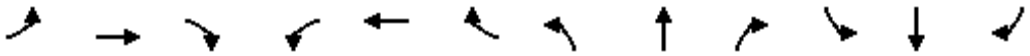
Intersection Summary			
HCM 2000 Control Delay	13.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	12.8
Intersection Capacity Utilization	65.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	257	305	50	18	1428	77	28	47	51	9	30	342
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	282	335	55	20	1569	85	31	52	56	10	33	376
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	1654			390			2144	2621	195	2465	2606	827
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1654			390			2144	2621	195	2465	2606	827
tC, single (s)	4.1			4.1			7.5	6.5	7.0	7.7	6.6	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	27			98			0	0	93	0	0	0
cM capacity (veh/h)	386			1165			0	6	807	0	6	315

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	282	223	167	20	1046	608	138	419
Volume Left	282	0	0	20	0	0	31	10
Volume Right	0	0	55	0	0	85	56	376
cSH	386	1700	1700	1165	1700	1700	0	0
Volume to Capacity	0.73	0.13	0.10	0.02	0.62	0.36	Err	Err
Queue Length 95th (ft)	142	0	0	1	0	0	Err	Err
Control Delay (s)	35.9	0.0	0.0	8.1	0.0	0.0	Err	Err
Lane LOS	E			A			F	F
Approach Delay (s)	15.1			0.1			Err	Err
Approach LOS							F	F

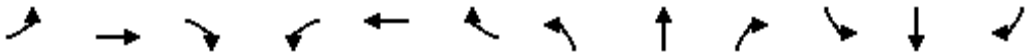
Intersection Summary			
Average Delay	Err		
Intersection Capacity Utilization	89.9%	ICU Level of Service	E
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	366	3	27	1489	4	54	0	87	14	0	11
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	4	385	3	28	1567	4	57	0	92	15	0	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)					1200							
pX, platoon unblocked	0.80						0.80	0.80		0.80	0.80	0.80
vC, conflicting volume	1572			388			1247	2024	194	1919	2023	786
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1207			388			800	1775	194	1643	1774	221
tC, single (s)	4.1			4.5			7.5	6.5	7.0	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.4			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	99			97			73	100	89	67	100	98
cM capacity (veh/h)	457			1054			210	63	799	45	63	624

Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	NB 2	SB 1
Volume Total	4	257	132	28	1045	527	57	92	26
Volume Left	4	0	0	28	0	0	57	0	15
Volume Right	0	0	3	0	0	4	0	92	12
cSH	457	1700	1700	1054	1700	1700	210	799	76
Volume to Capacity	0.01	0.15	0.08	0.03	0.61	0.31	0.27	0.11	0.34
Queue Length 95th (ft)	1	0	0	2	0	0	26	10	33
Control Delay (s)	12.9	0.0	0.0	8.5	0.0	0.0	28.4	10.1	75.2
Lane LOS	B			A			D	B	F
Approach Delay (s)	0.1			0.2			17.1		75.2
Approach LOS							C		F

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	56.1%	ICU Level of Service	B
Analysis Period (min)	15		



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	8	148	73	8	268	86	109	65	22	41	73	5
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	9	172	85	9	312	100	127	76	26	48	85	6

Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1
Volume Total (vph)	181	85	421	228	138
Volume Left (vph)	9	0	9	127	48
Volume Right (vph)	0	85	100	26	6
Hadj (s)	0.06	-0.67	-0.10	0.08	0.08
Departure Headway (s)	6.4	5.6	5.5	6.2	6.4
Degree Utilization, x	0.32	0.13	0.65	0.39	0.25
Capacity (veh/h)	519	585	622	524	478
Control Delay (s)	11.2	8.3	18.2	13.1	11.5
Approach Delay (s)	10.3		18.2	13.1	11.5
Approach LOS	B		C	B	B

Intersection Summary				
Delay	14.2			
Level of Service	B			
Intersection Capacity Utilization	50.1%	ICU Level of Service	A	
Analysis Period (min)	15			

Appendix I

FDOT's Generalized LOS Table

TABLE 1

Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	16,800	17,700	**
4	Divided	*	37,900	39,800	**
6	Divided	*	58,400	59,900	**
8	Divided	*	78,800	80,100	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	7,300	14,800	15,600
4	Divided	*	14,500	32,400	33,800
6	Divided	*	23,300	50,000	50,900
8	Divided	*	32,000	67,300	68,100

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways	- 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,900	7,600	19,700
50-84%	2,100	6,700	19,700	>19,700
85-100%	9,300	19,700	>19,700	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,800	9,500
50-84%	*	1,600	8,700	15,800
85-100%	3,800	10,700	17,400	>19,700

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	47,400	64,000	77,900	84,600
6	69,900	95,200	116,600	130,600
8	92,500	126,400	154,300	176,600
10	115,100	159,700	194,500	222,700
12	162,400	216,700	256,600	268,900

Urbanized

Lanes	B	C	D	E
4	45,800	61,500	74,400	79,900
6	68,100	93,000	111,800	123,300
8	91,500	123,500	148,700	166,800
10	114,800	156,000	187,100	210,300

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	8,600	17,000	24,200	33,300
4	Divided	36,700	51,800	65,600	72,600
6	Divided	55,000	77,700	98,300	108,800

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

Technical Memorandum No. 2

Local Agency Input
Public Presentations and Meetings

Site Feasibility Study for Truck Parking and Park-and-Ride Lot

Prepared for:

FDOT

Carlos A. Castro
District Six Freight Coordinator
Intermodal Systems Development Office

Prepared by:

Gannett Fleming

October 2015

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1 Introduction

1.1 Objective

The purpose of this technical memorandum is to summarize and record the project initiation, scope, intent, and coordination among all stakeholders, public agencies and groups for a truck parking facility and park-and-ride facility on the northwest quadrant of SR 836/Dolphin Expressway and SR 821/Homestead Extension of the Florida's Turnpike (HEFT) interchange. The report presents comments, acknowledgments, and responses that were collected during intergovernmental coordination.

1.2 Project Description

In 2010, The Miami-Dade Metropolitan Planning Organization (MPO) conducted a *Comprehensive Parking Study for Freight Transport in Miami-Dade County* Study[1]. The study showed a severe truck parking shortage of approximately 12,000 short and long-term parking spaces, an additional 1,177 acres of land, for long haul interstate drivers who transport into and out of the region. With an expected increase in demand due to the expansion of the Panama Canal, the dredge of Port Miami and the construction of an intermodal terminal in the City of Hialeah, parking demand for trucks is expected to increase. The study recommended interagency cooperation for implementation of potential truck parking sites in Miami-Dade County and identified proposed locations.

In 2010, the Lehman Center for Transportation Research also conducted a *SR-836 Express Bus Service Study*[2] that investigated the feasibility of a bus system along SR 836 in Miami-Dade County. The study recommended the implementation of the bus route and provided the supporting components for implementation, operations and maintenance. As part of the recommendations, the study suggested the development of park-and-ride facilities to support the proposed route.

In 2012, the Miami-Dade MPO conducted the *Development of Truck Parking Facilities in Miami-Dade County Phase II: Options for Implementation Study*[3], with the purpose of creating a guide for implementing truck parking facilities already identified in the Comprehensive Parking Study for Freight Transport. This document is being used as a base for the development of this feasibility study.

[1] http://miamidadempo.org/library/studies/comprehensive-parking-study-for-freight-transport-final-2010-09-30.pdf
[2] http://cake.fiu.edu/TIGER2012/drop/FIU-SR836ExpressBusStudy_revised_final_draft_Dec2010.pdf
[3] http://miamidadempo.org/library/studies/development-of-truck-parking-facilities-phase-ii-options-for-implementation-final-2012-08.pdf

1.3 Purpose

The purpose of this project is to conduct a site feasibility study, develop and evaluate alternatives, and recommend a layout for the construction of a new truck parking facility and a park-and-ride facility in this area of Miami-Dade County. These facilities are planned to increase the supply of truck parking spaces and enhance the current operations of transit to satisfy the provisions identified in Miami-Dade MPO studies and the needs already identified by Miami-Dade Transit (MDT). The project will focus on maximizing access and use of all modes of transportation, preserving future expansion needs for multimodal transportation facilities, enhancing mobility of the adjacent corridors, including movement of freight and goods, and conducting intergovernmental coordination with emphasis on communication with key decision makers and stakeholders.

1.4 Study Limits

The study focuses on the area bounded by NW 25th Street to the north, SR 90/SW 8th Street to the south, NW 137th Avenue to the west, and SR 985/NW 107th Avenue to the east. Figure 1-1 graphically depicts the project site location and study limits. These limits were selected based on the land use surrounding the project site.

The interchange between SR 821/HEFT, SR 836, and NW 12th Street is located about one mile west of NW 107th Avenue and two miles east of NW 137th Avenue. These interchanges act as the main portal to an area that has seen significant growth in the last decade with the development of low and medium density housing southwest of the project site and industrial warehouses and Dolphin Mall north and northwest of the project site. Additionally, it provides eastward access to Miami International Airport, PortMiami, Downtown Miami, and potentially, it will serve the south-westernmost area of Miami-Dade County as potential southbound HEFT-to-westbound SR 836 and eastbound SR 836-to-northbound HEFT ramps are developed. These factors are especially important to transit development as well as freight operation.

The intersections that were considered in this study are:

- NW 12th Street and NW 137th Avenue
- NW 12th Street and NW 127th Avenue
- NW 12th Street and NW 124th Path
- NW 12th Street and southbound SR 821/HEFT On/Off-Ramp
- NW 12th Street and northbound SR 821/HEFT On/Off-Ramp
- NW 12th Street and NW 107th Avenue
- Westbound SR 836 Off-Ramp into northbound NW 107th Avenue
- Eastbound SR 836 Off-Ramp into NW 107th Avenue
- NW 25th Street and NW 117th Avenue
- NW 25th Street and NW 114th Avenue
- NW 25th Street and NW 112th Avenue
- NW 25th Street and NW 107th Avenue
- NW 122nd Avenue and NW 6th Street
- NW 122nd Avenue and SR 90/SW 8th Street

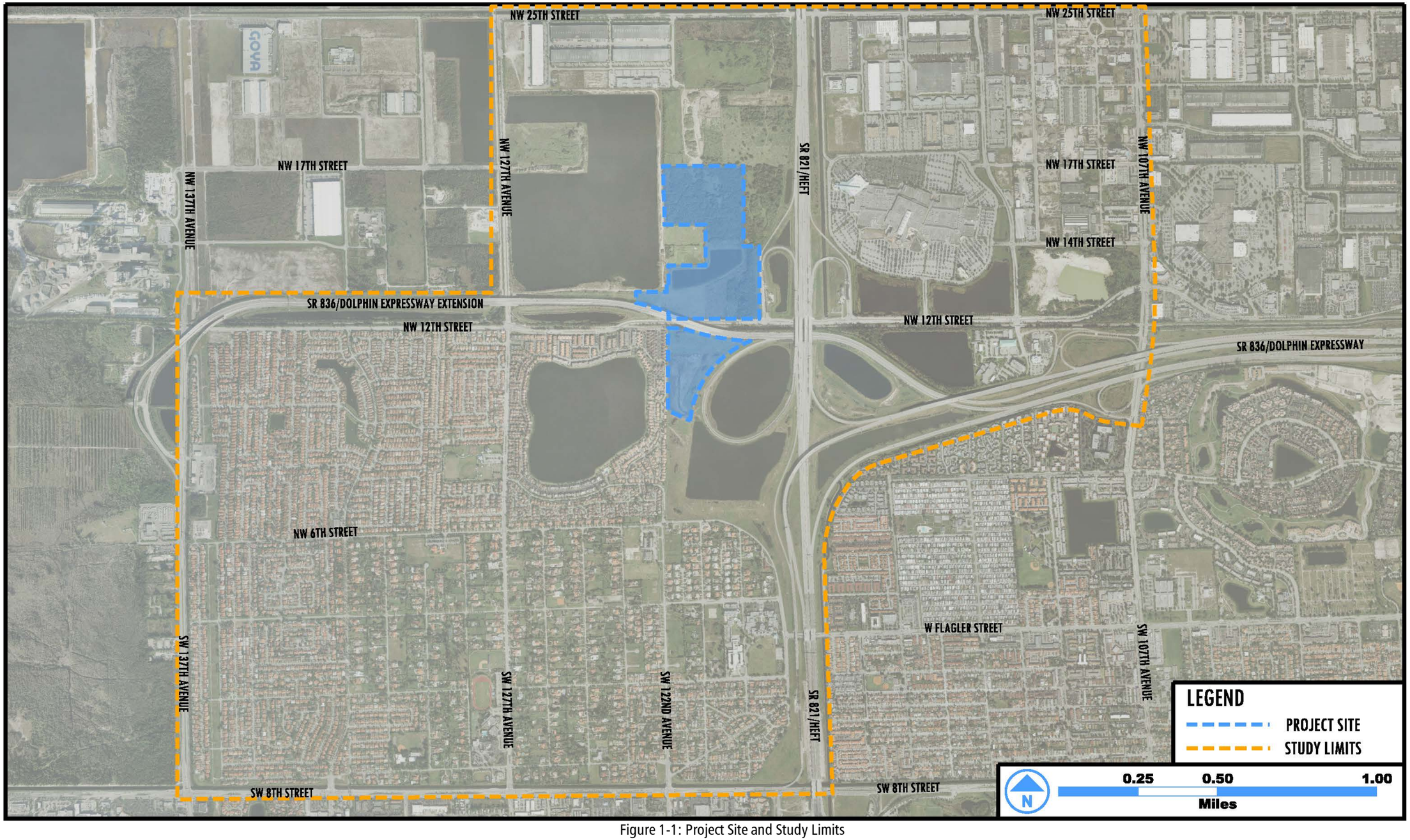


Figure 1-1: Project Site and Study Limits

2 Local Agency Input

2.1 Project Management Team (PMT)

A Project Management Team (PMT) was organized whose members included staff from the Florida Department of Transportation (FDOT) District 6 (D6) and a representative of the FDOT's project management consultant (Atkins). This team was responsible for the day-to-day management of the project and associated duties.

2.2 Project Advisory Team (PAT)

A Project Advisory Team (PAT) was organized with direction from the PMT which included all the members from the PMT and representatives from the Regional Planning Councils, City Engineering and/or City Planning Departments, County Engineering Departments, County Planning Departments, County Public Transit Operators, County Bicycle and Pedestrian Coordinator, Miami-Dade Expressway Authority (MDX), FDOT Office of Modal Development, FDOT Design Office, FDOT Traffic Operations Office, FDOT Right-of-Way Office, Florida Turnpike Enterprise (FTE), regional transit providers, and others, as determined by the PMT. The PAT members were responsible for reviewing and commenting on all project deliverables as detailed in the Scope of Services.

Three PAT meetings were conducted as part of the coordination process. A summary of the meetings purpose and key items discussed follows in a chronological order. The minutes and PAT correspondence are included in Appendix A while presentations for these meetings are included in Appendix B.

PAT Meeting 1

This meeting took place Friday, April 11, 2014 from 1:30 PM to 3:30 PM at the Right-of-Way Conference Room of the FDOT D6 office building, located at 1000 NW 111th Avenue, Miami, FL 33172. This meeting was scheduled to provide PAT members the opportunity to be directly engaged in the planning process and help address technical issues associated with the study. Table 2-1 presents the entities in attendance to the meeting and the name of the respective agency representative(s).

Entity/Agency	Attendee(s)
Atkins (FDOT D6 Consultant)	Jack Schnettler
City of Doral	Rita Carbonell
FDOT	Carlos Castro Dionne Richardson Eman Gomaa
FTE (URS)	Andrew Velasquez
Gannet Fleming	Carlos Cardo, Naldo Gonzalez, Carlos Cejas, Nelson Castillo, Jose Clavell, Nelson Mora
Miami-Dade MPO	Elizabeth Rockwell
MDT	Monica Cejas
MDX	Mayra Diaz

Table 2–1: PAT Meeting 1 Attendees

Key issues discussed in this meeting included the location of the project site and possible system-to-system connections between SR 821/HEFT and SR 836. MDX stated that there is a privately owned property north of NW 12th Street, west of the lake, within the project site. FDOT clarified that the details of the parcels within the project site will be examined in a future meeting. FTE, FDOT, and the MPO agreed with the notion of an adjacent truck parking facility coexisting with the Park-and-Ride Facility. MDT requires a capacity of 1,000 parking spaces for the Park-and-Ride Facility and discussed possibilities for a multilevel facility. MDT stated that access to the project site from the proposed SW 8th Street and SW 147th Avenue Park-and-Ride Facility was critical. This included a connection to Dolphin Mall and a future connection to the Miami Intermodal Center (MIC) via the NW 7th Street Enhanced Bus Project. MDX mentioned a planned southbound/westbound connection and eastbound/northbound from SR 821/HEFT to SR 836. MDX suggested that any other system-to-system ramps should be evaluated as part of this study. FTE, Gannet Fleming, and Atkins agreed with the idea of a Turnpike Off-Ramp feeding the Park-and-Ride Facility as long as it was feasible. The meeting was adjourned with the action item that the PMT schedule the next PAT meeting to present the alternative approaches and FTAC input.

PAT Meeting 2

This meeting took place Thursday, September 25th, 2014 at Conference Room A (Design) of the FDOT D6 office building, located at 1000 NW 111th Avenue, Miami, FL 33172. This meeting was scheduled to provide the PAT with additional information about the parcels where the project site is located and to receive feedback on the facilities conceptual layouts. Table 2-2 presents the entities in attendance to the meeting and the name of the respective agency representative(s).

Entity/Agency	Attendee(s)
Atkins (FDOT D6 Consultant)	Jack Schnettler
City of Doral	Rita Carbonell
FDOT	Carlos Castro, Dionne Richardson
FTE (AECOM)	Kim Samson
Gannet Fleming	Carlos Cardo, Jose Clavell, Nelson Castillo, Nelson Mora
Miami-Dade MPO	Philip Steinmiller
MDT	Monica Cejas
MDX	Mayra Diaz
MDX (HNTB)	Albert Sosa

Table 2–2: PAT Meeting 2 Attendees

Gannett Fleming presented two project site concepts which included a truck parking facility with tandem truck parking spaces, a park-and-ride facility, and a two direct connection ramps from southbound SR 821/HEFT to westbound SR 836 and eastbound SR 836 to northbound SR 821/HEFT (see Figure 2-1). Gannett Fleming stated that a preliminary traffic analysis led the team to assume that NW 25th Street would mostly be used by trucks while NW 12th Street would mostly be used by transit and vehicles (10% of trucks currently use NW 25th Street near SR 821/HEFT versus 3% on NW 12th Street). The MPO and MDT commented that the expansion of NW 122nd Avenue from NW 41st Street to NW 12th Street is included as a cost feasible project in the updated Miami-Dade MPO Long Range Transportation Plan (LRTP) and would provide greater access to the Park-and-Ride facility.

MDX expressed their desire to maintain the HNTB concept of the eastbound SR 836-to-northbound SR 821/HEFT ramp, as described in the PD&E Phase, including an at-grade ramp underneath SR 836 with elevation occurring approximately 500 feet west of NW 12th Street's southbound SR 821/HEFT's ramps. This concept would be in conflict with the proposed Park-and-Ride Facility due to driveway locations and ramp elevation (or lack of elevation). Gannett Fleming stated that according to the Access Management Standards, the access to the Park-and-Ride facility should be as far west as possible.

FTE asked about the urgency and need for this project, to which FDOT and MDT responded by explaining that the need came from a truck parking shortage identified by the MPO and a park-and-ride facility prioritized by the LRTP, FDOT D4, and County Commissioners. MDT commented that according to the LRTP, direct ramp connections between SR 821/HEFT and SR 836 were second priority.

MDX pledged their support for the concept, as along as participation from their partners was involved if the eastbound/northbound ramp configuration were to change from that presented in the PD&E Phase. MDT commented that the location of the Park-and-Ride Facility was non-negotiable and expressed a desire for direct connection ramps to the Park-and-Ride Facility since it would save approximately $200,000 in operations annually, as well as connect more than nine MDT routes and two local transit routes (City of Sweetwater and City of Doral trolleys). Gannett Fleming supported the direct ramp connections to the park-and-ride facility. Since tandem trucks are not allowed to use roads other than the Turnpike and separation between the Truck Parking and Park-and-Ride Facilities is required for security reasons, direct ramp connections from SR 821/HEFT to the Truck parking Facility would be necessary. While a consensus was reached that both facilities must be physically separated, more coordination between MDX, MDT, and FTE was strongly recommended.

The City of Doral also expressed a desire for a direct connection to the Dolphin Mall due to their increasing ridership and demand for routes to the mall, as identified in collected surveys over the years.

Alternatives 1 & 2

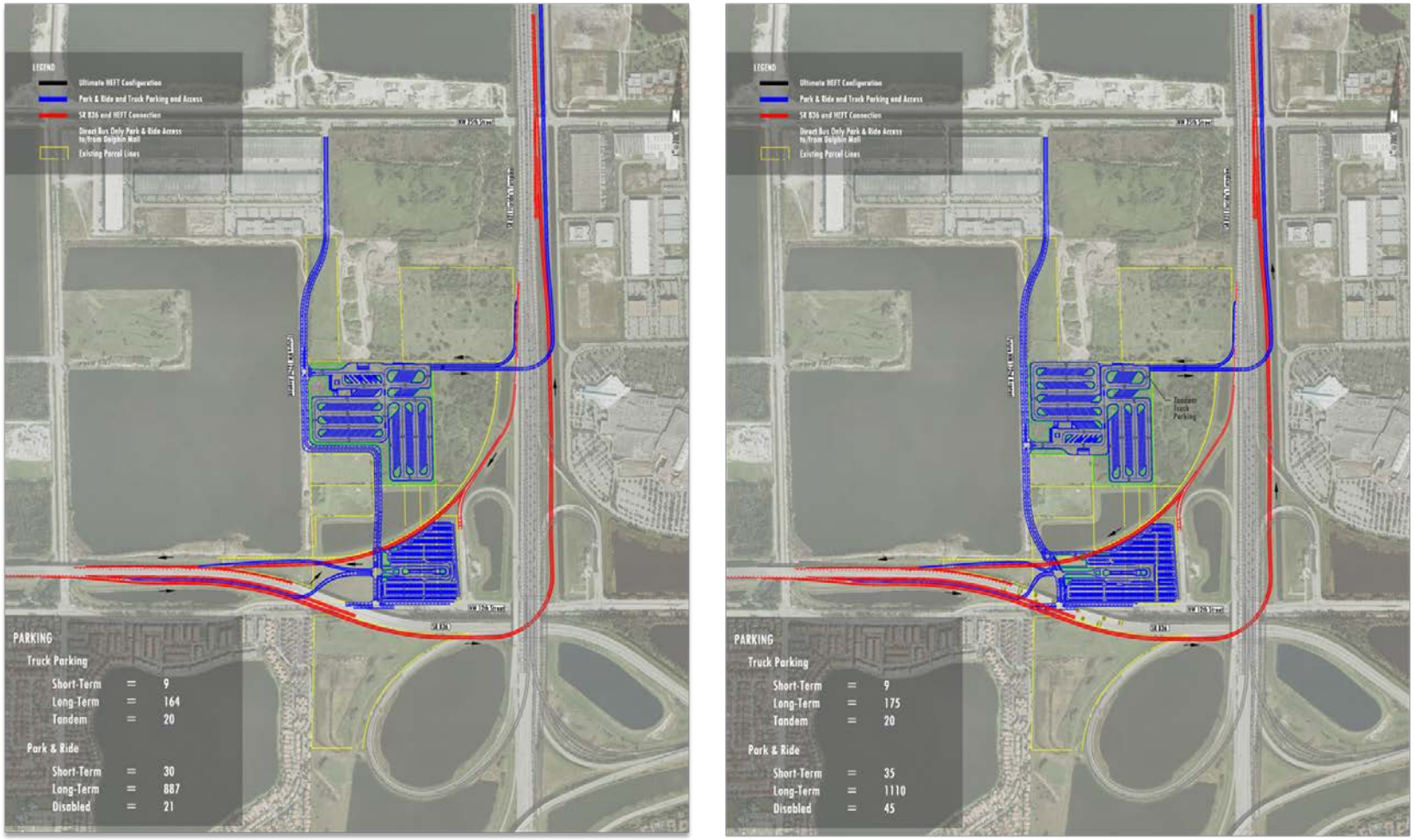


Figure 2-1: Truck Parking and Park-and-Ride Facilities Alternatives 1 and 2

PAT Meeting 3

This meeting took place Wednesday, May 6th, 2015 at the Conference Room B of the FDOT D6 office building, located at 1000 NW 111th Avenue, Miami, FL 33172. This meeting was scheduled to provide the PAT with additional information about identified future improvements that affected the project's decision making process, as well as present the alternatives selected to move forward to the next phase. Table 2-3 presents the entities in attendance to the meeting and the name of the respective agency representative(s).

Entity/Agency	Attendee(s)
Atkins (FDOT D6 Consultant)	Jack Schnettler
City of Doral	Rita Carbonell
FDOT	Carlos Castro
FTE	Rax Jung
FTE (AECOM)	Kim Samson
FTE (HNTB)	Josh Pedersen
Gannet Fleming	Carlos Cardo, Jose Clavell, Nelson Castillo, Nelson Mora
HNTB	Vilma Croft
Miami-Dade MPO	Philip Steinmiller
MDT	Monica Cejas
MDX	Mayra Diaz
MDX (GEC Consultant)	Judy Solaun Gonzalez

Table 2–3: PAT Meeting 3 Attendees

Gannett Fleming described the project location, which all the PAT members present at the meeting were familiar with. The main challenges of the project were mentioned briefly. These projects included connections to the project site as well as system-to-system (SR 836 and SR 821/HEFT) direct ramp connections. This discussion also addressed SR 821/HEFT's upcoming improvements as well as future system-to-system connection plans foreseen by MDX. Concerns in relation to the cost of the eastbound SR 836-to-northbound SR 821/HEFT ramp proposed in Alternatives 1 led to the development of Alternative 3 (see Figure 2-2). The Park-and-Ride Facility layout proposed in Alternative 1 remained in Alternative 3 since MDT had expressed preference for it. However, Alternative 3 includes a realignment of the eastbound SR 836-to-northbound SR 821/HEFT ramp that proposes an at-grade exit to the future NW 122nd Avenue for access to the Park-and-Ride Facility. Alternative 3 also includes transit lanes along NW 12th Street and future NW 122nd Avenue providing exclusive access to and from the Park-and-Ride Facility. Additionally, Alternative 3 proposes direct transit access to the Dolphin Mall through the existing SR 821/HEFT northbound On-Ramp from NW 12th Street, as well as another exclusive transit lane to access westbound NW 12th Street from Dolphin Mall's main entrance/exit.

The proposed ramp alignment for Alternative 3 was configured to maintain as much of MDX's original plan for the envisioned SR 821/HEFT connections to and from SR 836. The eastbound SR 836-to-northbound SR 821/HEFT ramp would remain north of NW 12th Street on embankment and/or at grade for long as possible until going over the future NW 122nd Avenue, at which point the ramp would stay elevated, either on embankment/retaining walls or on bridge structure. Upon review of this ramp alignment, MDX suggested that the portion of the ramp that would go over the Park-and-Ride Facility

be on embankment/retaining walls rather than on bridge structure to provide a more cost feasible option. The alignment shown for this alternative was conceptually designed based on a design speed of 45 MPH and full superelevation. Both the eastbound SR 836-to-northbound SR 821/HEFT ramp and direct Park-and-Ride Facility access ramp were proposed to go underneath SR 836 between its supporting columns.

Alternative 4 was developed based on the elements proposed in Alternative 2 (see Figure 2-3). Exclusive transit lanes proposed in Alternative 3 were also proposed in Alterative 4.

It was mentioned that the Park-and-Ride Facility had $10 million in available funds. MDT stated that a reduction in parking spaces would be contemplated as long as the minimum 850 space requirement was met.

MDX inquired about the possibility of providing access to the Park-and-Ride Facility and the connection to NW 25th Street through the southbound SR 821/HEFT Off-Ramp intersection with NW 12th Street instead of the proposed location at NW 122nd Avenue. This change could represent a significant cost reduction in the eastbound/northbound connection as proposed in Alternative 3. The ramp segment adjacent to the north side of the Park-and-Ride Facility could be an embankment instead of a bridge, and additional parking could be provided on the lot between the SR 836 Off-Ramp to the Park-and-Ride Facility and NW 12th Street. Gannett Fleming stated that according to Access Management Standards, access to Park-and-Ride Facility should be as far west as possible, in this case, from SR 821/HEFT's southbound ramp intersection. FTE also mentioned that intersections in close proximity to the Turnpike's exit ramps are an issue and that it is desirable to eliminate as many of them as possible.

MDX and MDT stated preference for Alternative 3. MDT proposed extending the exclusive transit lanes on NW 12th Street from the Park-and-Ride Facility to the Dolphin Mall and agreed to provide direct contact with the Dolphin Mall authorities to provide feedback.

FDOT mentioned that it would attempt to execute the truck parking facility together with the Golden Glades Multimodal facility (West Lot) & Truck Travel Center (East Lot). The Department envisions the progression of the Truck Parking Facility in a two-phased approach:

Phase 1 will complete the site facility only with access from NW 12th Street and NW 25th Street
Phase 2 will complete the potential direct connection ramps to SR 821/HEFT

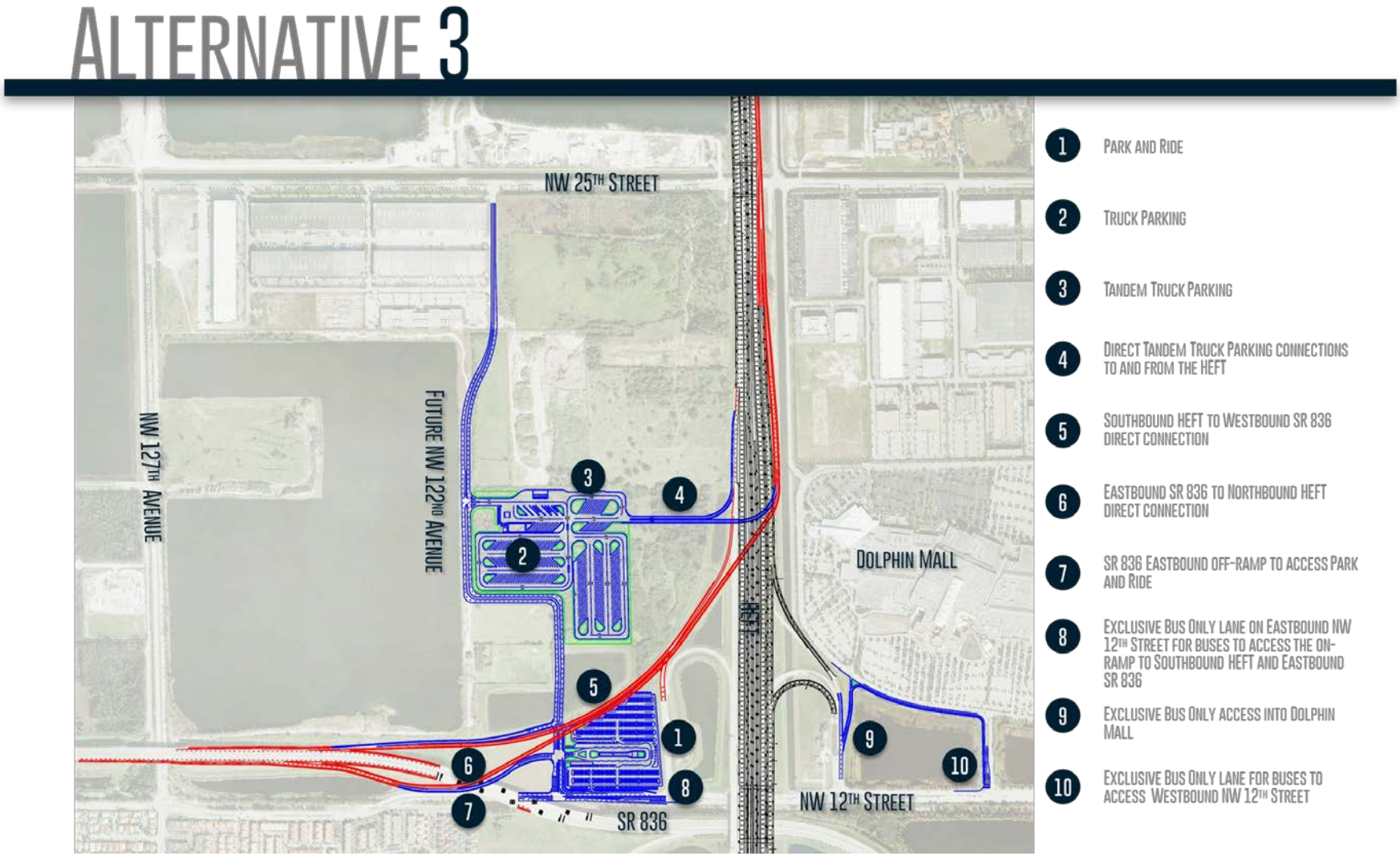


Figure 2-2: Truck Parking and Park-and-Ride Facilities Alternative 3

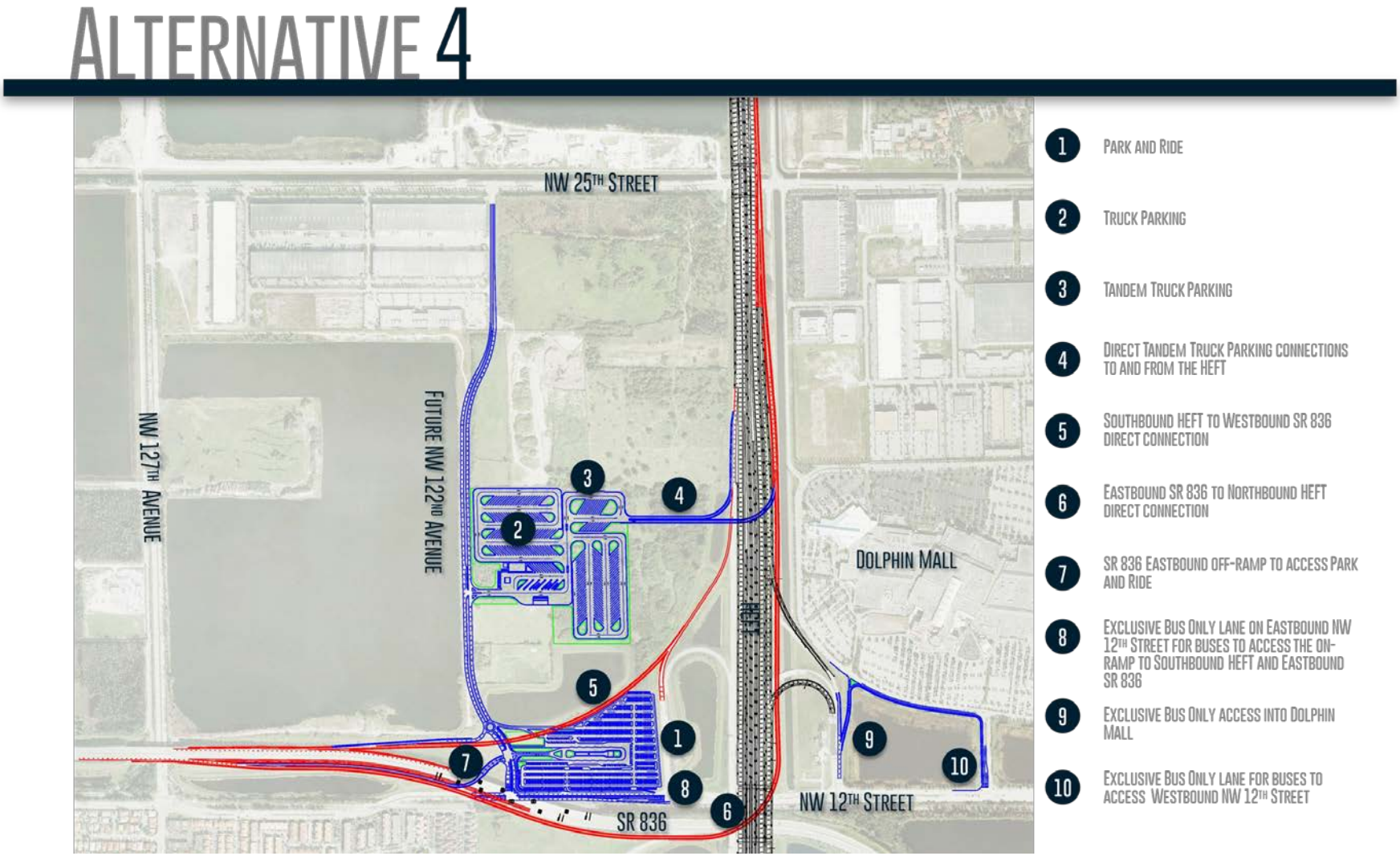


Figure 2-3: Truck Parking and Park-and-Ride Facilities Alternative 4

2.3 Other Interagency Coordination

Meetings between FDOT and MDX took place at the HNTB Miami Office located at 8700 West Flagler Street, #200, Miami, FL 33174 on Monday, April 21st, 2014 and Wednesday, February 13th, 2015. These meetings were scheduled to coordinate with and provide MDX with additional information. Meeting summaries have been included in Appendix C.

The meeting on April 21st, 2014 was led by Jack Schnettler with the intent to discuss property ownerships reconciliation. Discussion of this item focused on MDX's control of Parcel 117 south of the small lake and the possibility of future system-to-system ramps between SR 821/HEFT's north leg and SR 836's west leg that would affect all parcels south of the small lake. The likely location for the SB-WB directional ramp would skirt the south side of the lake, rising from near existing grade east of the lake to the level of the elevated SR 836 mainline profile west of the lake (See Figure 2-4). The EB-NB directional ramp, according to Gary Walsh and Dan Menendez, would diverge from the elevated mainline just east of NW 127th Avenue, dropping down to grade between the elevated SR 836 mainline and NW 12th Street roadway. The alignment would continue straight east under the SR 836 mainline overhead viaduct – Dan Menendez pointed out that the configuration of the viaduct's columns and abutments were laid out for this ramp alignment. The ramp would continue further east and the profile would rise to cross over the Turnpike ramps providing southbound exit to NW 12th Street and the southbound entrance ramp to the Turnpike from NW 12th Street. The ramp would continue turning northward to tie into the NB Turnpike mainline (See Figure 2-5). This anticipated profile likely precludes any access from the adjacent NW 12th Street due to the fact that adequate clearance under this ramp couldn't be provided at a point far enough west of the Turnpike ramp intersection. The potential for said ramps with their reversed vertical profiles and their footprint requirements virtually eliminates long-term use of the portion of the FDOT parcels lying south of the lake. However, it may be possible to consider an interim use of this area that could later be replaced elsewhere on the study parcels in the event that the ramps are eventually implemented; for instance, a parking facility whose capacity could be replaced at a later date with a vertical facility in another location. Additionally, potential land swaps may be discussed as the FDOT parcel study continues.

Mr. Schnettler summarized roadway circulation considerations identified from recent research:

- MDT's requested consideration of a connecting road over/under the Turnpike mainline between the Park-and-Ride lot and Dolphin Mall to improve bus access to the proposed bus terminal at the Park-and-Ride lot.
- Potential access corridors to the FDOT and other parcels through nearby privately held parcels containing gravel road that borders the north, east, and south sides of the large dredge lake east of NW 127th Avenue.

A general discussion followed involving truck, bus, and commuter access to the proposed site using NW 12th Street from the southwest and from its Turnpike interchange as well as dirt roads south and east of the large lake. Although MDT's proposed NW 122nd Avenue corridor from NW 25th Street to NW 12th Street through the Beacon Lakes holdings, east of the large lake, would be precluded by the proposed EB-NB system-to-system ramp, there's merit in exploring similar corridors providing better access to FDOT's and other's parcels south of NW 25th Street. District 6 is arranging a meeting with Beacon Lakes interests.

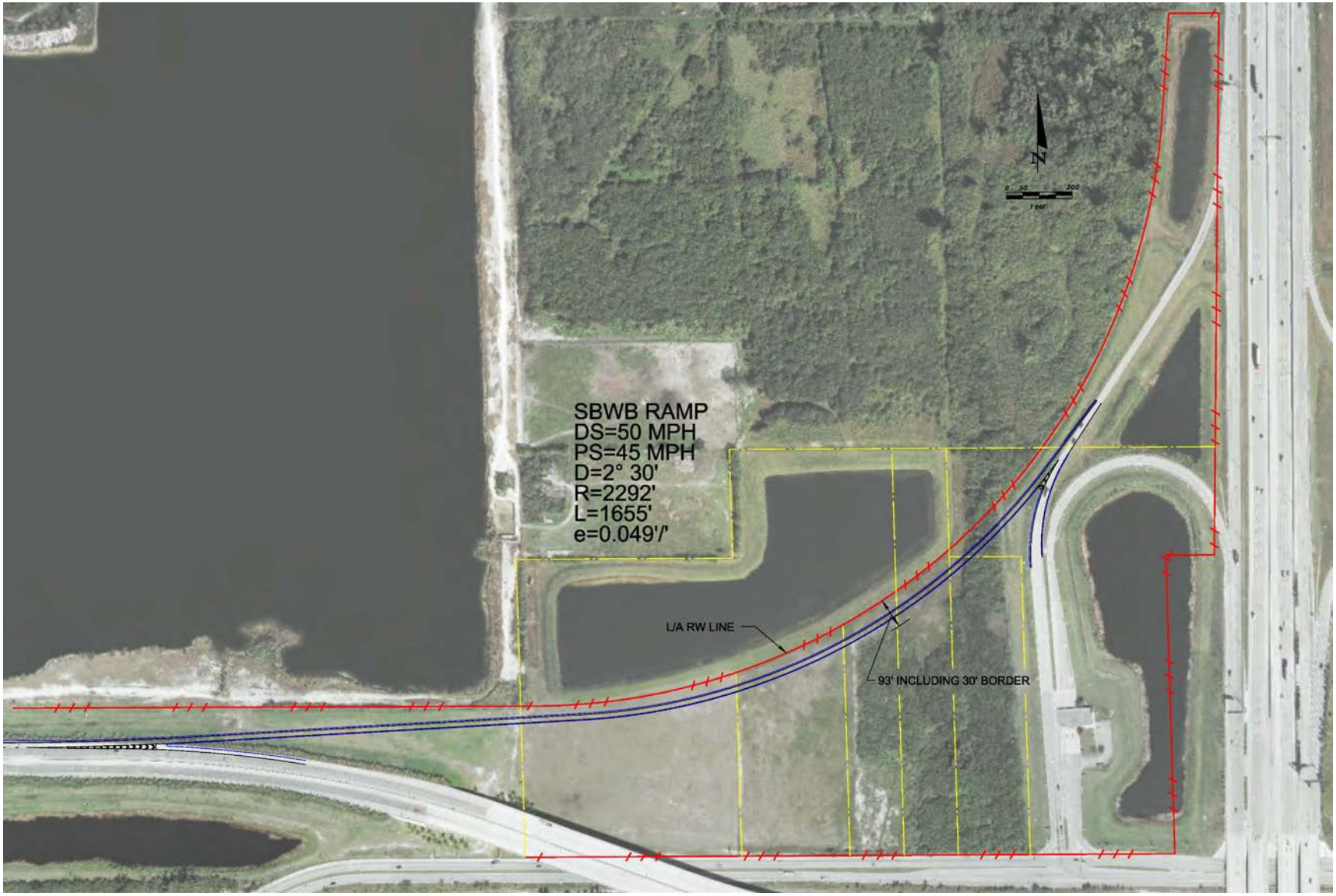


Figure 2-4: Southbound to Westbound System-to-System Connection

Figure 2-5: Eastbound to Northbound System-to-System Connection

3 Public Presentations and Meetings

3.1 MPO FTAC Meetings

The Freight Technical Advisory Committee (FTAC) is the industry's advisory panel to the Miami-Dade MPO Governing Board on freight movement and truck traffic needs. Aside from advising the MPO, the FTAC considers the types of improvements that should be made with regards to safety and freight efficiency in the County. Freight, which comprises rail, truck, air cargo, and sea cargo, is a key aspect of Miami-Dade County's transportation and economic wellbeing as it is an essential component in distributing goods across the County and may require exclusive infrastructure.

Three FTAC meetings were conducted as part of the coordination process. The minutes and the presentations for these meeting have been included in Appendix D and E, respectively.

MPO FTAC Meeting 1

This meeting took place Wednesday, April 30th, 2014 at 2:00 PM at the Florida Customs Brokers & Forwarders Association, Inc., located at 8228 NW 14th Street, Doral, FL 33126. The purpose was to provide the MPO FTAC members the opportunity to be directly engaged in the planning process of the study and help address technical issues associated with it. Table 3-1 presents the entities in attendance to the meeting and the name of the respective agency representative(s).

Entity/Agency	Attendee(s)	
Gannet Fleming	Jose Clavell	Nelson Mora
	Nelson Castillo	Carlos Cardo
FTAC Members	Barbara Pimentel (Chair)	Zachary V. Gruber
	Alice E. Ancona (Vice Chair)	Estrella Manso
	Bill Arata	Linda Nuñez
	Sylvia Bernstein	Douglas L. Tannehill
	Maria Fernandez-Porrata	Joseph B. Witz
Others Attendees	Elizabeth Rockwell (Miami-Dade MPO)	Kemely Castro (The Beacon Council)
	Rolando Jimenez (M-DC PWWM)	Luis Macias (FDOT District Six)
	Juan Calderon (Caltran Group)	Lidia Dinkova (Miami Today News)
	Jeannelia Liu (Caltran Group)	Michael Silver (CBRE)
	David Rivera (BCC Engineering)	Jack Schnettler (Atkins Global)
	Tristan Zarate (Sperry Van Ness)	Roger Southana (American Lyne Airedeck)
	Ana Quero (CH Perez & Associates)	John Dohm (Miami Association of Realtors)
	Richard Levinson (Land Solutions Consulting)	

Table 3–1: FTAC Meeting 1 Attendees

MPO FTAC Meeting 2

This meeting took place Wednesday, October 22nd, 2014 at 2:00 PM at the Florida Customs Brokers & Forwarders Association, Inc., located at 8228 NW 14th Street, Doral, FL 33126. The purpose was to provide the MPO FTAC members the opportunity to be directly engaged in the planning process and help address technical issues associated with the study. Table 3-2 presents the entities in attendance to the meeting and the name of the respective agency representatives.

Entity/Agency	Attendee(s)	
Gannet Fleming	Jose Clavell	Alejandro Cuadra
FTAC Members	Barbara Pimentel (Chair) Alice E. Ancona (Vice Chair) Salvatore R. Devito Maria Fernandez-Porrata	Zachary V. Gruber Estrella Manso Mariella Marrero Joseph B. Witz
Others Attendees	Elizabeth Rockwell (Miami-Dade MPO) Phil Steinmiller (Miami-Dade MPO) Jack Schnettler (Atkins Global) Richard Levinson (Land Solutions Consulting) Kemely Castro (The Beacon Council) John Dohm (Miami Association of Realtors)	Aileen Boucle (FDOT D6) Carlos Castro (FDOT D6) George Sirianni (FDOT) Carlos Francis (CH Perez) Albert Sosa (HNTB/MDX)

Table 3–2: FTAC Meeting 2 Attendees

MPO FTAC Meeting 3

This meeting took place Wednesday, May 13th, 2015 from 2:15 PM to 4:15 PM at the Florida Customs Brokers & Forwarders Association, Inc., located at 8228 NW 14th Street, Doral, FL 33126. This meeting was scheduled to provide the MPO FTAC members the opportunity to be directly engaged in the planning process and help address technical issues associated with the study. Table 3-3 presents the entities in attendance to the meeting and the name of the respective agency representative(s).

Entity/Agency	Attendee(s)		
Gannet Fleming	Jose Clavell	Nelson Mora	Nelson Castillo
FTAC Members	Barbara Pimentel (Chair) Alice E. Ancona (Vice Chair) Sylvia Bernstain Estrella Manso		Mariella Marrero Linda Nuñez Joseph B. Witz
Others Attendees	Aileen Boucle (FDOT D6) Michael Silver (CBRE) Elizabeth Rockwell (Miami-Dade MPO) Stanley Rigaud (The Beacon Council)		Carlos Castro (FDOT D6) Nolwenn Fouillen (Seaport) Phil Steinmiller (Miami-Dade MPO)

Table 3–3: FTAC Meeting 3 Attendees

3.2 Additional Public Meetings

Additional public meetings were conducted by FDOT and Atkins. These included the Industry Forum that was held Thursday, March 12, 2015 to discuss facilities at the Golden Glades Interchange and the location adjacent to SR 821/HEFT and NW 12th Street. Material from this forum was included in Appendix F.

Appendix A

Project Advisory Team (PAT) Meetings Summaries

PAT Meeting # 1

Summary

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT SIX

Project Advisory Team (PAT) #1 - Agenda

Project:

Truck Parking and Park-and-Ride Feasibility Study

Purpose of meeting:

This meeting was scheduled to provide the PAT members the opportunity to be directly engaged in the planning process and help address technical issues associated with the study. The PAT includes key members from each jurisdiction within the study area, resource agencies, and representatives from the study area, activity centers, and nonprofit/community organization leaders.

Date/Time/Location of meeting:

April 11th, 2014 (1:30 PM)
FDOT, District 6 - Right-of-Way Conference Room
Adam Leigh Cann Building
1000 NW 111th Avenue, Miami, FL 33172

1. **Introductions**

2. **Presentation**
   a. **Site Location**
   b. **Project Team**
   c. **Study Background**
   d. **Project Goals & Objectives**
   e. **Existing Data Collection**
   f. **Potential Site Uses**
   g. **Preliminary Future Plans**

3. **Feedback Session**

4. **Next Steps**
   a. **Present to the Freight Transportation Advisory Committee (FTAC) on April 30th, 2014**
   b. **Continue coordination with Agencies**
   c. **Coordinate for Tentative Future PAT Meetings**
   d. **Develop Alternatives Approach and Priorities for this Site**

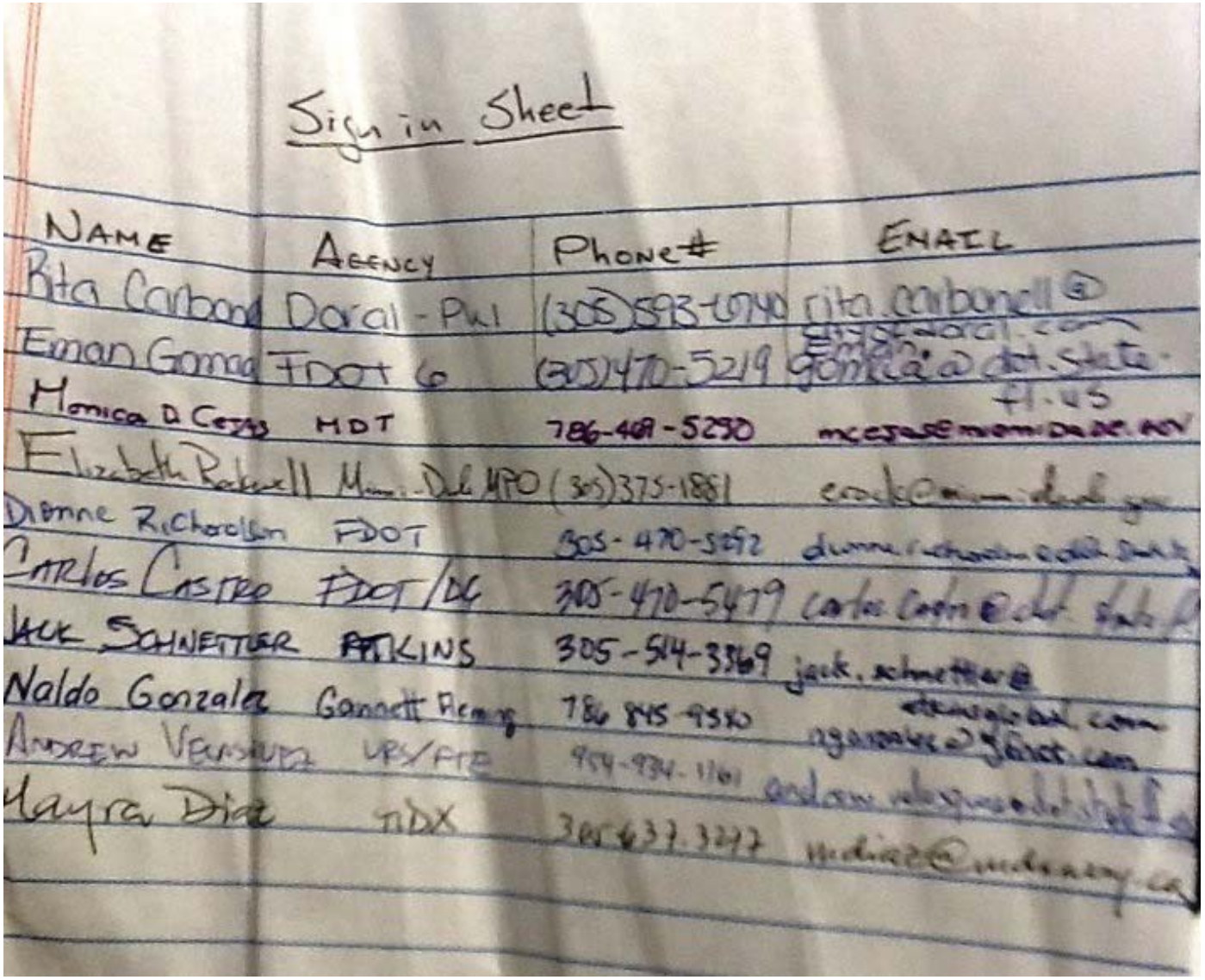
Sign In Sheet

Project Advisory Team (PAT) #1

Site Feasibility Study for Truck Parking and Park-and-Ride Lot

April 11th, 2014 – 1:30 PM

Location: FDOT, District 6 - Right-of-Way Conference Room



Sign in Sheet

NAME	AGENCY	Phone#	EMAIL
Rita Carbonell	Doral - PWI	(305)593-6740	rita.carbonell@ [illegible]doral.com
Eman Gomaa	FDOT 6	(305)470-5219	gomaa@dot.state.fl.us
Monica D Cejas	MDT	786-469-5250	mcejas@miamidade.gov
Elizabeth Rockwell	Miami-Dade MPO	(305)375-1881	[illegible]
Dionne Richardson	FDOT	305-470-5292	dionne.richardson@dot.state.fl.us
Carlos Castro	FDOT/DC	305-470-5479	carlos.castro@dot.state.fl.us
JACK SCHNETTLER	ATKINS	305-514-3369	jack.schnettler@atkinsglobal.com
Naldo Gonzalez	Gannett Fleming	786 845-9580	ngonzalez@gfnet.com
ANDREW VELASQUEZ	URS/FTE	954-934-1161	andrew.velasquez@dot.state.fl.us
Mayra Diaz	TIDX	305 637.3277	mdiaz@midaway.com

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT SIX

Project Advisory Team (PAT) #1 - Meeting Summary

Project:

Truck Parking and Park-and-Ride Feasibility Study

Project Manager:

Dionne Richardson

Purpose of meeting:

This meeting was scheduled to provide the PAT members the opportunity to be directly engaged in the planning process and help address technical issues associated with the study. The PAT includes key members from each jurisdiction within the study area, resource agencies, and representatives from the study area, activity centers, and nonprofit/community organization leaders.

Date/Time/Location of meeting:

Friday, April 11, 2014
1:30 p.m. – 3:30 p.m.
FDOT, District 6 - Right-of-Way Conference Room
Adam Leigh Cann Building
1000 NW 111th Avenue, Miami, FL 33172

Elected or Public Officials attendees:

None

Other attendees:

Dionne Richardson	**FDOT**
Carlos Castro	**FDOT**
Eman Gomaa	**FDOT**
Jack Schnettler	**ATKINS**
Monica Cejas	**MDT**
Mayra Díaz	**MDX**
Andrew Velazquez	**Turnpike**
Elizabeth Rockwell	**Miami-Dade MPO**
Rita Carbonell	**City of Doral**
Naldo Gonzalez	**Gannett Fleming**
Jose Clavell	**Gannett Fleming**
Nelson Castillo	**Gannett Fleming**
Nelson Mora	**Gannett Fleming**
Carlos Cardo	**Gannett Fleming**

Media Involvement:

None

Key items discussed:

Presentation and Overview:

Monica Cejas stated that Right now a lot of our buses are idling there or just sitting their relief there, or laying over. The idea is to treat it as a regular stop.

Mayra Díaz stated that there is a surplus land up the Turnpike and 152nd Street.

Andrew Velazquez stated that It is a Park and Ride lot.

Mayra Díaz stated that no buses from MDT are present.

Monica Cejas stated that buses are present at that site and that we have all the routes that are serving there and then going on the busway. She also mentioned that while MDT is not using the Turnpike that it could be used.

Andrew Velazquez asked if you think it's more important to get through NW 107th Avenue or through NW 12th Street if you are coming off the express lanes from the South.

Monica Cejas stated that this route is actually better for MDT because it's faster because local streets are being used. MDT is currently working with FDOT on the SW 8th Street and SW 147th Avenue Park-and-Ride lot and looking at using the MDX Extension. Also there is another line serving FIU then going north. FIU was in a meeting with MDT and the Commissioner "Pepe" Diaz yesterday and they are interested an very excited at the future possibility of coming down the express lanes and dropping off people there and then going straight into FIU because many students and faculty live in Broward.

Jack Schnettler asked a question to Monica Cejas: When I talked to you, the idea was from 147th Park-and-Ride lot they would also stop at this second location on 12th Street but if you're on the 836 mainline, I am not sure you can access it.

Monica Cejas stated that if you're on 836, you could get out and that access to the site is critical. She also mentioned that in the last TIP meeting she brought up the connection underneath the Turnpike to link the mall and the proposed new Park-and-Ride or Hub. Another critical connection that needs to be in the future is the NW 7th Street enhanced bus project that connects to the MIC. I've been talking to our Public Works Department and asked them also to include it in the LRTP, a connection on the south side of the Turnpike to cut across from NW 7th Street on the west side to NW 6th Street on the other side. In addition, MDT is also looking at connecting NW 122nd Avenue. A better roadway network connection is needed to create access in and out of the facility. The way it is right now is very restricted.

Mayra Díaz stated that on the location map, there is a private piece of property on the north of 12th Street, west of the lake. In addition she mentioned of a meeting that took place with Jack. A ramp connection from the Turnpike Southbound/Westbound onto 836's Extension is planned. MDX owns this land that was a transfer, an agreement of the land purchased for the construction of 836, so we have the right-of-way already established for that ramp. The details on the parcels and the land ownership are going to be subject to a meeting that Jack is coordinating.

Monica Cejas mentioned that the property appraiser shows it as owned by FDOT.

Mayra Díaz reiterated that the land belongs to MDX.

Jose Clavell mentioned a meeting will take place with MDX to discuss details about these parcels.

Andrew Velazquez asked Mayra Díaz if they will be developing concepts as part of your Krome Ave. PD&E for that direct connect that you would be ready to provide them within the limits of their study?

Mayra Díaz stated that MDX is just in the very beginning, the initial stages of that study. Traffic analysis will be conducted.

Jose Clavell discussed the design criteria for the facilities.

Andrew Velazquez had a question regarding the type of Tandems being considered.

Andrew Velazquez stated that a demand would have to be established for Tandems and that some jurisdictional transfers to the Turnpike will have to happen if that was the case.

Jack Schnettler stated that the project team started to look at site configuration but one thought would be if the tandem facility could be adjacent to the truck parking and then we would have the flexibility from the demand standpoint if it doesn't materialize it could be converted to truck parking.

Carlos Cejas asked if there was an opportunity to design truck parking spaces to be shared for tandems and regular trucks to allow for demand fluctuations.

Andrew Velazquez agreed with the statement. The idea of the tandem facility was considered because of the potential for the Turnpike to close the Golden Glades facility. As part of the study we should assess demand. The Turnpike is willing to help provide the information.

Andrew Velazquez stated that the Turnpike can provide a list of who's using it and we can start doing some research.

Jack Schnettler mentioned that the map shows that there is access control along the 12th Street frontage so as discussions go forward on access ideas we have to look at a revision to that for an access point there, obviously far enough away from the Turnpike ramp intersection and some other issues.

Jose Clavell explained how Atkins came up with design criteria and that no Alternatives have been developed. Design criteria were summarized.

Monica Cejas asked where the 800 number for parking spaces shown as criteria for the Park and Ride had come from. She stated that they had specifically sent the requirements to FDOT as 1000 spaces. These requirements had been established a long time ago because this project has a very long history. It originated as part of the East/West Metrorail extension. This was supposed to be a site for the end of the line, for the station originally; and the parking limit at that time was over 1000 spaces. MDT is currently building all of their corridors incrementally. Weather a rail project or because of expected future express bus service coming in and out of this location, 1000 spaces for capacity are appropriate. Once the MPO models it for MDT as part of the LRTP the demand will be assessed.

Rita Carbonell asked if the two sites are going to be co-located or located in different parcels or is that up in the air.

Jose Clavell answered that the study is in the preliminary phase, and that information is being gathered.

Andrew Velazquez asked how many other MDT lots have 1000 spaces.

Monica Cejas stated that Golden Glades would be almost 2000 spaces. MDT is working with FDOT and $45,000,000 are secured already to be built by 2019. The proposed facility will be called the Northern Hub. This site being presented today will be the Southern Hub. Many activities are expected for the Southern Hub including a lot of Express Bus Service.

Jose Clavell asked to PAT members if they would consider a multi-level facility.

Monica Cejas stated that ideally for MDT a garage is best, especially when land constraints are present. She mentioned that an approach used before by MDT is to develop the sites by phases. For example, some sites have started with a surface lot but with a plan already in place for the beginning to implement a garage in the future. The implementation process has to be planed from the begging to account for space that may be needed in future phases.

Nelson Castillo asked if that option can be considered.

Monica Cejas explained that It depends on how much land is available.

Rita Carbonell asked how many acres is this lot.

Jose Clavell answered that approximately 72 acres including the lake.

Rita Carbonnell asked if both sites could coexist.

Jose Clavell answered that the team is trying to have the facilities coexist. If we compromise we can build them next to each other.

Rita Carbonnell: asked if the team had considered looking at other lots/parcels other than this one.

Jose Clavell answered that for this specific study and because in a previous study from the MPO this site was already identified, the scope of work is limited to this site.

Rita Carbonnell: stated that the City of Doral is looking for trolley stops closer to the Dolphin Mall.

Dionne Richardson answered that the reason why that property by 821/836 was picked or we are looking at this piece of property is because it was FDOT's surplus land. Other properties that were identified in this study, phase 2, they were not FDOT's, so we didn't have any control over them. If private owners are interested in developing a truck parking then it was identified here and they have that option but this piece of land is being looked at simply because it is FDOT's land.

Jose Clavell asked if MDX was planning to have more ramps on 836?

Mayra Díaz asked we don't have any ramps on 836.

Monica Cejas stated that she recalled seeing a master plan years ago when she was still at FDOT, that there was a proposed ramp at 127th Avenue.

Mayra Díaz replied that she had looked but wasn't able to find anything related to that. She said that the only connection that MDX was looking at the moment was the potential system to system connection from Southbound HEFT onto Westbound SR 836 and possibly Eastbound SR 836 onto Northbound HEFT.

Andrew Velazquez mentioned that the Southbound HEFT onto Westbound SR 836 ramp was likely to be low demand. He asked if they were planning on modeling these ramps.

Jose Clavell mentioned that would not be part of this study but if it was in their master they would consider doing it as part of different study. But it'd be good to know now to better prepare.

Andrew Velazquez asked if they were going to be looking at any conceptual layouts for these potential movements. He asked if anybody would be looking at these direct accesses in terms of geometry.

Jose Clavell said that they would look at the access to the site.

Carlos Cejas: said that the red links should be looked at due to their potential impact to the site parcels.

Andrew Velazquez added that the potential access points (orange links) to the Park and Ride facility should also be looked at for transit improvement.

Nelson Castillo stated that they were also considering the connection of NW 122nd Avenue and NW 25th Street. He noted that there were two separate issues that would need to be considered in terms of access to the lot.

Mayra Díaz asked if the system to system ramps (red links) be part of the overall project's improvements. She asked if they would be building those ramps or any additional connections.

Jose Clavell stated that the team is interested in knowing how these ramps (red links) affect our site and how we can prepare our recommendations so that it can be addressed.

Mayra Díaz stated that MDX's work program does not include:

(1) A NW 127th Avenue and SR 836 Interchange
(2) An Eastbound SR 836 to Southbound HEFT ramp
(3) An Northbound HEFT to Westbound SR836 ramp

Any study to evaluate benefits should be part of the study Gannett Fleming is doing for the FDOT. Depending on the result MDX could potentially give the permit to build the ramps.

Monica Cejas asked Mayra Díaz if MDX have taken a look at the MD LRTP.

Mayra Díaz stated that it is part of the 836 18 project. This is in the MD LRTP but it is an unfunded need and it is a long term project. If we don't build that ramp connection, you can get access from NW 12th Street. You can also get access from underneath the potential ramp as long as you keep the envelope for MDX to use in the future.

Nelson Castillo stated that the project team is considering those options.

Andrew Velazquez asked Gannett Fleming if there were plans to conceptually lay out the connection to Dolphin Mall (Blue link) and how would it be done.

Jose Clavell stated that it would have to be. An option would be using the bridge structure on 25th Street to create a Texas U-turn? However, there isn't a public road like 117th on the west side of the HEFT and even though it can be built; it's all private land on that side.

Andrew Velazquez stated that another option is to go up on a future NW 122nd Avenue (Green link) to 25th and around to 117th. Things to consider are travel time to make that maneuver and the skew intersection of NW 25th Street and NW 117th Avenue. Traffic generated by IKEA may warrant future improvements in this area.

Nelson Castillo: raised the question of whether buses could use these ramps to exit if the Park-and-Ride lot was built lot on this side. Perhaps this is something that could be discussed in greater detail as we try to come up with priorities and strategies for alternatives in our next PAT meeting.

Andrew Velazquez stated that this idea of the off ramp feeding the Park and Ride to come back on to the expressway has been proposed in other projects:

(1) HEFT at 27th Avenue (Monica can send examples of what they have for this)
(2) Denver's US 36

As long as it's not a tolling issue and the operational aspect works Turnpike is open to it.

Jack Schnettler stated that the ramp schematics that Kim provided shows access in and out of the express lanes from those loop ramps. He mentioned that this would be a good idea as long as they can be accommodated. Bus only ramps to with access to the back side of the parcel.

Jose Clavell stated that a schedule of monthly PAT meeting would be a good idea. He also said that next PAT meeting would focus more on the alternative approach. He will hold a Q and A session that will help set up priorities more effectively. Coordination with agencies and one-on-one meetings will continue. The next meeting will be a presentation to the FTAC on April 30th. There will be a meeting with MDX in the near future.

Action Items:
The project team will follow up with the PAT in order to confirm and schedule the next PAT meeting. At that point, an e-mail invite will be sent to all PAT members.

Involvement needed from District Secretary or Directors:
None at this time.

Other information / notes:
None.

PAT Meeting # 1

Follow-Up Correspondence

MIAMI-DADE TRANSIT
Office of the Director
701 N.W. 1st Court • 17th Floor
Miami, Florida 33136
Tel: 786-469-5675 Fax: 786-469-5580

MIAMI-DADE COUNTY
miamidade.gov

April 14, 2014

Ms. Dionne G. Richardson
Florida Department of Transportation
1000 NW 111th Avenue
Room 6111
Miami, FL 33172

RE: Site Feasibility Study for Truck Parking and Park-and-Ride Lot (Dolphin Station Park-and-Ride/Transit Terminal)

Dear Dionne:

On behalf of Miami-Dade Transit (MDT), thank you for the opportunity to participate on the Site Feasibility Study for the Truck Parking and Park-and-Ride Lot (Dolphin Station) Project Advisory Team (PAT). Based on our last meeting and prior to our next meeting, we would like to provide some additional information and comments for your consideration.

As you are aware, this site has been identified by MDT as a strategic location for a major regional transit hub with a suburban park-and-ride facility for the last several years as noted in our Transit Development Plans. MDT is proposing multiple Express Bus Service routes on the Homestead Extension of the Florida Turnpike (HEFT) and SR 836 and ultimately on their respective Express Lanes. This proposed Park-and-Ride/Transit Terminal Station is located at a major system interchange of two major expressways with nearby residential, commercial, and retail land uses.

The proposed Park-and-Ride/Transit Terminal Station will not only serve four Express bus routes, but will also support the local community including several other Local MDT and Municipal (Cities of Sweetwater and Doral) circulator routes. This proposed Park-and-Ride/Transit Terminal Station will serve a critical junction of two priority People's Transportation Plan (PTP) Rapid Transit corridors, the East-West and Kendall corridors. The East-West corridor and the north leg of the Kendall corridor will connect residential areas to the largest employment areas of the county (FIU, Doral, Airport, Health District, Downtown Miami, and Brickell) as well as to the Miami Intermodal Center, a major intermodal transportation hub.

As part of this on-going study, MDT respectfully recommends that FDOT consider providing the following:

- Placement of the proposed Park-and-Ride/Transit Terminal Station should be north of NW 12th Street as close as possible to the Dolphin Mall with a direct multimodal connection to/from the mall and should be placed to provide the most efficient access for buses and patrons.

- Provide SR 836 general use lane access to/from the west which currently is not available. It appears that one logical place is at NW 127th Avenue.
- Provide the missing arterial roadway links for both NW 122nd Avenue and NW 7th Street in the vicinity of the proposed Park-and-Ride/Transit Terminal Station.
- Provide direct access ramps to/from the proposed Park-and-Ride/Transit Terminal Station and the proposed Express Lanes on both SR 836 and the HEFT.
- Provide queue jumpers and by-pass treatments along with Transit Signal Priority (TSP) along all bus routes as they access the facility.

The following are comments or clarifications pursuant to our first PAC meeting:

- The minimum required number of parking spaces for the proposed Park-and-Ride/Transit Terminal Station should be 1000 parking spaces and not 800 spaces as shown.
- There is an additional Express bus route to/from the north along the HEFT that needs to be added. All four proposed Express bus routes will have 10 minute peak headways and operate in the peak-periods (6 hours).
- There is an additional proposed Enhanced Bus Service (EBS) route along NW 7th Street that needs to be added. This and all other proposed EBS routes will have 10 minute peak headways and 20 minute non-peak headways and providing an all-day service.
- The existing bus terminal at Dolphin Mall needs to be shown to be relocated to this new Park-and-Ride/Transit Terminal Station location. The proposed Dolphin Mall connection has to be as short and direct as possible and must accommodate buses, auto, bicyclists, and pedestrians. The intent is to allow buses and other travel modes to get back and forth quickly and not via an indirect and congested route along NW 25th Street.
- There are 6 MDT local bus routes currently serving the Dolphin Mall. All existing bus routes are proposed to serve the Dolphin Mall as a stop and no longer as a terminal/layover facility. From this point, the mall stop location, all the existing routes would travel a short distance and terminate at the proposed Park-and-Ride/Transit Terminal Station.

Route	Bus Service Type	Peak Frequency (min)	Buses/Hr	Regular Bays	Articulated Bays	Notes
7	Local	30	2	1	0	Existing local bus service
36	Local	60	1	1	0	Existing local bus service
71	Local	30	2	1	0	Existing local bus service
137	Local	30	2	1	0	MAX to be converted to Enhanced Bus Service
238	Local	45	1	1	0	Existing local bus service
238 Weekend Express	Express	30	2	1	0	Existing local bus service
SR 836 Express	Express	10	6	0	1	SW 8th St/SW 147 Ave to MIC at MIA via FIU and HEFT
SR 836 Express	Express	10	6	0	1	SW 8th St/SW 147 Ave to MIC at MIA via SW 137th Ave Extension
HEFT South	Express	10	6	0	1	Express from SW 344 St (Florida City) intermediate stops at SW 152 St & Kendall Dr
HEFT North	Express	10	6	0	1	Express from Broward County intermediate stops at Okeechobee Rd and NW 186 St
NW 7th St EBS	Enhanced Bus	10	6	0	1	Enhanced Bus Service to Downtown Miami
Sweetwater Trolley	Circulator	TBD	TBD	TBD	0	
Doral Trolley	Circulator	TBD	TBD	TBD	0	
		Total	40	6	5	

- It is anticipated that the Cities of Doral and Sweewater's Municipal circulators would also have a stop at the mall and at the proposed Park-and-Ride/Transit Terminal Station.
- The SR 836 Express is anticipated to be open for revenue in early 2019. Therefore, for the purpose of this study, you may want to consider an opening year of no later than 2020 at the proposed Park-and-Ride/Transit Terminal Station with a future Design year of approximately 2040. The proposed facility needs to be able to accommodate this future travel demand.
- The proposed Park-and-Ride/Transit Terminal Station must be served by a multi-modal network of local roadways such as the theoretical NW 122nd Avenue and NW 7th Street. Thus we recommend that Miami-Dade Public Works and Waste Management Department be included as part of the PAT. These local roadway connections are critical to allow patrons to walk, bike, drive, be dropped off/picked up, or ride transit to/from nearby areas. It is the "first and last mile" multimodal connections that are the most important connections for successful public transit.

We appreciate the opportunity to continue to work with FDOT to develop cost effective multi-modal transportation solutions for the residents of Miami-Dade County. If you have any questions regarding this proposed Park-and-Ride/Transit Terminal Station or any other future corridor project, please contact me at (786) 469-5290.

Sincerely,

Mónica D Cejas

Monica D. Cejas, P.E., MDT

c: Albert A. Hernandez, P.E., MDT
Aileen Boucle, AICP, FDOT
Eman Gomaa, P.E. FDOT
Raymond Freeman, FDOT

PAT Meeting # 2

Summary

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT SIX

Project Advisory Team (PAT) #2 - Agenda

Project:

Truck Parking and Park-and-Ride Feasibility Study

Purpose of meeting:

This meeting was scheduled to provide the PAT members the opportunity to be directly engaged in the planning process and help address technical issues associated with the study. The PAT includes key members from each jurisdiction within the study area, resource agencies, and representatives from the study area, activity centers, and nonprofit/community organization leaders.

Date/Time/Location of meeting:

September 25th, 2014 (2:00 PM)
FDOT, District 6 - Conference Room A (Design)
Adam Leigh Cann Building
1000 NW 111th Avenue, Miami, FL 33172

1. **Introductions**

2. **Presentation**
   a. **Previous PAT Meetings**
      i. **April 11th, 2014**
   b. **HEFT and MDX Proposed Improvements**
   c. **Truck Parking and Park-and-Ride Conceptual Layouts**
   d. **Alternatives 1 and 2**

3. **Feedback Session**

4. **Next Steps**
   a. **Present to the Freight Transportation Advisory Committee (FTAC) on October 22nd, 2014**
   b. **Continue coordination with Agencies**
   c. **Coordinate for Tentative Future PAT Meetings**
   d. **Finalize Working Concepts for Review**

SIGN IN SHEET

Freight Logistics & Passenger Operations – Project Advisory Team (PAT) Meeting #2
Planning and Conceptual Engineering Study – Site Feasibility Study for Truck Parking & Park-and-Ride Lot
September 25th, 2014 – 2:00PM
Location: FDOT District 6 – Conference Room A (DESIGN)

Name	Association	Phone	E-mail	Initial
Carlos A. Castro	FDOT-D6	305-470-5238	carlos.castro@dot.state.fl.us	[illegible]
Jack Schnettler	ATKINS for FDOT-D6	305-514-3369	jack.schnettler@atkinsglobal.com	[illegible]
Dionne Richardson	FDOT-D6	305-470-5292	dionne.richardson@dot.state.fl.us	DGR
Albert Sosa	HNTB/MDX	305 537 8100	asosa@hntb.com	[illegible]
Mayra Diaz	MDX	305 637 3277	mdiaz@mdxway.com	[illegible]
Kim Samson	Traffic + Rev. Consultant to TPK (URS)	(954)934-1106	kim.samson@dot.state.fl.us	KCS
Phil Steinmiller	Miami-Dade MPO	305-375-1522	psteinmiller@miamidadeempo.org	PS
Nelson Castillo	Garnett Fleming	305 4075737	ncastillo@gfnet.com	[illegible]
Rita Carbonell	City of Doral	305-593-6740	rita.carbonell@cityofdoral.com	RC

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT SIX

Project Advisory Team (PAT) #2 - Meeting Summary

Project:

Truck Parking and Park-and-Ride Feasibility Study

Project Manager:

Carlos Castro

Purpose of meeting:

This meeting was scheduled to provide the PAT members the opportunity to be directly engaged in the planning process and help address technical issues associated with the study. The PAT includes key members from each jurisdiction within the study area, resource agencies, and representatives from the study area, activity centers, and nonprofit/community organization leaders.

Date/Time/Location of meeting:

Thursday, September 25, 2014
2:00 p.m. – 4:00 p.m.
FDOT District 6 - Conference Room A (Design)
Adam Leigh Cann Building
1000 NW 111th Avenue, Miami, FL 33172

Elected or Public Officials attendees:

None

Other attendees:

Dionne Richardson	**FDOT**
Carlos Castro	**FDOT**
Jack Schnettler	**ATKINS**
Monica Cejas	**MDT**
Mayra Diaz	**MDX**
Albert Sosa	**MDX (HNTB)**
Kim Samson	**Turnpike**
Philip Steinmiller	**Miami-Dade MPO**
Rita Carbonell	**City of Doral**
Jose Clavell	**Gannett Fleming**
Nelson Castillo	**Gannett Fleming**
Nelson Mora	**Gannett Fleming**
Carlos Cardo	**Gannett Fleming**

Media Involvement:

None

Key items discussed:

Presentation and Overview:

The meeting started with self-introductions. A brief Power Point presentation was presented to the PAT to review the first PAT meeting and to discuss Concepts developed by the Project Team.

Jose Clavell talked about bubble diagrams and how these diagrams helped the team understand whether the available land was adequate to fit all the components required by both facilities; truck parking and PnR facility. Some of the adjacent parcels are privately owned while others are owned by MDX. The Project Team took into consideration available public parcels and considered the use of private parcels for development. In addition, the Project Team considered components required in the facilities such as truck wash, customer service building, truck fuel pumps, car fuel pumps, maintenance facilities, and tandem truck parking area. These concepts (bubble diagrams) were submitted to the different agencies for feedback.

Monica Cejas mentioned that MDT received these layouts and prefers Layout #1 to which they have proposed some changes. MDT does not like Layout #2.

Jose Clavell stated that there were pockets of land that were kept open for proposed concepts by the HEFT and MDX.

Jose Clavell mentioned that the Project Team looked at NW 25th Street as a potential connection to the truck parking facility from the North as well as a connection from the South via NW 12th Street. Regardless of space limitations due to existing MDX structures, the Project Team is doing their best to connect from both sides. A preliminary traffic analysis led the team to assume that NW 25th Street would mostly be used by trucks while NW 12th Street would mostly be used by transit and vehicles.

Nelson Castillo stated that these assumptions were supported by the fact that 10% of Trucks currently use NW 25th Street near the HEFT versus 3% on NW 12th Street.

Monica Cejas mentioned that one important comment that MDT provided is that access to the Park-and-Ride is critical. Lack of proper access may lead to people not using the PnR. MDT needs access to 122nd Avenue north of NW 12th Street but access is also needed south of NW 12th Street. NW 122nd Avenue should span from NW 25th Street to NW 7th Street. She also mentioned that another critical connection is connecting to the Turnpike. Coordination with Turnpike is needed as they would require links across the HEFT near Dolphin Station and nearby NW 7th Street. These components were provided as part of the LRTP and they need to be studied regardless of feasibility.

Philip Steinmiller stated that NW 122nd Avenue from NW 41st Street to NW 12th Street is included as a cost feasible project in the updated LRTP. But NW 122nd Avenue south of NW 12th Street has not been included in the LRTP as a cost feasible project.

Monica Cejas mentioned that comments were provided in the LRTP outreach process. The draft document sent for review to MDT by the MPO did not include the south portion of NW 122nd Avenue. Maybe it is in the illustrative section or in the non-cost feasible section but we need to have it there.

Albert Sosa from HNTB mentioned that when SR 836 extension was in the PD&E stage, the idea was to have the EB-NB ramp be an at grade connection that would sweep underneath SR 836 and would not elevate and flyover until 500 ft. west of the NW 12th Street ramp. Conversely, on the SB-WB ramp, the concept was to have an at grade ramp. He also stated that the EB-NB ramp concept presented by the Project Team, where the ramp elevates at the beginning until it merges with the HEFT is very different to our EB-NB concept and it presents a serious financial impact.

Jose Clavell mentioned that the Project Team came up with the new concept as an option to connect to the proposed HEFT's improvements.

Mayra Diaz stated that MDX would tie to the proposed Turnpike improvements.

Albert Sosa stated that in the concept HNTB provided, only the last 528 ft. has room for driveways. GF proposed driveway is in conflict with HNTB at grade EB-NB ramp concept.
Mayra Diaz expressed that moving the access to the east closer to the NW 12th Street ramp would be the best option for MDX because otherwise you would be changing the amount of cost that was not anticipated.

Nelson Castillo stated that NW 12th Street is not a State Road but according to access management standards, we should be as far west as possible.

Kim Samson from the Turnpike wanted clarification on the urgency of conducting this feasibly study.

Dionne Richardson explained that high demand for the property, truck parking shortage, and a much needed PnR were driving the study.

Monica Cejas stated that another reason is a demand for an end-of-the-line hub. Currently MDT is occupying a significant amount of space in Dolphin Mall as our hub. MDT has a shortage of park-and-ride spaces. And the LRTP lists the park-and-ride facility as a very high priority.

Dionne Richards express that the study is a priority because of the following reasons:

- An MPO study identified there is a huge truck shortage in the county
- MDX's needs
- MDT's needs for a park-and-ride
- Commissioners identify it as a high priority
- Identified by FDOT D6 as a high priority

Monica Cejas stated that direct ramps from HEFT and SR 836 are priority #2 and they are funded in the LRTP.

Albert Sosa expressed that MDX wants these concepts to work but would like for the Project Team to consider other options that would not increasing our capital budget 5 to 10 times from what they had already planned, which would be the result of what the Project Team is suggesting. He also mentioned that if there is a preferred option that moves away from MDX's original concept that could create a financial burden on MDX other agencies/ partners might be able to share or help with the additional cost.

Albert Sosa also stated that MDX does not have a concept for a direct connection to the park-and-ride from SR 836, but that they are open to any ideas proposed by the Project Team.

Phil Steinmiller expressed that in Miami-Dade Comprehensive Development Master Plan shows NW 122nd Avenue from NW 41st Street to NW 25th Street.

Jose Clavell asked if the HEFT's managed lanes are open for transit.

Monica Cejas expressed that MDT is coordinating with Andrew Velasquez from the Turnpike Enterprise. She mentioned that they reviewed the PD&E and Preliminary alignment and noticed that within the needs and description they will be providing access to transit within the express lanes. However, Andrew Velasquez from Florida's Turnpike says that, operationally the HEFT cannot make it work so that the buses get off the express lanes to access the ramps because they have safety concern. With this in mind, MDT's NB/SB route along the HEFT from/to SW 344th Street (HEFT South Express) will not be able to use express lanes if they plan on accessing this location, a concern from MDT.

Monica Cejas mentioned that this site, as shown in the concept layout 1 is there most preferred location because it links everything out west. It also links routes coming from I-75.

General Comment: If enough distance is provided to leave the express lanes and take the exit ramps either at NW 12th or 58th that might work.

Monica Cejas mentioned that MDT will be OK if the project is divided in phase of implementation. At phase one, buses should be able to get off the express lanes and connect but ultimately in subsequent phases MDT will like to have direct connection to their Park-and-Ride site.

Monica Cejas mentioned that the Location of the park-and-ride is non-negotiable and that having that the location of the Park-and-Ride is more important than having direct connections to the HEFT's managed lanes. MDT believes that this site is at the right location.

Albert Sosa asked if the PnR could be located south of NW 12th Street.

General Comment: Railroad present south of NW 12th Street (parallel) prevents this from becoming an alternative.

Albert Sosa mentioned that the Project Team picked the most expensive way to go which is by forcing the EB-NB ramp to elevate to go over NW 12th Street, CSX, HEFT and SR 836 and merge with the HEFT, north of IKEA. Maybe the Project Team should consider realigning for a cost feasible alternative.

Mayra Diaz expressed that instead of providing access to PnR on NW 12th Street, transit could use NW 127th and a future access road parallel to and north of SR 836.

Albert Sosa stated that the EB-NB at grade ramp configuration can be used as a double purpose for access to the PnR.

Jose Clavell asked the City of Doral to have a direct connection from Dolphin Mall to PnR.

Rita Carbonell from the City of Doral mentioned the importance of a direct connection or any means to minimize Vehicle Miles Traveled between facilities. Annual surveys on City of Doral Trolley indicate that the number one demand/request is connection to Dolphin Mall. The City of Doral ridership has grown exponentially and the City is trying to catch up with the demand. Having a transit hub gives riders a reason to leave city limits to connect to this area.

Monica Cejas expressed that not having a direct connection forces our buses to drive from the northwest corner of Dolphin Mall (MDT's current end-of-the-line hub) around the mall perimeter to NW 12th Street mall access; that takes more than 15 minutes. Direct access would save MDT a bus which is $200,000 is a year. She also mentioned that the proposed PnR will have City of Sweetwater trolleys, City of Doral Trolleys, and MDT Buses connect in the hub. MDT has a lot of routes now and future ones as well. Existing routes include the 7, 36, 71, 137, 238, and 338. In addition, MDT has the 836 Express, HEFT North and South, and another route from Kendall. She also mentioned that the Park-and-Ride could be used by people that work in Broward, Downtown, and to Florida City as a origin or a destination due to all the routes planned for this facilities.

Jose Clavell stated that direct ramps for tandem trucks cannot be used for buses and vehicles because security for tandem parking would be an issue. Their requirements are that both facilities are separated. He also mentioned the need for Tandem trucks to have a direct ramp because they are not allowed on local roads.

Albert Sosa mentioned that MDX needs an EB-NB flyover ramp. If MDT can find a reasonable way to use the flyover maybe the financial hit may be absorbed by both agencies.

Monica Cejas mentioned that a connection from PnR to Dolphin Mall using a segment of NW 12th Street and part of the NB Ramp to the HEFT to connect to Dolphin Mall perimeter could be a realistic option. Meeting with Dolphin Mall would be needed.

Nelson Mora stated the following:

Long Term Parking: 887 spaces
Short Term Parking: 30 spaces
Disable Parking: 21 spaces

The Project Team mentioned that they will be presenting in the next FTAC meeting and that additional PAT meetings will be scheduled.

PAT Meeting # 2

Follow-Up Correspondence

MIAMI-DADE EXPRESSWAY AUTHORITY

3790 N.W. 21st Street t / 305-637-3277
Miami, Florida 33142 f / 305-637-3283

MARITZA GUTIERREZ
Chair
MAURICE A. FERRÉ
Vice-Chair
CARLOS R. FERNANDEZ-GUZMAN
Treasurer
GUS PEGO, P.E.
FDOT District Six Secretary

ALFREDO L. GONZALEZ, ESQ.
ROBERT W. HOLLAND, ESQ.
LOUIS V. MARTINEZ, ESQ.
RICK J. RODRIGUEZ PIÑA
SHELLY SMITH FANO
JAVIER L. VAZQUEZ, ESQ
LUZ WEINBERG

JAVIER RODRÍGUEZ, P.E.
Executive Director
MARIA LUISA NAVIA LOBO
Board Secretary

October 1, 2014

Carlos Castro
District Freight Coordinator
Florida Department of Transportation
1000 NW 111th Avenue
Miami, Florida 33172

Re: FDOT Site Feasibility Study for Dolphin Station Truck Parking and Park and Ride Lot

Dear Mr. Castro,

This letter is a follow up to the Dolphin Station Truck Parking and Park and Ride Lot project meeting that took place on September 25, 2014. MDX would like to offer the following comments on the alternatives described by FDOT:

1) It is critical to MDX that an envelope for cost efficient ramp connections between SR 836 and the HEFT be maintained. MDX's current alignments for those ramps are primarily at grade. FDOT has been provided with the latest available geometry for those connections. Vertical profiles as requested at the meeting have not been previously developed and are not available.
2) FDOT's alternatives 1 and 2 as presented at the meeting retain MDX's ramp connections but the eastbound to northbound ramp is reconfigured. This reconfigured ramp is primarily elevated and includes 2 additional aerial rail road crossings, 2 additional aerial crossings of NW 12th Street and a 3rd level aerial crossing over SR 836 and the HEFT. These changes introduce a significant cost burden to MDX. MDX finds these additional costs objectionable and as such does not support these alternatives as presented.
3) MDX requests that FDOT develops additional alternatives that restore the SR 836 EB to HEFT NB connections as a primarily at grade connection with no crossings of NW 12th Street or the railroad as well as simplifying the flyover at the HEFT from a 3rd level to 2nd level configuration.

Thank you for inviting us to provide feedback during this study and we look forward to our continued coordination. Please let us know when you anticipate having the additional alternatives prepared for our review.

Sincerely,

Mayra Diaz
Planning Manager

CC: Aileen Boucle (FDOT), Dionne G. Richardson (FDOT), Juan Toledo (MDX), Daniel Menendez (MDX), Albert Sosa (MDX-GEC)

SBWB RAMP
DS=50 MPH
PS=45 MPH
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R=2292'
L=1655'
e=0.049'/'
L/A RW LINE
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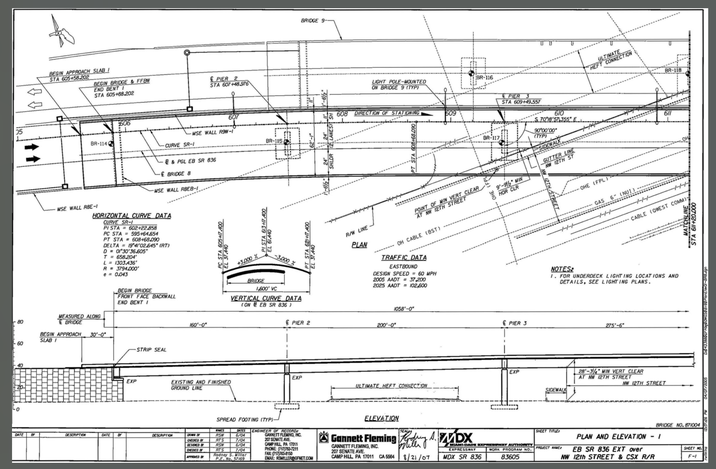
BRIDGE 9
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Comments provided by the Miami-Dade MPO on the Conceptual Alternatives shown during PAT Meeting # 2

Dionne and Jack,

Thank you for your efforts on this important and much needed project which the MPO supports. Please see our comments below for your consideration, and please contact me or Carlos if you have any questions or wish to discuss. Thank You.

MPO Comments:

1) Both concepts address the concerns of FTAC, which are that the two components of the project remain physically separated. FTAC prefers that the truck parking facility will have separate access points, and that it will not be connected to the park & ride terminal.

2) The Concept #1 site layout for the park & ride facility seems to be preferable for several reasons. First, it fully utilizes the FDOT parcel and does not leave the northern triangular shaped parcel which may have problematic access issues in the future. Second, if the MDX property is not used in the initial stage of the project, it may remain available for future use if expansion of the facility is needed. It also provides a parcel with good access along NW 12th Street for other future uses.

3) The construction and extension of NW 122nd Avenue, from NW 12th Street to NW 25th Street, should be included as part of the truck parking project.

4) The continuation of NW 122nd Avenue, from NW 25th Street to NW 41st Street, should be considered as an additional important freight linkage to the NW 41st Street interchange with the HEFT. This road could be considered as ½ of the pair of roadways, along with NW 117th Avenue (recently studied by the MPO), which provide improved freight connections from the NW 25th Street corridor to the HEFT. The project will also help reduce truck traffic through the City of Doral.

5) The envelope for the potential ramp connection from the HEFT to SR 836 should be retained in the final design concept.

6) The MPO will consider adding the truck parking (freight) project to the Needs Element of the 2040 long range transportation plan. It will then be important to determine a project sponsor, i.e. implementing agency.

7) Has the truck parking project been added to the State Freight Plan, or is it being added to the Florida Mobility & Trade Plan, Investment Element? The FDOT Work Program Instructions refer to a “federally approved state freight plan”.

8) Will the current study outline a potential funding mechanism and next steps for implementation?

Comments provided by the Florida Turnpike Enterprise on the Conceptual Alternatives shown during PAT Meeting # 2

Jack,

As requested, please find comments regarding the "Concept/Bubble" diagrams circulated for input. Turnpike concessions/business development staff can be consulted in future reviews to provide insight from knowledge gained from Turnpike service plaza operation. Access points/circulation for the truck facility are critical in pinpointing functionality of the other elements. With additional response timeframe a more thorough circulation and request for input can be accomplished.

Comments below:

1. Determining feasible access is critical to site layout planning.

2. Turnpike management requested the site consider facilitating Turnpike tandem truck operation, not simply parking. Operations include the ability to stage tandem operation. Companies trucking with "Turnpike tandems" would need an area to make up and break down from doubles to singles and vice versa; store connector dollies and containers. Consideration of this operation/circulation, increased turn radius' and more difficult maneuvering (need to minimize number and conflicts) are important considerations. Past coordination with tandem operators indicate a strong preference not to have to make left-turns across heavy traffic to gain access to the facility. If these movements are necessary they should be signalized.

3. Most tandems originate from and return to the north, with connecting trucks coming and going from both directions.

4. The Turnpike Tandem rule has specific language regarding access requirements. Once the access routes are established and a sketch completed, additional coordination will be needed in regard to what is necessary for this location to conform to the rule. Additional efforts will need to be completed in order to appropriately apply the Tandem Rule to this particular site.

5. A current list of certified Turnpike tandem truck operators/companies can be provided to facilitate additional contact and inquiry regarding operation.

6. Truck access to the site should be separate from the transit bus and passenger vehicles.

7. Trucks do not have direct access from NW 12th Street, direct access to and from NW 12th Street should be provided.

8. A new direct access at NW 25th Street was previously evaluated by the Turnpike and this information has been provided to the team.

9. Additional geometric evaluations should be performed on the entire access corridor to verify there is appropriate storage, queue length, and turning radii are provided to accommodate the truck movements.

10. Additional study should be considered in order to address the park and ride (and maybe truck) access to the Dolphin Mall and also add access to a potential rail station.

11. Determine whether or not the plans include the ability for commercial bus services to use the facility. (By permit is an idea that may work and need to be vetted.)

MIAMI-DADE TRANSIT
Office of the Director
701 N.W. 1st Court • 17th Floor
Miami, Florida 33136
Tel: 786-469-5675 Fax: 786-469-5580

miamidade.gov

July 11, 2014

Ms. Dionne G. Richardson
Florida Department of Transportation
1000 NW 111th Avenue
Room 6111
Miami, FL 33172

RE: Site Feasibility Study for Truck Parking and Park-and-Ride Lot (Dolphin Station Park-and-Ride/Transit Terminal)

Dear Dionne:

On behalf of Miami-Dade Transit (MDT), thank you for the opportunity to review the preliminary concepts for the Truck Parking and Park-and-Ride Lot (Dolphin Station). Based on MDT's review of the concepts provided on July 1st, 2014, we have grouped the comments in the following 3 categories: **1) New comments based on July 1st schematics, 2) New comments based on MPO Board Prioritization of Rapid Transit Corridors and Commissioner Sunshine Meetings, and 3) Prior comments that have not yet been addressed in the concepts provided.**

1) New comments based on July 1st schematics:

MDT prefers the Park & Ride Conceptual Layout (1) and offers the following comments for your consideration:

- Move the bus terminal slightly north (one or two rows of parking) so that the parking is more evenly distributed around the bus terminal.
- Short-term parking needs to be moved west to be centered relative to the bus bays or at least left of the bus bays. The purpose for this is so that people waiting for transit patrons can see them as they arrive at the terminal.
- Provide additional short-term parking area on the south side.
- Consider new option similar to layout 1 but expands to the west (utilizing MDX parcel) to provide the 1,000 parking spaces as previously requested.

2) New comments based on MPO Board Prioritization of Rapid Transit Corridors and Commissioner Sunshine Meetings:

As you are aware, the *MPO Board recently prioritized 4 of the 8 People's Transportation Plan (PTP) Rapid Transit Corridors.* The Commissioners emphasized that these corridors should be full-featured BRT supporting a high level of transit infrastructure investment and not just Enhanced Bus Service with a lower level of transit infrastructure investment. This proposed Park-and-Ride/Transit

Terminal Station will serve a critical junction of two of these priority PTP Rapid Transit corridors, the East-West and Kendall corridors. The East-West corridor and the north leg of the Kendall corridor will connect residential areas to the largest employment areas of the county (FIU, Doral, Airport, Health District, Downtown Miami, and Brickell) as well as to the Miami Intermodal Center, a major intermodal transportation hub. Additionally, the proposed Park-and-Ride/Transit Terminal Station will not only serve four Express bus routes, but will also support the local community including several other Local MDT and Municipal (Cities of Sweetwater and Doral) circulator routes.

Furthermore, at the June 12th, 2014 Sunshine Meeting between Commissioners Diaz, Souto and Zapata, Commissioner Diaz asked Secretary Pego to prioritize the park-and-ride facility over the truck parking facility. He further emphasized for all the agencies to work together in order to deliver the proposed park-and-ride facility to coincide with the availability of the full use of the shoulders along SR 836 from NW 137th Avenue to the Palmetto Expressway which should be in the next couple of years. Commissioner Diaz also asked MDX to ensure that they do their part to make this project work. MDX committed to cooperate fully.

3) **Prior comments that have not yet been addressed in the concepts provided.** These should have been included in your functional diagrams and we respectfully request that they be addressed/incorporated in the next submittal.

Excerpts from MDT letter dated 4/14/14:

- *Provide SR 836 general use lane access to/from the west which currently is not available. It appears that one logical place is at NW 127th Avenue.*
- *Provide the missing arterial roadway links for both NW 122nd Avenue and NW 7th Street in the vicinity of the proposed Park-and-Ride/Transit Terminal Station.*
- *Provide direct access ramps to/from the proposed Park-and-Ride/Transit Terminal Station and the proposed Express Lanes on both SR 836 and the HEFT.*
- *Provide queue jumpers and by-pass treatments along with Transit Signal Priority (TSP) along all bus routes as they access the facility.*
- *The minimum required number of parking spaces for the proposed Park-and-Ride/Transit Terminal Station should be 1,000 parking spaces and not 800 spaces as shown.*
- *The existing bus terminal at Dolphin Mall needs to be shown to be relocated to this new Park-and-Ride/Transit Terminal Station location. The proposed Dolphin Mall connection has to be as short and direct as possible and must accommodate buses, auto, bicyclists, and pedestrians. The intent is to allow buses and other travel modes to get back and forth quickly and not via an indirect and congested route along NW 25th Street.*
- *It is anticipated that the Cities of Doral and Sweewater's Municipal circulators would also have a stop at the mall and at the proposed Park-and-Ride/Transit Terminal Station.*
- *The SR 836 Express is anticipated to be open for revenue in early 2019. Therefore, for the purpose of this study, you may want to consider an opening*

year of no later than 2020 at the proposed Park-and-Ride/Transit Terminal Station with a future Design year of approximately 2040. The proposed facility needs to be able to accommodate this future travel demand.

- *The proposed Park-and-Ride/Transit Terminal Station must be served by a multi-modal network of local roadways such as the theoretical NW 122nd Avenue and NW 7th Street. Thus we recommend that Miami-Dade Public Works and Waste Management Department be included as part of the [Project Advisory Team] PAT. These local roadway connections are critical to allow patrons to walk, bike, drive, be dropped off/picked up, or ride transit to/from nearby areas. It is the "first and last mile" multimodal connections that are the most important connections for successful public transit.*

We appreciate the opportunity to continue to work with FDOT to develop this Park-and-Ride/Transit Terminal Facility. If you have any questions regarding this or any other future corridor projects, please contact me at (786) 469-5290.

Sincerely,

Mónica D. Cejas

Monica D. Cejas, P.E., MDT

c: Albert A. Hernandez, P.E., MDT
Aileen Boucle, AICP, FDOT
Eman Gomaa, P.E. FDOT
Raymond Freeman, FDOT

12. The main access to the site should be located directly adjacent to the fueling facilities and Convenience store.

13. After resolution of the access issues, please submit a revised site plan for review.

14. Please include Turnpike Concessions in any discussions regarding potential meetings with concessionaires, site planning and RFP development.

PAT Meeting # 3

Summary

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT SIX

Project Advisory Team (PAT) #3 - Agenda

Project:

Truck Parking and Park-and-Ride Feasibility Study

Purpose of meeting:

This meeting was scheduled to provide the PAT members the opportunity to be directly engaged in the planning process and help address technical issues associated with the study. The PAT includes key members from each jurisdiction within the study area, resource agencies, and representatives from the study area, activity centers, and nonprofit/community organization leaders.

Date/Time/Location of meeting:

May 6th, 2015 (2:00PM)
FDOT, District 6 - Conference Room B (6111-B)
Adam Leigh Cann Building
1000 NW 111th Avenue, Miami, FL 33172
Call-In Number: 866-374-3368 Ext 3106 / 880-3106

1. **Introductions**

2. **Presentation**
   a. **Previous PAT Meetings**
      i. **April 11th, 2014**
      ii. **September 25th, 2014**
   b. **Initial Conceptual Layouts – Alternatives 1 & 2**
   c. **Conceptual Alternative No. 3 (Revised System Ramp)**

3. **Feedback Session**

4. **Next Steps**
   a. **Freight Transportation Advisory Committee (FTAC) – May 13th, 2015**
   b. **Finalize Planning and Conceptual Engineering (PACE) Study**
   c. **Future Phase(s)**

SIGN IN SHEET

Truck Parking & Park-and-Ride Site Feasibility Study – Project Advisory Team (PAT) Meeting No. 3

May 6th, 2015 – 2:00PM to 4:00PM

Location: FDOT District 6 – Conference Room B (PLEMO) – Call-In Number: 866-374-3368 Ext 3106 / 880-3106

Name	Association	Phone	E-mail	Initial
Carlos Castro	FDOT, D6	305-470-5238	Carlos.Castro@dot.state.fl.us	[illegible]
Kim Samson	Turnpike AECOM In-house cons.	(954)934-1106	kim.samson@dot.state.fl.us	KCS
Monica D. Cejas	M.D.T.	786-469-5290	mcejas@miamidade.gov	MDC
Vilma Croft	HNTB	305-222-1457	VCROFT@HNTB.COM	VC.
Mayra Diaz	MDX	305-637 3277	mdiaz@mdxway.com	[illegible]
Judy Solaun Gonzalez	MDX. GEC	305-222-1419	JSOLAUNGONZALEZ@HNTB.com	JS.
Phil Steinmiller	M-D MPO	305-375-1522	psteinmiller@miamidadempo.org	PS
Rita Carbonell	City of Doral	305-593-6740	rita.carbonell@cityofdoral.com	RC
Nelson Mora	Gannett Fleming	305-479-0992	NMORA@GFNET.COM	NM
Carlos Cardo	Gannett Fleming	305 484 5701	CCARDO@GFnet.com	CC
Jose Chell	Gannett Fleming	786-208-3226	jchell@GFnet.com	JC
JACK SCHNETTLER	ATKIN FDOT D6 Consultant	305-514-3369	jack.schnettler@atkinsglobal.com	[illegible]
Nelson Castillo	Gannett Fleming	3054705737	ncastillo@gfnet.com	NC

SIGN IN SHEET

Truck Parking & Park-and-Ride Site Feasibility Study – Project Advisory Team (PAT) Meeting No. 3

May 6th, 2015 – 2:00PM to 4:00PM

Location: FDOT District 6 – Conference Room B (PLEMO) – Call-In Number: 866-374-3368 Ext 3106 / 880-3106

Name	Association	Phone	E-mail	Initial
	– VIA TELECONFERENCE –			
RAX JUNG	TURNPIKE	407-264-3870	RAX.JUNG@dot.state.fl.us	
JOSH PEDERSEN	HNTB for TURNPIKE	407-264-3438	JOSH.PEDERSEN@dot.state.fl.us	

FLORIDA DEPARTMENT OF TRANSPORTATION DISTRICT SIX

Project Advisory Team (PAT) #3 - Meeting Summary

Project:

Truck Parking and Park-and-Ride Feasibility Study

Project Manager:

Carlos Castro

Purpose of meeting:

This meeting was scheduled to provide the Project Advisory Team (PAT) members the opportunity to be directly engaged in the planning process and help address technical issues associated with the study. The PAT includes key members from each jurisdiction within the study area, resource agencies, and representatives from the study area, activity centers, and nonprofit/community organizations leaders.

Date/Time/Location of meeting:

Wednesday, May 6, 2015
2:00 p.m. – 4:00 p.m.
FDOT, District 6 – Conference Room B
Adam Leigh Cann Building
1000 NW 111th Avenue, Room 6111-B, Miami, FL 33172
Call in Number: 866-374-3368 Ext 3106/880-3106

Elected or Public Officials attendees:

None

Other attendees:

Carlos Castro	**FDOT**
Kim Samson	**Turnpike (AECOM)**
Monica Cejas	**MDT**
Vilma Croft	**HNTB**
Mayra Díaz	**MDX**
Judy Solaun Gonzalez	**MDX (HNTB)**
Philip Steinmiller	**Miami-Dade MPO**
Rita Carbonell	**City of Doral**
Nelson Mora	**Gannett Fleming**
Carlos Cardo	**Gannett Fleming**
Jose Clavell	**Gannett Fleming**
Nelson Castillo	**Gannett Fleming**
Jack Schnettler	**ATKINS**
Rax Jung (by telephone)	**Turnpike**
Josh Pedersen (by telephone)	**Turnpike (HNTB)**

Media Involvement:

None

Key Items discussed - Presentation and Overview:

The meeting started with self-introductions. A very brief Power Point presentation followed to show the PAT the alternatives that would move forward to the next phase of the project.

Jose Clavell went over the project location which all the PAT members present at the meeting were familiar with. He mentioned very briefly the main challenges of the project; these included access connections to the project site as well as system-to-system (SR 836 and HEFT) direct ramp connections. Jose also talked about the HEFT's upcoming improvements as well as future system-to- system connection plans foreseen by MDX; these were graphically depicted on the PowerPoint presentation.

Philip Steinmiller requested to go back to the slide showing HEFT's upcoming improvements. He wanted to make sure that figure showed HEFT's upcoming improvements.

Nelson Mora affirmed this figure, which had been provided by Jack Schnettler, showed in fact HEFT's upcoming improvements.

Jose Clavell proceeded to present Alternatives 1 and 2 which had been previously discussed in PAT Meeting No. 2. These alternatives proposed an EB(SR 836)-NB(HEFT) ramp that begins south of SR 836, approximately 300 feet east of NW 127th Avenue. The ramp continues eastbound parallel to SR 836; it then elevates to go over the HEFT and heads northbound on the east side of the HEFT until it merges with the northbound direction of the HEFT approximately 100 feet north of NW 25th street. Alternatives 1 and 2 also proposed a ramp connecting SB HEFT to WB SR 836.

Differences between Alternatives 1 and 2 include:

(1) Location of access to the Truck Parking facility from NW 122nd Avenue
(2) Location of access to the Park-and-Ride facility from NW 12th Street
(3) Amount of parking spaces for both facilities
(4) Truck Parking and Park and Ride facilities' configurations

Concerns regarding the cost of the proposed EB(SR 836)-NB(HEFT) ramp in Alternatives 1 and 2 and MDT's preference for the Park-and-Ride layout proposed in Alternative 1 led to Alternative 3. This alternative is essentially the same as Alternative 1 with a realigned EB(SR 836)-NB(HEFT) ramp that proposes an at-grade exit to the future NW 122nd Avenue for access to the Park-and-Ride. Alternative 4 was also developed based on the elements proposed in Alternative 2.

Nelson Mora explained in detail Alternatives 3 and 4. A 40”x42” plot of Alternative 3 was laid out on the table for PAT members to see the details more clearly. Nelson proceeded with a detailed explanation of the EB SR 836 to NB HEFT ramp as well as the SB HEFT to WB SR 836 ramp proposed in Alternative 3. The conceptual alignment proposes to maintain as much of MDX's original plan for the envisioned HEFT connections to and from SR 836. The EB SR 836 to NB HEFT ramp would remain north of NW 12th Street on embankment and/or at grade for as much as possible until going over the future NW 122nd Avenue, at which point the ramp would stay elevated, either on embankment/retaining walls or on bridge structure. Upon review of this ramp alignment, it was suggested by MDX that the portion of the ramp that would go over the Park-and-Ride, be on embankment/retaining walls rather than on bridge structure to provide a more cost feasible option. The biggest challenge was providing an alignment that would meet FDOT’s standards given the space constraint created by the SR 836 viaduct, its supporting columns and NW 12th Street. The alignment shown for this alternative was conceptually designed based on a design speed of 45 MPH and full superelevation. Both, the EB(SR 836)-NB(HEFT) ramp and direct Park-and-Ride access ramp were proposed to go under SR 836 between its supporting columns.

Monica Cejas advised that a reduction of parking spaces would be contemplated as long as they meet the minimum requirement of 850 spaces. Alternative 3 shows more parking spaces than the minimum required.

Mayra Diaz inquired about the possibility of providing access to the Park-and-Ride Lot and the connection to NW 25th Street through the HEFT southbound off-ramp intersection with NW 12th Street, instead of its currently proposed location at NW 122th Avenue. This change could represent a significant cost reduction in the EB-NB connection as proposed in Alternative 3. The ramp segment adjacent to the north side of the Park-and-Ride Lot could be an embankment instead of a bridge, and additional parking could be provided on the lot between the SR 836 off-ramp to the Park-and-Ride Lot and NW 12th Street.

Nelson Mora and Nelson Castillo stated that according to access management standards, access to Park-and-Ride should be as far west as possible, in this case, from HEFT’s southbound ramp intersection.

Monica Cejas added that the Miami-Dade MPO has already added the segment of NW 122nd Avenue from NW 12th Street to NW 25th Street to the LRTP cost-feasible plan, and that the intersection suggested by Mayra Diaz would not be a desirable solution.

Kim Samson mentioned that intersections in close proximity to the Turnpike’s exit ramps are an issue and that it is desirable for the Turnpike to eliminate as many of them as possible.

Mayra Diaz specified that the connection of NW 122nd Avenue from 12th Street to NW 25th Street wouldn’t be eliminated; its intersection with NW 12th Street would simply be combined with the HEFT southbound off-ramp intersection.

Note: The following figure shows, with a yellow dashed line, Mayra Diaz’s suggested alignment of the future NW 122nd Avenue.

Monica Cejas emphasized that access to the Park-and-Ride Lot was critical and that lack of proper access could lead to empty spaces since people wouldn't use it. She mentioned the LRTP actually lists the Park-and-Ride Lot as a very high priority and that even though access to it should be provided on NW 122nd Avenue, north of NW 12th Street, towards NW 25th Street, it should also be extended southward towards NW 7th Street.

Phil Steinmiller emphasized the need for NW 122nd Avenue to connect to NW 41st Street. This connection is included in the updated LRTP as a cost feasible project.

Nelson Mora continued with the explanation of Alternatives 3 and 4. What separates Alternative 3 from Alternative 1 are the following:

- The EB(SR 836)-NB(HEFT) system-to-system connecting ramp alignment.
- Also, exclusive lanes providing as much direct access to and from the Park-and-Ride facility for transit.
- Additionally, direct transit access to Dolphin Mall through HEFT northbound on-ramp was added to Alternative 3 as well as an exclusive lane for transit vehicles to access westbound NW 12th Street from Dolphin Mall.

These exclusive transit access additions are also the difference between Alternative 4 and Alternative 2.

Monica Cejas stated that MDT's preferred alternative is Alternative 3. However, something that should be kept in mind when designing the Park-and-Ride Lot, more specifically the sawtooth bus bays, during later phases of the project, is the recent change being made to the MDT guidelines for designing the platform area.

Mayra Diaz stated that MDX's preferred alternative is Alternative 3 as well.

Monica Cejas inquired about continuing the exclusive bus lanes on NW 12th Street from the Park-and-Ride to Dolphin Mall.

Nelson Mora stated that the reason why the continuous exclusive lanes on NW 12th Street were not shown on the alternative was because this would entail more detailed consideration because the right-of-way of the area of NW 12th Street over the canal appears to be too narrow to accommodate an extra lane. Nonetheless, this option can be considered in later phases of the project.

Jose Clavell suggested passing the idea of exclusive transit lanes access to Dolphin Mall by mall authorities during the initial stages of the next phase of the project to avoid wasting time and resources.

Note: It was mentioned that Dolphin Mall benefited from an efficient transit service into the mall as well as airport-to-mall connections that brought so many patrons stopping in Miami for flight connections. This implies Dolphin Mall shouldn't have a problem with an exclusive transit lane coming into and out of the mall.

Monica Cejas stated that MDT has a good relationship with Dolphin Mall and that MDT will coordinate directly with them.

Jose Clavell requested direct contact with Dolphin Mall to which Monica Cejas agreed to provide.

Note: It was mentioned that the Park and Ride Lot and system-to-system ramp had $10 million in available funds.

Monica Cejas added that there was a possibility of separating the Park-and-Ride Lot into different phases so that these funds could also be used to construct NW 122nd Avenue.

Carlos Castro mentioned that the Department would attempt to deliver the Truck Parking Facility together with the Golden Glades Multimodal Facility (West Lot) & Truck Travel Center (East Lot). He also mentioned that the Department envision the progression of the Truck Parking Facility in a phased approach as follows:

1st phase – Site facility only with access from NW 12th Street and NW 25th Street
2nd phase – Potential direct ramps to the HEFT

Mayra Diaz inquired about tandem trucks' ramps and whether or not there was a proposed plan to limit access to the facility to tandem trucks only.

Nelson Mora stated that the tandem truck staging facility would be gated to limit access to tandem trucks only.

Vilma Croft suggested providing a way for drivers who accidentally entered the ramp to be able to turn around by taking the ramp out of the facility into northbound HEFT.

Note: It was said that even though there was not a plan in mind to restrict access to other regular trucks, regular truck drivers usually seek facilities with amenities, none of which a staging area provides.

Mayra Diaz asked if it was possible to provided ramps for tandem trucks on NW 25th Street. It was reiterated that tandems trucks in Florida were not allowed to run on roads other than the Turnpike so they needed the ramps to access the staging facility.

Nelson Mora answered a question regarding the amount of spaces provided in the Park-and-Ride Lot for Alternative 3.

The Project Team mentioned that they would be presenting at the next Freight Transportation Advisory Committee (FTAC) meeting on May 13, 2015.

Appendix B

Project Advisory Team (PAT) Meetings Presentations

PAT Meeting # 1

Presentation

Site Feasibility Study for Truck Parking & Park-and-Ride Lot

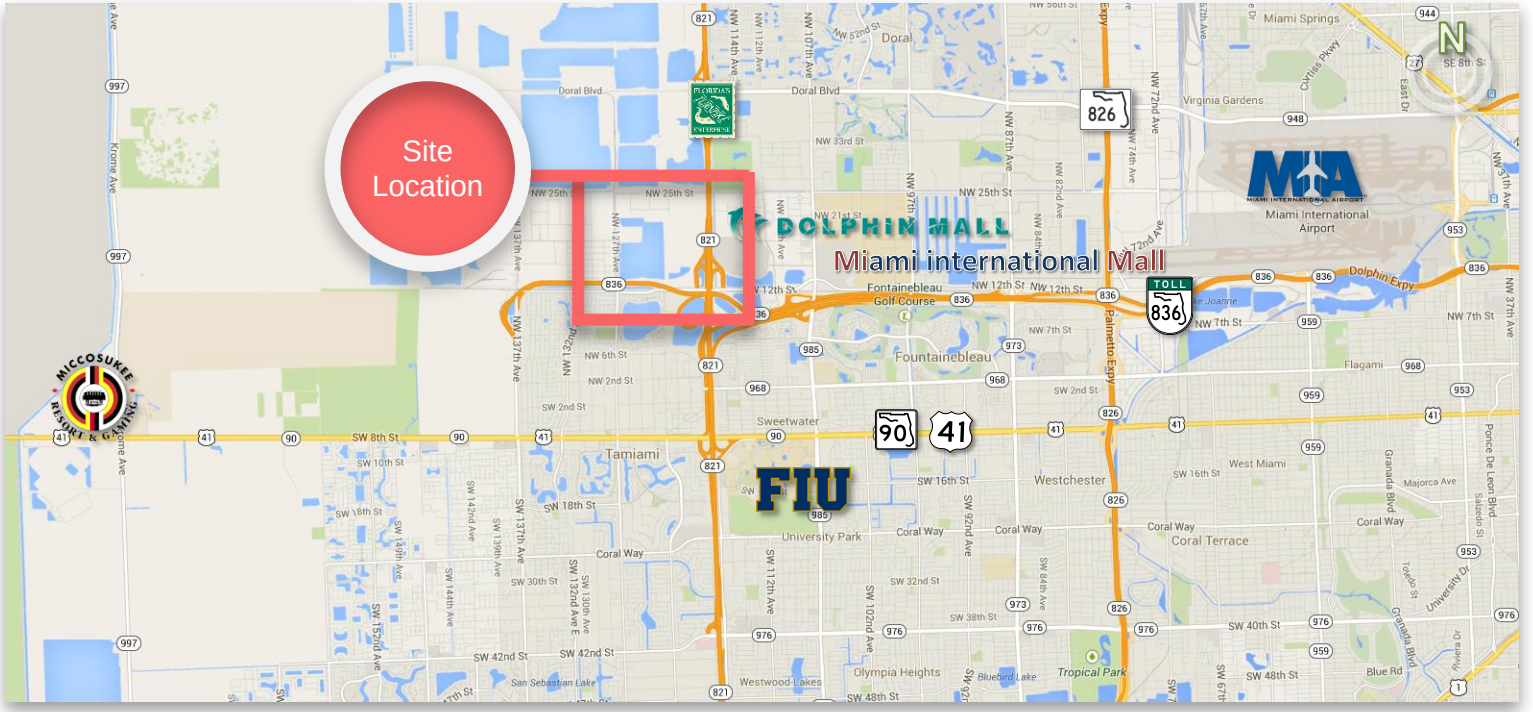
Project Advisory Team (PAT) Presentation Meeting #1

Gannett Fleming FDOT

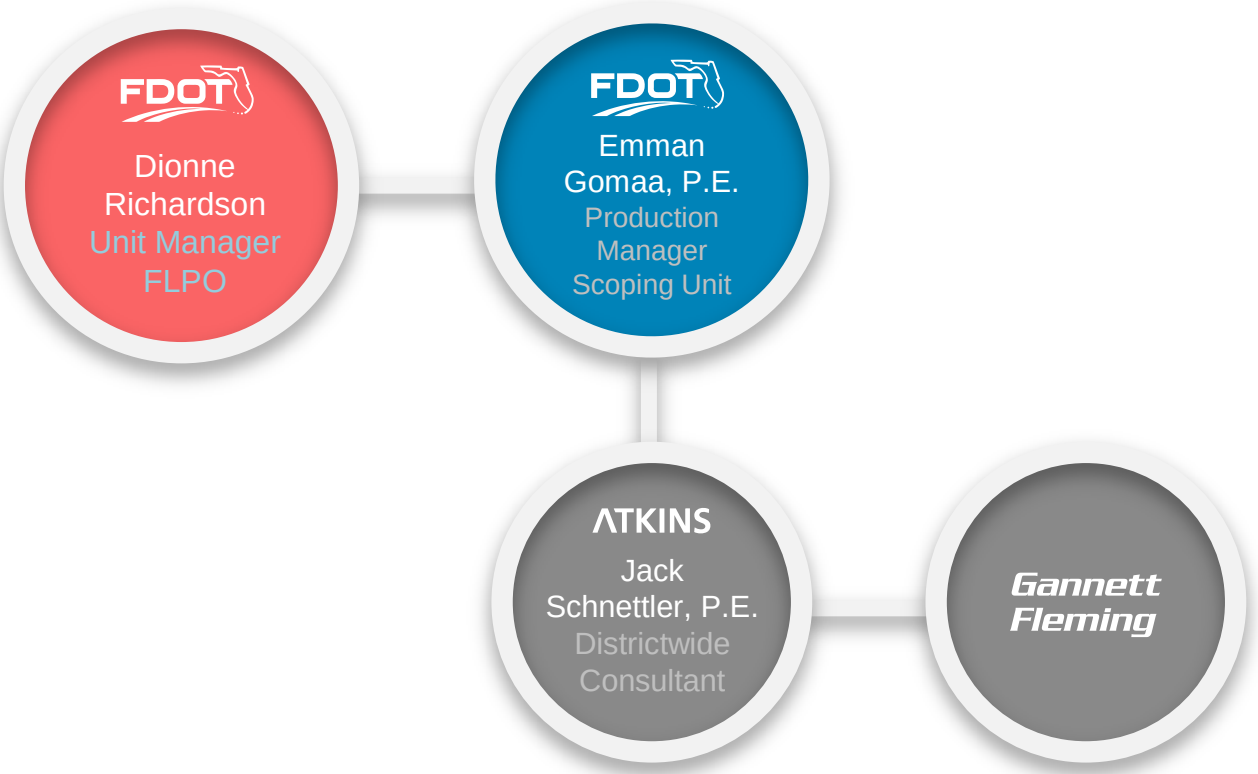
Today's **Agenda**

- Site Location
- Project Team
- Study Background
- Project Goals & Objectives
- Existing Data Collection
- Potential Site Uses
- Future Plans
- Next Steps

Site **Location**



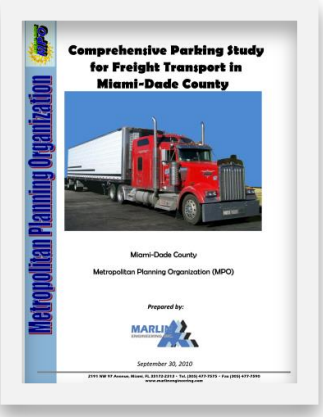
Management **Team**



Technical **Team**

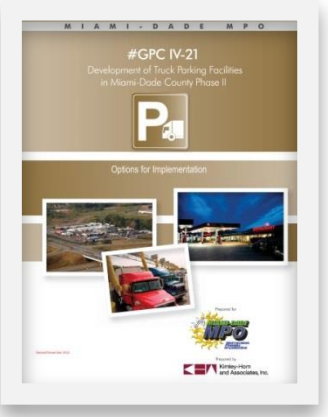
Study **Background**

Truck Parking Facilities in Miami-Dade County Phase I



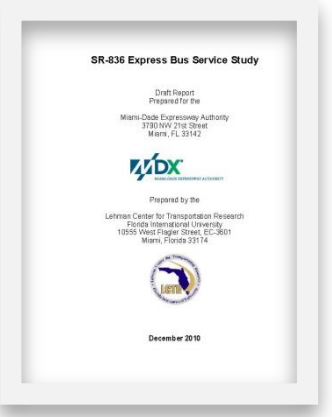
- trucking operations
- legal requirements
- potential sites

Truck Parking Facilities in Miami-Dade County Phase II



- private sector
- overnight truck parking
- costs and funding sources
- implementation guide

SR-836 Express Bus Service Study



- feasibility of Bus Transit System on SR 836
- supporting potential attributes

System **Goals**

Study **Objectives**

- Advance the development of the Truck Parking Site identified in the MPO Miami-Dade County Phase II Study.
- Advance the development of the Dolphin Station park-and-ride lot and transit hub.
- Study the feasibility of constructing a municipal yard facility for the City of Sweetwater.

Existing **Data Gathered**

Existing Traffic Data

Existing Land Use Data

Existing Crash Data

Existing Typical Sections

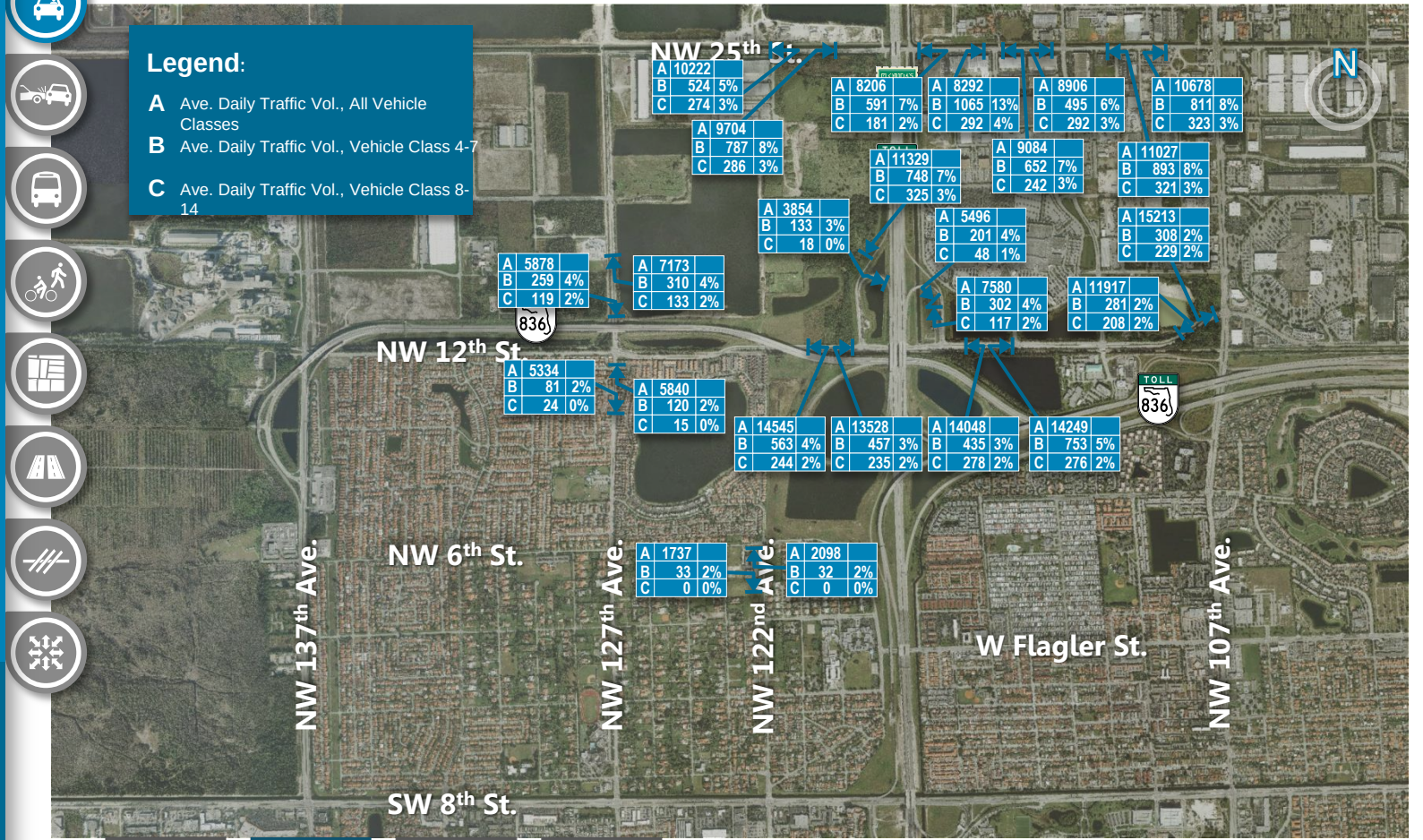
Existing Transit Data

Existing Right-Of-Way

Existing Pedestrian & Bicycle Data

Existing Trip Generating Facilities

Data Collection | Volumes | LOS | Speeds



Data Collection | Volumes | LOS | Speeds

FHWA Vehicle Classifications

1. Motorcycles
2 axles, 2 or 3 tires

2. Passenger Cars
2 axles, can have 1- or 2-axle trailers

3. Pickups, Panels, Vans
2 axles, 4-tire single units
Can have 1 or 2 axle trailers

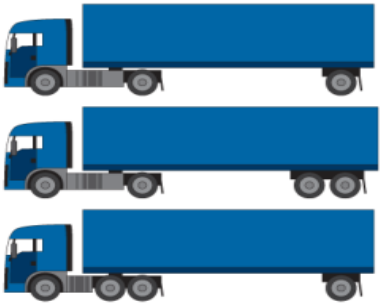
4. Buses
2 or 3 axles, full length

5. Single Unit 2-Axle Trucks
2 axles, 6 tires (dual rear tires), single-unit

6. Single Unit 3-Axle Trucks
3 axles, single unit

7. Single Unit 4 or More-Axle Trucks
4 or more axles, single unit

8. Single Trailer 3- or 4-Axle Trucks
3 or 4 axles, single trailer



9. Single Trailer 5-Axle Trucks
5 axles, single trailer

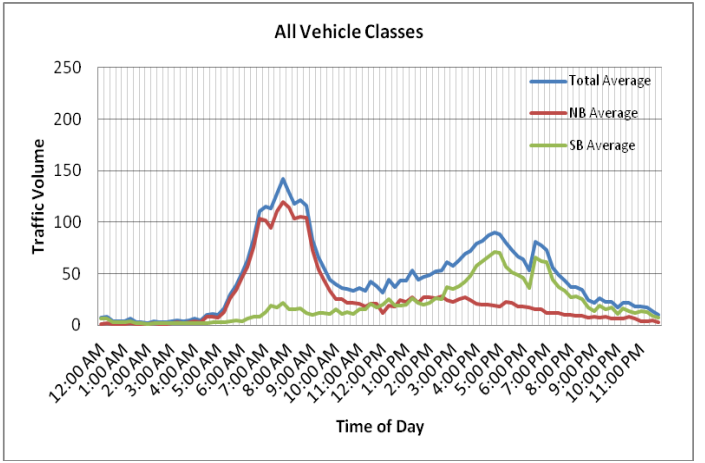
10. Single Trailer 6 or More-Axle Trucks
6 or more axles, single trailer

11. Multi-Trailer 5 or Less-Axle Trucks
5 or less axles, multiple trailers

12. Multi-Trailer 6-Axle Trucks
6 axles, multiple trailers

13. Multi-Trailer 7 or More-Axle Trucks
7 or more axles, multiple trailers

Exhibit 3–1: Average Traffic Volumes on NW 127th Avenue, North of NW 12th Street



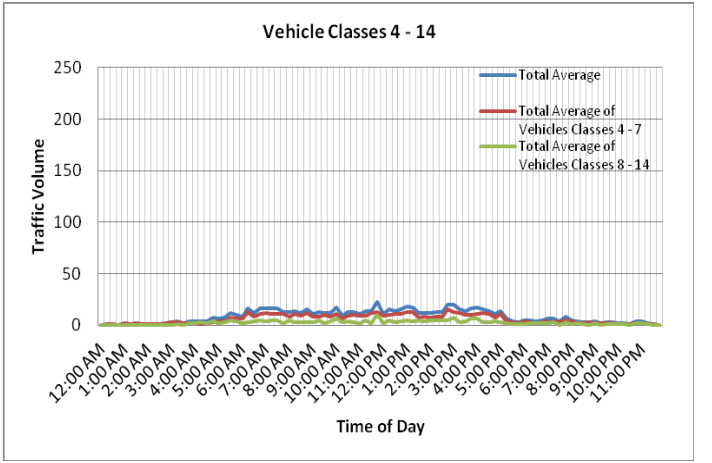
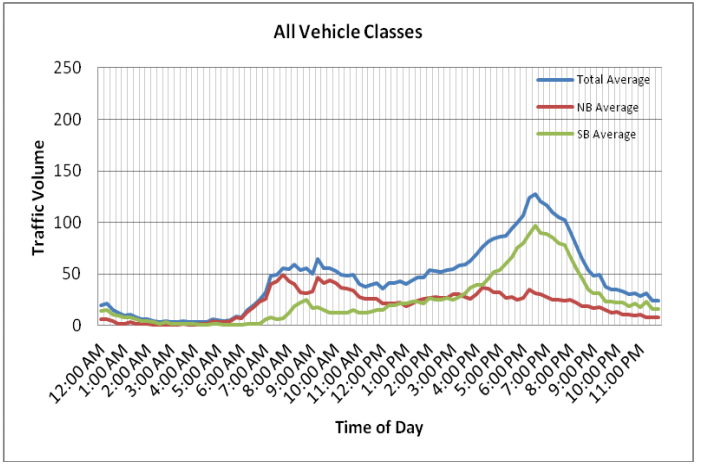


Exhibit 3–2: Average Traffic Volumes on NW 127th Avenue, South of NW 12th Street



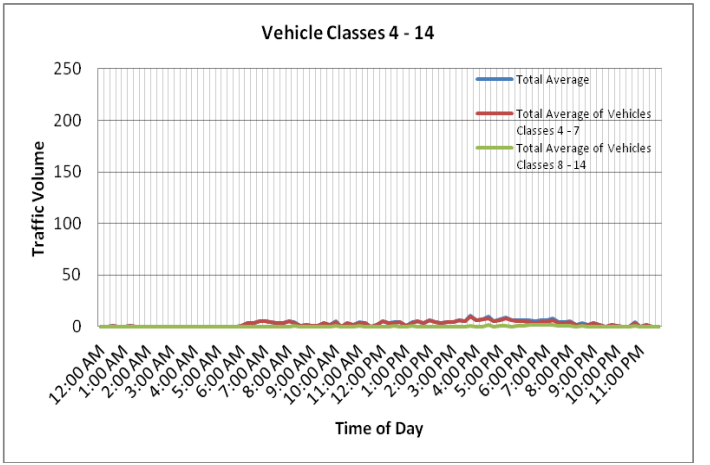
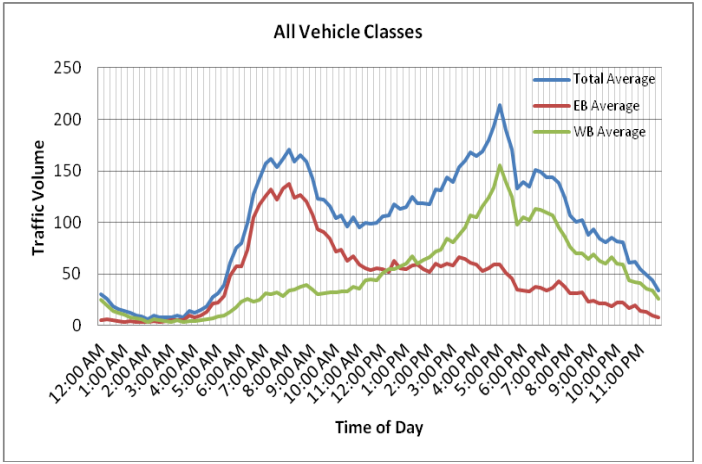


Exhibit 3–3: Average Traffic Volumes on NW 12th Street, West of SR 821



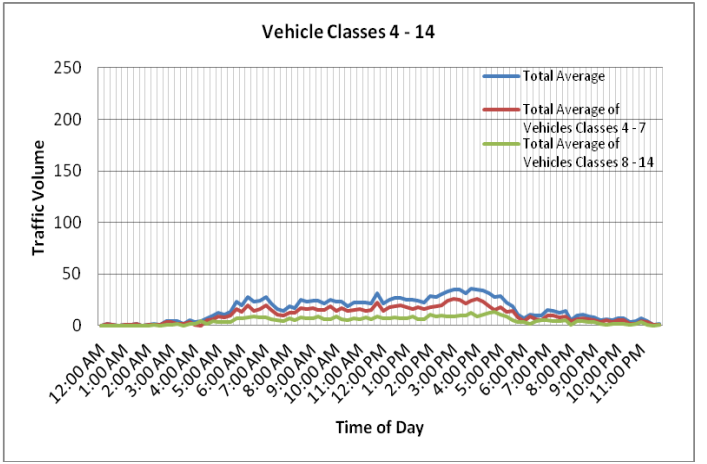
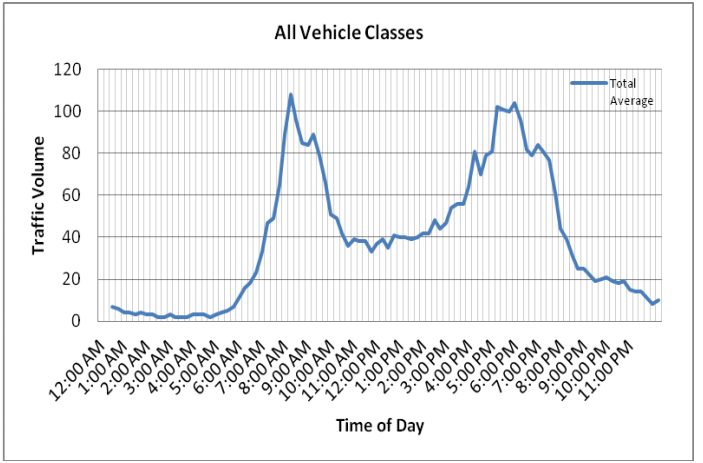


Exhibit 3–4: Average Traffic Volumes on Southbound SR 821 Off-Ramp to NW 12th Street



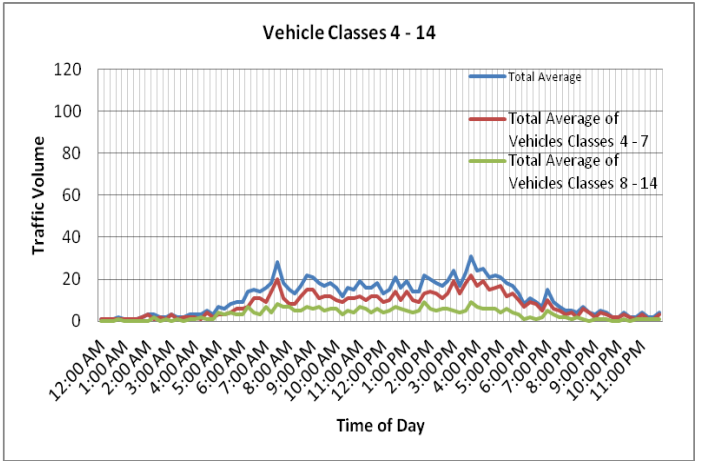
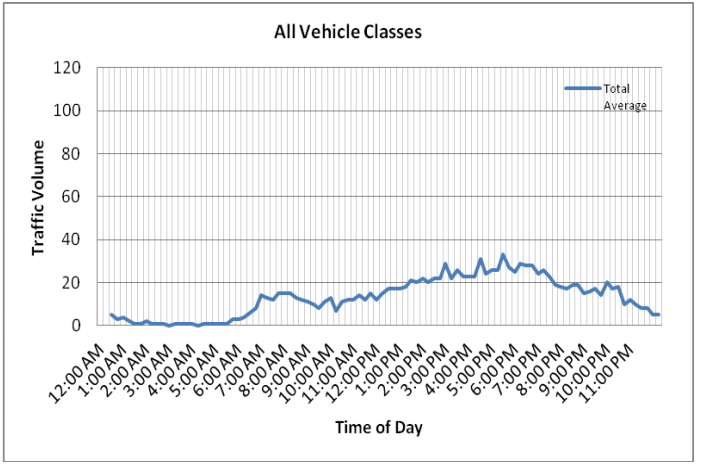


Exhibit 3–5: Average Traffic Volumes on Eastbound NW 12th Street On-Ramp to Southbound SR 821



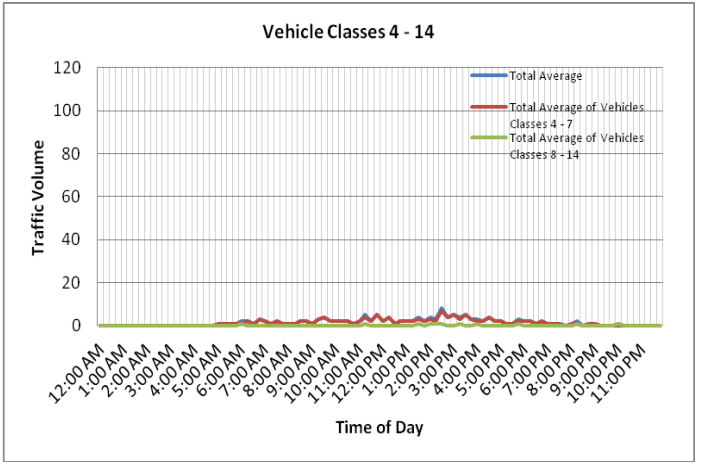
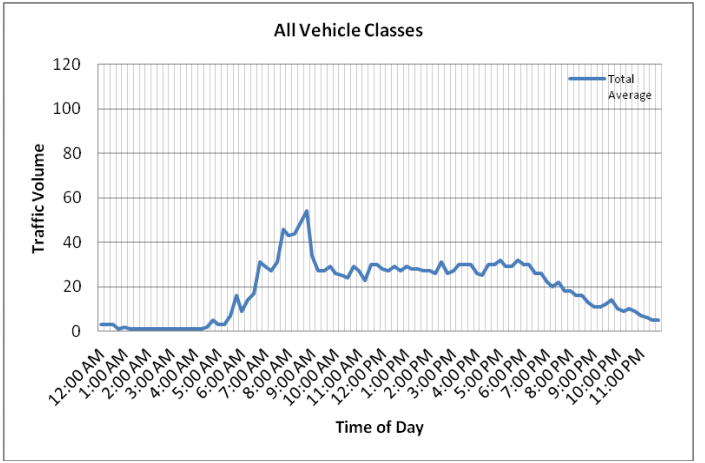


Exhibit 3–6: Average Traffic Volumes on Northbound SR 821 Off-Ramp to NW 12th Street



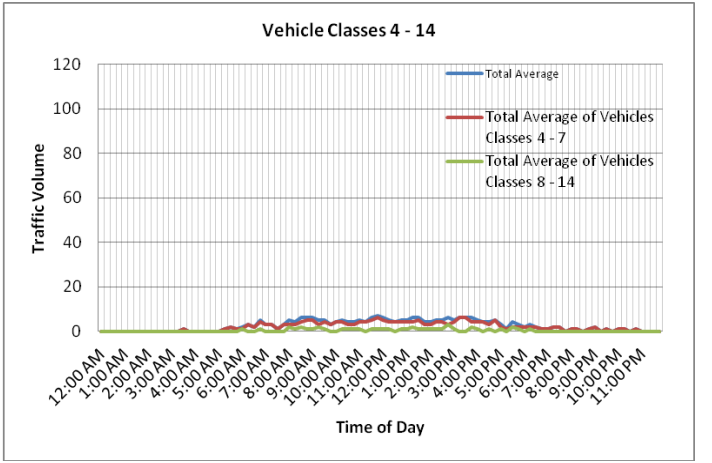
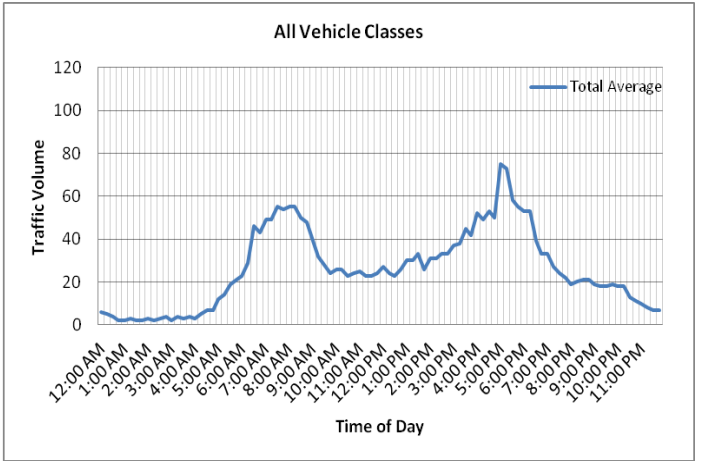


Exhibit 3–7: Average Traffic Volumes on Westbound NW 12th Street On-Ramp to Northbound SR 821



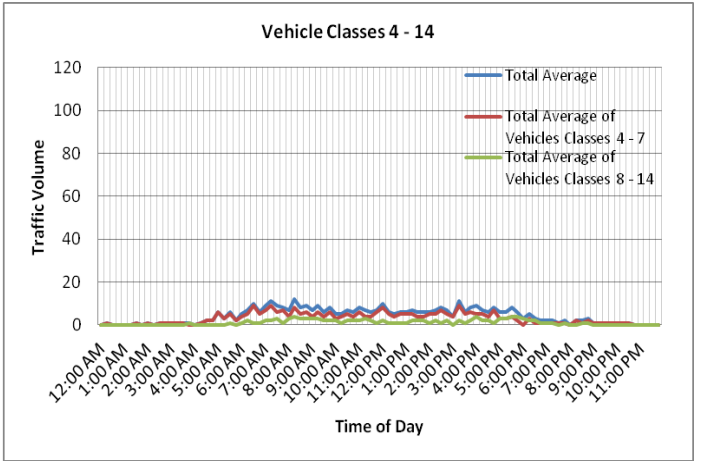
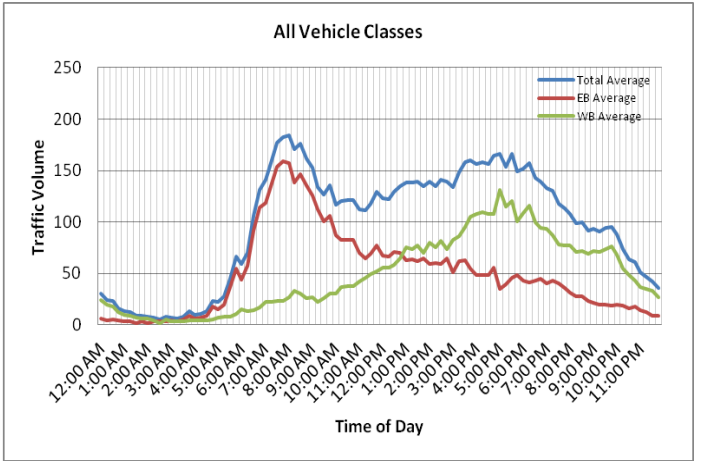


Exhibit 3–8: Average Traffic Volumes on NW 12th Street between SR 821 and NW 11400 Block



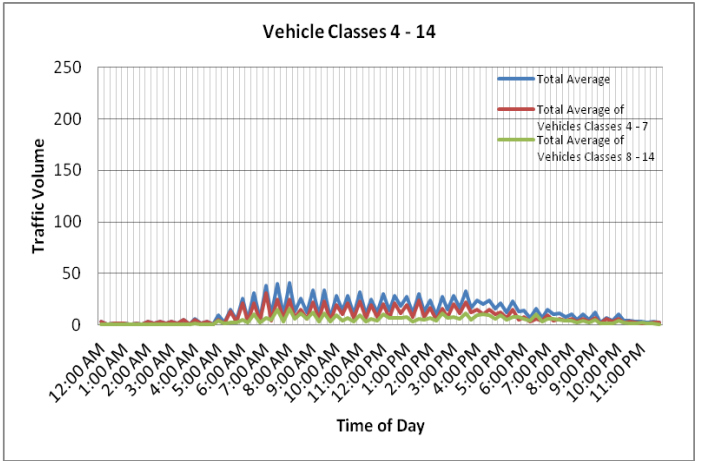
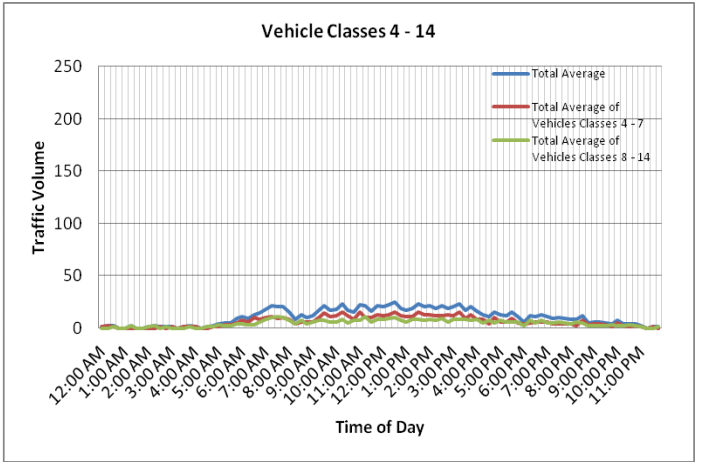


Exhibit 3–9: Average Traffic Volumes on NW 12th Street, West of NW 107th Avenue



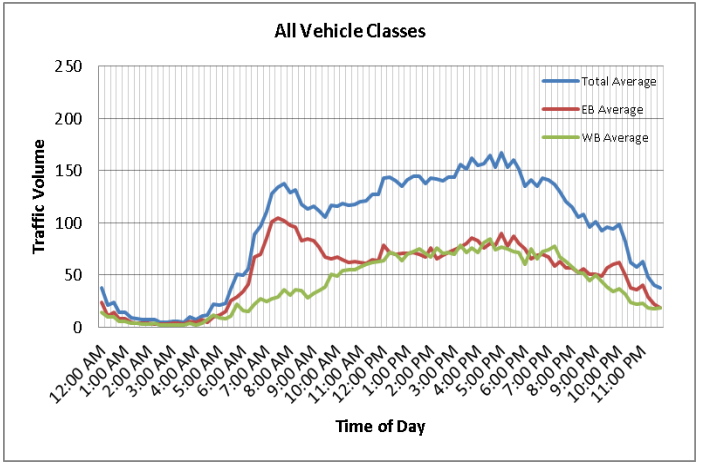
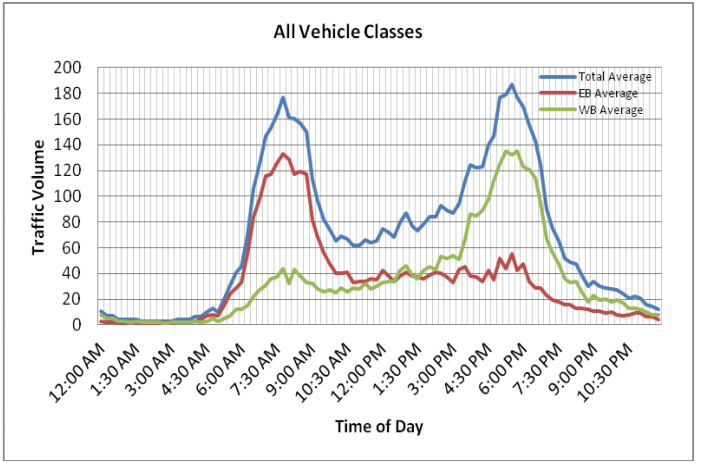


Exhibit 3–10: Average Traffic Volumes on NW 25th Street, West of SR 821



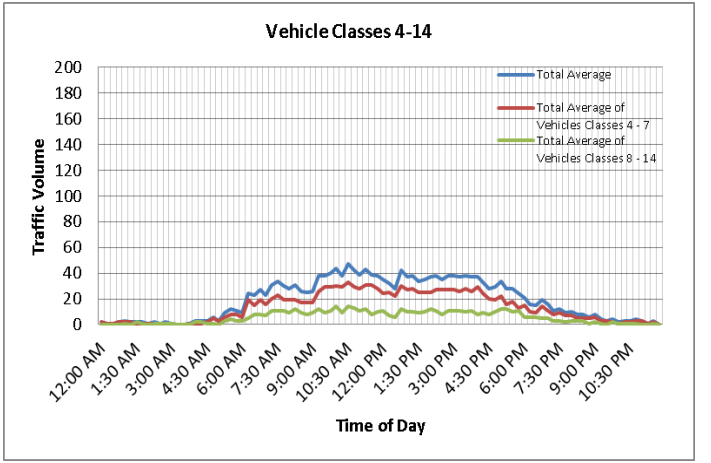
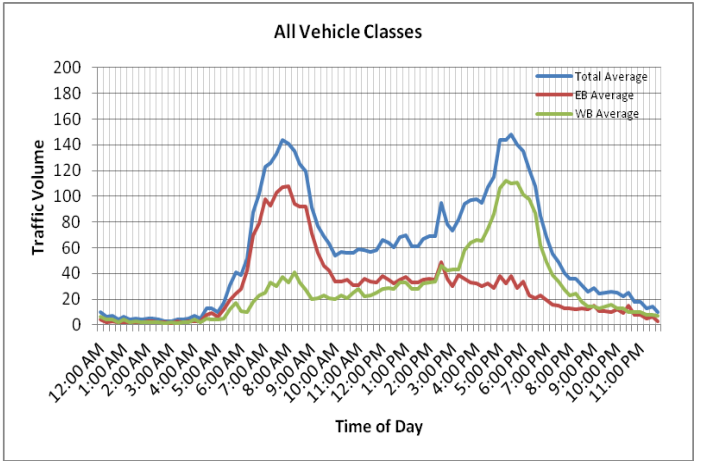


Exhibit 3–11: Average Traffic Volumes on NW 25th Street between SR 821 and NW 114th Avenue



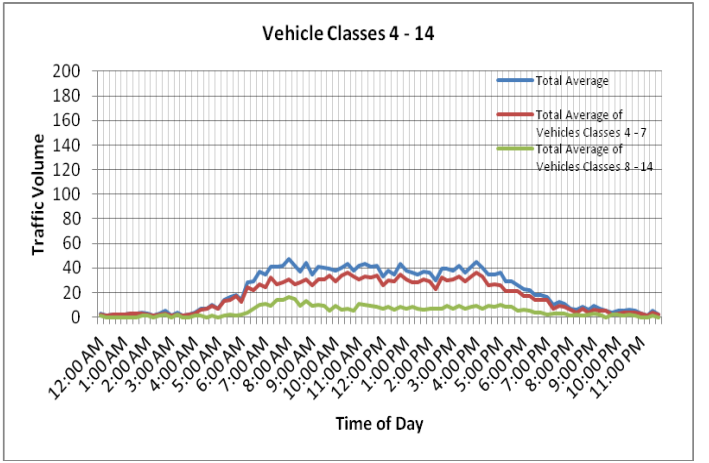
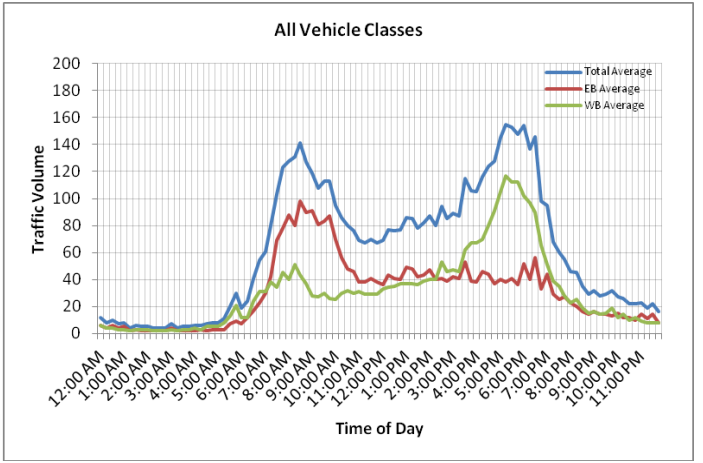


Exhibit 3–12: Average Traffic Volumes on NW 25th Street between NW 114th Avenue and NW 112th Avenue



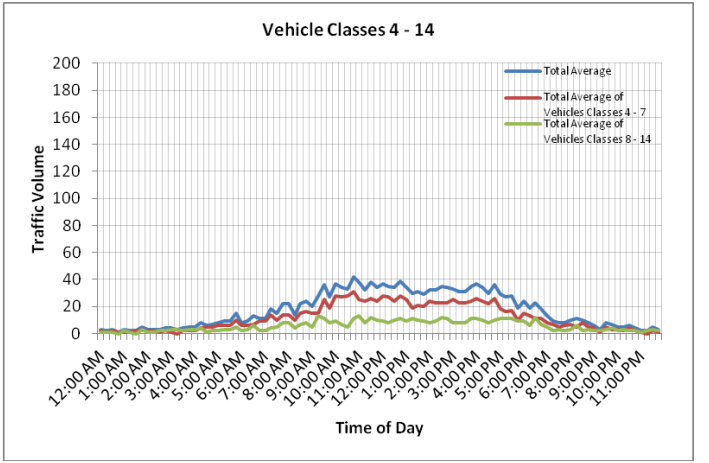
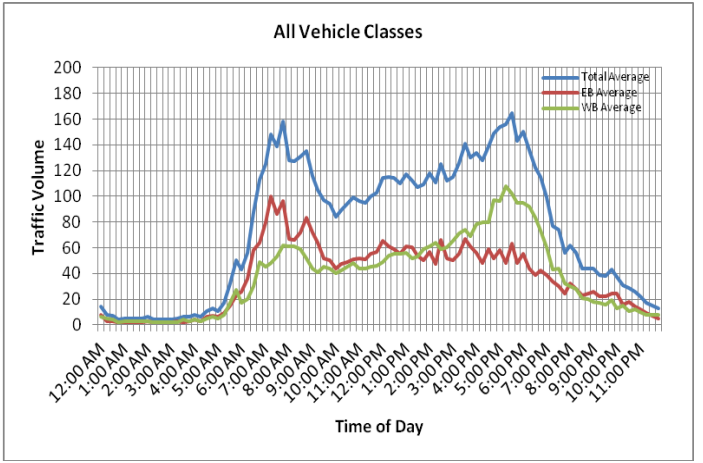


Exhibit 3–13: Average Traffic Volumes on NW 25th Street West of NW 107th Avenue



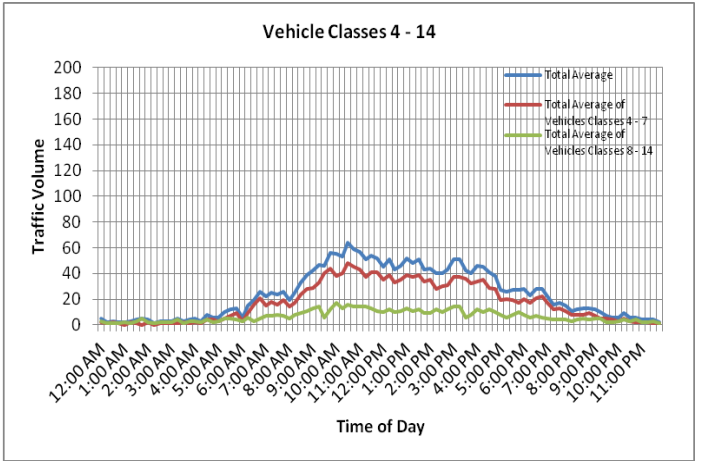
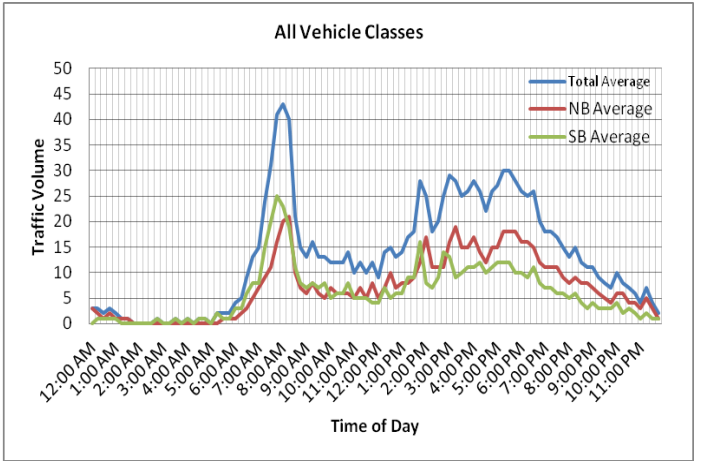
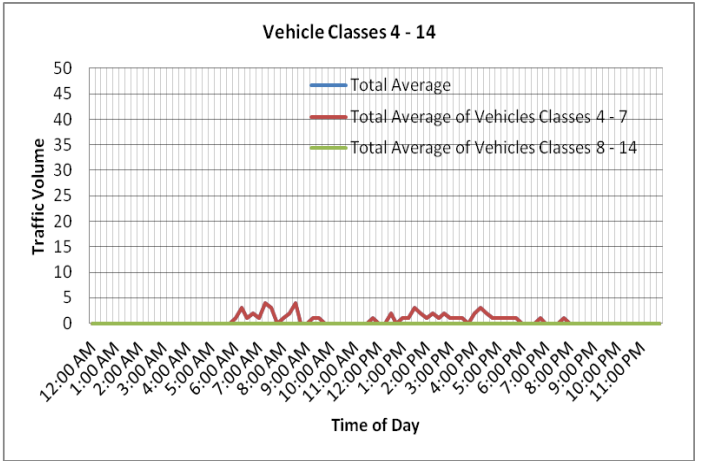


Exhibit 3–14: Average Traffic Volumes on NW 122nd Avenue, South of NW 6th Terrace





Trip Generation

	Land Use	Intensity	Total Acreage	Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
MDT Desirable Accomodations	Park-and-Ride Lot with Bus Service	800 - 1000 PKSP	12.0 - 15.0	3349 - 4157	625 - 789	494 - 623	131 - 166	497 - 621	124 - 155	373 - 466
	Intermodal Truck Terminal	200 - 300 PKSP	12.0 - 20.0	983 - 1638	88 - 146	36 - 60	52 - 86	79 - 131	34 - 56	45 - 75
Subtotal				4332 - 5795	712 - 934	529 - 683	183 - 252	576 - 752	158 - 211	418 - 541
Driveway Volumes				4332 - 5795	712 - 934	529 - 683	183 - 252	576 - 752	158 - 211	418 - 541
Net New External				4332 - 5795	712 - 934	529 - 683	183 - 252	576 - 752	158 - 211	418 - 541

Note: Trip generation was calculated using the following data:

Daily Traffic Generation			
• Park-and-Ride Lot w/Bus Service	[ITE 90] = T = 4.04 X (Parking Spaces) + 117.33	(50% in/50% out)	
• Intermodal Truck Terminal	[ITE 30]* = Average Rate X Total Acerage	(50% in/50% out)	Average Rate = 81.90
AM Peak Hour Traffic Generation			
• Park-and-Ride Lot w/Bus Service	[ITE 90] = T = 0.82 X (Parking Spaces) - 31.49	(79% in/21% out)	
• Intermodal Truck Terminal	[ITE 30]8*= Average Rate X Total Acerage	(41% in/59% out)	Average Rate = 7.28
PM Peak Hour Traffic Generation			
• Park-and-Ride Lot w/Bus Service	[ITE 90] = T = 0.62 X (Parking Spaces) + 1.35	(25% in, 75% out)	
• Intermodal Truck Terminal	[ITE 30]* = Average Rate X Total Acerage	(43% in/57% out)	Average Rate = 6.55

*ITE 30 has no given fitted curve equation; average rate was used instead

Growth Rate

NW 12th Street	All	Trucks
Historical Growth Rate	2.03%	N/A
Model Growth Rate	0.01%	-0.44%
Recommended	2.03%	-0.44%

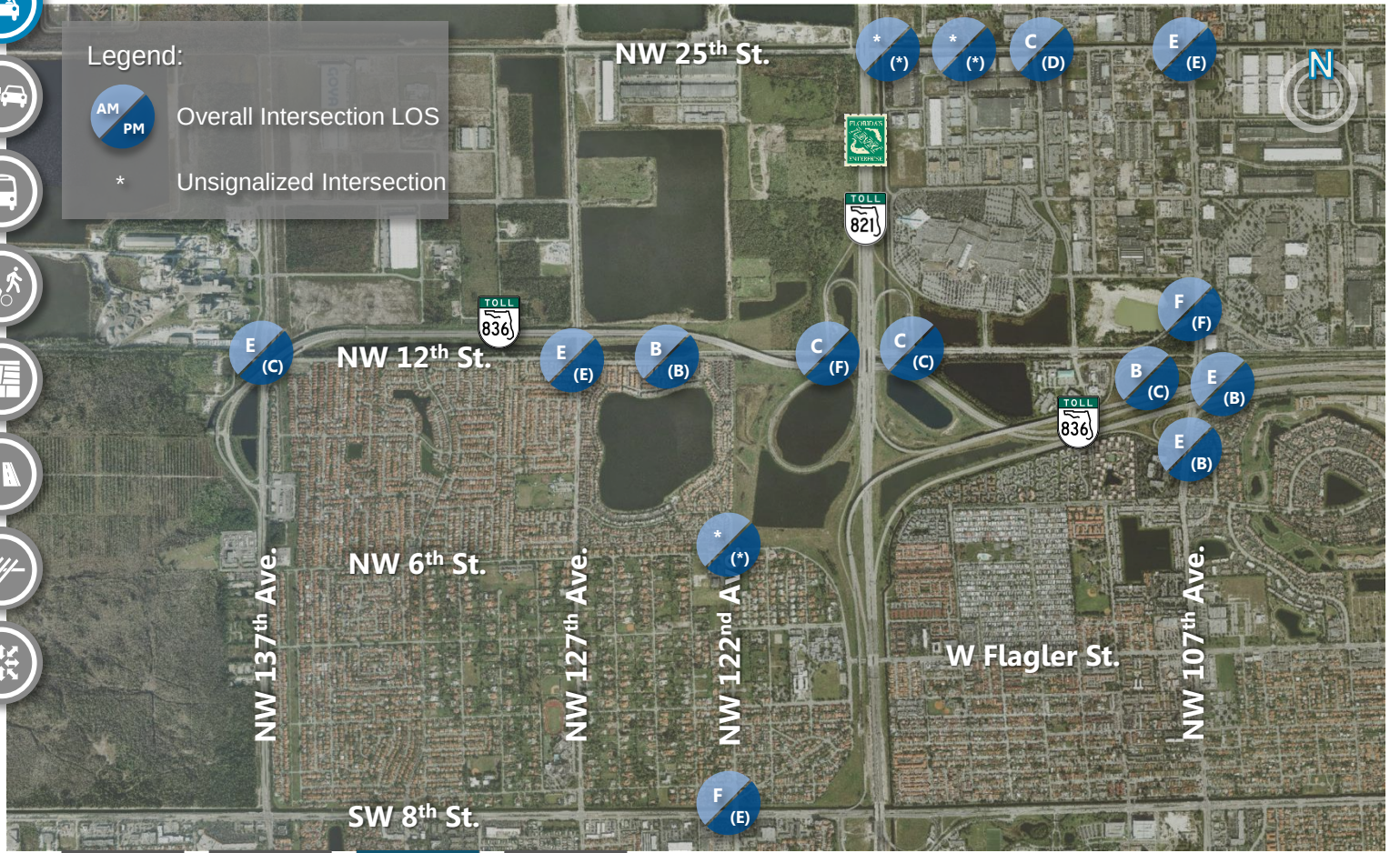
NW 127th Avenue	All	Trucks
Historical Growth Rate	2.41%	N/A
Model Growth Rate	3.96%	3.36%
Recommended	3.19%	3.36%

NW 25th Street	All	Trucks
Historical Growth Rate	2.03%	N/A
Model Growth Rate	4.08%	5.00%
Recommended	3.05%	5.00%

NW 122nd Avenue	All	Trucks
Historical Growth Rate	2.41%	N/A
Model Growth Rate	2.91%	1.97%
Recommended	2.66%	1.97%

NW 137th Avenue	All	Trucks
Historical Growth Rate	5.87%	N/A
Model Growth Rate	3.81%	3.56%
Recommended	4.84%	3.56%

NW 107th Avenue	All	Trucks
Historical Growth Rate	2.41%	N/A
Model Growth Rate	2.91%	1.97%
Recommended	2.66%	1.97%



Data Collection | Volumes | LOS | Speeds

Automobile Mode

Intersection	Peak Period	Approach								Intersection	
		EB		WB		NB		SB			
		LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)
NW 12th St. at NW 137th Ave.	AM	D	37.7	D	38.0	E	67.1	B	10.6	E	61.9
	PM	D	42.6	D	50.6	B	19.4	C	24.3	C	34.1
NW 12th St. at NW 127th Ave.	AM	E	61.5	E	69.3	F	99.6	D	51.6	E	72.5
	PM	C	25.7	F	119.2	C	26.7	D	52.1	E	76.9
NW 12th St. at NW 124th Ave.	AM	B	12.3	A	<10.0	F	84.2			B	17.8
	PM	B	18.1	B	11.1	C	34.2			B	13.7
NW 12th St. at SB SR 821/HEFT On/Off Ramps	AM	B	13.3	C	28.7			C	29.1	C	23.1
	PM	A	<10.0	A	<10.0			F	324.2	F	133.7
NW 12th St. at NB SR 821/HEFT On/Off Ramps	AM	B	13.5	C	31.1			D	35.7	C	22.7
	PM	B	13.5	C	31.3			D	35.7	C	27.0
NW 12th St. at NW 107th Ave.	AM	F	114.2	E	61.2	F	104.5	D	47.4	F	95.0
	PM	F	409.3	F	136.7	D	46.7	D	52.8	F	140.9
NW 25th St. at NW 117th Ave.[1]	AM					F	>600				
	PM					F	>600				
NW 25th St. at NW 114th Ave.[1]	AM					C	24.3	E	42.7		
	PM					C	17.1	F	75.2		
NW 25th St. at NW 112th Ave.	AM	C	21.7	B	16.9	C	34.9	C	34.8	C	24.5
	PM	B	15.7	C	20.5	C	28.9	F	117.5	D	53.6
NW 25th St. at NW 107th Ave.	AM	E	69.3	E	55.5	E	58.2	D	51.7	E	58.6
	PM	D	53.0	F	92.1	D	38.6	D	51.6	E	60.2
SB NW 107th Ave. On-Ramp to WB SR 836/Dolphin Expwy[2]	AM							B	17.8	B	16.5
	PM							A	8.2	C	27.3
NW 107th Ave. at WB SR 836/Dolphin Expwy [3] Off-Ramp	AM			F	600.5	A	7.8			F	98.5
	PM			E	79.1	B	10.6			B	16.2
NW 107th Ave. at EB SR 836/Dolphin Expwy Off-Ramp	AM	C	27.7			F	214.1	B	18.7	E	75.4
	PM	E	76.0			A	6.1	A	8.6	B	13.2
NW 122th Ave. at NW 6th Ter.[1]	AM					B	14.5	C	15.4		
	PM					B	13.1	B	11.5		
NW 122th Ave. at SR 90/SW 8th St.	AM	E	70.9	D	40.6	F	1133.4	F	104.9	F	350.4
	PM	E	74.8	F	91.5	D	46.5	D	54.3	E	76.5

Notes:
(1) Delay and LOS of unsignalized intersections are provided for the approach controlled by the stop sign.
(2) Northbound through traffic on NW 107th Avenue does not stop.
(3) Northbound through traffic on NW 107th Avenue does not stop.

Volumes | Growth Rate | LOS | Speeds

Table 2–1: Four-Year Crash Summary for NW 25th Street from NW 127th Avenue to NW 107th Avenue

Type	2009	2010	2011	2012	4-Year Total Crashes	Mean Crashes per Year	%
All Other	0	1	0	0	1	0.25	4.17%
Angle	2	2	0	0	4	1.00	16.67%
Coll. w/ Fixed Object	2	2	2	1	7	1.75	29.17%
Left-Turn	1	2	1	0	4	1.00	16.67%
Pedestrian	1	1	0	0	2	0.50	8.33%
Rear-End	2	1	0	0	3	0.75	12.50%
Right-Turn	0	2	0	0	2	0.50	8.33%
Sideswipe	0	0	1	0	1	0.25	4.17%
Grand Total	8	11	4	1	24	6.00	100.00%

Table 2–2: Four-Year Crash Summary for NW 12th Street from NW 137th Avenue to NW 107th Avenue

Type	2009	2010	2011	2012	4-Year Total Crashes	Mean Crashes per Year	%
All Other	0	0	1	1	2	0.5	2.02%
Angle	2	5	2	8	17	4.25	17.17%
Coll. w/ Fixed Object Above Road	5	2	4	6	17	4.25	17.17%
Guardrail	0	1	0	0	1	0.25	1.01%
Left Turn	2	7	4	3	16	4	16.16%
Median Crossover	1	0	2	0	3	0.75	3.03%
Overturned	0	1	2	0	3	0.75	3.03%
Rear-End	6	12	5	5	28	7	28.28%
Right Turn	0	4		0	4	1	4.04%
Sideswipe	5	1	2	0	8	2	8.08%
Grand Total	21	33	22	23	99	24.75	100.00%

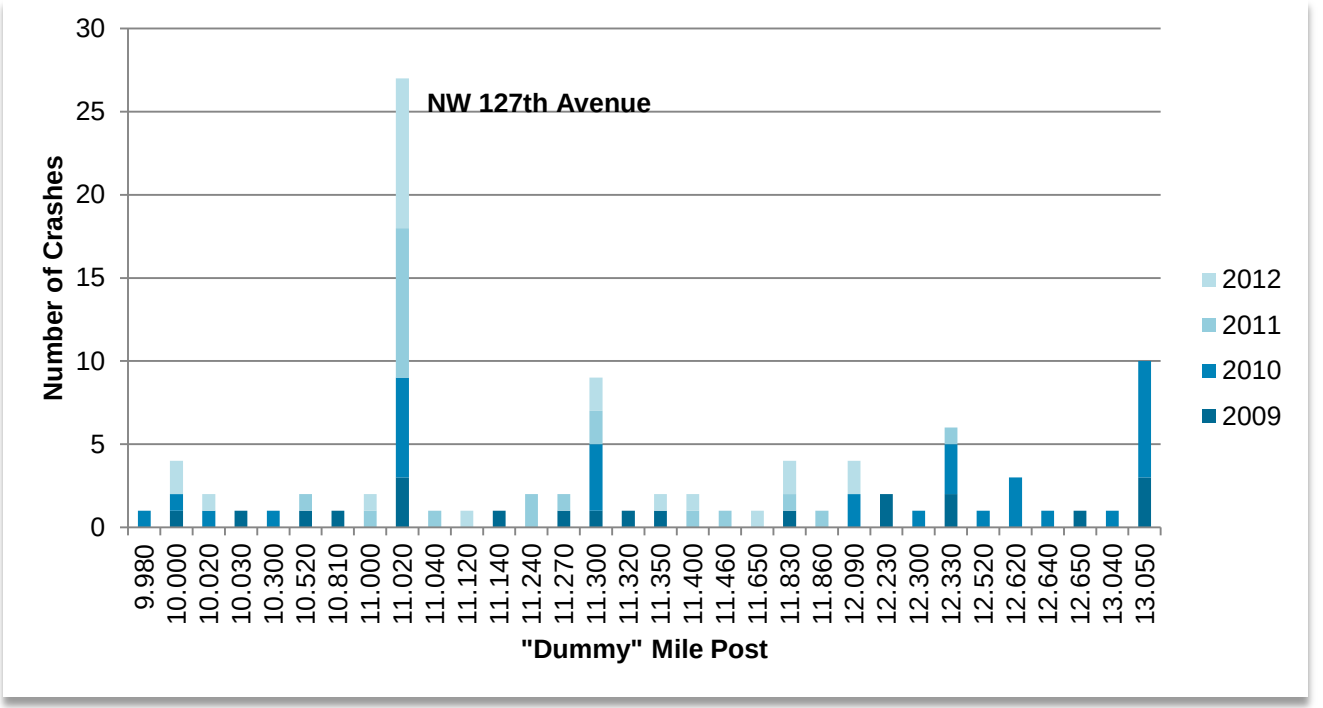
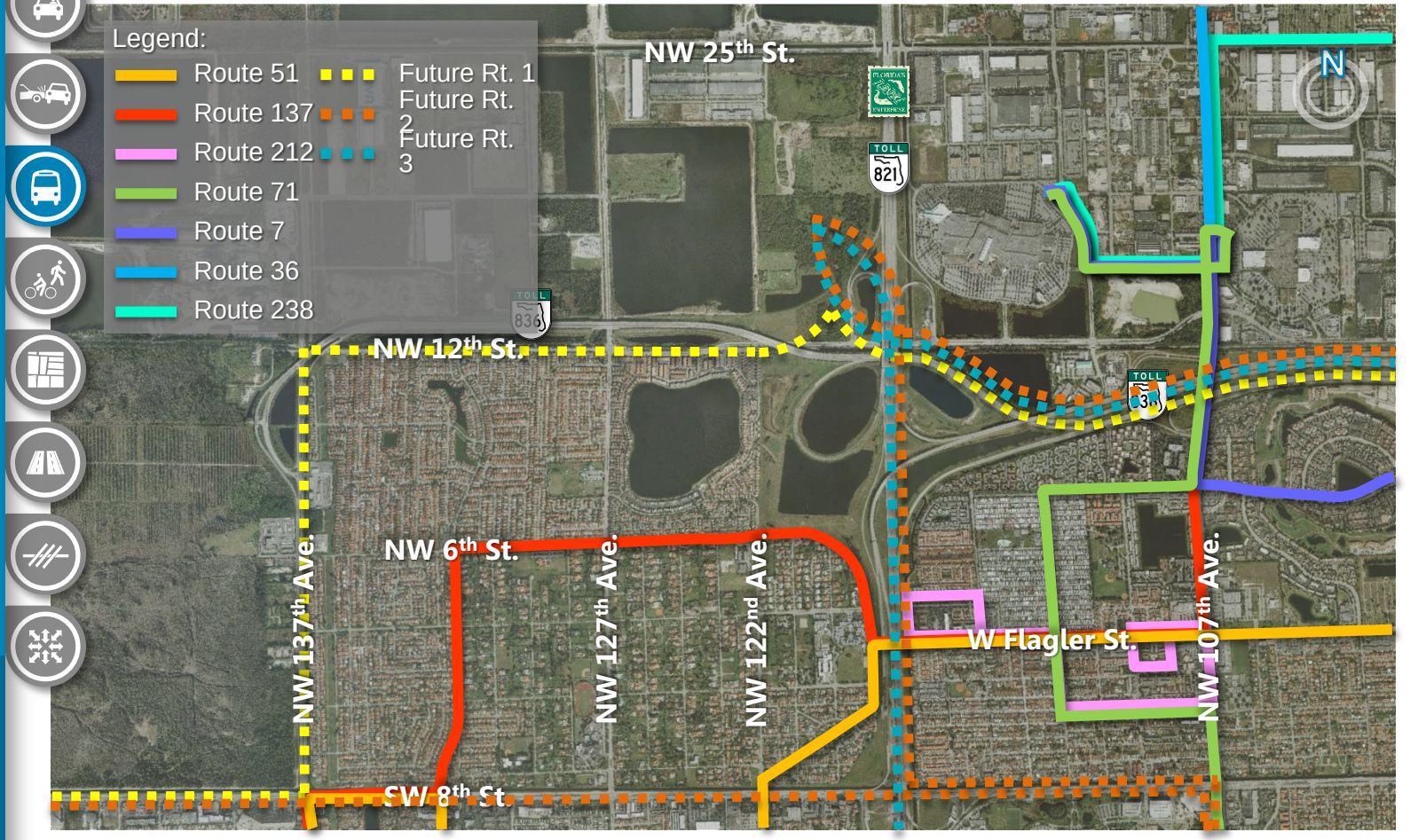

NW 127th Avenue
Number of Crashes
"Dummy" Mile Post
2012
2011
2010
2009
0
5
10
15
20
25
30
9.980
10.000
10.020
10.030
10.300
10.520
10.810
11.000
11.020
11.040
11.120
11.140
11.240
11.270
11.300
11.320
11.350
11.400
11.460
11.650
11.830
11.860
12.090
12.230
12.300
12.330
12.520
12.620
12.640
12.650
13.040
13.050

Table 2–3: Four-Year Crash Summary at Intersection of NW 12th Street and NW 127th Avenue

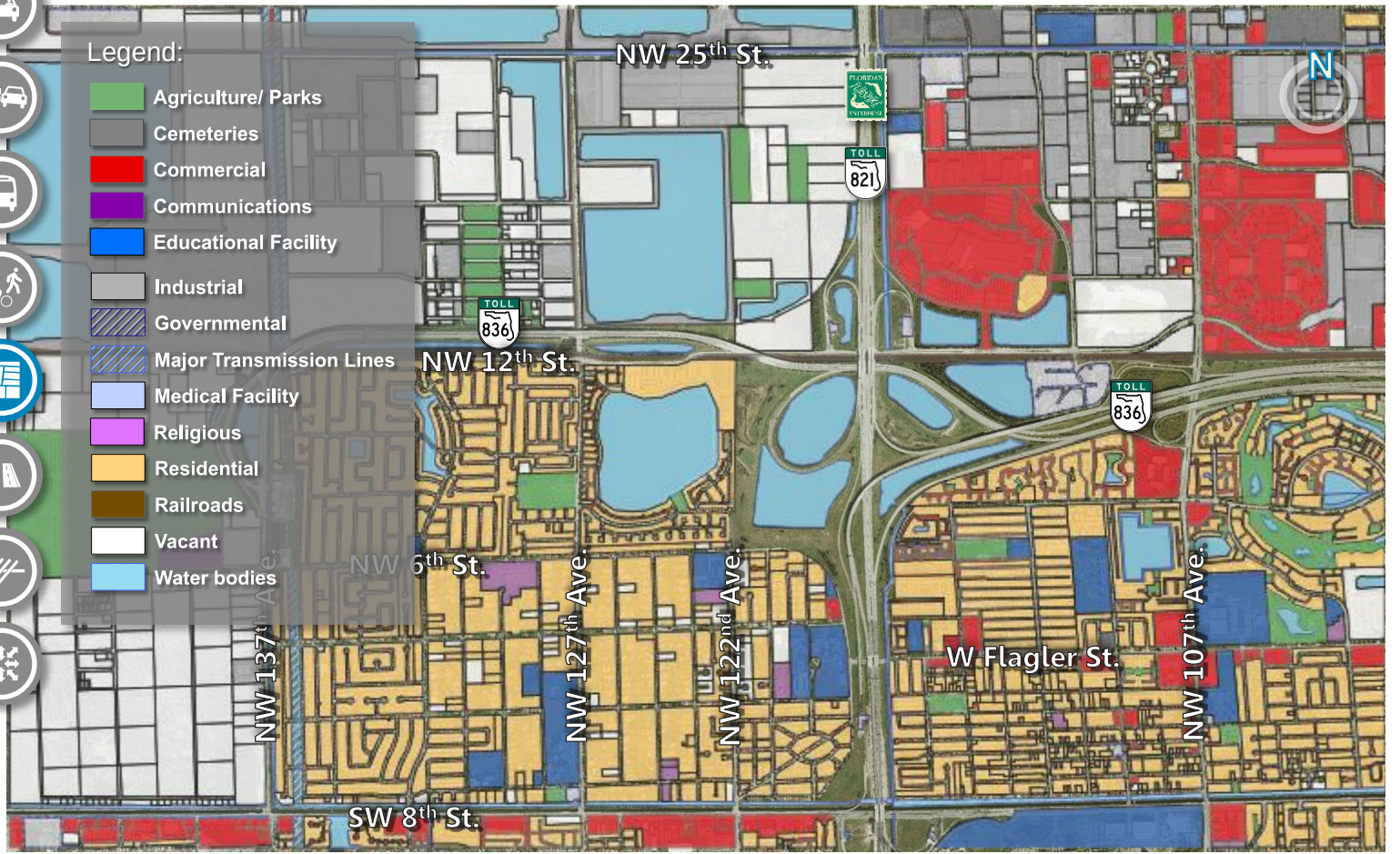
Type	2009	2010	2011	2012	4-Year Total Crashes	Mean Crashes per year	%
Angle	2	2	1	5	10	2.50	37.04%
Collision w/ Fixed Object	1	0	0	1	2	0.50	7.41%
Left Turn	0	3	4	2	9	2.25	33.33%
Median Crossover	0	0	2	0	2	0.50	7.41%
Overturned	0	0	1	0	1	0.25	3.70%
Rear-End	0	0	0	1	1	0.25	3.70%
Right Turn	0	1	0	0	1	0.25	3.70%
Sideswipe	0	0	1	0	1	0.25	3.70%
Grand Total	3	6	9	9	27	6.75	100.00%

Table 2–4: Four-Year Crash Summary for Eastbound and Westbound SR 836 Off-Ramps at NW 107th Avenue

Type	2009	2010	2011	2012	4-Year Total Crashes	Mean Crashes per Year	%
Left Turn	2	0	0	0	2	0.5	33.33%
Rear-End	1	1	0	0	2	0.5	33.33%
Right Turn	0	1	0	0	1	0.25	16.67%
Sideswipe	1	0	0	0	1	0.25	16.67%
Grand Total	5	6	0	0	6	1.5	100.00%


Legend:
Route 51
Route 137
Route 212
Route 71
Route 7
Route 36
Route 238
Future Rt. 1
Future Rt. 2
Future Rt. 3
NW 25th St.
NW 12th St.
NW 6th St.
SW 8th St.
NW 137th Ave.
NW 127th Ave.
NW 122nd Ave.
NW 107th Ave.
W Flagler St.
TOLL 836
TOLL 821
TOLL 836
N

Legend:
Sidewalk
Bike Lane
NW 25th St.
TOLL 821
TOLL 836
NW 12th St.
TOLL 836
NW 6th St.
NW 137th Ave.
NW 127th Ave.
NW 122nd Ave.
W Flagler St.
NW 107th Ave.
SW 8th St.
N


Legend:
Agriculture/ Parks
Cemeteries
Commercial
Communications
Educational Facility
Industrial
Governmental
Major Transmission Lines
Medical Facility
Religious
Residential
Railroads
Vacant
Water bodies
NW 25th St.
NW 12th St.
NW 6th St.
SW 8th St.
NW 137th Ave.
NW 127th Ave.
NW 122nd Ave.
NW 107th Ave.
W Flagler St.
TOLL 836
TOLL 821
TOLL 836
N

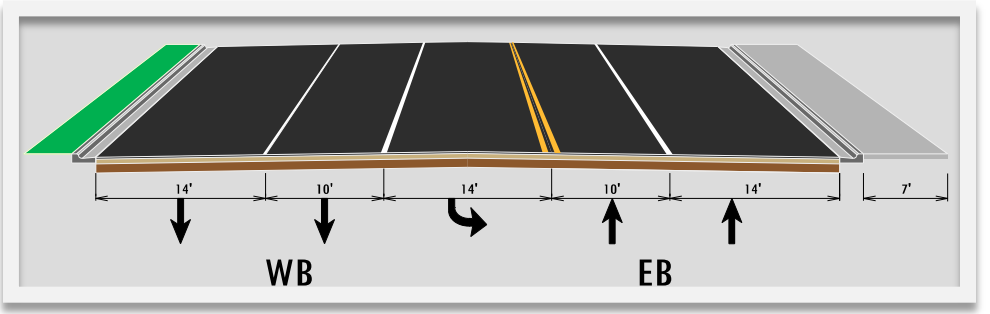


Figure 2–1: Existing Roadway Typical Section of NW 12th Street from NW 137th Avenue to NW 127th Avenue

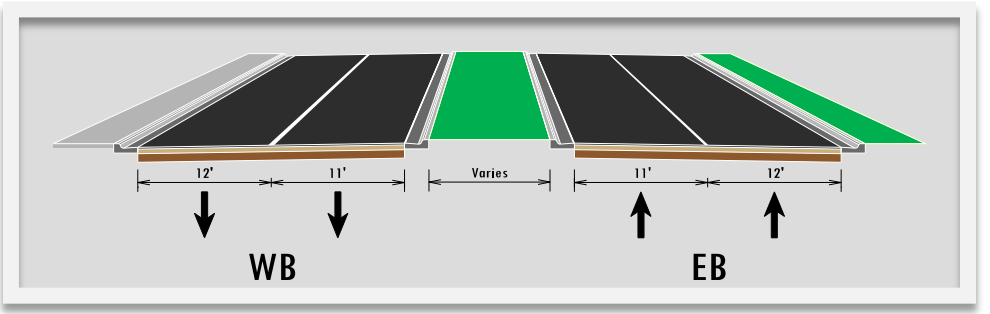


Figure 2–2: Existing Roadway Typical Section of NW 12th Street from NW 127th Avenue to SR 821

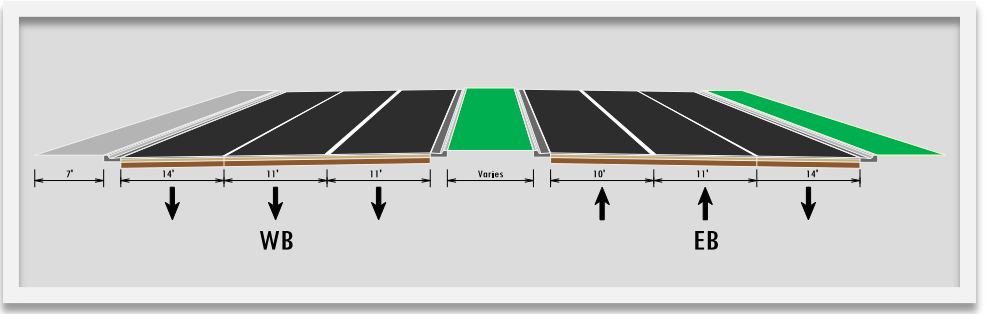


Figure 2–3: Existing Roadway Typical Section of NW 12th Street from SR 821 to NW 107th Avenue

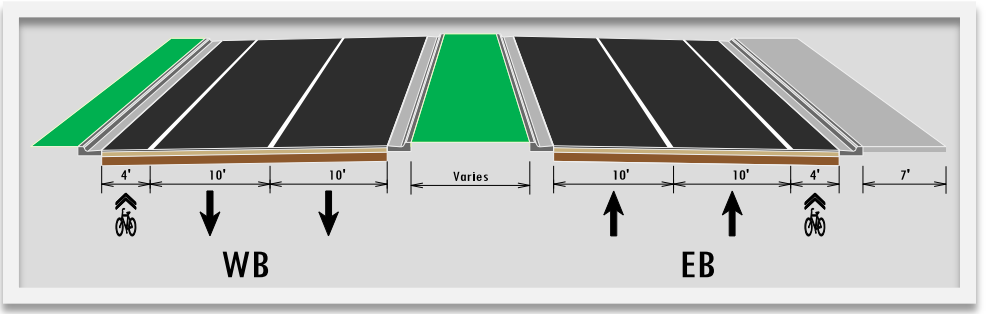


Figure 2–4: Existing Roadway Typical Section of NW 25th Street from NW 127th Avenue to NW 112th Avenue

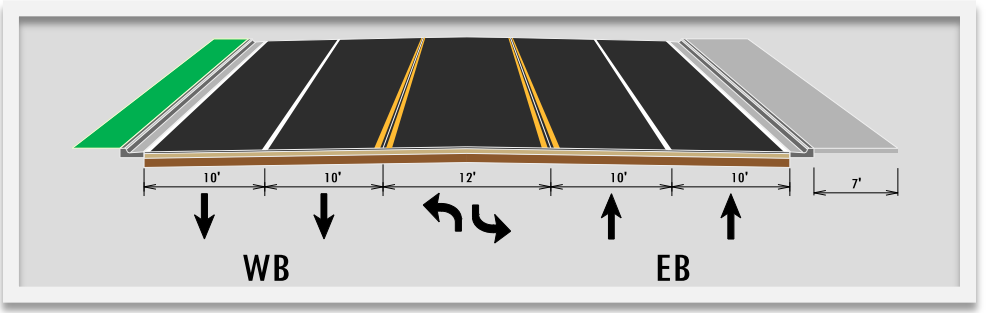


Figure 2–5: Existing Roadway Typical Section of NW 25th Street from NW 112th Avenue to NW 107th Avenue

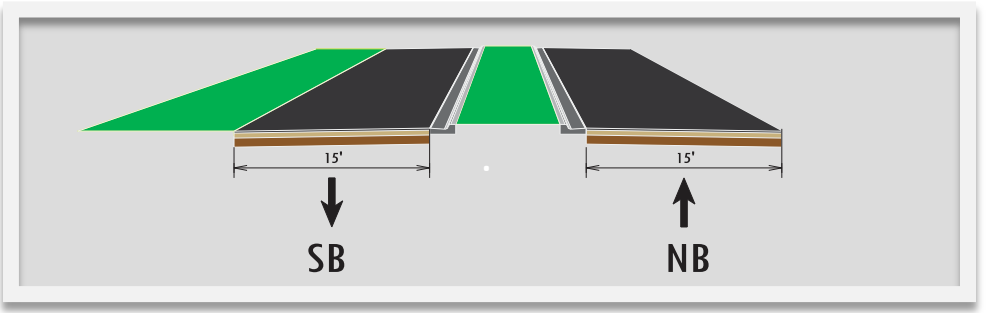


Figure 2–6: Existing Roadway Typical Section of NW 122nd Avenue north of NW 6th Terrace

NW 127th Ave.
NW 12th St.
TOLL
821
TOLL
836

GOYA
NW 25th St.
UTi
Supply Chain Solutions that Deliver
KEISER UNIVERSITY
N
TOLL 821
DOLPHIN MALL
Miami international Mall
CEMEX
TOLL 836
NW 12th St.
FDOT
TOLL 836
Miami-Dade County Public Schools
Central West
Transportation Center
NW 137th Ave.
NW 6th St.
NW 127th Ave.
NW 122nd Ave.
NW 107th Ave.
FIU
W Flagler St.
BELEN
SW 8th St.
FIU

Potential **Site Uses**

- Truck & Tandem Truck Parking

Conceptual Design Parameters (CDPs)

- Minimum of 200 parking spaces
- Minimum 2 Acres for Tandem Trucks
- Approx. 17 to 26 Acres needed

Potential **Site Uses**

- Park-and-Ride Lot / Transit Hub

Conceptual Design Parameters (CDPs)

- Minimum of 1000 long-term parking spaces
- Minimum of 20-50 additional short-term parking spaces
- Approx. 15 Acres (66 space/acre) needed

Potential **Site Uses**

- Municipal Yard Facility

Preliminary **Future Plans**

Next **Steps**

- Present to the Freight Transportation Advisory Committee (FTAC) on April 30, 2014
- Continue coordination with Agencies
- Coordinate for Tentative Future PAT Meetings
- Develop Alternatives Approach and Priorities for this Site

SAFETY DOESN'T HAPPEN BY ACCIDENT.

ALERT TODAY
STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION
ALIVE TOMORROW

PAT Meeting # 2

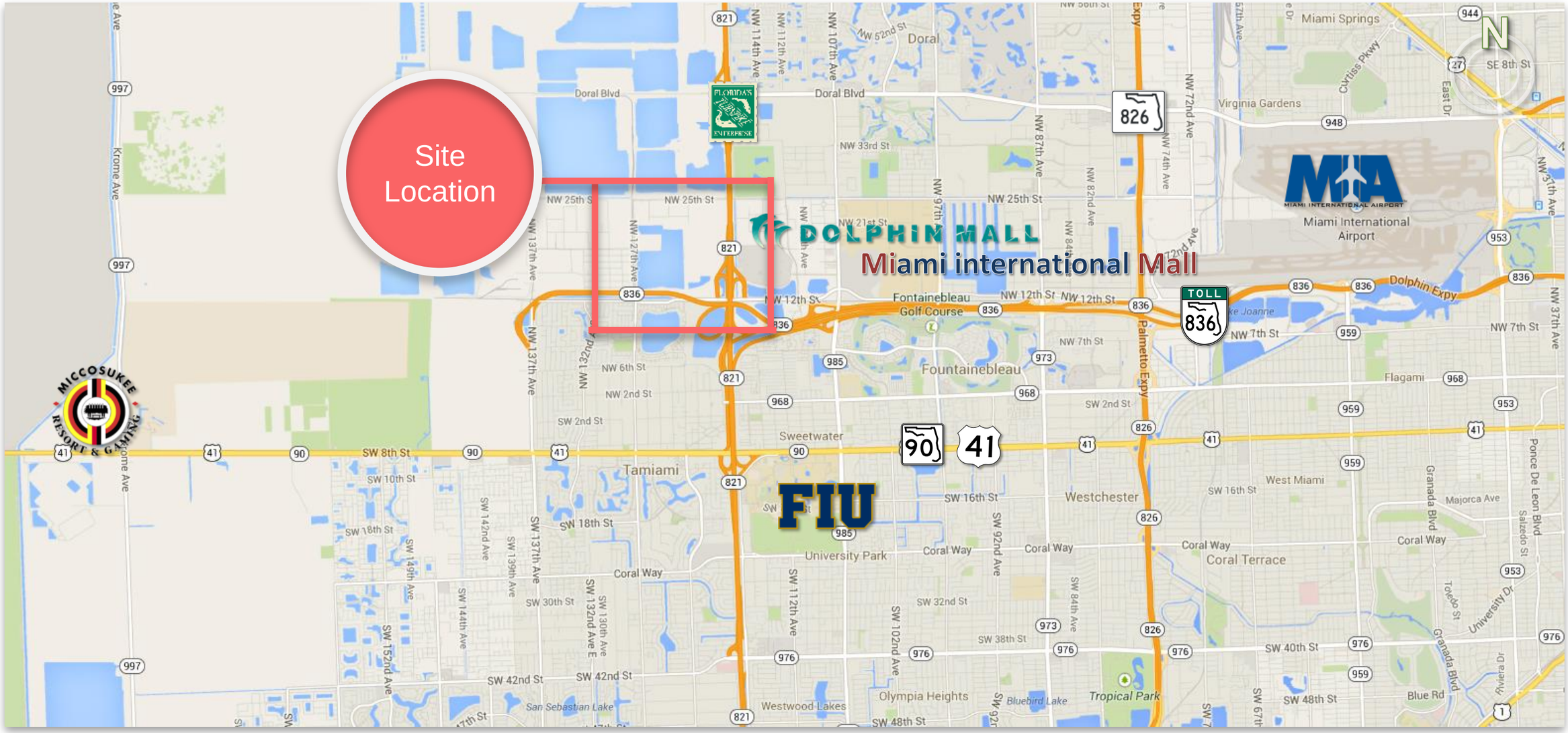
Presentation

Site Feasibility Study for
Truck Parking & Park-and-Ride Lot

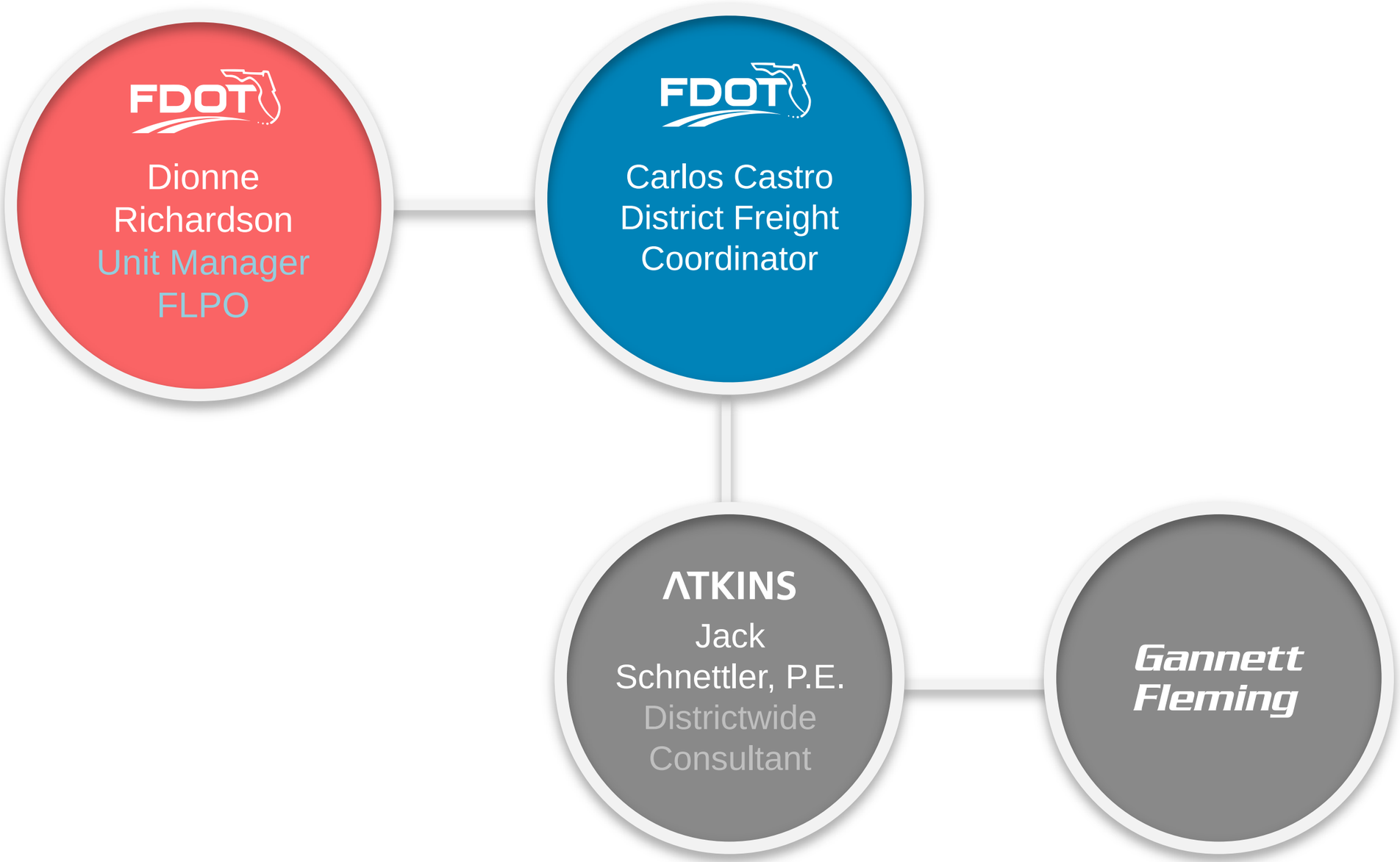
Today's **Agenda**

- Introductions
- Presentation
- Feedback Session
- Next Steps

Site **Location**



Management **Team**



Technical **Team**

System **Goals**

Support Regional Freight Movement

Improve Safety

Support Non-Motorized Transportation

Support Future Transit Plans

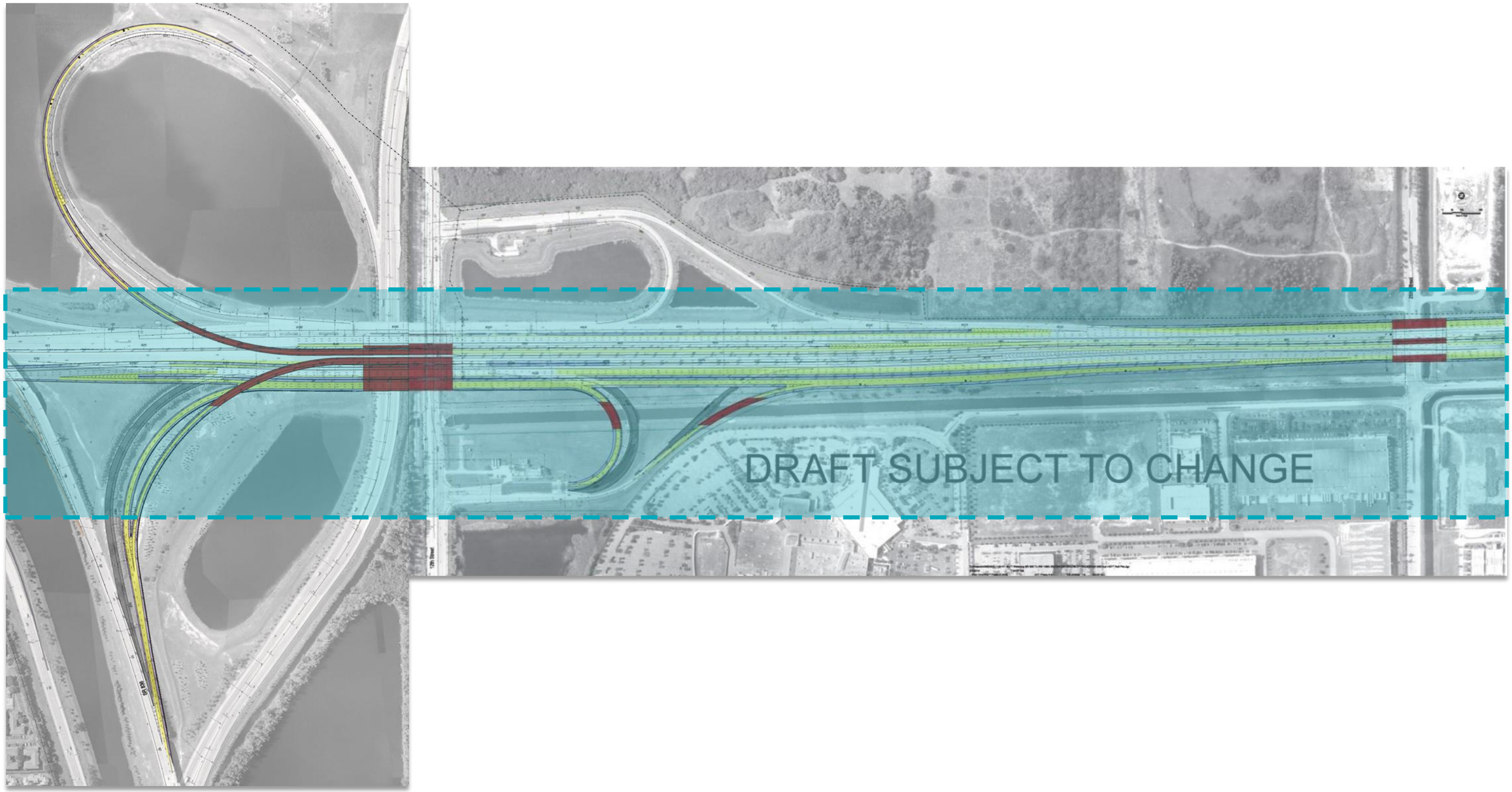
Study **Objectives**

- Advance the development of the Truck Parking Site identified in the MPO Miami-Dade County Phase II Study.
- Advance the development of the Dolphin Station park-and-ride lot and transit hub.

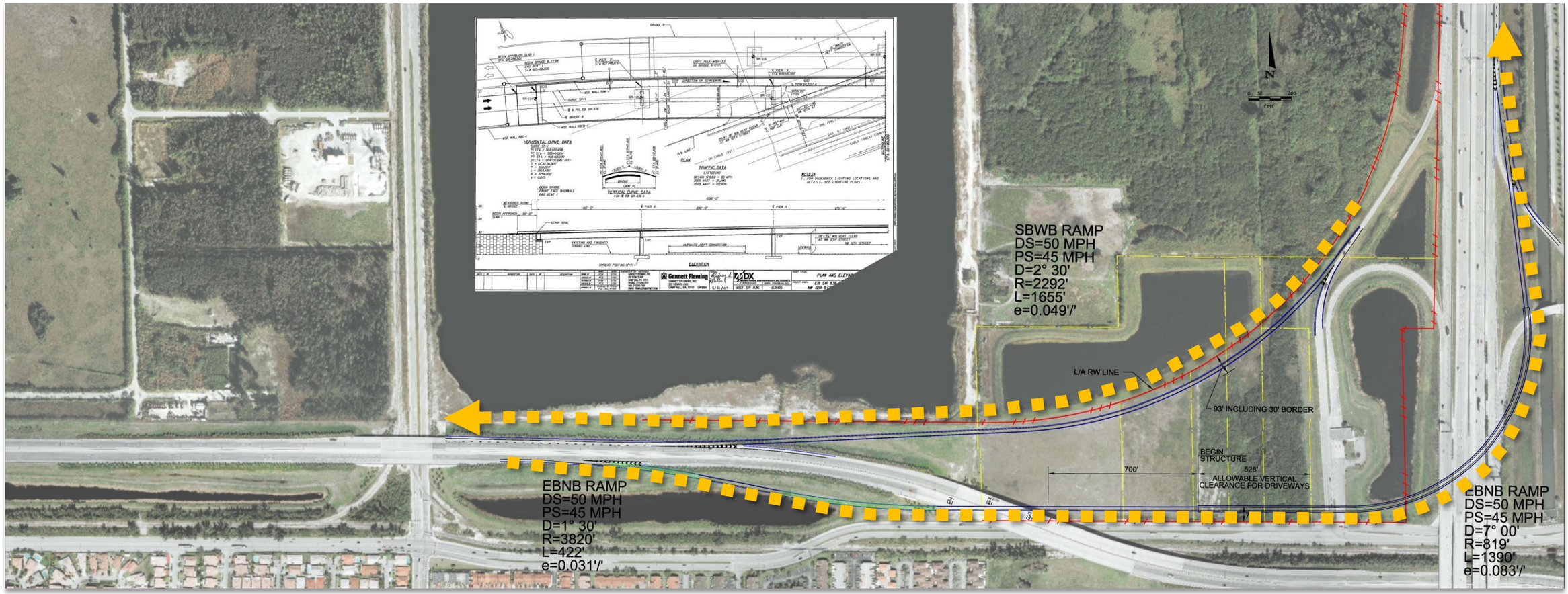
Existing **Data Gathered**

- Existing Traffic Data
- Existing Land Use Data
- Existing Crash Data
- Existing Typical Sections
- Existing Transit Data
- Existing Right-Of-Way
- Existing Pedestrian & Bicycle Data
- Existing Trip Generating Facilities

HEFT **Proposed Improvements**



MDX **Proposed Improvements**



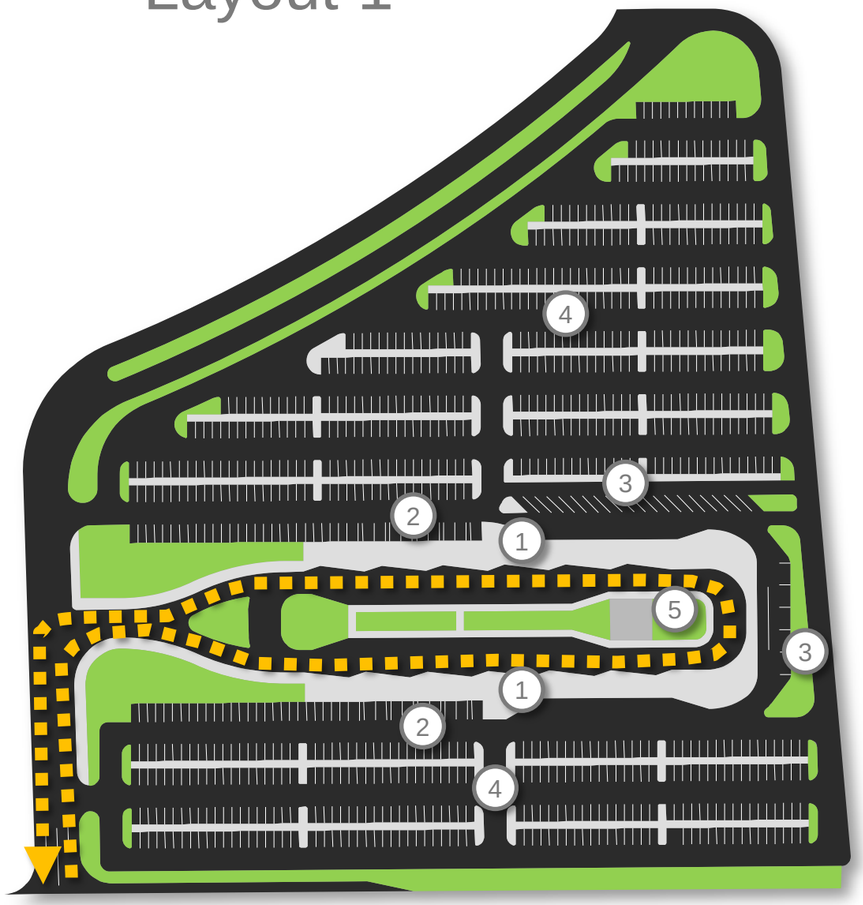
Truck Parking **Conceptual Layout**

- Truck Parking

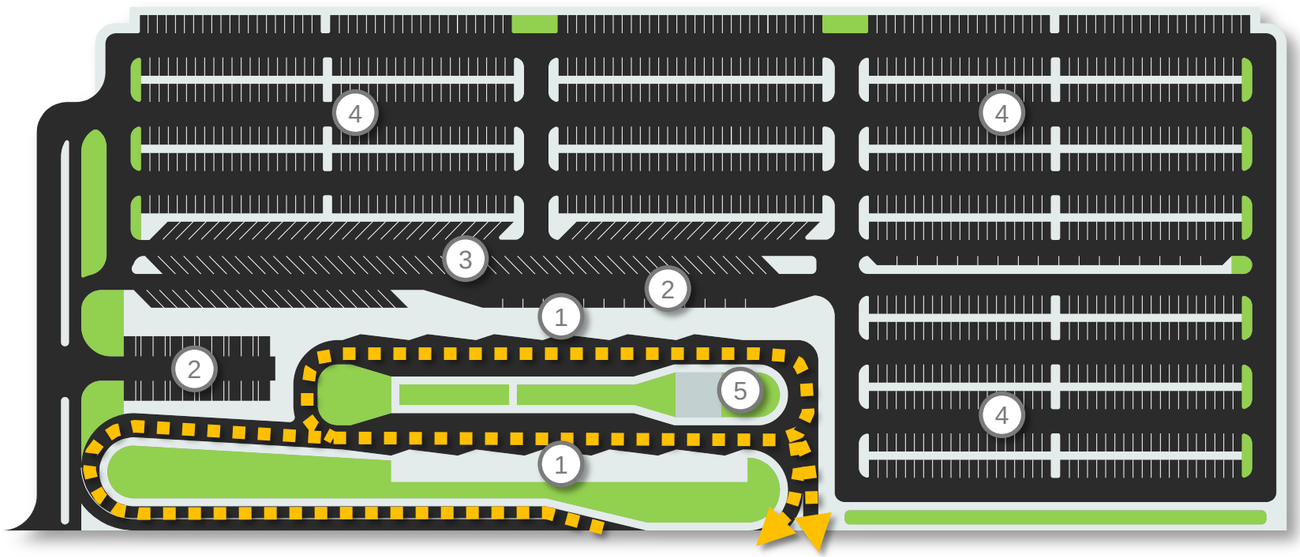
1. Truck Wash
2. 10,000 S.F. Building
3. Diesel Fuel Pumps
4. 1,000 S.F. Maintenance Facility
5. Car Fuel Pumps
6. Tandem Truck Parking Area

Park & Ride **Conceptual Layout**

- Park & Ride Conceptual Layout 1

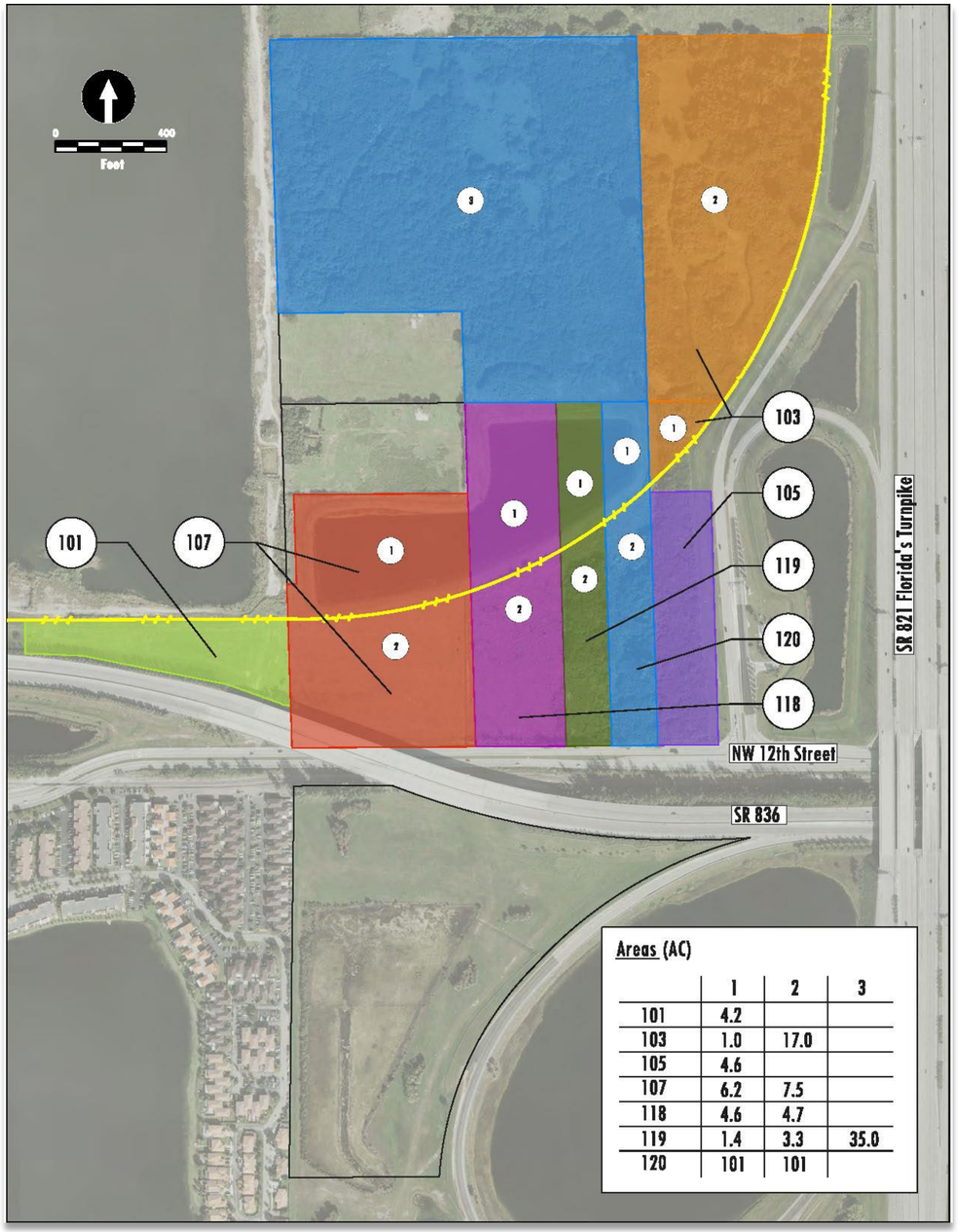


- Park & Ride Conceptual Layout 2



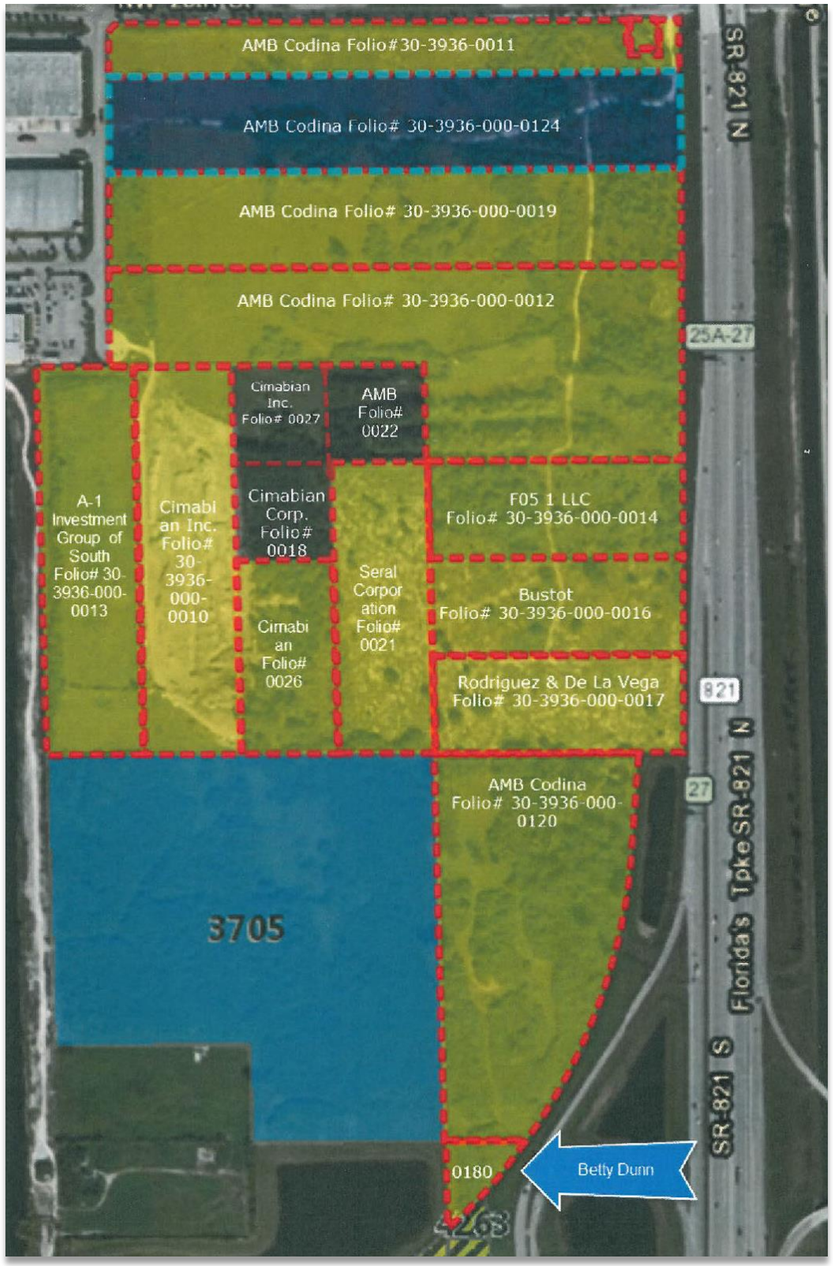
1. Platform Area
2. Disabled Parking Area
3. Short-term Parking Area
4. Long-term Parking Area
5. Lounge Building

Existing **Right-of-Way**

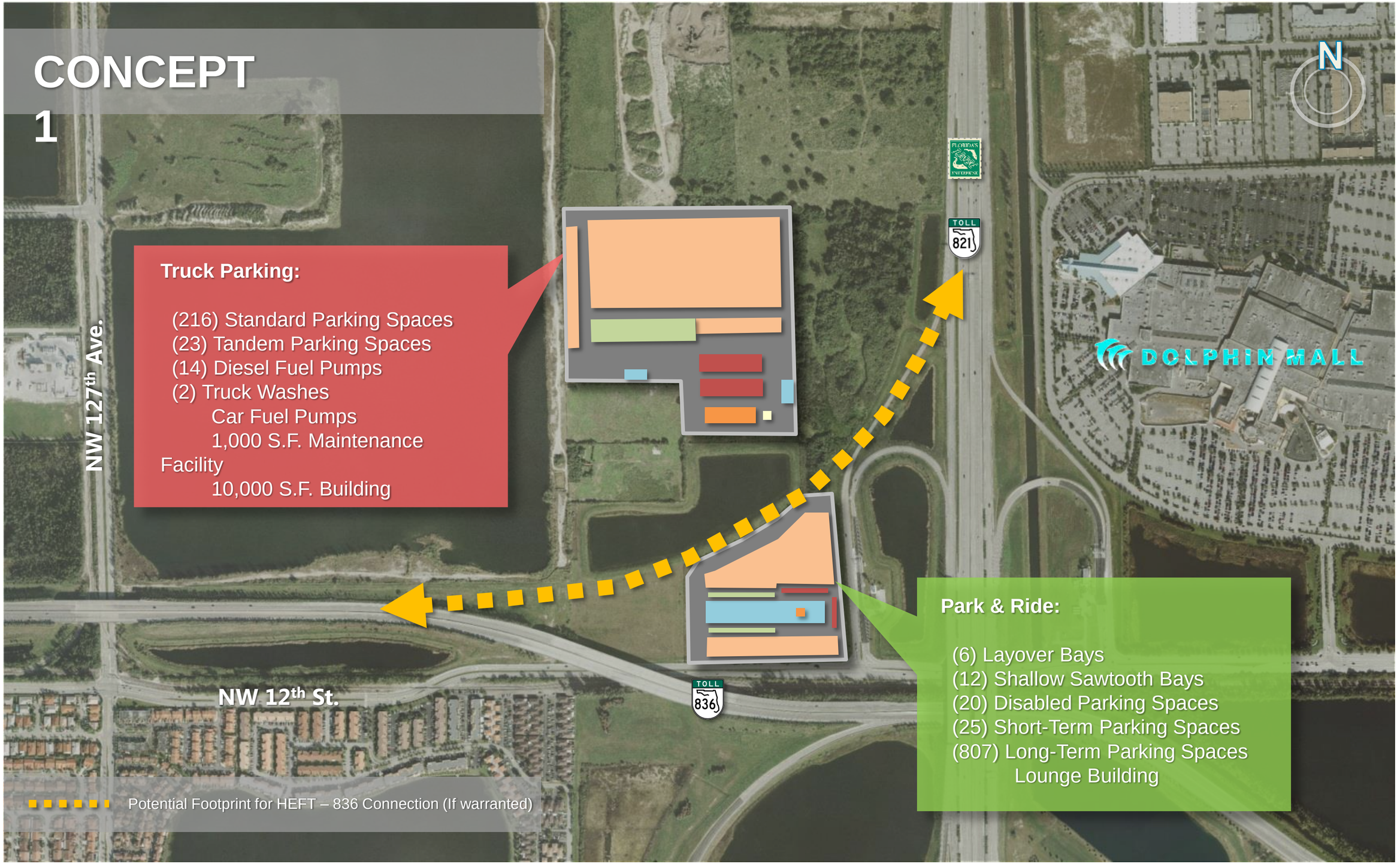


Areas (AC)

	1	2	3
101	4.2		
103	1.0	17.0	
105	4.6		
107	6.2	7.5	
118	4.6	4.7	
119	1.4	3.3	35.0
120	101	101	

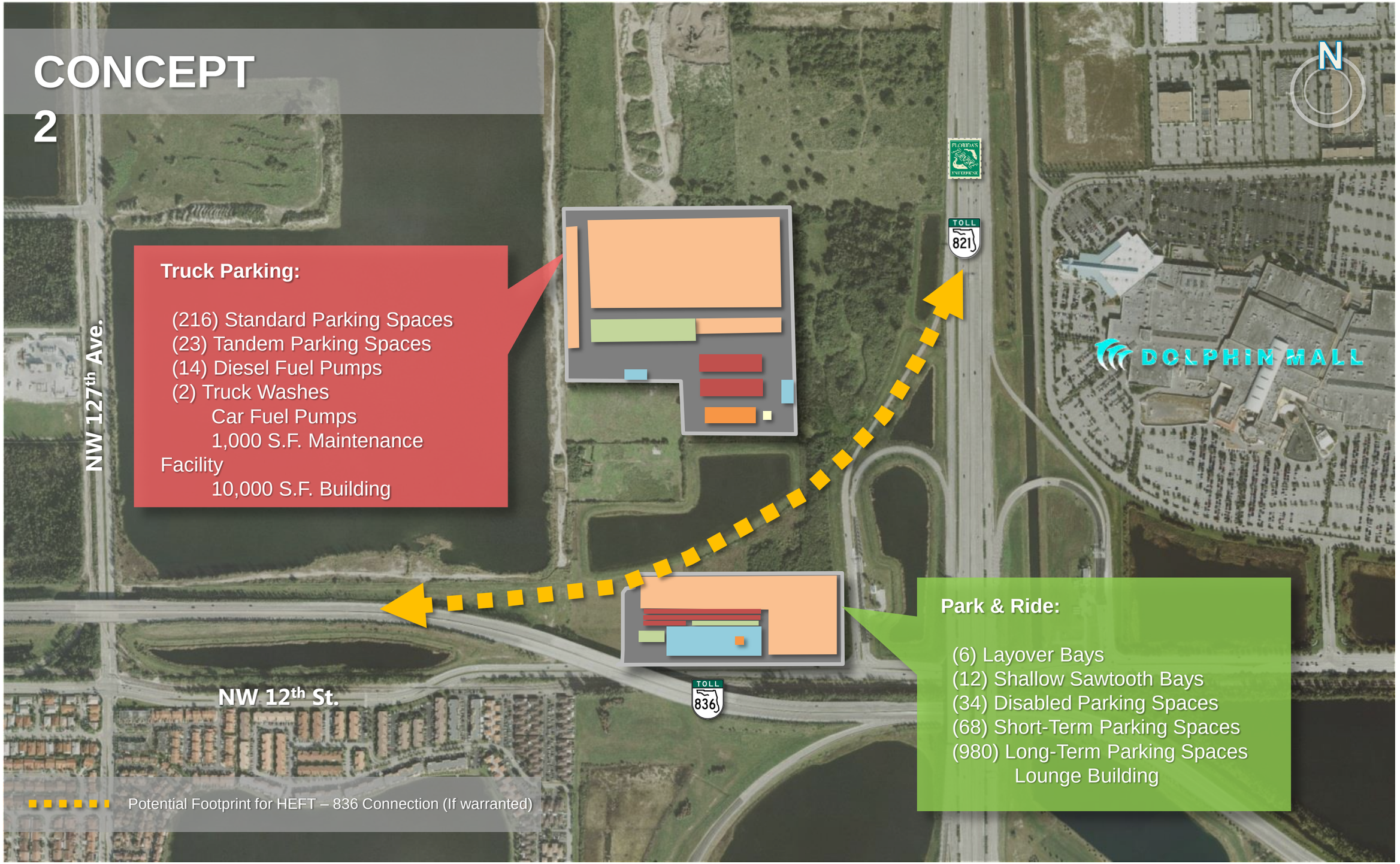


CONCEPT 1


N
NW 127th Ave.
NW 12th St.
TOLL
821
TOLL
836
DOLPHIN MALL
Truck Parking:
(216) Standard Parking Spaces
(23) Tandem Parking Spaces
(14) Diesel Fuel Pumps
(2) Truck Washes
Car Fuel Pumps
1,000 S.F. Maintenance Facility
10,000 S.F. Building
Park & Ride:
(6) Layover Bays
(12) Shallow Sawtooth Bays
(20) Disabled Parking Spaces
(25) Short-Term Parking Spaces
(807) Long-Term Parking Spaces
Lounge Building
Potential Footprint for HEFT – 836 Connection (If warranted)

Legend:
Truck Parking and Park & Ride Access
Potential Footprint for HEFT – 836 Connection (If warranted)
Truck Parking
Park & Ride
NW 25th St.
N
TOLL 821
DOLPHIN MALL
TOLL 836
NW 12th St.
TOLL 836
NW 6th St.
NW 137th Ave.
NW 127th Ave.
NW 122nd Ave.
W Flagler St.
NW 107th Ave.
SW 8th St.

CONCEPT 2


N
NW 127th Ave.
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821
TOLL
836
DOLPHIN MALL
Truck Parking:
(216) Standard Parking Spaces
(23) Tandem Parking Spaces
(14) Diesel Fuel Pumps
(2) Truck Washes
Car Fuel Pumps
1,000 S.F. Maintenance Facility
10,000 S.F. Building
Park & Ride:
(6) Layover Bays
(12) Shallow Sawtooth Bays
(34) Disabled Parking Spaces
(68) Short-Term Parking Spaces
(980) Long-Term Parking Spaces
Lounge Building
Potential Footprint for HEFT – 836 Connection (If warranted)

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Truck Parking and Park & Ride Access
Potential Footprint for HEFT – 836 Connection (If warranted)
Truck Parking
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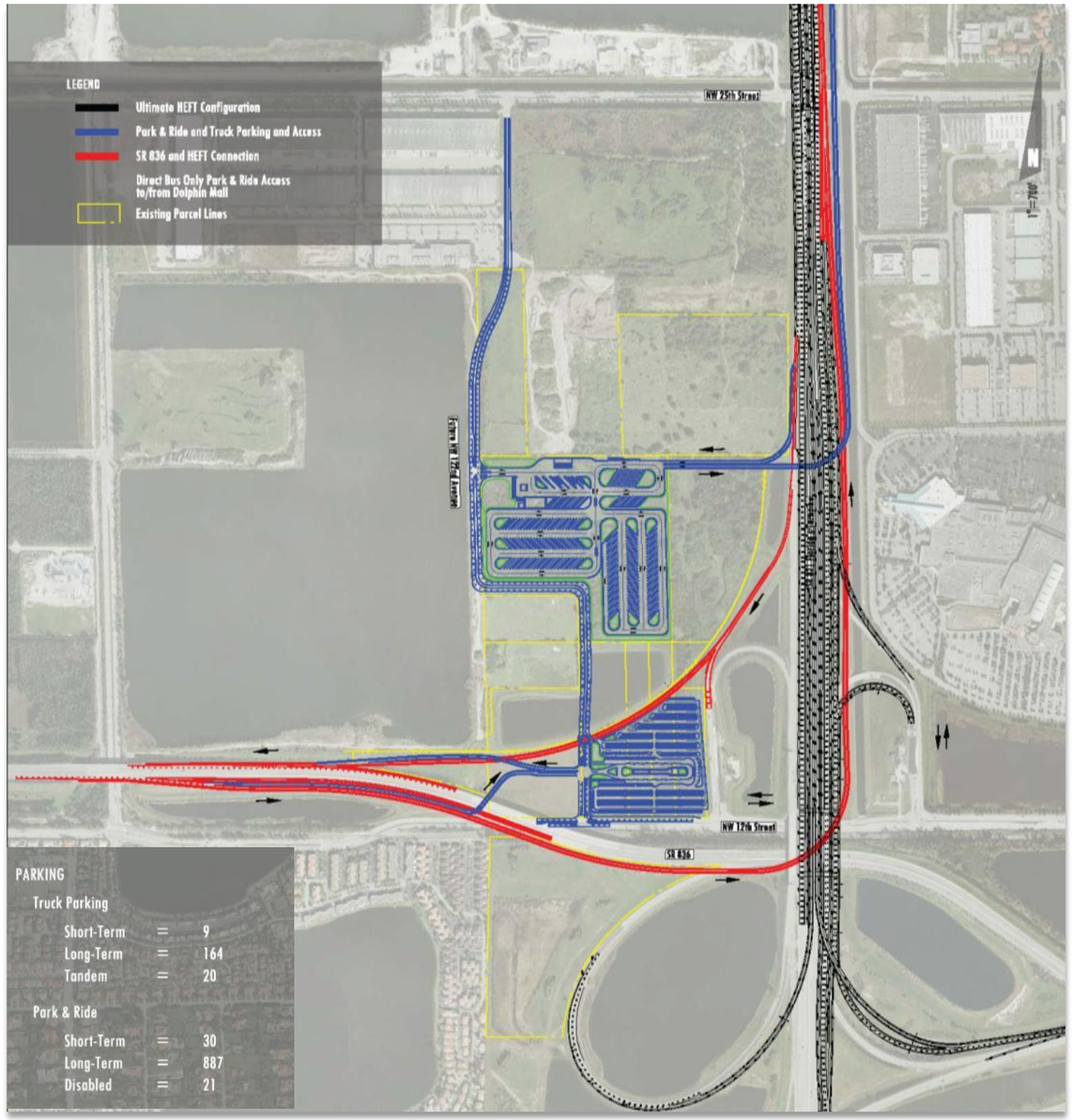
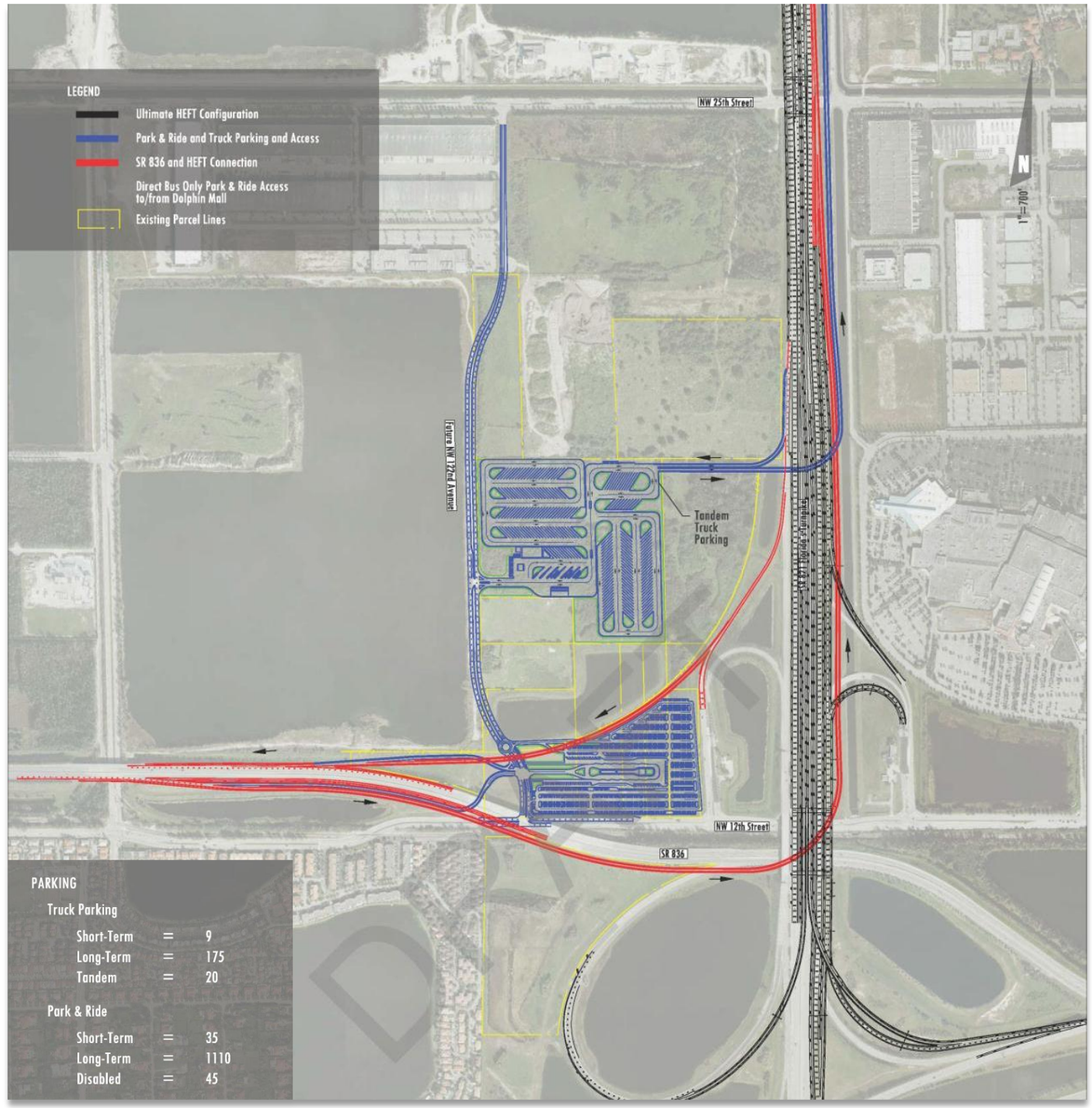
NW 12th St.
TOLL 836
NW 6th St.
NW 137th Ave.
NW 127th Ave.
NW 122nd Ave.
W Flagler St.
NW 107th Ave.
SW 8th St.

Alternative **1 & 2**





Next **Steps**

- Present to the Freight Transportation Advisory Committee (FTAC)
- Continue coordination with Agencies
- Coordinate for Tentative Future PAT Meetings
- Finalize Working Concepts for Review

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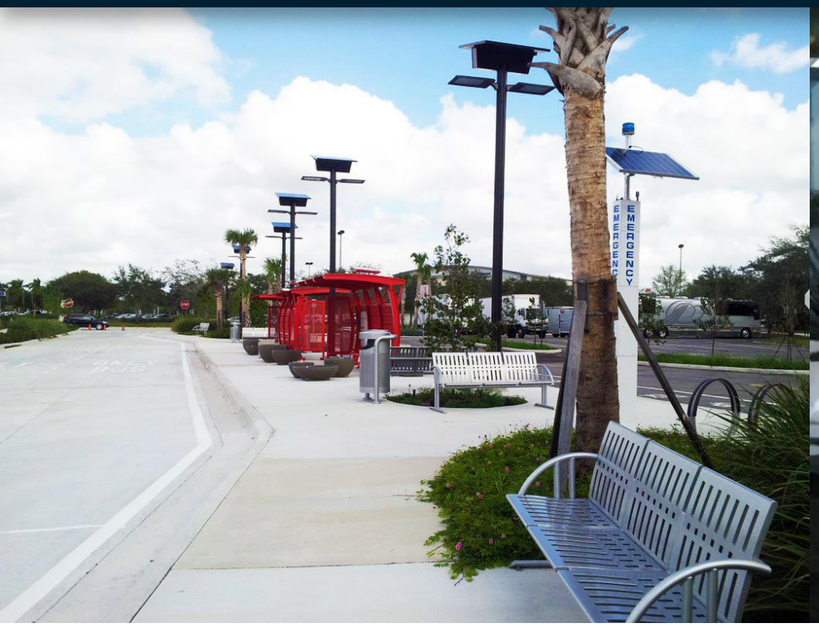
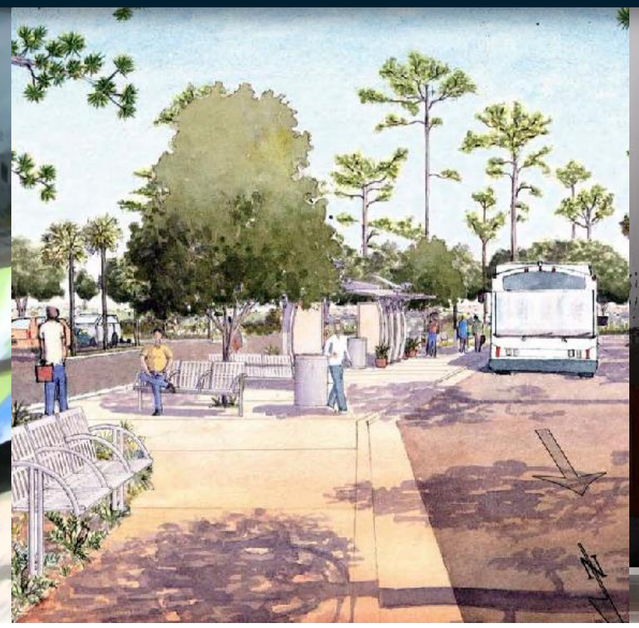
PAT Meeting # 3

Presentation

SITE FEASIBILITY STUDY

TRUCK PARKING & PARK-AND-RIDE LOT





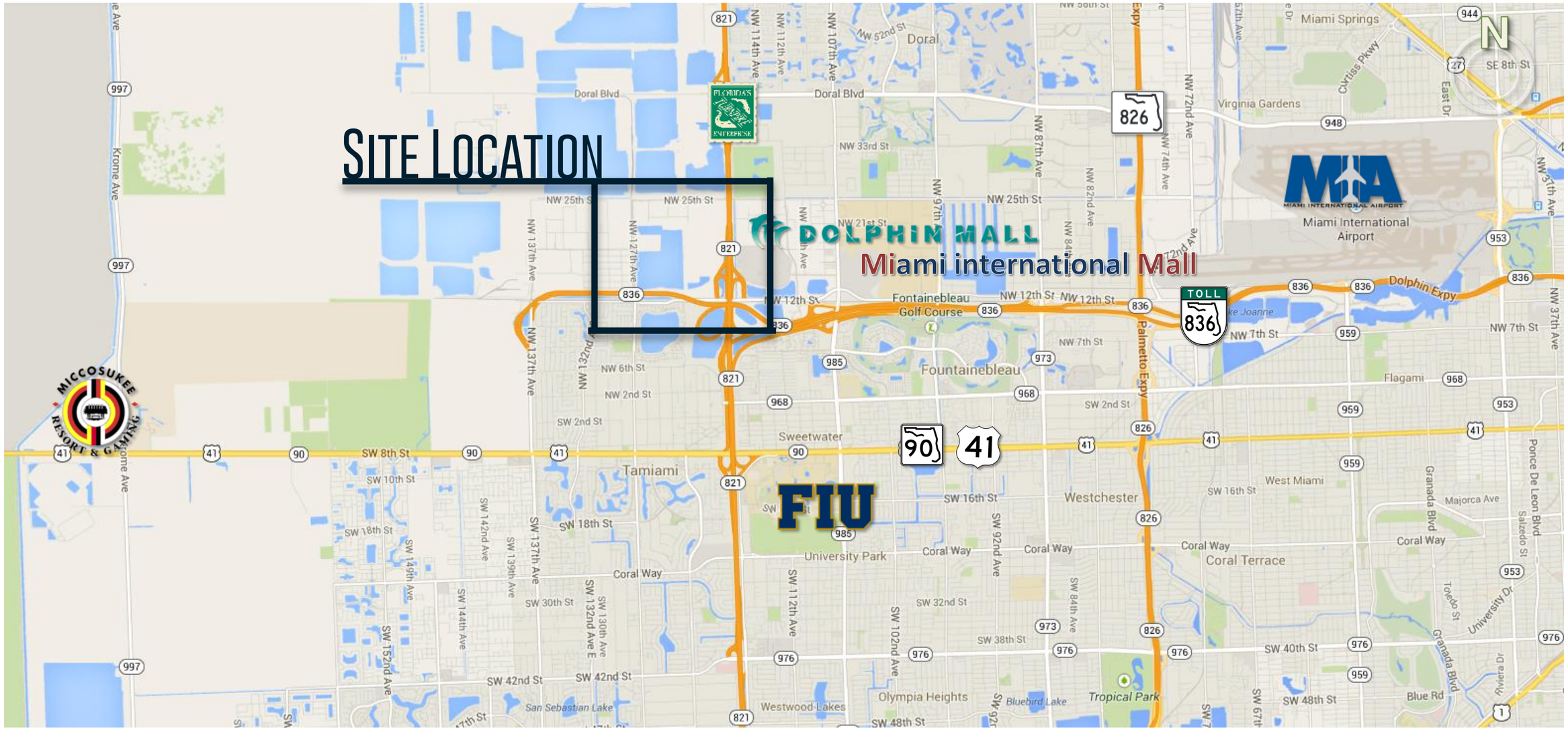
PROJECT ADVISORY TEAM (PAT) MEETING # 3

FDOT

Today's Agenda

- Introductions
- Presentation
- Feedback Session
- Next Steps

SITE LOCATION



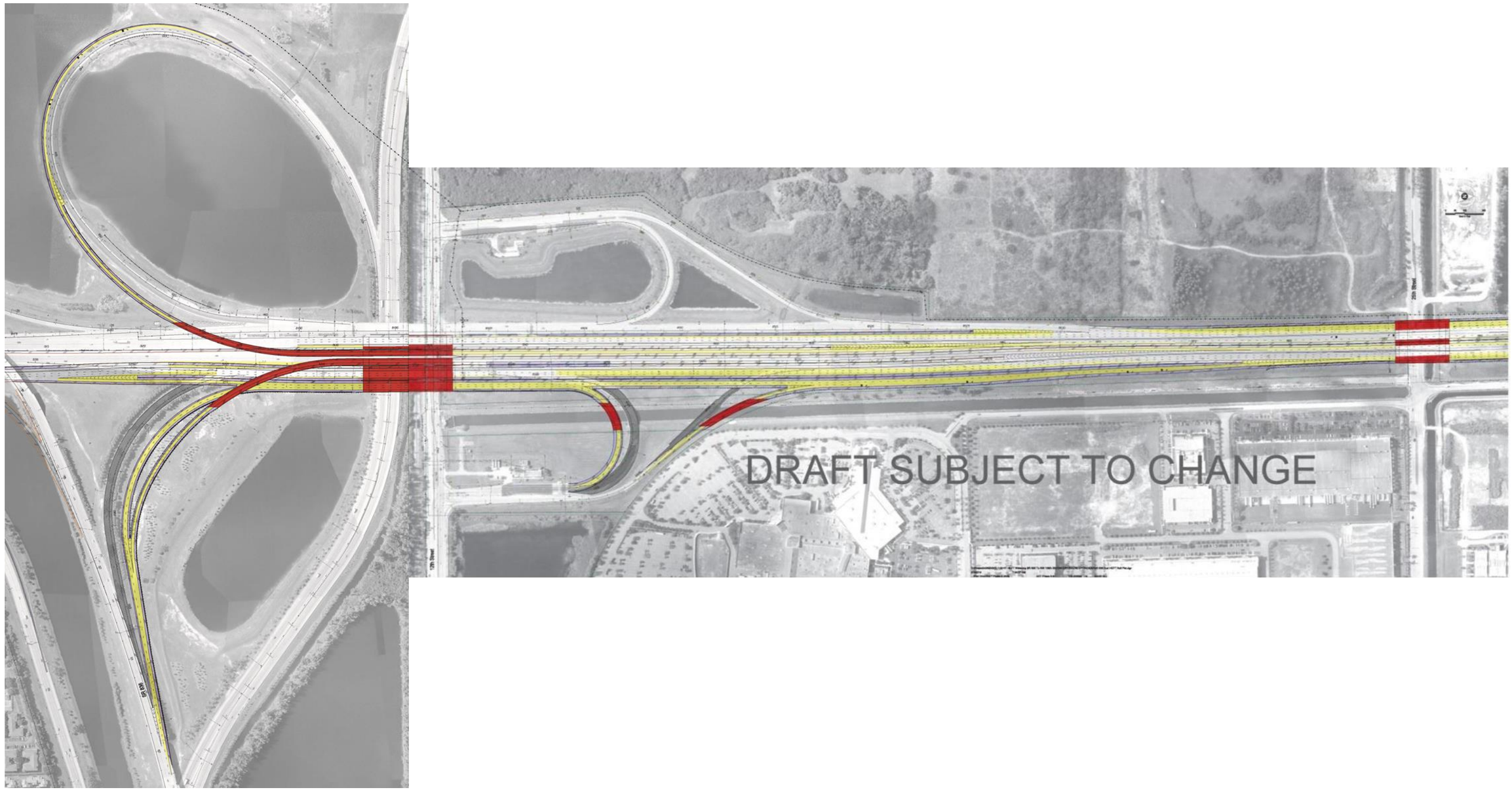
System Goals

- Support Regional Freight Movement
- Support Non-motorized Transportation
- Support Future Transit Plans
- Improve Safety

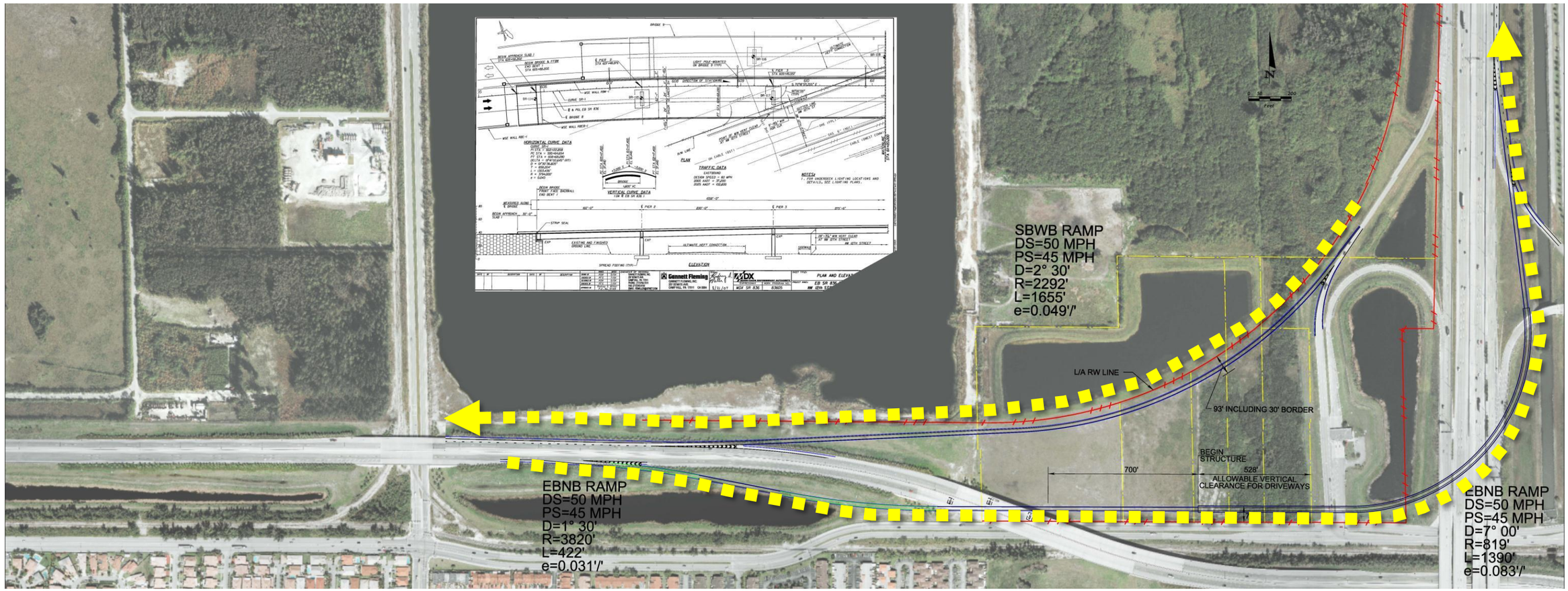
Main Challenges

- Connections to the Project Site
- Connections to SR 836 and the HEFT

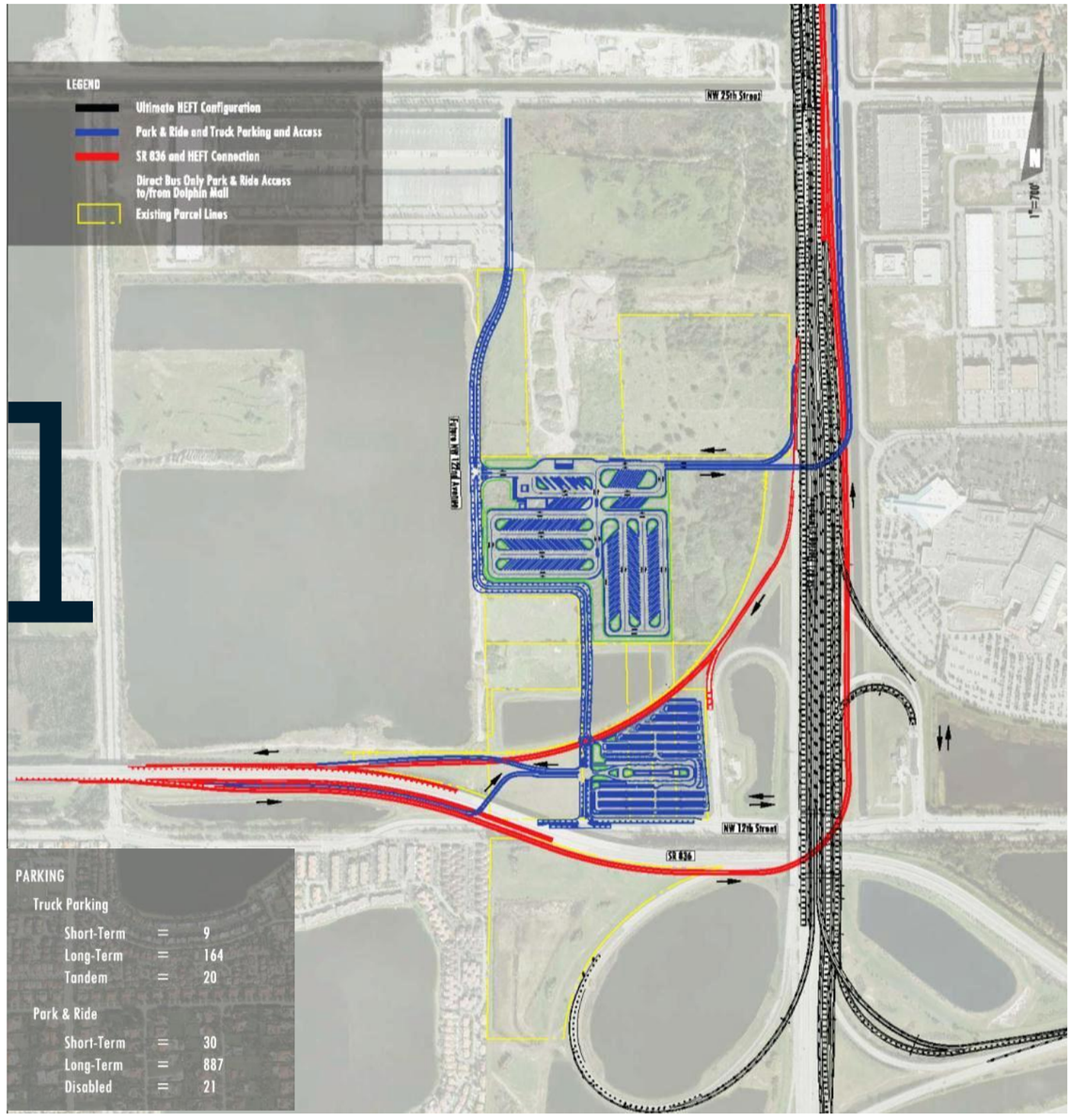
HEFT Upcoming Improvements

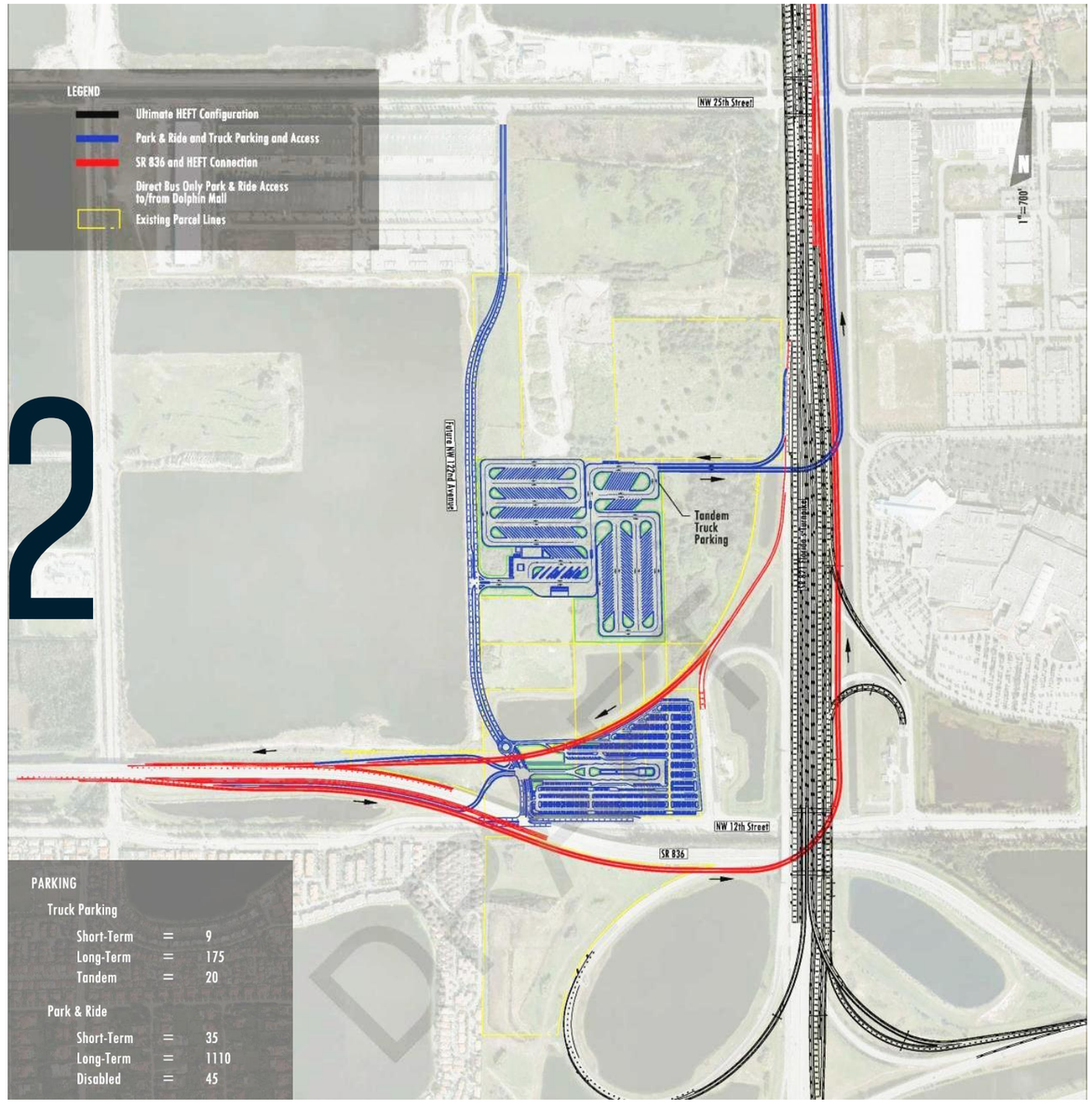


MDX Future Connection Plans

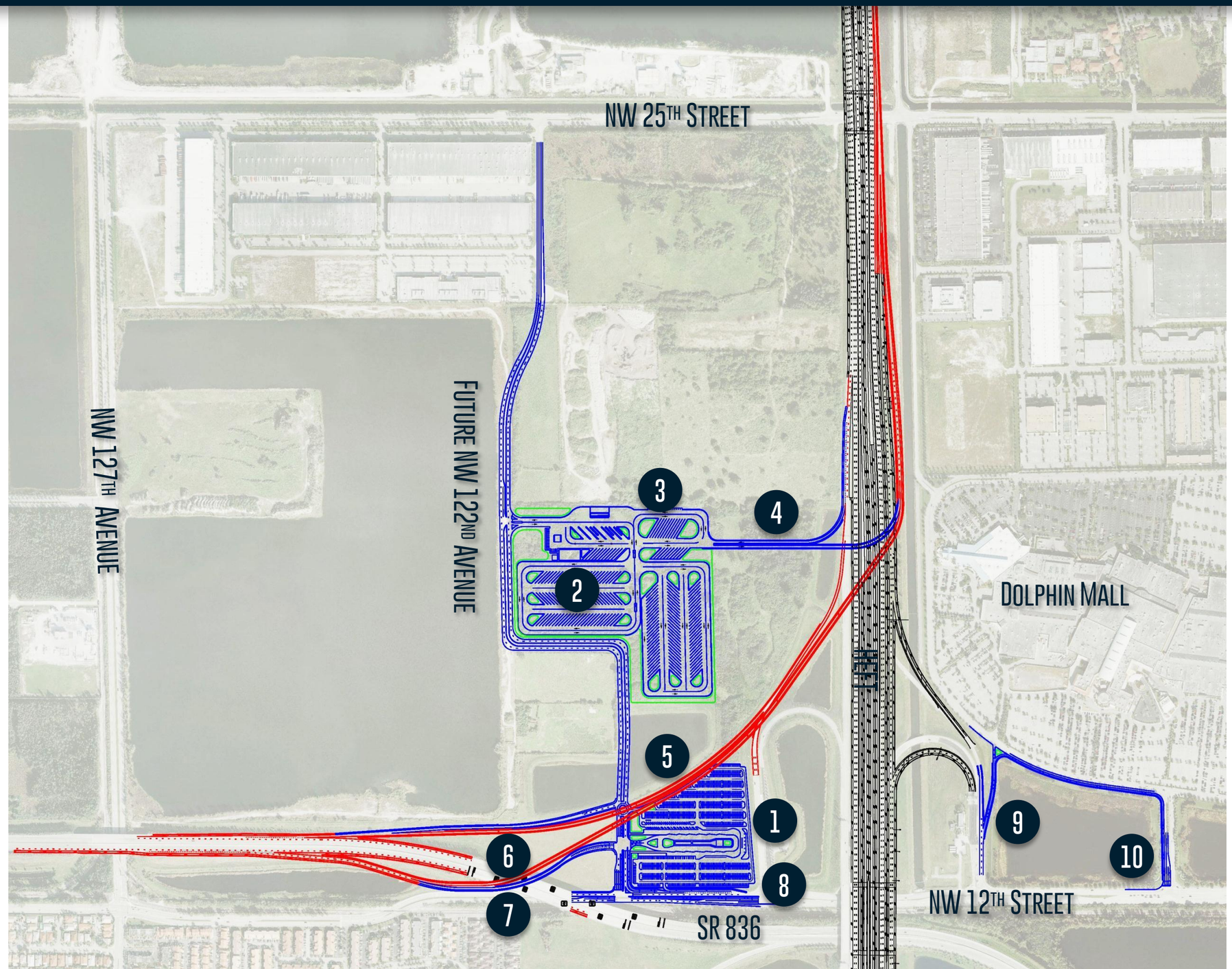


ALTERNATIVES PRESENTED LAST TIME



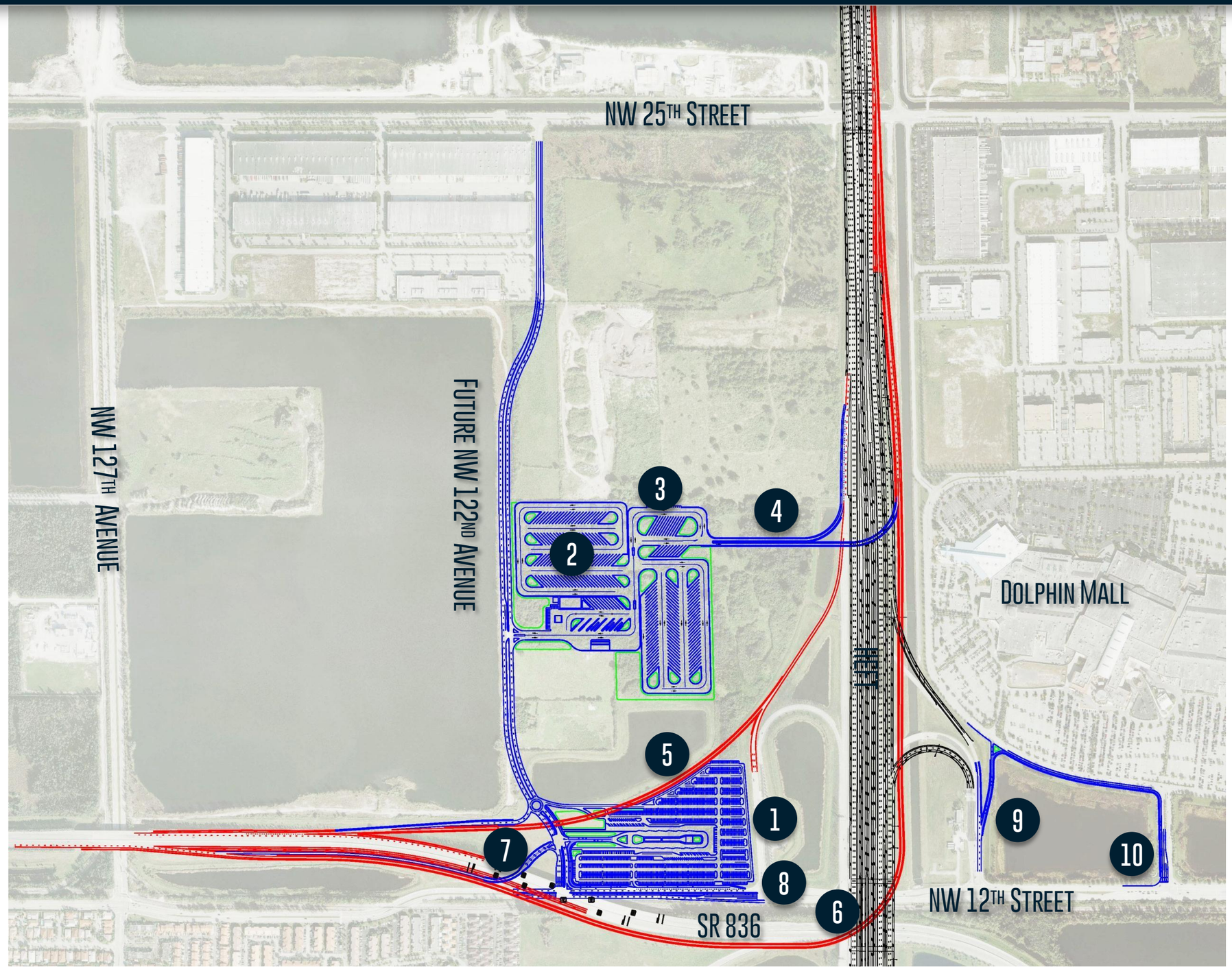


ALTERNATIVE 3



1. PARK AND RIDE
2. TRUCK PARKING
3. TANDEM TRUCK PARKING
4. DIRECT TANDEM TRUCK PARKING CONNECTIONS TO AND FROM THE HEFT
5. SOUTHBOUND HEFT TO WESTBOUND SR 836 DIRECT CONNECTION
6. EASTBOUND SR 836 TO NORTHBOUND HEFT DIRECT CONNECTION
7. SR 836 EASTBOUND OFF-RAMP TO ACCESS PARK AND RIDE
8. EXCLUSIVE BUS ONLY LANE ON EASTBOUND NW 12TH STREET FOR BUSES TO ACCESS THE ON-RAMP TO SOUTHBOUND HEFT AND EASTBOUND SR 836
9. EXCLUSIVE BUS ONLY ACCESS INTO DOLPHIN MALL
10. EXCLUSIVE BUS ONLY LANE FOR BUSES TO ACCESS WESTBOUND NW 12TH STREET

ALTERNATIVE 4



1. PARK AND RIDE
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10. EXCLUSIVE BUS ONLY LANE FOR BUSES TO ACCESS WESTBOUND NW 12TH STREET

Next Steps

- Present to Freight Transportation Advisory Committee (FTAC)
- Prepare Final Recommendations and Documents
- Future Phases

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Appendix C

Other Interagency Coordination

Other Interagency Meeting # 1

Meeting between MDX and FDOT

Meeting Agenda and Summary

ATKINS

Florida Department of Transportation – District 6
Intermodal Systems Development Office
Truck Parking and Park-and-Ride Lot Study

Coordination Meeting with MDX

Meeting Date/Time:	April 21, 2014 / 2:00 PM – 3:30 PM
Meeting Location:	FDOT District 6 – Conference Room B
Meeting Purpose:	Discussion of Land Parcels and Study Coordination
Call Number	Not Applicable

Attendees: (sign-in sheet enclosed)

Dionne Richardson – District 6
Jeanine Gaslonde – District 6
Eman Gomaa – District 6
(could not attend due to training)
Emma Halim – District 6 ROW
Gary Walsh – HNTB (for MDX)
Mayra Diaz - MDX
Daniel Menendez - MDX
Richard Glass – ROW Consultant to MDX
Carlos Castro – District 6
Jack Schnettler – Atkins

Discussion Agenda

1. **Introductions and Purpose**
   - After self introductions, Jack Schnettler summarized the intent of the meeting to reconcile property ownerships and to discuss other topics affecting the subject District 6 study which involves input from the MDX team.

2. **Affected Parcels**
   a. Review of ownership/control:
      - Discussion of this item yielded the conclusion that MDX has control of the portions of affected parcels that comprise the lake area as well as the portion of Parcel 117 south of the lake. MDX attendees shared several graphics which will included in the meeting summary as attachments.

   b. Potential uses on MDX ownerships:
      - Discussion of this item focused on the fact that the potential system interchange ramps between the north leg of the Turnpike and the west leg of SR 836 would impact the parcels located to the south of the lake. These are described further under Item 3 below. The potential for these two ramps with their reversed vertical profiles and their footprint requirements virtually eliminates long-term use of the portion of the FDOT parcels lying south of the lake. However, it may be possible to consider an interim use of this area that could later be replaced elsewhere on the study parcels in the event that the ramps are eventually implemented.

   c. Potential land swaps:
      - This topic was not specifically discussed, but as documented below, system interchange ramps would traverse parcels held by FDOT District 6, but there may

be a solution for access to these parcels that traverses MDX parcels. This topic can be further discussed as the FDOT parcel study continues.

3. **Potential System Interchange Ramps (Between North Leg of Turnpike and West Leg of SR 836)**
   a. Potential location:
      - The likely location for the SB-WB directional ramp would skirt the south side of the lake, rising from near existing grade to the east to the level of the elevated SR 836 mainline profile to the west. The location described by Gary Walsh and Dan Menendez for the EB-NB directional ramp is as follows: the ramp would diverge from the elevated mainline just east of NW 127th Ave., dropping down to grade between the elevated mainline to the north and NW 12th St. roadway to the south. The alignment would continue straight east under the SR 836 mainline overhead viaduct – Dan Menendez pointed out that the configuration of the viaduct's columns and abutments were laid out for this ramp alignment. The ramp would continue further east and the profile would rise to cross over the Turnpike ramps providing southbound exit to NW 12th St. and the southbound entrance ramp to the Turnpike from NW 12th St. The ramp would continue turning northward to tie into the NB Turnpike mainline. This anticipated profile likely precludes any access from the adjacent NW 12th St. due to the fact that inadequate clearance under this ramp could be provided at a point far enough west of the Turnpike ramp intersection. This condition explains the limited access right-of-way line depicted on the right-of-way parcel map enclosed.
   b. Accommodation in the District 6 study:
      - The possibility of the future system interchange ramps should be considered in the site planning conducted under the Truck Parking and Park-and-Ride Lot study. It may be possible to configure an interim use for the affected areas with a parking facility whose capacity could be replaced at a later date with a vertical facility in another location. The study should consider this type of option as well.

4. **Access and Circulation Considerations**
   a. Access to District 6 holdings from NW 12th St:
      - Mr. Schnettler summarized several roadway circulation considerations that had been learned from various recent research:
        - MDT had requested consideration of a connecting road over/under the Turnpike mainline between the park-and-ride lot and Dolphin Mall to improve bus access to the proposed bus terminal at the park-and-ride lot.
        - Access to some privately held parcels near the FDOT parcels appears to be provided via a gravel road that surrounds the large dredge lake to the west. The road appears to lie within the private parcel containing the lake, with the gravel road surrounding the north, east and south sides of the lake, with NW 127th Ave. on the west side. Portions of this road might be potential access corridors for access to the FDOT and other parcels.
      - There was a general discussion of truck, bus and commuter access to the proposed site uses, using NW 12th St. from the southwest, NW 12th St. from its Turnpike interchange and other possible access routes. These included a road

on the south side of the large lake, running from NW 127th Ave. one block north of NW 12th St. eastward to the subject parcels, or a connection southward from NW 25th St. through the Beacon Lakes holdings. District 6 is arranging a meeting with the Beacon Lakes interests.

b. Potential NW 122nd Ave. corridor:
   - This concept as proposed by MDT staff would be precluded from connecting to NW 12th St. by the proposed EB-NB system interchange ramp. However, there could be merit in exploring this or a similar corridor to provide better access to parcels owned by FDOT and others south of NW 25th St.

5. Other Discussion Items

- There were no other items discussed.

6. Action Items (description, responsibility, due date)

- Prepare summary of meeting discussions: by Schnettler, 4/24.
- Continue coordination with MDX as the study progresses through the Project Advisory Team meetings and direct coordination as appropriate: by District 6 study team, timing as needed.

PAT Meeting #1 Signing Sheet	
Project: Site Feasibility Study for Truck Parking and Park-and-Ride Lot	Meeting Time: 2:00 PM – 3:30 PM
Meeting Date: April 21, 2014	Place/Room: FDOT District 6 – Conference Room B

Attendance List

ATKINS

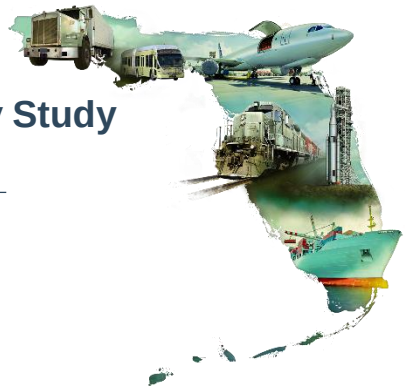
NAME	ORGANIZATION	PHONE	EMAIL
Carlos Castro	FDOT/ISDO	3/476-5479	Carlos.Castro@dot.state.fl.us
Richard Glass	Glass Land Acq.	305 2708980	richard.glass@glasslandacq.com
Mayra Diaz	MDX	305-637-3277	mdiaz@mdxway.com
Dionne Richardson	FDOT	305-470-5292	dionne.richardson@dot.state.fl.us
Jeannine Gaskoncle	FDOT	305-4705208	Jeannine.Gaskoncle@dot
Gary Walsh	HNTB	305-537-5100	gwalsh@hntb.com
Daniel Menendez	MDX	3/687-3277	dmenendez@mdxway.com
JACK SCHNEITTER	ATKINS for DISTRICT 6	305/514/3369	jack.schneitter@atkinsglobal.com

Other Interagency Meeting # 2

Meeting between MDX and FDOT

AGENDA

Truck Parking & Park-and-Ride Site Feasibility Study Coordination Meeting with MDX (HNTB)



February 13th, 2015 (9:00AM)

HNTB Miami Office
8700 West Flagler Street, Suite 400
Miami, FL 33174-2428

1. **Introductions**

2. **Alternatives Developed and Discussed during PAT Meeting No. 2**
    a. **System to System Connections**
        i. **Proposed Turnpike Improvements**
    b. **New local interchange to connect to proposed site**

3. **Feedback Session**

4. **Next Steps**

Meeting with MDX (HNTB) Sign-In Sheet

Project: Site Feasibility Study for Truck Parking and Park-and-Ride Lot	Meeting Time: 9:00 a.m.
Meeting Date: 02/13/2015	Place/Room: HNTB Miami Office

Print Name	Organization	Title	Phone	E-Mail
Carlos A. Castro	FDOT, D6 ~~District~~	Freight Coord.	3-470-5338	Carlos.Castro@dot.state.fl.us
Jose Clavell	Gannett Fleming	DPPD	786-258-1326	Jose.Clavell@dot.state.fl.us
Nelson Mora	Gannett Fleming	Highway Designer	305-479-0992	JClavell@gfnet.com NMora@gfnet.com
Judy Solano Gonzalez	HNTB	PM	305.222-1419	JSolanoGonzalez@HNTB.com
Albert Sosa	HNTB/MDX		305 537 8100	asosa@hntb.com
Mayra Diaz	MDX	Planning Mgr	301-637-3277	mdiaz@mdxway.com

Centennial FDOT 1915 ★ 2015

Florida Department of Transportation

RICK SCOTT
GOVERNOR

605 Suwannee Street
Tallahassee, FL 32399-0450

JIM BOXOLD
SECRETARY

April 15, 2015

Mayra Diaz, Planning Manager
Miami-Dade Expressway Authority
3790 NW 21st Street
Miami, FL 33142

RE: FDOT Site Feasibility Study for Truck Parking and Park and Ride Lot

Dear Mrs. Diaz,

Thank you for your participation on the Project Advisory Team (PAT) for the above referenced study. The PAT has met twice so far during this study to offer advice on project related issues and key decision points. Alternatives were presented and feedback was gathered in both meetings.

With the feedback provided by MDX, our Project Team developed another alternative (Conceptual Alternative 3 – see enclosure) to accommodate the connection from State Road (S.R.) 836 eastbound to S.R. 821/HEFT northbound. While the newly developed conceptual connection does not entirely use the original geometry planned by MDX, it features similar characteristics that seek to preserve future development efforts in the area of influence.

FDOT will continue to coordinate with your office as the study progresses. FDOT also appreciates your comments and has considered your correspondence as part of the on-going study process.

If you have any questions or require additional information, please do not hesitate to contact me at (305) 470-5238 or carlos.castro@dot.state.fl.us.

Sincerely,

Carlos A. Castro
District Freight Coordinator

cc: Juan Toledo (MDX), Daniel Menendez (MDX), Albert Sosa (MDX-GEC), Aileen Boucle (FDOT), Dionne G. Richardson (FDOT)

LEGEND

- Ultimate HEFT Configuration
- Park & Ride and Truck Parking and Access
- SR 836 and HEFT Connection
- Direct Bus Only Park & Ride Access to/from Dolphin Mall
- Existing Parcel Lines

NW 25th Street

SR 821 Florida's Turnpike

Future NW 122nd Avenue

NW 12th Street

SR 836

N

1" = 700'

PARKING

Truck Parking

Short-Term	=	9
Long-Term	=	164
Tandem	=	20

Park & Ride

Short-Term	=	30
Long-Term	=	887
Disabled	=	21

Truck Parking and Park & Ride Site Feasibility Study
Alternative 3 (Agency Feedback)

Appendix D

Freight Transportation Advisory Committee (FTAC) Meetings Summaries

FTAC Meeting # 1

Summary

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION

FREIGHT TRANSPORTATION ADVISORY COMMITTEE

FLORIDA CUSTOMS BROKERS & FORWARDERS ASSOCIATION, INC.
8228 NW 14 STREET
DORAL, FL 33126

SUMMARY OF MINUTES

MEETING OF WEDNESDAY, APRIL 30, 2014 AT 2:00 PM

FTAC MEMBER ATTENDANCE:

Barbara Pimentel, Chair
Alice E. Ancona, Vice Chair
Bill Arata
Sylvia Bernstein
Maria Fernandez-Porrata
Zachary V. Gruber
Estrella Manso
Linda Nunez
Douglas L. Tannehill
Joseph B. Witz

OTHERS IN ATTENDANCE:

Elizabeth Rockwell, Miami-Dade MPO
Kemely Castro, The Beacon Council
Rolando Jimenez, M-DC PWWM
Luis Macias, FDOT District Six
Juan Calderon, Caltran Group
Carlos Cardo, Gannett Fleming
Nelson Castillo, Gannett Fleming
Jose Clavell, Gannett Fleming
Lidia Dinkova, Miami Today News
John Dohm, Miami Association of Realtors
Richard Levinson, Land Solutions Consulting
Jeannelia Liu, Caltran Group
Nelson Mora, Gannett Fleming
Ana Quero, CH Perez & Associates
David Rivera, BCC Engineering
Jack Schnettler, Atkins Global
Michael Silver, CBRE
Roger Southana, American Lyne (Airedeck)
Tristan Zarate, Sperry Van Ness

I. WELCOME AND SELF-INTRODUCTIONS

At this time Chair Barbara Pimentel welcomed everyone to the meeting and introductions were made.

II. APPROVAL OF AGENDA

Douglas Tannehill made a motion to approve the agenda, which was seconded by Estrella Manso. Upon being put to a vote, the motion passed unanimously.

III. APPROVAL OF MINUTES

Sylvia Bernstein moved for the approval of the March 26, 2014 minutes, which was seconded by Douglas Tannehill. Upon being put to a vote, the motion passed unanimously.

IV. MEMBERSHIP UPDATE

The committee was informed that Councilwoman Marie Erlande Steril resigned due to schedule conflicts that have hindered her ability to attend on a regular basis. She sent her regards to the members for being part of the group.

V. ANNOUNCEMENTS

Members were informed about the following:

- May 12th – 14th the International Perishables Conference and Expo will be held
- May 15th – 16th the 2014 Florida Logistics and Trade Conference will be held
- The Office of Freight, Logistics, and Passenger Operations (FLP) released their first issue of the "Florida Multimodal Connection" newsletter

VI. FDOT TRUCK PARKING FEASIBILITY STUDY FOR THE NW 12TH STREET AND HEFT LOCATION

Jose Clavell, Gannett Fleming for FDOT District Six, provided the following report:

- Site Location
- Management and Technical Team
- Study Background: Truck Parking Facilities in Miami-Dade County Phase I and II and SR-836 Express Bus Service Study
- System Goals: Support regional freight movement, Improve safety, Support non-motorized transportation, and Support future transit plans

- Study Objectives:
    - Advance the development of the Truck Parking Site identified in the MPO Miami-Dade County Phase 11 Study.
    - Advance the development of the Dolphin Station park-and-ride lot and transit hub.
    - Provide Tandem Truck Parking
- Existing Data Gathered: traffic data, crash data, transit data, bicycle/pedestrian data, land use data, typical stations, right-of-way, trip generating facilities
- FHWA Vehicle Classifications
- Trip Generation
- Potential Site Uses
    - Truck & Tandem Truck Parking
        - Minimum of 200 parking spaces
        - Minimum 2 Acres for Tandem Trucks
        - Approx. 17 to 26 Acres needed
    - Park-and-Ride Lot I Transit Hub
        - Minimum of 800 long-term parking spaces
        - Minimum of 20-50 additional short-term parking spaces
        - Approx. 15 Acres (66 space/acre) needed
- Next Steps
    - Future FTAC Presentations
    - Continue coordination with Agencies
    - Coordinate for Tentative Future Project Advisory Team (PAT) Meetings
    - Develop Alternatives Approach and Priorities for this Site

During and after the presentation, the members had the following comments:

- The group would like to see a P3 opportunity for the truck facility including a gas station, convenience store, etc.
- The Committee expressed concern regarding the dual use of the property for both a truck parking facility and a park & ride facility. The concern is over the fact that private use at the park & ride facility could compromise the security of the parked trucks' goods. They must be secured and separated.
- If the lot is developed f or both purposes, there should be distinct, separate entrances for each use, and a security fence erected around the truck lot for security purposes.
- It was expressed that the Committee wants FDOT to prioritize the truck parking facility over park & ride.

(The presentation can be heard in its entirety upon request)

VII. AN UPDATE TO THE STATUS OF THE DOWNTOWN MIAMI FREIGHT STUDY

David Rivera, BCC Engineering for FDOT District Six, provided the following report:

- Miami WorldCenter:

    - 30 Acre Development
    - 4 Hotels - Anchored by 1,000 Room Convention Hotel (Marriott)
    - Retail - 750,000 sf
    - Construction Start – 2014/15
- Miami World Center Street Closures: NE 9th and 8th Streets
- Grand Central Station Closures: NE 10th and 11th Streets
- New Schedule of Events - Extended 4 months

During and after the presentation, the members had the following comments:

- There was major concern regarding the closure of NE 9th and 8th Streets and how that would affect truck traffic flow along NE 1st Avenue to I-395. It was requested that the City of Miami be invited to the next fTAC to provide an update on this decision so the committee could express their concerns and possibly develop some plans to mitigate this issue.
- The NW 6th Avenue Slip Ramp Project was also brought forward as a viable solution that could now gain traction as a result of all these road closures in the area, especially since all trucks will not take the Port Tunnel 100% of the time.
- There was discussion regarding the fact that NE 10th and 11th Streets are not necessarily planned to be closed by FECI for the All Aboard Florida (AAF) project. As a result, the FECI will attend the next meeting to discuss their preliminary plans for the AAF's Grand Central Station.

(The presentation can be heard in its entirety upon request)

VIII. NEW BUSINESS

Dionne Richardson and Jeff Weidner are in New Jersey attending an all week 95 Coalition Conference. It is an honor to have both FDOT Districts represented on such an important committee.

There is new legislation regarding Cell Phone Tower Revenue going through the process. An update will be provided to the committee should it be passed on how it could impact revenue sources.

A Cold Treatment update was provided that the first six month trial for the Pilot Program was completed. The first 15 containers successfully went through the Ports: 2 through Port Everglades and 13 through PortMiami. A "yellow" light has been provided by USDA to begin Phase II to add more products from different countries. Phase III has been pushed back regarding treatment upon arrival.

IX. NEXT MEETING DATE

The next meeting will take place on May 28, 2014 at 2 PM.

X. ADJOURNMENT

The meeting adjourned at 3:58 PM.

*****MINUTES ARE IN SUMMARY FORM*****
FOR AN ELECTRONIC COPY OF THE RECORDING OF THIS MEETING
PLEASE CONTACT THE MIAMI-DADE MPO AT (305) 375-4507

FTAC Meeting # 2

Summary

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION

FREIGHT TRANSPORTATION ADVISORY COMMITTEE

FLORIDA CUSTOMS BROKERS & FORWARDERS ASSOCIATION, INC. 8228 NW 14 STREET DORAL, FL 33126

SUMMARY OF MINUTES

MEETING OF WEDNESDAY, OCTOBER 22, 2014 AT 2:00 PM

FTAC MEMBER ATTENDANCE:

Barbara Pimentel, Chair
Alice E. Ancona, Vice Chair
Salvatore R. Devito
Maria Fernandez-Porrata
Zachary Gruber
Estrella Manso
Mariella Marrero
Joseph B. Witz

OTHERS IN ATTENDANCE:

Elizabeth Rockwell, Miami-Dade MPO
Aileen Boucle, FDOT D6
Carlos Castro, FDOT D6
Kemely Castro, The Beacon Council
Jose Clavell, Gannett Fleming
Alejandro Cuadra, Gannett Fleming
John Dohm, Miami Association of Realtors
Carlos Francis, CH Perez
Richard Levinson, Land Solutions Consulting
Jack Schnettler, Atkins Global
George Sirianni, FDOT
Albert Sosa, HNTB/MDX
Phil Steinmiller, Miami-Dade MPO

I. WELCOME AND SELF-INTRODUCTIONS

At this time Chair Barbara Pimentel welcomed everyone to the meeting and introductions were made.

II. APPROVAL OF AGENDA

Maria Fernandez-Porrata made a motion to approve agenda, which was seconded by Salvatore Devito. Upon being put to a vote, the motion passed unanimously.

III. APPROVAL OF MINUTES

Maria Fernandez-Porrata moved for the approval of the August 27, 2014 minutes, which was seconded by Zachary Gruber. Upon being put to a vote, the motion passed unanimously.

IV. PUBLIC COMMENTS

Chair Pimentel provided an update on the Perishables Coalition work with Cold Treatment. They are awaiting approval of Phase 2 at this time, pending a trip in November to Peru with the USDA and the Florida Department of Agriculture. They will be visiting the farms to get a firsthand feel as to the product being shipped here as it would relate to our local growers and agricultural community, especially since citrus has been an added commodity. The local community is still concerned about the science of prevention.as a result, the Coalition has established the protocols necessary to ensure the science is properly implemented to protect local farmers.

V. 2040 LONG RANGE TRANSPORTATION PLAN (LRTP) FREIGHT PROJECTS

Phil Steinmiller, Miami-Dade MPO, provided the following report:

- Introduction
    - National Emphasis on Freight – reflected in LRTP
    - Efficient freight movement important to local economy and connections to global economy
    - 2014 Miami-Dade Freight Plan integrated within LRTP
        - *Non-Freight Specific* – Projects that improve both freight and passenger vehicle movements – incorporated into Project Priorities
        - *Freight Specific* – Projects that improve primarily freight movement – incorporated in Freight Set-Aside
- Non-Freight Specific Projects
    - Golden Glades Interchange – $1b+
    - SR-836 (Dolphin) - $180m
    - I-395 - $600m+
    - SR-821 (HEFT) - $1b+
    - SR-997 (Krome) - $300m
    - NW 25 St Viaduct AND Extension to SR-821 (HEFT)

- Priority Bands
    - Priority I: 2015-2020 - $570m ($6)
    - Priority II: 2021-2025 - $1.7b ($30)
    - Priority III: 2026-2030 - $3.0b ($29)
    - Priority IV: 2031-2040 - $6.6b ($62)
- Freight Intense Areas
- Freight specific Projects – Priorities I, II, III. and IV
- Illustrative Project: Truck Parking Feasibility Study - FDOT study for truck parking on state owned land at NW corner of Turnpike and NW 12th Street

During and after the presentation, the members had the following comments:

- The pillars from the 25th Street Viaduct will shorten the left turn lane traveling eastbound along NW 25th Street on to northbound SR 826. This is a major concern as this will increase the traffic congestion along the mainline due to trucks needing to cue up to take a left on to SR 826.
- Truck parking should be the priority for the FDOT property on NW 12th Street and HEFT. It should be completely separate from the Park & Ride Lot and secured.
- What percentage of funding for the total LRTP is being allocated for freight related projects? Using a formula it designates about 5% of the overall allocation, and this is the first time this allocation has been made and approved by the Miami-Dade MPO Governing Board.
- Is there a global list of the freight specific projects? Yes, it is in chapter six of the document.

(The presentation can be heard in its entirety upon request)

VI. ASSESSING AUTOMATED VEHICLE TECHNOLOGY FOR MIAMI'S PERISHABLE FREIGHT INDUSTRY

George Sirianni, FDOT Central Office, and Jill Capelli, Kimley-Horn, provided the following report:

- Connected Vehicles:
    - Technology
        - Direct Short Range Communications (DSRC) (5.9 Ghz)
        - Cellular Network
        - Satellite Communications
    - Data Gathering/Information Exchange
        - Vehicle-to-Infrastructure (V2I)
        - Vehicle-to-Vehicle (V2V)
    - Safety Critical Functions (steering/throttle) Not Affected Operator is in control at all times)
- Autonomous Vehicles:
    - Technology
        - Sensors, Lidar, Radar, Cameras, GPS

        - Advanced computing and algorithms
    - Various Levels of Automation (defined by NHTSA)
    - Connected Vehicle technology is not required
    - Safety Critical Functions (steering/throttle) Affected Without Direct Driver Input
- Levels of Automation
    - 0=No Automation
    - 1=Function Specific Automation
    - 2=Combined Function Automation
    - 3=Limited Self-Driving Automation
    - 4=Full Self-Driving Automation
- Legislation for Testing Automated Vehicles - FDOT's Vision "Serving the people of Florida by delivering a transportation system that is fatality and congestion free."
- Active FDOT Initiatives
    - Traffic Operations (ITS) Office Implemented the Connected-Vehicle Test Bed - 25 Miles of roadway in Orlando, FL along portions of I-4, International Drive, and John Young Parkway (40 Roadside Units)
    - Florida Automated Vehicles Summits
- Stakeholder Working Groups
    - Identify potential challenges and opportunities
    - Recommend ways to leverage opportunities and mitigate challenges
    - Provide recommendations to FDOT (and other state agencies as identified) regarding AV/CV technology in policies, standards, and infrastructure investments
- University Research Partnerships
    - Universities in Florida have been conducting research on AV/CV technologies for >10 years.
    - Research Topics
        - Autonomous technology (engineering)
        - Effects of AV/CV technology on roadways (transportation modeling)
        - Environmental impacts (sustainability)
        - Policy implications (planning)
        - Behavioral relationship between operator and vehicle (psychology)
- Public Outreach & Education - www.automatedFL.com
- 2nd Annual Florida Automated Vehicles Summit - December 15-16, 2014 in Orlando – Walt Disney World
- Pilot Projects Goals
    - Leverage existing infrastructure to maximize benefits
    - Develop rich dataset that demonstrates quantitative safety and efficiency gains
    - Performance measures
- Pilot Project Overview
    - FL Legislation (House Bill 1207) allows for the testing of autonomous vehicles on public roadways
    - Data will provide justification for necessary changes in policy and/or engineering/design standards
    - Initial test beds
- Advanced Driver Assistance Systems – Pilot Project

    - 100 vehicles with GeoTab (telematics device)
    - 50 vehicles with MobilEye devices
- Automating Florida's Freight
    - Floral freight industry identified as potential early adopters
        - #1 perishable import through Miami International Airport
        - Multi-billion dollar industry
        - 2/3 of all flowers consumed in U.S. imported through MIA
        - Any increase in efficiency results in increased commerce through Florida
    - 3 Phases
        - 1) Measure (existing operations)
        - 2) Deploy CV technology & prioritize
        - 3) Install AV technology & automate
    - GIS Map of Perishable Industry
    - KITS Mobile System
    - NW 25th Street Corridor
    - Potential Benefits
        - Reduction in travel time
        - Increased trip reliability with traffic signal priority
        - Better on-time delivery
        - Fuel savings
        - Less Greenhouse Gas Emissions
        - Reduced driver fatigue
        - Improved safety

During and after the presentation, the members had the following comments:

- Have you met with any of the truckers? This is the first effort at reaching out to the trucking community. We are looking to FTAC to assist us in this task. Not only do we want to know how they move within Miami, but how they travel throughout the country.
- FDOT needs to decide which sector you want to target, because there are seasonal driving and then there is the constant dry goods deliveries. In this manner we can assist FDOT on which truckers to assist with the study.
- What's the time frame for this study? The next couple of months. So, we need to get the devices out as soon as possible for a couple of weeks to gather the needed data.
- Has it already been decided what type of autonomous technology will be installed on the vehicles? It has not been decided yet, because we first need to know the needs of the trucking community.

(The presentation can be heard in its entirety upon request)

VII. TRUCK PARKING FEASIBILITY STUDY FOR THE NW 12TH STREET AND HEFT LOCATION UPDATE

Aileen Boucle and Carlos Castro, FDOT District Six, and Jose Clavell, Gannett Fleming, provided the following report:

- Management Team – FDOT District 6, Atkins, and Gannett Fleming
- Technical Team Members
- System Goals:
    - Support Regional Freight Movement
    - Improve safety
    - Support Non-Motorized Transportation
    - Support Future Transit Plans
- Study Objectives:
    - Advance the development of the Truck Parking Site identified in the MPO Miami-Dade County Phase 11 Study.
    - Advance the development of the Dolphin Station park-and-ride lot and transit hub.
- Existing Data Gathered: Traffic Data, Crash Data, Transit Data, Pedestrian & Bicycle Data, Land Use Data, Typical Sections, Right-Of-Way, Trip Generating Facilities
- HEFT and MDX Proposed Improvements
- Truck Parking Conceptual Layout
- Park & Ride Conceptual Layout
- Existing Right-of-Way and Alternatives
- Next Steps:
    - Continue Coordinating with Agencies
    - Coordinate for Tentative Future PAT Meetings
    - Finalize Working Concepts for Review
    - Present to Future Freight Transportation
    - Advisory Committee (FTAC) Meetings

During and after the presentation, the members had the following comments:

- Refer plug-ins, for the refrigerated trucks, are missing from the conceptual drawings.
- What concessions will be provided? That has not been determined yet.
- In the beginning this was only going to be truck parking with no concessions. Has that changed? Yes, a footprint has been included for a 10,000 square foot building to be able to respond to the needs of the truckers. We will be looking at P3 opportunities with a concessionaire with a lot of input from the trucking community.
- It would be great to provide amenities such as showers, food, WiFi, computer stations, clothes washing and drying, etc. Also, many truckers travel with a pet so amenities for their pets should also be considered.
- Is this for permanent parking (local) or temporary overnight parking (long hauls)? There will be both short-term and long-term parking available.
- We are requesting that the truck parking facility receive priority funding over the Park & Ride lot.
- Being that there is a fully funded facility being built at the GGI, why is this facility needed? The GGI facility is very small, there is a large need for a facility of this magnitude in this specific area, and FDOT owns the property out right.
- MDX is undertaking an EIS to extend SR 836 to the west, which would include a direct ramp from southbound HEFT exiting on to westbound SR 836.

- Can there be a “truck only” exit ramp in to the facility from the HEFT, and how utilizable would it be? Yes, this is being considered, especially since there will be tandem trucks accommodated in the facility. As per State Statute in order to provide tandem parking in a facility, it must have direct access from a limited access facility. Tandem parking is critically low within the county and has been identified as a need as a result.
- How do you envision this facility being used? For the locals this will be a permanent parking storage facility and a portion will be available for long haul trips. This facility will accommodate both types of needs.
- How will the space be allocated for short-term versus long-term parking? What sector has more demand? Short-term is defined as two hours or less.
- If long-term takes in to account everything else, wouldn’t the local truckers needing permanent storage take up all of the remaining spaces leaving none for the long-haulers who just need to spend the night? Spaces will need to be saved for the long-haulers so storage doesn’t’ take over the entire facility.
- There is support for FDOT to charge a fair fee for the use of this facility.
- Will there be liability involved? That will depend on how the facility is ultimately operated, whether through a P3 opportunity or solely by FDOT.
- Will the facility be secure? Yes, especially if tandem trucks are accommodated as they must be secured as per State Statute.

(The presentation can be heard in its entirety upon request)

VIII. NEW/OLD BUSINESS

- Update on the South Florida Freight Plan
- Update on the GGI Truck Parking Facility
- Presentation regarding MDX’s EIS for the ramp from southbound HEFT on to westbound SR 836

IX. NEXT MEETING DATE

The next meeting will take place on November 19, 2014 at 3 pm.

X. ADJOURNMENT

The meeting adjourned at 3:45 PM.

*****MINUTES ARE IN SUMMARY FORM*****
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PLEASE CONTACT THE MIAMI-DADE MPO AT (305) 375-4507

FTAC Meeting # 3

Summary

MIAMI-DADE METROPOLITAN PLANNING ORGANIZATION

FREIGHT TRANSPORTATION ADVISORY COMMITTEE

FLORIDA CUSTOMS BROKERS & FORWARDERS ASSOCIATION, INC.
8228 NW 14 STREET
DORAL, FL 33126

SUMMARY OF MINUTES

MEETING OF WEDNESDAY, MAY 13, 2015 AT 2:15 PM

FTAC MEMBER ATTENDANCE:

Barbara Pimentel, Chair
Alice E. Ancona, Vice Chair
Sylvia Bernstein
Estrella Manso
Mariella Marrero
Linda Nunez
Joseph B. Witz

OTHERS IN ATTENDANCE:

Elizabeth Rockwell, FTAC Coordinator
Aileen Boucle, FDOT D6
Nelson Castillo, Gannett Fleming
Carlos Castro, FDOT D6
Mayra Diaz, MDX
Nolwenn Fouillen, Seaport
Nelson Mora, Gannett Fleming
Stanley Rigaud, The Beacon Council
Michael Silver, CBRE
Jack Schnettler, Atkins Global
Phil Steinmiller, Miami-Dade MPO

I. WELCOME AND SELF-INTRODUCTIONS

At this time Chairwoman Barbara Pimentel welcomed everyone to the meeting and introductions were made.

II. APPROVAL OF AGENDA

Sylvia Bernstein made a motion to approve the agenda, which was seconded by Mariella Marrero. Upon being put to a vote, the motion passed unanimously.

III. APPROVAL OF MINUTES

Sylvia Bernstein moved for the approval of the March 11, 2015 minutes, which was seconded by Linda Nunez. Upon being put to a vote, the motion passed unanimously.

IV. PUBLIC COMMENTS

No public comments made.

V. MEMBERSHIP UPDATE

No membership changes occurred.

VI. TRUCK PARKING FEASIBILITY STUDY FOR THE NW 12TH STREET AND HEFT LOCATION UPDATE

Carlos Castro, FDOT District Six Freight Coordinator, provided the following information:

- Site Location – 35 Acres for the Truck Travel Center
- System Goals:
    - Support Regional Freight Movement
    - Support Non-motorized Transportation
    - Support Future Transit Plans
    - Improve Safety
- Main Challenges:
    - Connections to the Project Site
    - Connections to SR 836 and the HEFT
- HEFT Upcoming Improvements
- MDX Future Connection Plans
- Alternatives Presented during the Last Presentation

- Conceptual Layout for Truck Parking
    - Truck Wash
    - 10,000 SF Building
    - Diesel Fuel Pumps
    - 1,000 SF Maintenance Facility
    - Car Fuel Pumps
    - Truck Parking Area
    - Tandem Truck Parking Area
- Alternatives 3 and 4 separate the Truck Parking from the Park & Ride Lot, which is preferred
- The major difference between the two alternatives is the ramp locations being proposed by MDX, which will be a separate effort
- Next Steps
    - Prepare Final Recommendations and Documents
    - Future Phases

During and after the presentation, the members had the following comments:

- What is the timeline for the project? There is a timeline, but that information will be discussed during the next presentation as I explain how this project is being packaged with both the Golden Glades Multimodal Facility and the Truck Travel Center project.
- How many trucks per acre are allowed? 10 trucks per acre.
- How are the funds going to be spread along the two different locations? The Florida's Turnpike Enterprise (FTE) will take the lead from this point in putting out an RFP for the sites to attract private concessionaires as FTE is the entity that can legally do so, and of course currently does it along their facility.
- Are funds available for O&M? The concessionaire team will be responsible for the design, build, and O&M just as it is done at the current sites along the Turnpike.

(The presentation can be heard in its entirety upon request)

VII. GOLDEN GLADES MULTIMODAL FACILITY AND TRUCK TRAVEL CENTER UPDATE

Carlos Castro, FDOT District Six Freight Coordinator, explained that the following information was also presented at the March 12, 2015 Industry Forum:

- Site Location & Background Information
    - Golden Glades Location Map
    - Golden Glades Interchange - Existing Conditions
- GGI Project Development and Environment Study (PD&E)
    - FDOT PD&E 2004 – Class of Action - Categorical Exclusion Type II (CEII)
    - Project Benefits: Enhances mobility, Economic benefit, Crash reductions, and Capacity improvement
    - Key Stakeholders: Miami-Dade Transit, Miami-Dade County, Tri-Rail, and the Miami-Dade MPO

    - Multimodal Project Commitments:
        - Visual/aesthetic coordination with MPO aesthetics subcommittee
        - Address emergency access
        - Minimal impacts to: Noise & Air Quality and Contamination
        - No impact to natural and cultural resources
- Conceptual Layout – 15 Acres Multimodal Facility
- Potential Layout – 10 Acres Truck Travel Center
    - 15 Tandem Spaces
    - ~ 65 Regular Spaces
    - ~ 60 Truck Spaces
    - Vehicle Fueling
    - Truck Fueling
    - Truck Wash
    - Maintenance Facility
    - FHP Emergency Management Area
- Schedule:
    - Request for Proposal (RFP) Development – 2015
    - Concessionaire Procurement – Advertisement January 2016
    - Construction – Begins October 2016
- Regional Need:
    - Major load centers - PortMiami, Miami International Airport, Hialeah intermodal terminal, Miami Free Zone
    - PortMiami - Doubling freight within 10 years
- Turnpike Truck Parking Study – "Parking availability is a MAJOR problem for truckers, not just in Florida but EVERYWHERE. Parking in the area from Ft. Lauderdale to Miami is almost non-existent."
- Miami-Dade MPO Commercial Parking Study:
    - County provides only 293 truck parking spaces
    - Demand for 12,000 spaces
    - Would require 1,177 acres of property
- Miami Area – 2013 Truck Traffic Volume
- Next Steps: Ownership & Contracting Options
- Concessions Agreement - Goals:
    - Convenience Stores & Fuel Pumps
    - Operations & Maintenance Performance Standards
    - Single Source Vendor
    - Minimum Guaranteed Rent
    - Shared Investment
    - Upgrade Level of Architecture and Landscaping
- Concessions Agreement – Existing Statute:
    - Florida State Statute, Chapter 338: 338.234 Granting concessions or selling along the turnpike system (1) The department may enter into contracts or licenses with any person for the sale of services or products or business opportunities on the turnpike system, or the turnpike enterprise may sell services, products, or business opportunities on the turnpike system, which benefit the traveling public or provide additional revenue to the turnpike system.

- Concessions Agreement – Example
    - Turnpike Service Plaza Concessions Agreement:
        - Public/Private Partnership
        - Joint commitment of funding
        - Annual Minimum Concession Fee or % of Gross Receipts
        - Operator responsible for staffing and O&M
- Future Opportunities from Area Development – Port and Cargo
    - NW 12th Street Site
- Summary
    - Regional Need
    - Public-Private Partnership Opportunities
    - Timeframe – RFP Development
    - Future Opportunities
- Industry Forum Summary – Attendees
    - Public Agencies
        - FDOT (Turnpike, District 4, District 6, Central Office)
        - Miami Dade Transit
        - City of Doral, SFRTA
    - Potential Concessionaires
        - 595 Travel Center Corp
        - Kauff's Transportation Group
        - Florida Turnpike Services
        - Dade Corners (Golden Glades Plaza)
        - Travel Centers of America
        - Johnson & Johnson Fuel
    - Consultant Design Firms
- Industry Forum Summary – Outcomes
    - Feedback Received
        - Parking demand and developer interest is very high
        - The sooner the sites can be developed, the better
        - Both Sites (Golden Glades & NW 12th) are feasible and desirable
    - Outcomes
        - NW 12th Street Site has been added to the project
        - Project Schedule has been accelerated

During and after the presentation, the members had the following comments:

- How is this going to affect the GGI as a whole? There are many projects to improve the GGI that will be part of the PD&E process of developing the Truck Travel Center.
- Chair Pimentel expressed her relief at the sudden progress that has been made, because the FTAC has been pushing for truck parking facilities for over eight years. She is happy that the agencies are moving forward, and expressed, again, the committee's wishes that the truck parking sites are treated as priority projects along with the transit facilities, because "cars have a lot more places to park than trucks."
    - FDOT District 6 has heard the FTAC loud and clear, and it shows in our plans as we have separated the transit and truck parking facilities at the NW 12th Street

location, as well as they are working closely with MDX to provide adequate entrance and egress into the facility for the trucking community. Also, we are able to leverage the funds already allocated for the GGI facilities to include the NW 12th Street facility to ensure it becomes a priority along with the other sites. Now, the sites will be going out as one, unified project, not separate competing ones. Finally, the Dolphin Station Park & Ride Lot will be implemented with MDT and MDX as a separate project on its own track.

(The presentation can be heard in its entirety upon request)

VIII. NEW/OLD BUSINESS

FTAC Administrator, Elizabeth Rockwell, provided the following information:

- May 28, 2015 at 2 PM – Webinar: Bridging the gap between freight, infrastructure protection, and traffic incident management
- During the recent MPO Federal Certification process, the Federal Team suggested that the Miami-Dade Tactical Operations Multi-Agency Cargo Anti-Theft Squad (TOMCATS) be invited to attend FTAC meetings. Chair Pimentel then explained that the TOMCATS were disbanded about three and a half years age, but later reestablished as the "Cargo Theft Unit", which is a task force under Miami-Dade County now composed of members from the various local police departments throughout the county. She will provide the Coordinator with Sergeant Carlos Rosario's contact information who will be invited to attend future meetings.
- The Miami-Dade MPO Governing Board is in the process of updating their respective By-Laws named "Prospectus for Transportation Improvements". Within this document the following language, which contains changes to their citizen advisory committees' structure, will be discussed, reviewed, and adopted during their May 21, 2015 meeting:

"**3.6 MPO Citizens' Advisory Committees**

In 1983 a Federal mandate required the MPOs to provide a forum for citizens to become involved in the transportation planning process. In response to this mandate, the Citizens Transportation Advisory Committee (CTAC) was created. Over the years the MPO Governing Board formed, the Bicycle/Pedestrian Advisory Committee (BPAC), Transportation Aesthetics Review Committee (TARC), and Freight Transportation Advisory Committee (FTAC) to focus on specific areas in the transportation planning process. Each MPO Board Member shall, subject to MPO Board approval, appoint one representative to each of the MPO citizens' committees who must be a permanent resident and elector of Miami-Dade County unless the MPO Board, by a two-thirds vote of its membership, waives this requirement. No appointee to a committee shall serve more than eight (8) consecutive years on any one MPO citizens' committee. Nothing set forth in the preceding sentence shall prohibit any individual from being reappointed to a MPO citizens' committee after a hiatus of two (2) years. Notwithstanding the foregoing, a MPO Board member may reappoint an existing citizen to serve in excess of the eight (8) year term limit, provided that said member has demonstrated exceptional dedication and service to the committee and that the reappointment is presented to the MPO Governing Board in the form of a resolution and approved by a two-thirds (2/3) vote of the full membership of the MPO Governing Board. The term of every committee member appointed by a MPO Board member shall automatically expire when:

1. The appointing Board Member leaves office; or
2. The appointing Board Member's term of office expires.

Although citizens of these committees are appointed by the MPO Board and serve at the pleasure of the appointing Board member, a citizen committee member can be removed if:

1. In a given fiscal year: (i) he or she is absent from two (2) consecutive meetings without an acceptable excuse; or (ii) if he or she is absent from three (3) of the committee's meetings without an acceptable excuse.

2. A member of a MPO committee shall be deemed absent from a meeting when he or she is not present at the meeting at least seventy-five (75) percent of the time. An "acceptable excuse" is defined as an absence for medical reasons, business reasons, personal reasons, or any other reason which the MPO Board, by a two–thirds vote of the membership deems appropriate.

Additionally, a committee member shall be automatically removed if he or she is absent (excused and/or unexcused) for fifty percent of the total number of meetings held within a fiscal year."

Should these proposed changes be adopted, they will take effect immediately with all current advisory committee members beginning their 8-year term limit on May 21, 2015.

IX. NEXT MEETING DATE

The next FTAC meeting will take place on June 10, 2015 at 2:15 PM.

X. ADJOURNMENT

The meeting adjourned at 3:35 PM.

*****MINUTES ARE IN SUMMARY FORM*****
FOR AN ELECTRONIC COPY OF THE RECORDING OF THIS MEETING
PLEASE CONTACT THE MIAMI-DADE MPO AT (305) 375-4507

Appendix E

Freight Transportation Advisory Committee (FTAC) Meetings Presentations

FTAC Meeting # 1

Presentation

Site Feasibility Study for Truck Parking & Park-and-Ride Lot

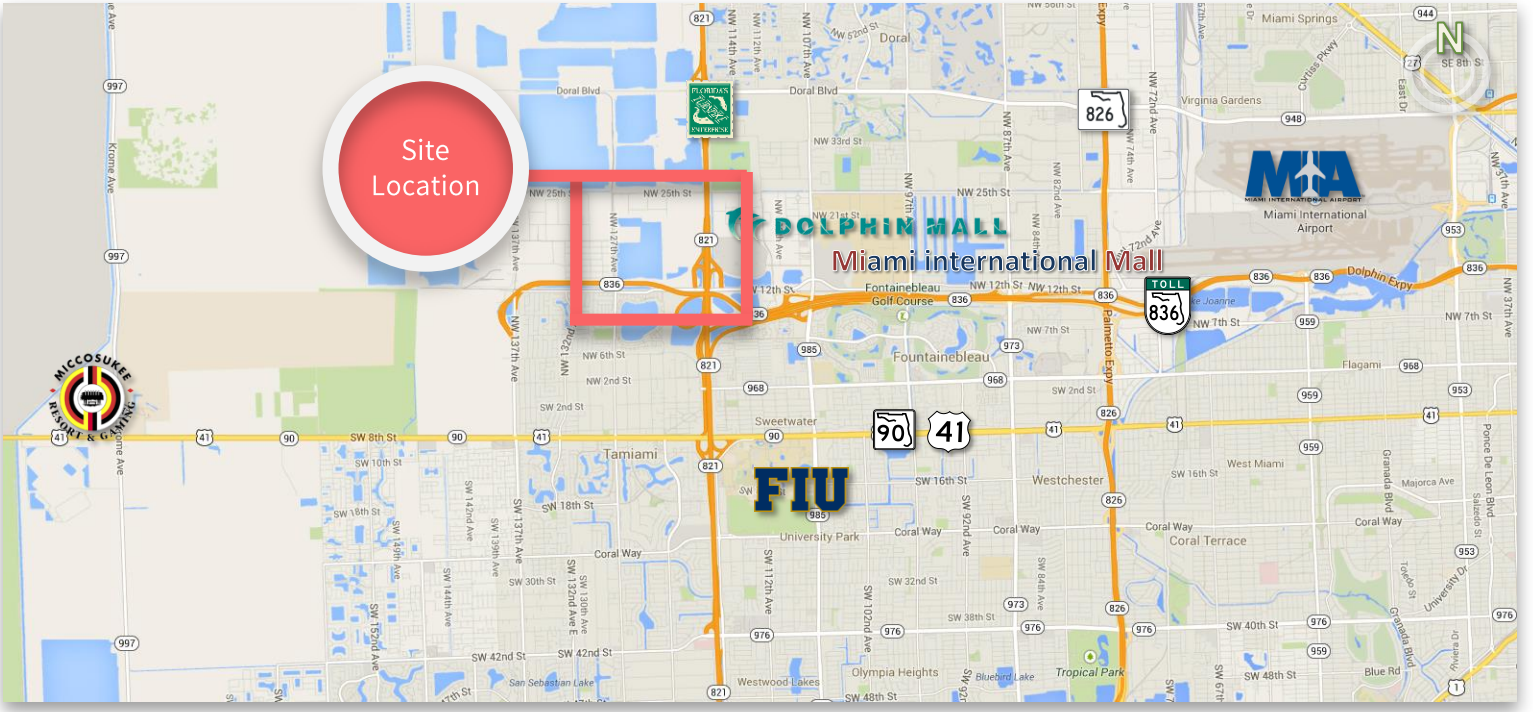
Freight Transportation Advisory Committee (FTAC) Presentation #1

Gannett Fleming FDOT

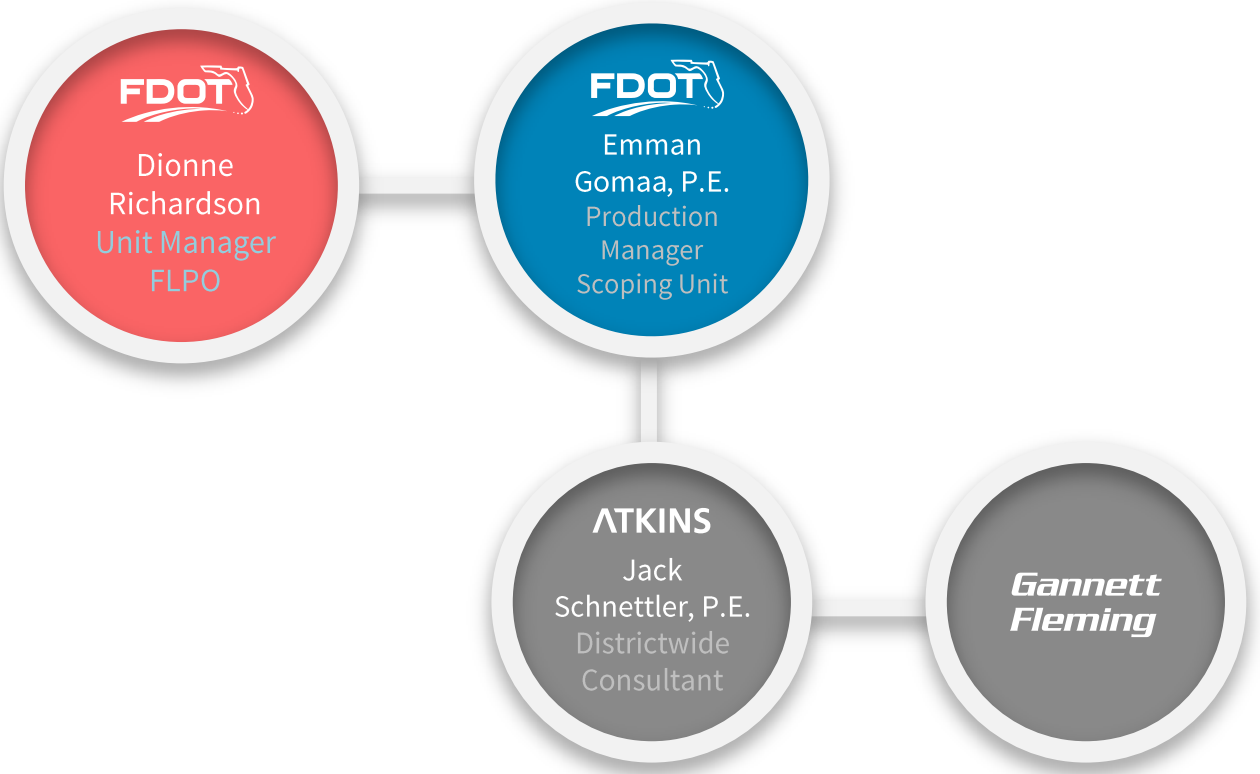
Today's **Agenda**

- Site Location
- Project Team
- Study Background
- Project Goals & Objectives
- Existing Data Collection
- Potential Site Uses
- Future Plans
- Next Steps

Site **Location**



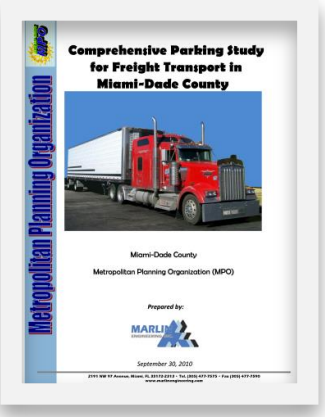
Management **Team**



Technical **Team**

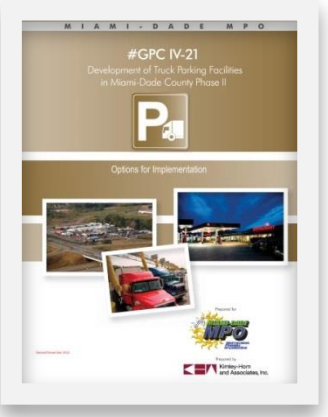
Study **Background**

Truck Parking Facilities in Miami-Dade County Phase I



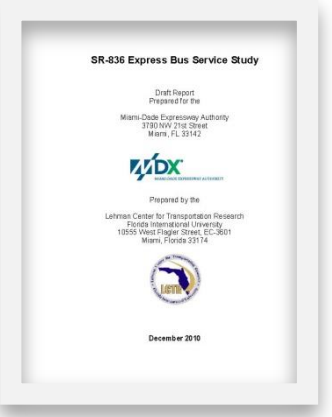
- trucking operations
- legal requirements
- potential sites

Truck Parking Facilities in Miami-Dade County Phase II



- private sector
- overnight truck parking
- costs and funding sources
- implementation guide

SR-836 Express Bus Service Study



- feasibility of Bus Transit System on SR 836
- supporting potential attributes

System **Goals**

Study **Objectives**

- Advance the development of the Truck Parking Site identified in the MPO Miami-Dade County Phase II Study.
- Advance the development of the Dolphin Station park-and-ride lot and transit hub.
- Provide Tandem Truck Parking

Existing **Data Gathered**

Existing Traffic Data

Existing Land Use Data

Existing Crash Data

Existing Typical Sections

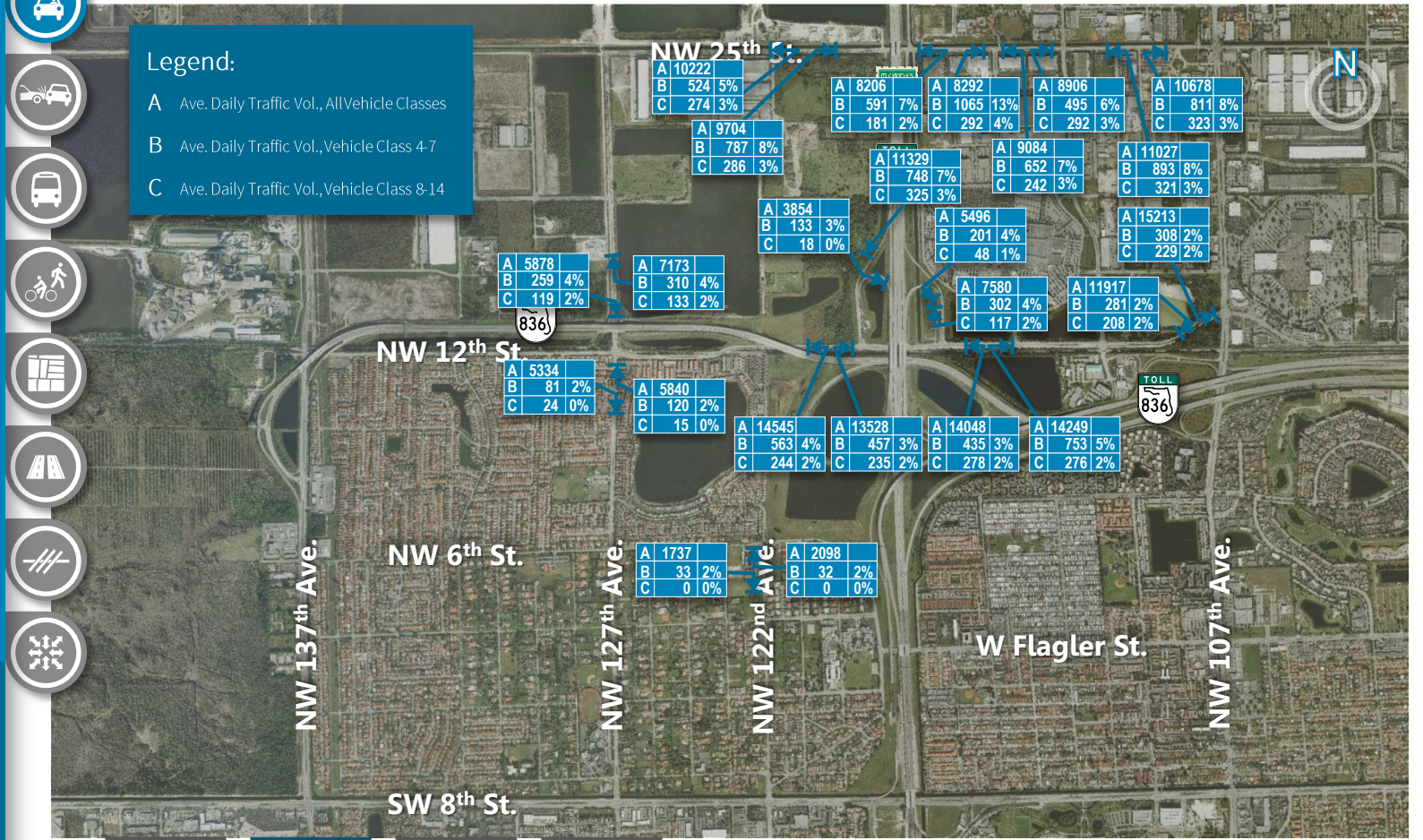
Existing Transit Data

Existing Right-Of-Way

Existing Pedestrian & Bicycle Data

Existing Trip Generating Facilities

Data Collection | Volumes | LOS | Speeds


Legend:
A Ave. Daily Traffic Vol., AllVehicle Classes
B Ave. Daily Traffic Vol., Vehicle Class 4-7
C Ave. Daily Traffic Vol., Vehicle Class 8-14
NW 25th St.
NW 12th St.
NW 6th St.
SW 8th St.
NW 137th Ave.
NW 127th Ave.
NW 122nd Ave.
NW 107th Ave.
W Flagler St.
836
TOLL
N
A 10222 B 524 5% C 274 3%
A 9704 B 787 8% C 286 3%
A 8206 B 591 7% C 181 2%
A 8292 B 1065 13% C 292 4%
A 8906 B 495 6% C 292 3%
A 10678 B 811 8% C 323 3%
A 11329 B 748 7% C 325 3%
A 9084 B 652 7% C 242 3%
A 11027 B 893 8% C 321 3%
A 3854 B 133 3% C 18 0%
A 5496 B 201 4% C 48 1%
A 15213 B 308 2% C 229 2%
A 5878 B 259 4% C 119 2%
A 7173 B 310 4% C 133 2%
A 7580 B 302 4% C 117 2%
A 11917 B 281 2% C 208 2%
A 5334 B 81 2% C 24 0%
A 5840 B 120 2% C 15 0%
A 14545 B 563 4% C 244 2%
A 13528 B 457 3% C 235 2%
A 14048 B 435 3% C 278 2%
A 14249 B 753 5% C 276 2%
A 1737 B 33 2% C 0 0%
A 2098 B 32 2% C 0 0%
Data Collection
Volumes
LOS
Speeds

FHWA Vehicle Classifications

1. Motorcycles
2 axles, 2 or 3 tires

2. Passenger Cars
2 axles, can have 1- or 2-axle trailers

3. Pickups, Panels, Vans
2 axles, 4-tire single units
Can have 1 or 2 axle trailers

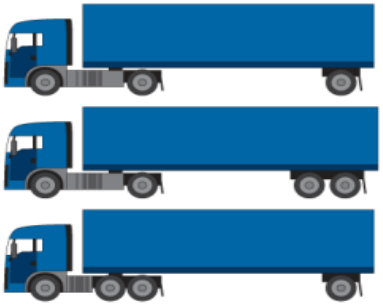
4. Buses
2 or 3 axles, full length

5. Single Unit 2-Axle Trucks
2 axles, 6 tires (dual rear tires), single-unit

6. Single Unit 3-Axle Trucks
3 axles, single unit

7. Single Unit 4 or More-Axle Trucks
4 or more axles, single unit

8. Single Trailer 3- or 4-Axle Trucks
3 or 4 axles, single trailer



9. Single Trailer 5-Axle Trucks
5 axles, single trailer

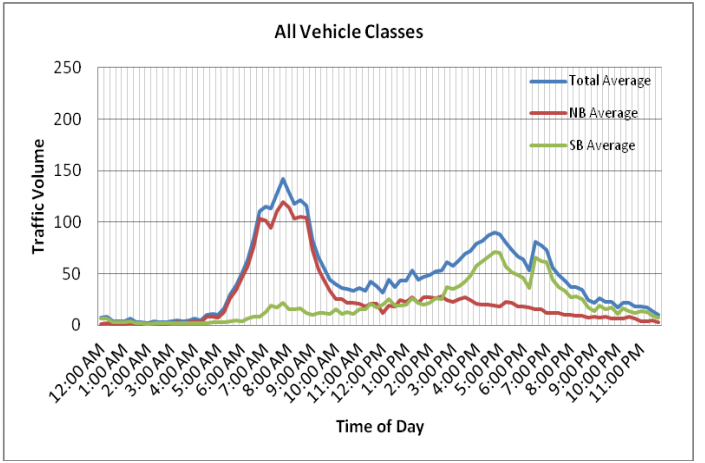
10. Single Trailer 6 or More-Axle Trucks
6 or more axles, single trailer

11. Multi-Trailer 5 or Less-Axle Trucks
5 or less axles, multiple trailers

12. Multi-Trailer 6-Axle Trucks
6 axles, multiple trailers

13. Multi-Trailer 7 or More-Axle Trucks
7 or more axles, multiple trailers

Exhibit 3–1: Average Traffic Volumes on NW 127th Avenue, North of NW 12th Street



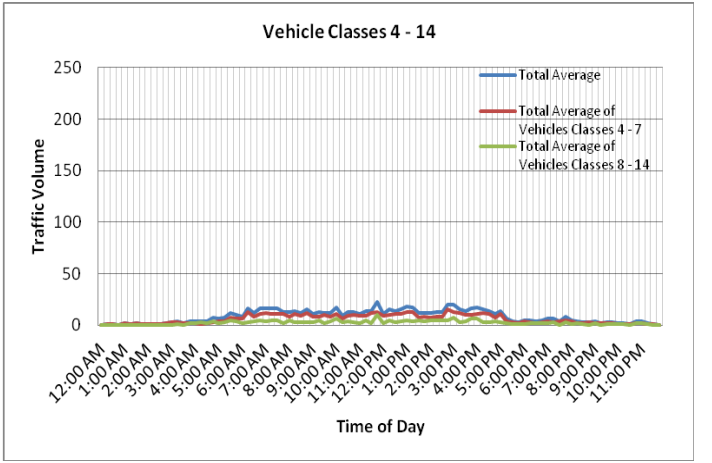
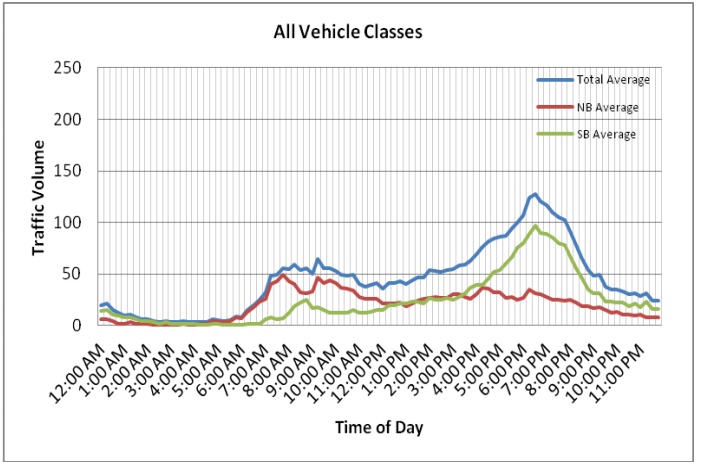


Exhibit 3–2: Average Traffic Volumes on NW 127th Avenue, South of NW 12th Street



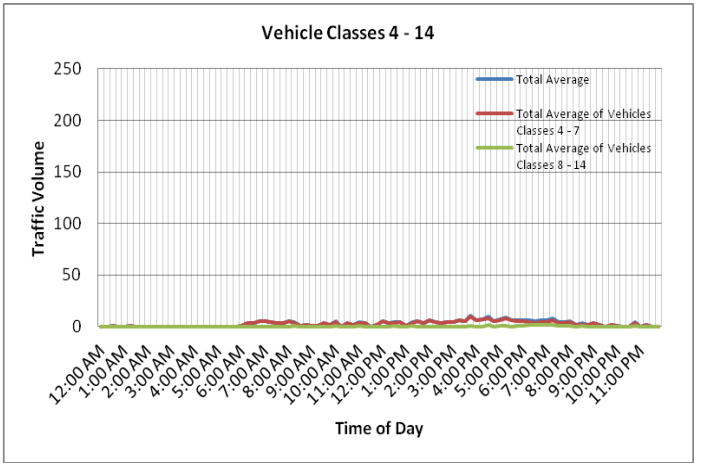
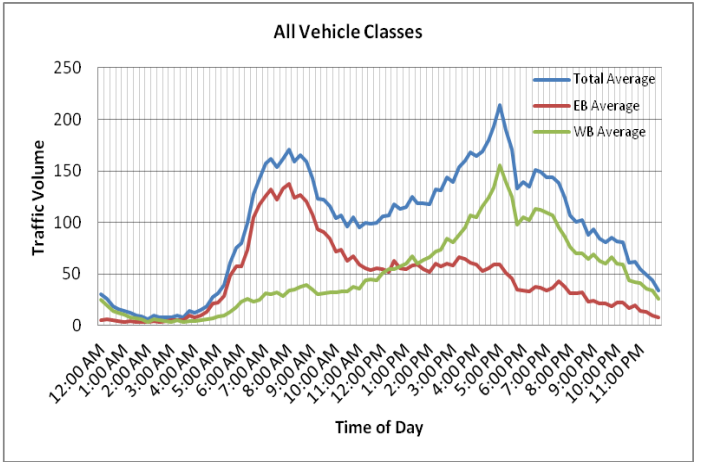


Exhibit 3–3: Average Traffic Volumes on NW 12th Street, West of SR 821



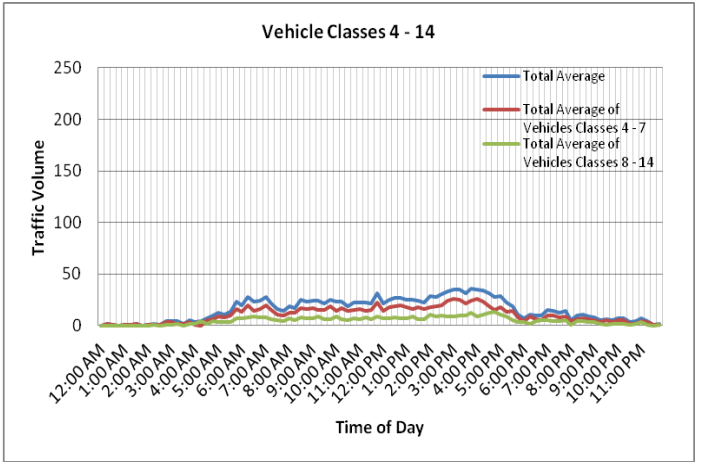
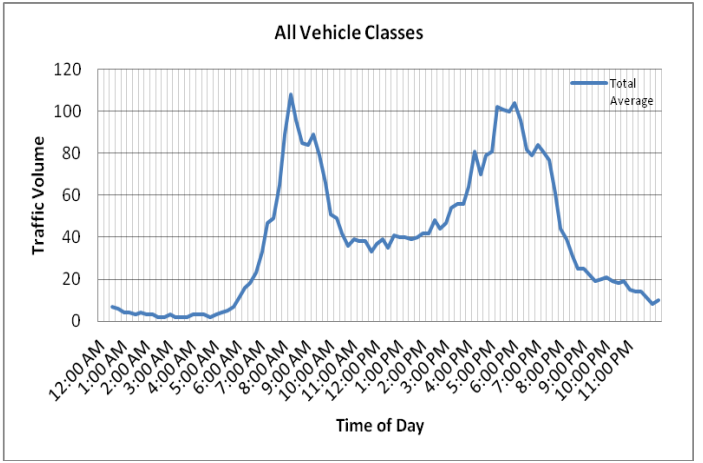


Exhibit 3–4: Average Traffic Volumes on Southbound SR 821 Off-Ramp to NW 12th Street



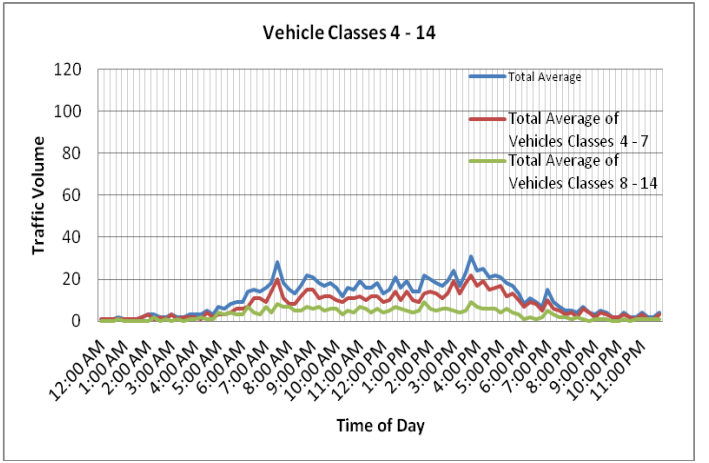
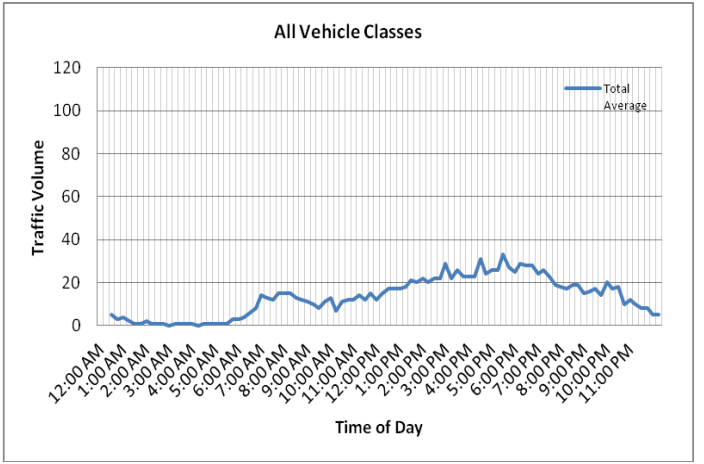


Exhibit 3–5: Average Traffic Volumes on Eastbound NW 12th Street On-Ramp to Southbound SR 821



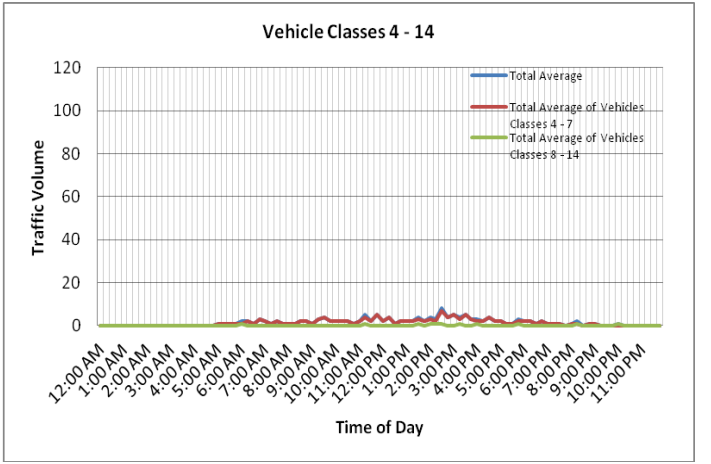
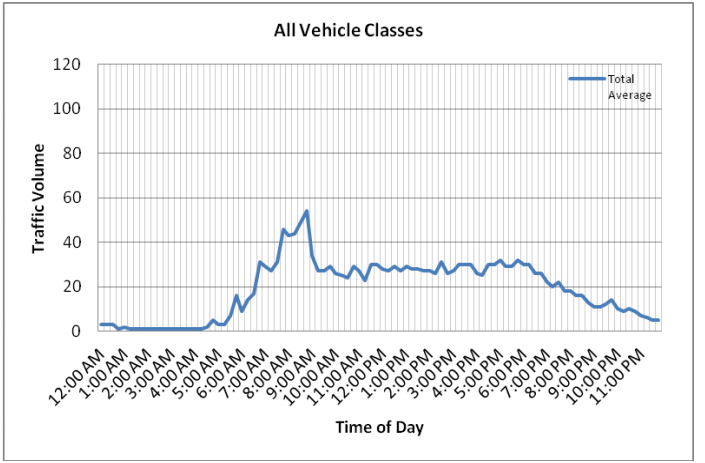


Exhibit 3–6: Average Traffic Volumes on Northbound SR 821 Off-Ramp to NW 12th Street



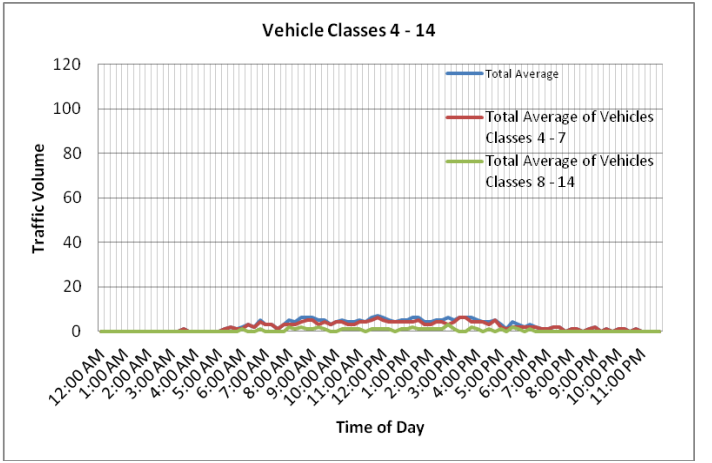
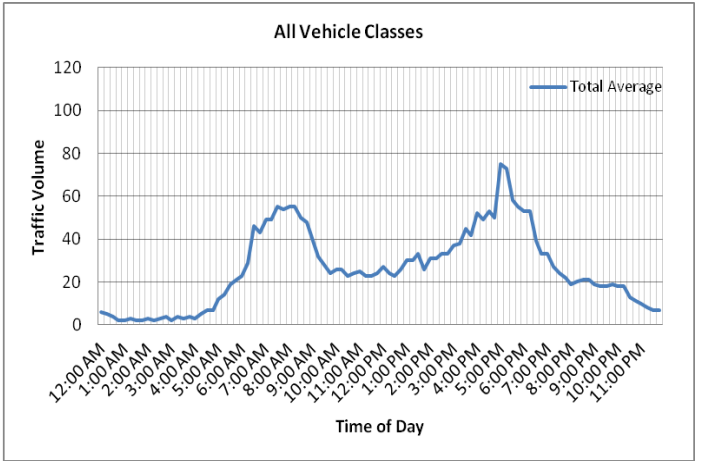


Exhibit 3–7: Average Traffic Volumes on Westbound NW 12th Street On-Ramp to Northbound SR 821



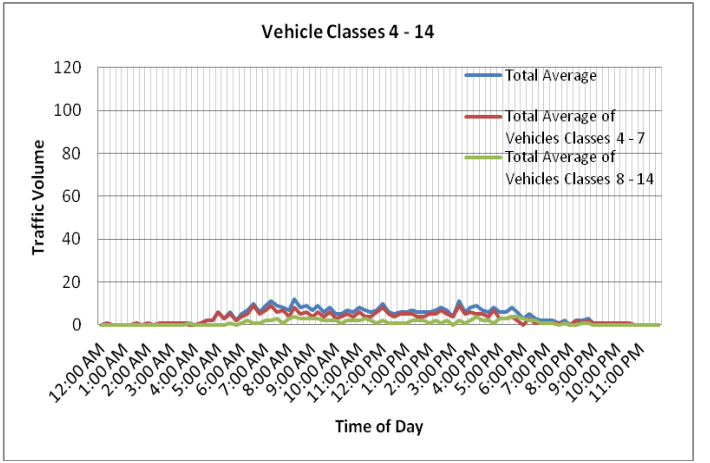
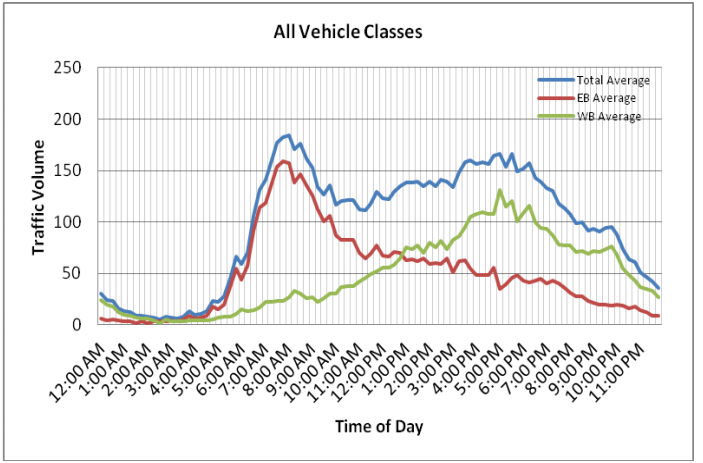


Exhibit 3–8: Average Traffic Volumes on NW 12th Street between SR 821 and NW 11400 Block



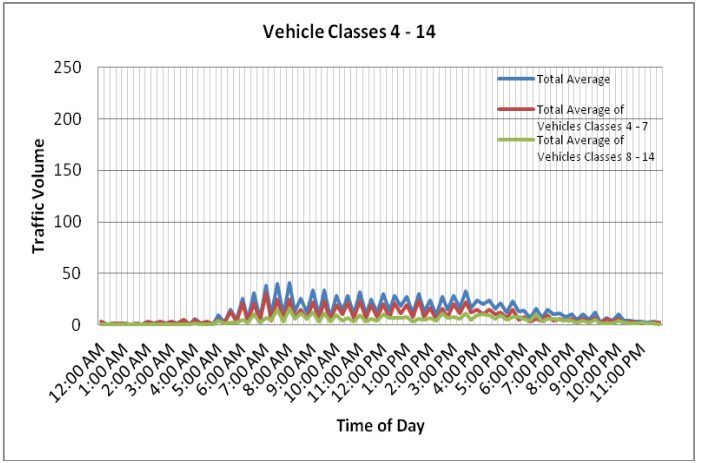
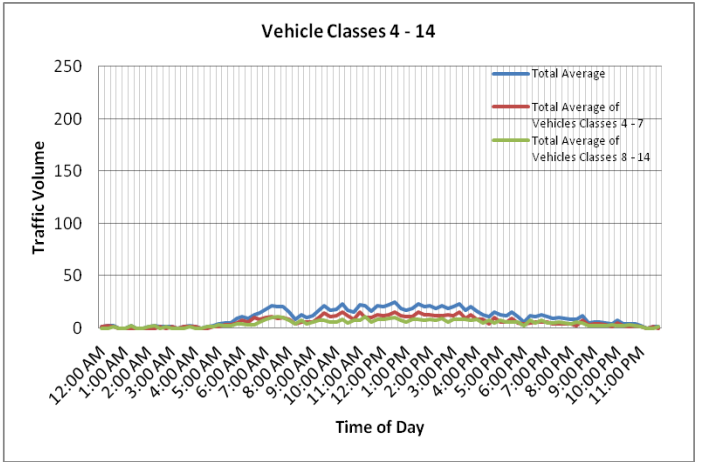


Exhibit 3–9: Average Traffic Volumes on NW 12th Street, West of NW 107th Avenue



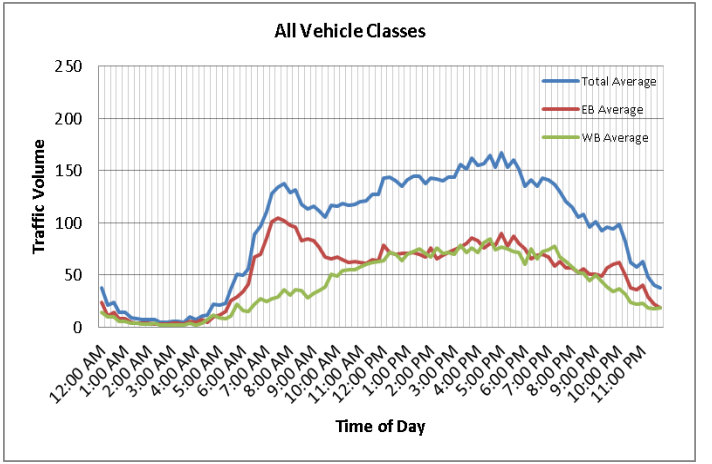
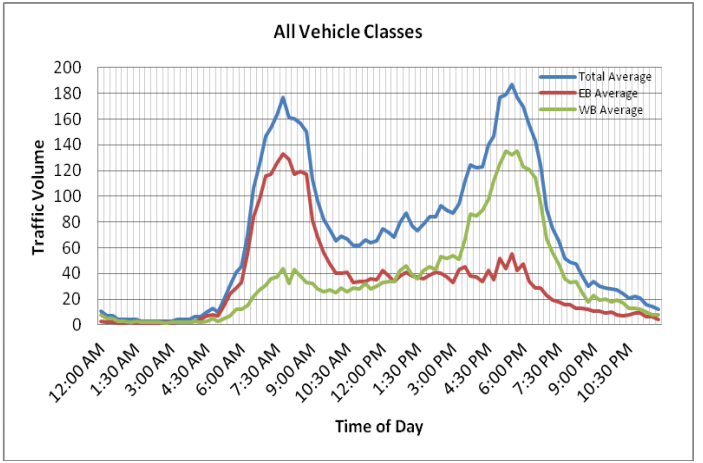


Exhibit 3–10: Average Traffic Volumes on NW 25th Street, West of SR 821



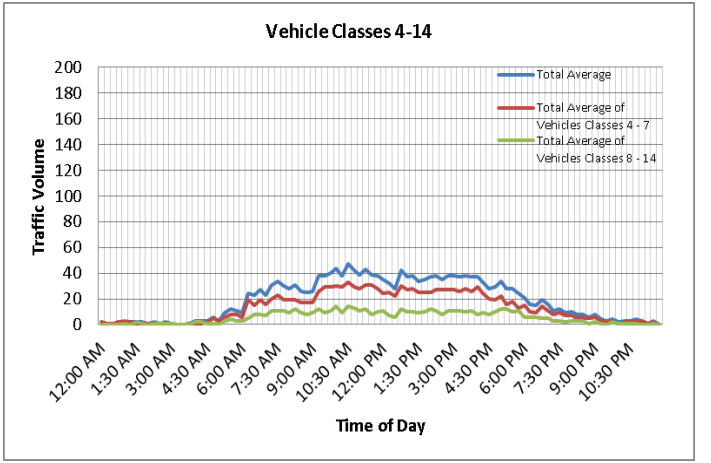
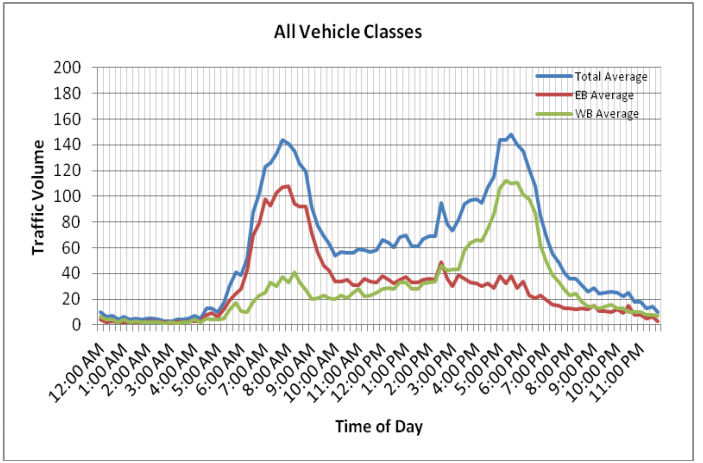


Exhibit 3–11: Average Traffic Volumes on NW 25th Street between SR 821 and NW 114th Avenue



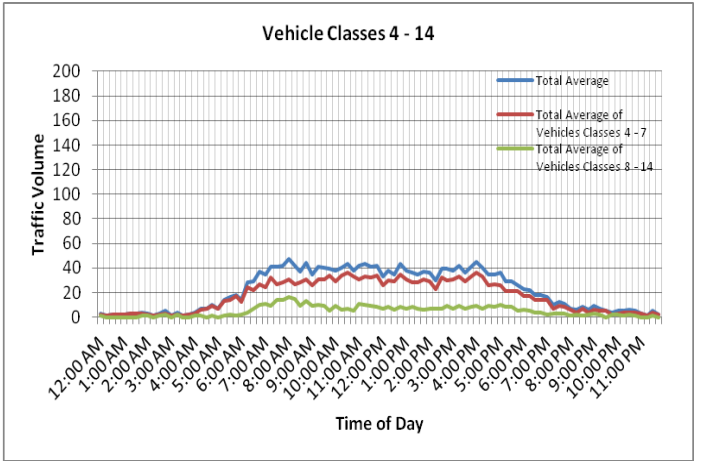
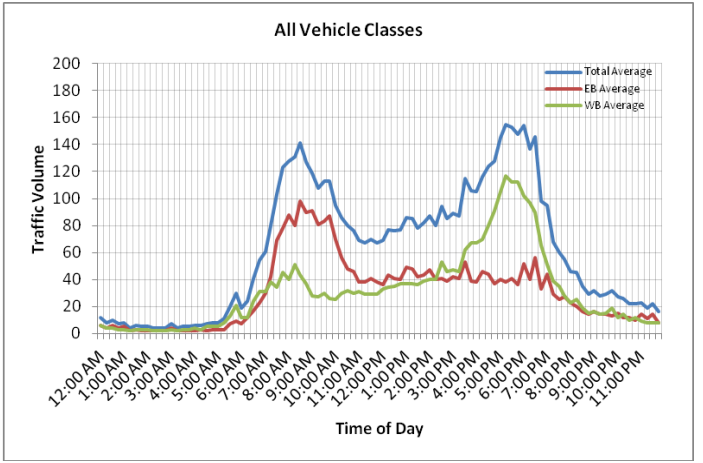


Exhibit 3–12: Average Traffic Volumes on NW 25th Street between NW 114th Avenue and NW 112th Avenue



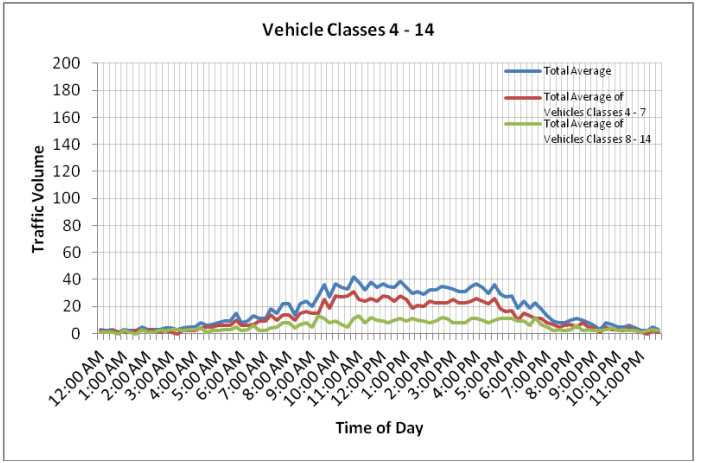
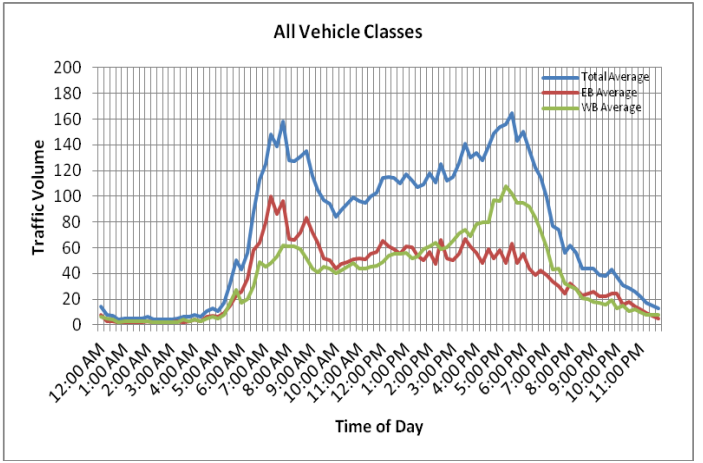


Exhibit 3–13: Average Traffic Volumes on NW 25th Street West of NW 107th Avenue



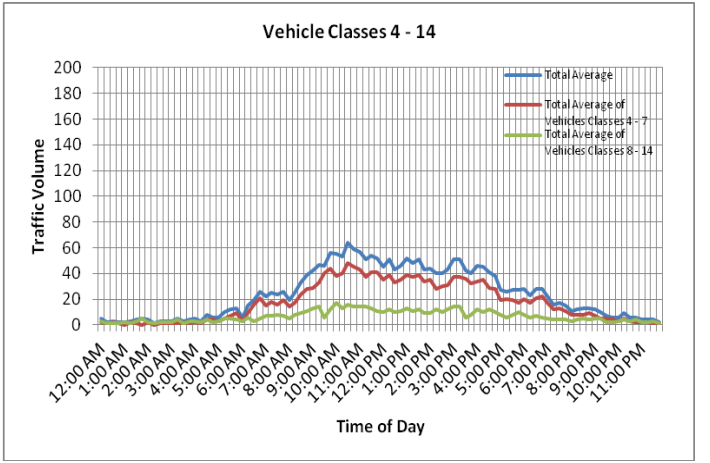
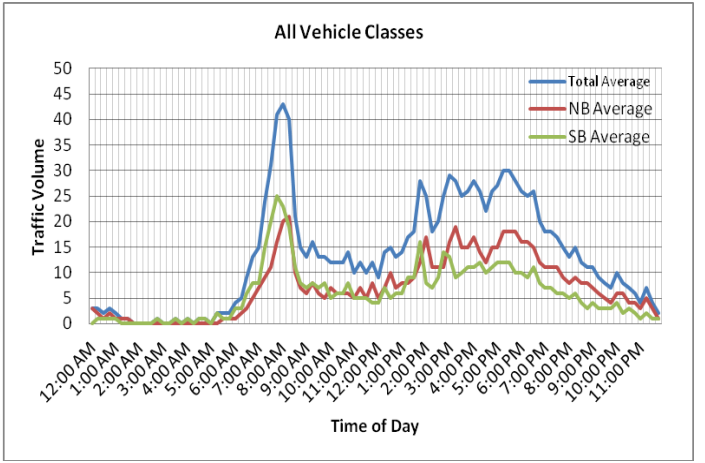
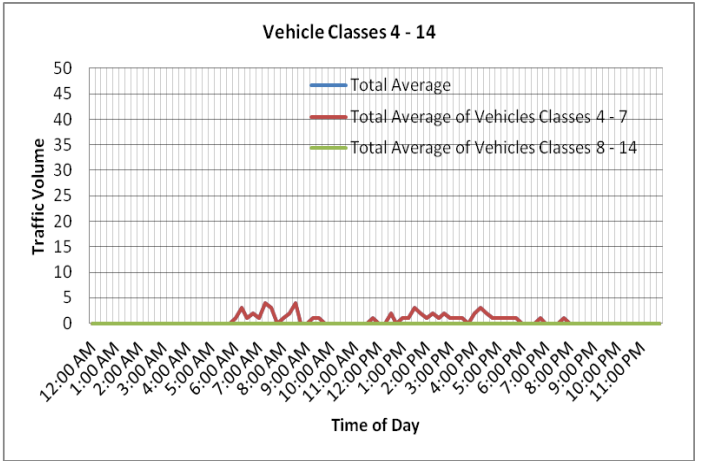


Exhibit 3–14: Average Traffic Volumes on NW 122nd Avenue, South of NW 6th Terrace





Trip Generation

	Land Use	Intensity	Total Acreage	Daily Trips	AM Peak Hour			PM Peak Hour		
					Total	In	Out	Total	In	Out
MDT Desirable Accomodations	Park-and-Ride Lot with Bus Service	800 - 1000 PKSP	12.0 - 15.0	3349 - 4157	625 - 789	494 - 623	131 - 166	497 - 621	124 - 155	373 - 466
	Intermodal Truck Terminal	200 - 300 PKSP	12.0 - 20.0	983 - 1638	88 - 146	36 - 60	52 - 86	79 - 131	34 - 56	45 - 75
Subtotal				4332 - 5795	712 - 934	529 - 683	183 - 252	576 - 752	158 - 211	418 - 541
Driveway Volumes				4332 - 5795	712 - 934	529 - 683	183 - 252	576 - 752	158 - 211	418 - 541
Net New External				4332 - 5795	712 - 934	529 - 683	183 - 252	576 - 752	158 - 211	418 - 541

Note: Trip generation was calculated using the following data:

Daily Traffic Generation			
• Park-and-Ride Lot w/Bus Service	[ITE 90] = T = 4.04 X (Parking Spaces) + 117.33	(50% in/50% out)	
• Intermodal Truck Terminal	[ITE 30]* = Average Rate X Total Acerage	(50% in/50% out)	Average Rate = 81.90
AM Peak Hour Traffic Generation			
• Park-and-Ride Lot w/Bus Service	[ITE 90] = T = 0.82 X (Parking Spaces) - 31.49	(79% in/21% out)	
• Intermodal Truck Terminal	[ITE 30]8*= Average Rate X Total Acerage	(41% in/59% out)	Average Rate = 7.28
PM Peak Hour Traffic Generation			
• Park-and-Ride Lot w/Bus Service	[ITE 90] = T = 0.62 X (Parking Spaces) + 1.35	(25% in, 75% out)	
• Intermodal Truck Terminal	[ITE 30]* = Average Rate X Total Acerage	(43% in/57% out)	Average Rate = 6.55

*ITE 30 has no given fitted curve equation; average rate was used instead

Growth Rate

NW 12th Street	All	Trucks
Historical Growth Rate	2.03%	N/A
Model Growth Rate	0.01%	-0.44%
Recommended	2.03%	-0.44%

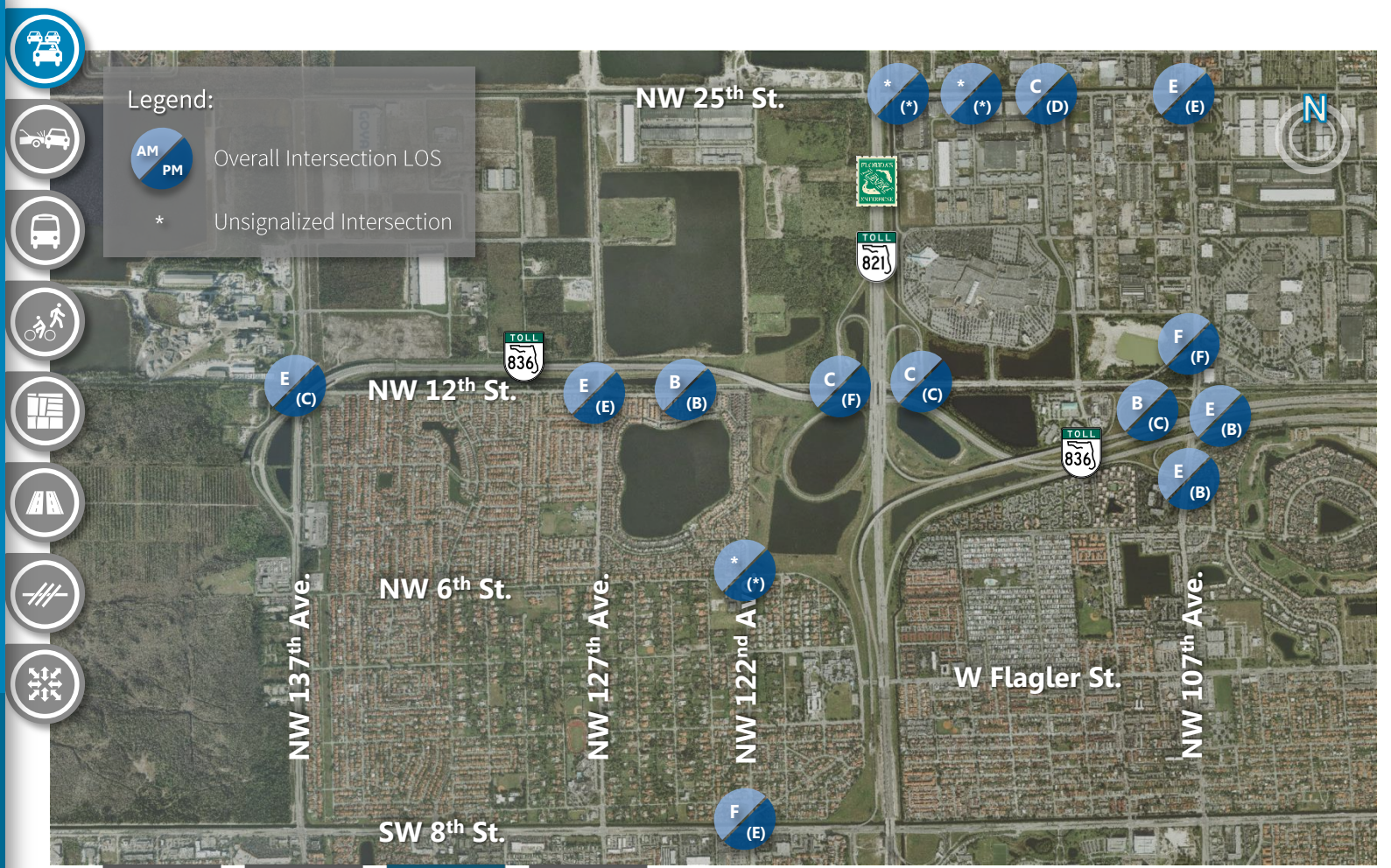
NW 127th Avenue	All	Trucks
Historical Growth Rate	2.41%	N/A
Model Growth Rate	3.96%	3.36%
Recommended	3.19%	3.36%

NW 25th Street	All	Trucks
Historical Growth Rate	2.03%	N/A
Model Growth Rate	4.08%	5.00%
Recommended	3.05%	5.00%

NW 122nd Avenue	All	Trucks
Historical Growth Rate	2.41%	N/A
Model Growth Rate	2.91%	1.97%
Recommended	2.66%	1.97%

NW 137th Avenue	All	Trucks
Historical Growth Rate	5.87%	N/A
Model Growth Rate	3.81%	3.56%
Recommended	4.84%	3.56%

NW 107th Avenue	All	Trucks
Historical Growth Rate	2.41%	N/A
Model Growth Rate	2.91%	1.97%
Recommended	2.66%	1.97%



Data Collection | Volumes | LOS | Speeds

Automobile Mode

Intersection	Peak Period	Approach								Intersection	
		EB		WB		NB		SB			
		LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)	LOS	DELAY (sec.)
NW 12th St. at NW 137th Ave.	AM	D	37.7	D	38.0	E	67.1	B	10.6	E	61.9
	PM	D	42.6	D	50.6	B	19.4	C	24.3	C	34.1
NW 12th St. at NW 127th Ave.	AM	E	61.5	E	69.3	F	99.6	D	51.6	E	72.5
	PM	C	25.7	F	119.2	C	26.7	D	52.1	E	76.9
NW 12th St. at NW 124th Ave.	AM	B	12.3	A	<10.0	F	84.2			B	17.8
	PM	B	18.1	B	11.1	C	34.2			B	13.7
NW 12th St. at SB SR 821/HEFT On/Off Ramps	AM	B	13.3	C	28.7			C	29.1	C	23.1
	PM	A	<10.0	A	<10.0			F	324.2	F	133.7
NW 12th St. at NB SR 821/HEFT On/Off Ramps	AM	B	13.5	C	31.1			D	35.7	C	22.7
	PM	B	13.5	C	31.3			D	35.7	C	27.0
NW 12th St. at NW 107th Ave.	AM	F	114.2	E	61.2	F	104.5	D	47.4	F	95.0
	PM	F	409.3	F	136.7	D	46.7	D	52.8	F	140.9
NW 25th St. at NW 117th Ave.[1]	AM					F	>600				
	PM					F	>600				
NW 25th St. at NW 114th Ave.[1]	AM					C	24.3	E	42.7		
	PM					C	17.1	F	75.2		
NW 25th St. at NW 112th Ave.	AM	C	21.7	B	16.9	C	34.9	C	34.8	C	24.5
	PM	B	15.7	C	20.5	C	28.9	F	117.5	D	53.6
NW 25th St. at NW 107th Ave.	AM	E	69.3	E	55.5	E	58.2	D	51.7	E	58.6
	PM	D	53.0	F	92.1	D	38.6	D	51.6	E	60.2
SB NW 107th Ave. On-Ramp to WB SR 836/Dolphin Expwy[2]	AM							B	17.8	B	16.5
	PM							A	8.2	C	27.3
NW 107th Ave. at WB SR 836/Dolphin Expwy [3] Off-Ramp	AM			F	600.5	A	7.8			F	98.5
	PM			E	79.1	B	10.6			B	16.2
NW 107th Ave. at EB SR 836/Dolphin Expwy Off-Ramp	AM	C	27.7			F	214.1	B	18.7	E	75.4
	PM	E	76.0			A	6.1	A	8.6	B	13.2
NW 122th Ave. at NW 6th Ter.[1]	AM					B	14.5	C	15.4		
	PM					B	13.1	B	11.5		
NW 122th Ave. at SR 90/SW 8th St.	AM	E	70.9	D	40.6	F	1133.4	F	104.9	F	350.4
	PM	E	74.8	F	91.5	D	46.5	D	54.3	E	76.5

Notes:
(1) Delay and LOS of unsignalized intersections are provided for the approach controlled by the stop sign.
(2) Northbound through traffic on NW 107th Avenue does not stop.
(3) Northbound through traffic on NW 107th Avenue does not stop.

Volumes | Growth Rate | LOS | Speeds

Table 2–1: Four-Year Crash Summary for NW 25th Street from NW 127th Avenue to NW 107th Avenue

Type	2009	2010	2011	2012	4-Year Total Crashes	Mean Crashes per Year	%
All Other	0	1	0	0	1	0.25	4.17%
Angle	2	2	0	0	4	1.00	16.67%
Coll. w/ Fixed Object	2	2	2	1	7	1.75	29.17%
Left-Turn	1	2	1	0	4	1.00	16.67%
Pedestrian	1	1	0	0	2	0.50	8.33%
Rear-End	2	1	0	0	3	0.75	12.50%
Right-Turn	0	2	0	0	2	0.50	8.33%
Sideswipe	0	0	1	0	1	0.25	4.17%
Grand Total	8	11	4	1	24	6.00	100.00%

Table 2–2: Four-Year Crash Summary for NW 12th Street from NW 137th Avenue to NW 107th Avenue

Type	2009	2010	2011	2012	4-Year Total Crashes	Mean Crashes per Year	%
All Other	0	0	1	1	2	0.5	2.02%
Angle	2	5	2	8	17	4.25	17.17%
Coll. w/ Fixed Object Above Road	5	2	4	6	17	4.25	17.17%
Guardrail	0	1	0	0	1	0.25	1.01%
Left Turn	2	7	4	3	16	4	16.16%
Median Crossover	1	0	2	0	3	0.75	3.03%
Overturned	0	1	2	0	3	0.75	3.03%
Rear-End	6	12	5	5	28	7	28.28%
Right Turn	0	4		0	4	1	4.04%
Sideswipe	5	1	2	0	8	2	8.08%
Grand Total	21	33	22	23	99	24.75	100.00%

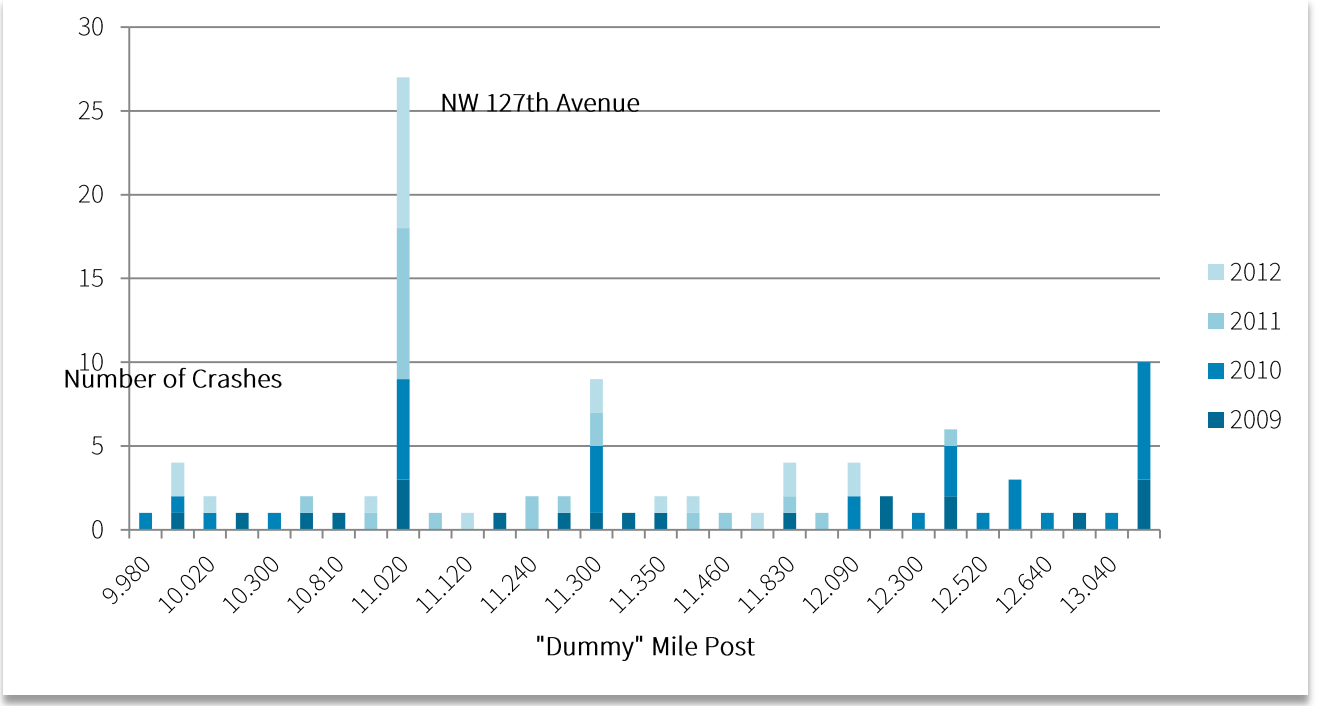
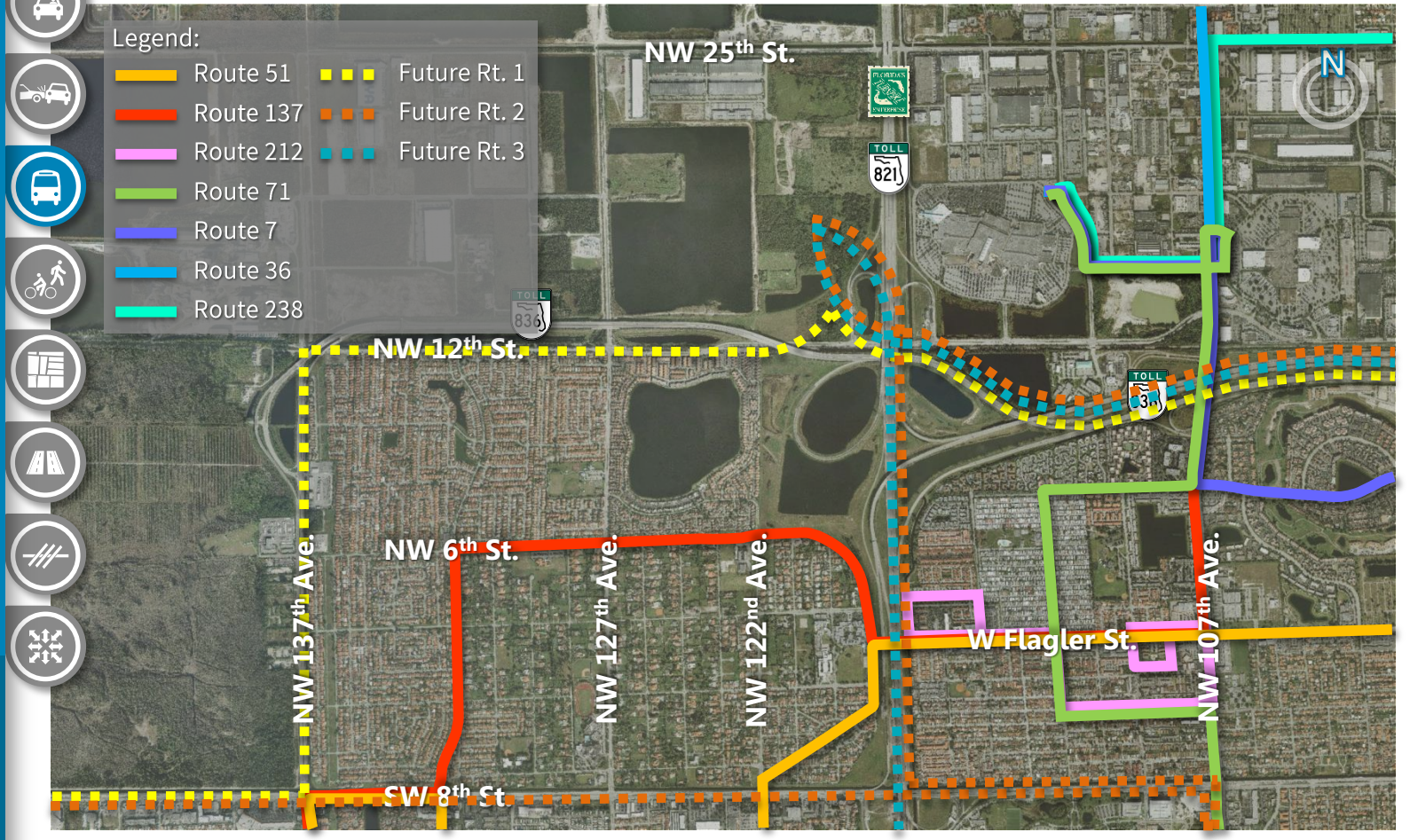

NW 127th Avenue
Number of Crashes
"Dummy" Mile Post
30
25
20
15
10
5
0
9.980
10.020
10.300
10.810
11.020
11.120
11.240
11.300
11.350
11.460
11.830
12.090
12.300
12.520
12.640
13.040
2012
2011
2010
2009

Table 2–3: Four-Year Crash Summary at Intersection of NW 12th Street and NW 127th Avenue

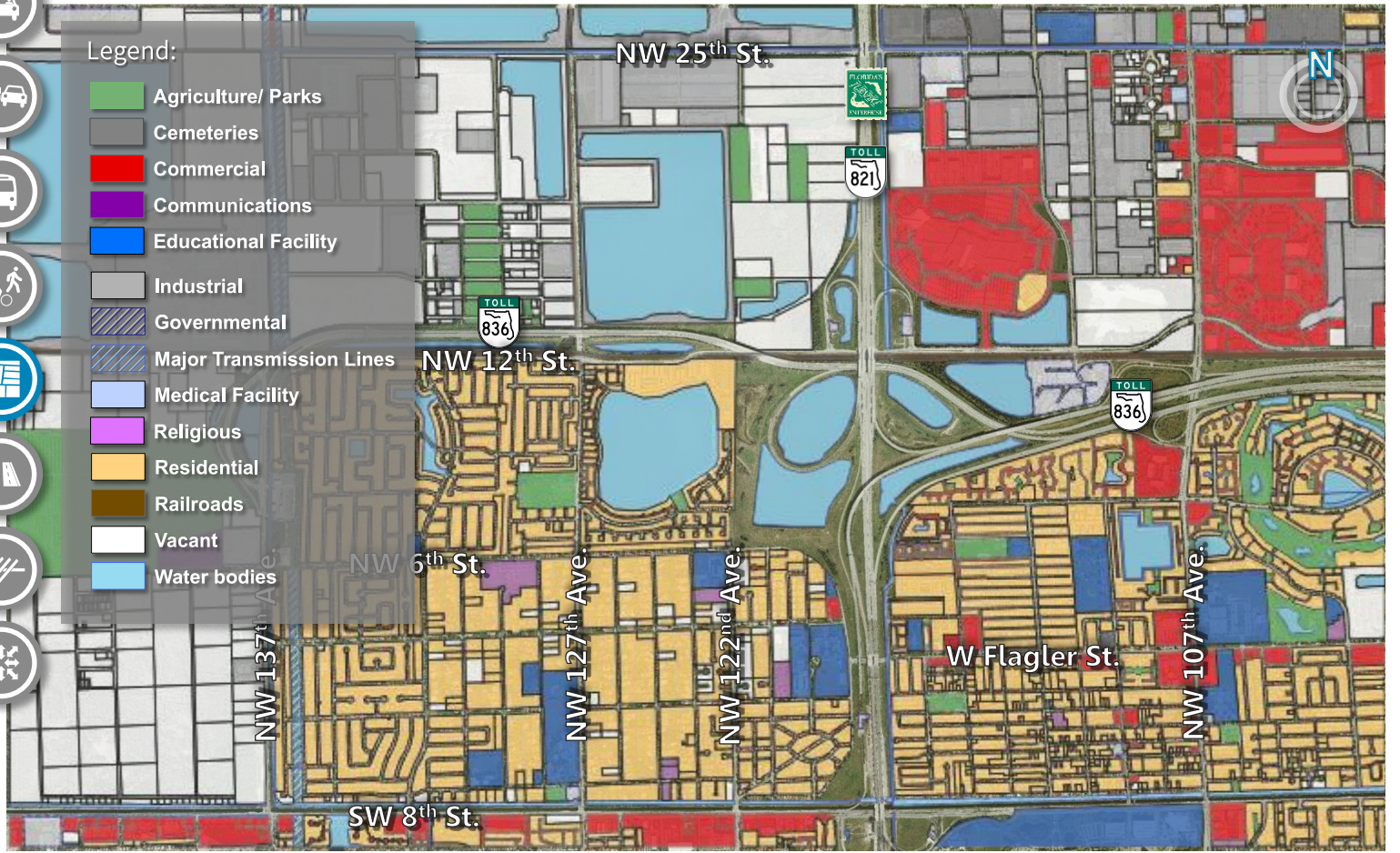
Type	2009	2010	2011	2012	4-Year Total Crashes	Mean Crashes per year	%
Angle	2	2	1	5	10	2.50	37.04%
Collision w/ Fixed Object	1	0	0	1	2	0.50	7.41%
Left Turn	0	3	4	2	9	2.25	33.33%
Median Crossover	0	0	2	0	2	0.50	7.41%
Overturned	0	0	1	0	1	0.25	3.70%
Rear-End	0	0	0	1	1	0.25	3.70%
Right Turn	0	1	0	0	1	0.25	3.70%
Sideswipe	0	0	1	0	1	0.25	3.70%
Grand Total	3	6	9	9	27	6.75	100.00%

Table 2–4: Four-Year Crash Summary for Eastbound and Westbound SR 836 Off-Ramps at NW 107th Avenue

Type	2009	2010	2011	2012	4-Year Total Crashes	Mean Crashes per Year	%
Left Turn	2	0	0	0	2	0.5	33.33%
Rear-End	1	1	0	0	2	0.5	33.33%
Right Turn	0	1	0	0	1	0.25	16.67%
Sideswipe	1	0	0	0	1	0.25	16.67%
Grand Total	5	6	0	0	6	1.5	100.00%


Legend:
Route 51
Route 137
Route 212
Route 71
Route 7
Route 36
Route 238
Future Rt. 1
Future Rt. 2
Future Rt. 3
NW 25th St.
NW 12th St.
NW 6th St.
SW 8th St.
NW 137th Ave.
NW 127th Ave.
NW 122nd Ave.
NW 107th Ave.
W Flagler St.
TOLL 836
TOLL 821
TOLL 836
N

Legend:
Sidewalk
Bike Lane
NW 25th St.
TOLL
821
TOLL
836
NW 12th St.
TOLL
836
NW 6th St.
NW 137th Ave.
NW 127th Ave.
NW 122nd Ave.
W Flagler St.
NW 107th Ave.
SW 8th St.
N


Legend:
Agriculture/ Parks
Cemeteries
Commercial
Communications
Educational Facility
Industrial
Governmental
Major Transmission Lines
Medical Facility
Religious
Residential
Railroads
Vacant
Water bodies
NW 25th St.
TOLL 821
TOLL 836
NW 12th St.
TOLL 836
NW 6th St.
NW 137th Ave.
NW 127th Ave.
NW 122nd Ave.
W Flagler St.
NW 107th Ave.
SW 8th St.
N

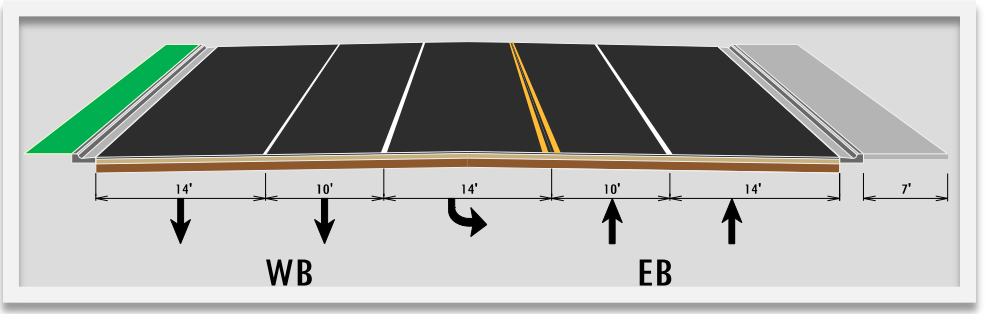


Figure 2–1: Existing Roadway Typical Section of NW 12th Street from NW 137th Avenue to NW 127th Avenue

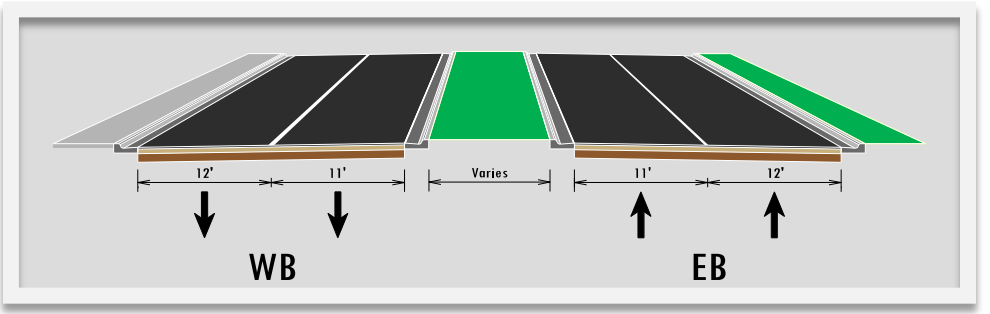


Figure 2–2: Existing Roadway Typical Section of NW 12th Street from NW 127th Avenue to SR 821

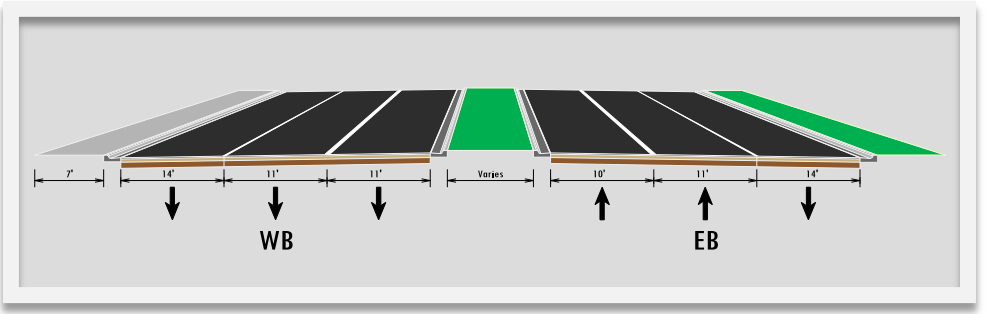


Figure 2–3: Existing Roadway Typical Section of NW 12th Street from SR 821 to NW 107th Avenue

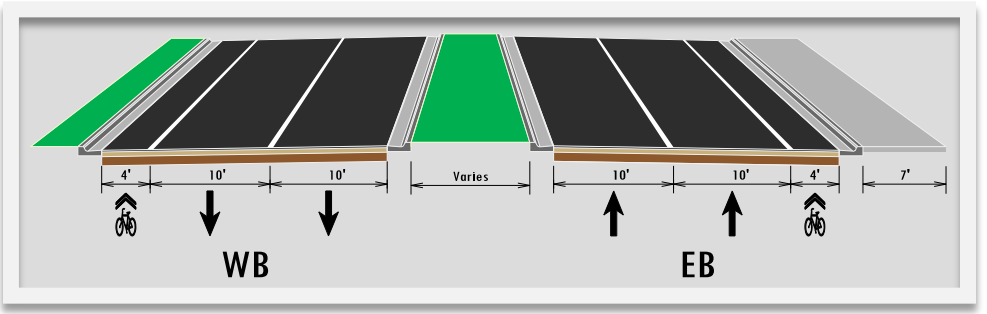


Figure 2–4: Existing Roadway Typical Section of NW 25th Street from NW 127th Avenue to NW 112th Avenue

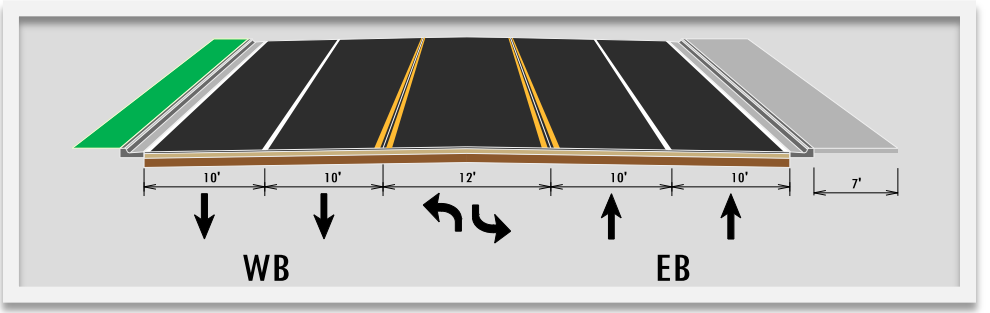


Figure 2–5: Existing Roadway Typical Section of NW 25th Street from NW 112th Avenue to NW 107th Avenue

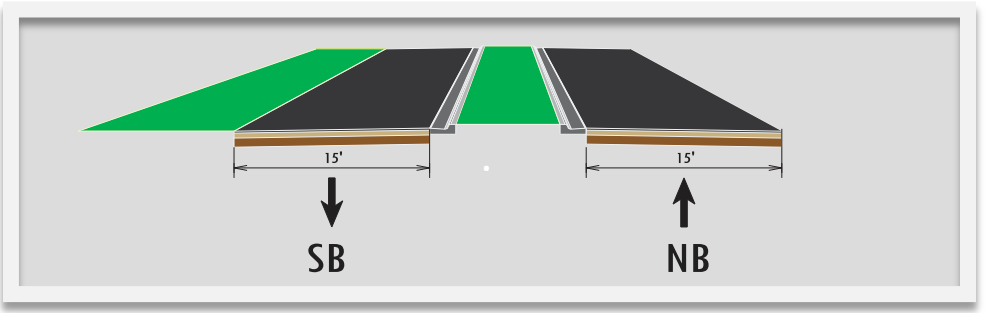


Figure 2–6: Existing Roadway Typical Section of NW 122nd Avenue north of NW 6th Terrace

NW 127th Ave.
NW 12th St.
TOLL
821
TOLL
836

GOYA
NW 25th St.
UTi
Supply Chain Solutions that Deliver
KEISER UNIVERSITY
N
TOLL 821
DOLPHIN MALL
CEMEX
Miami international Mall
TOLL 836
NW 12th St.
FDOT
TOLL 836
Miami-Dade County Public Schools
Central West
Transportation Center
NW 6th St.
NW 137th Ave.
NW 127th Ave.
NW 122nd Ave.
NW 107th Ave.
FIU
W Flagler St.
BELEN
SW 8th St.
FIU

Potential **Site Uses**

- Truck & Tandem Truck Parking

Conceptual Design Parameters (CDPs)

- Minimum of 200 parking spaces
- Minimum 2 Acres for Tandem Trucks
- Approx. 17 to 26 Acres needed

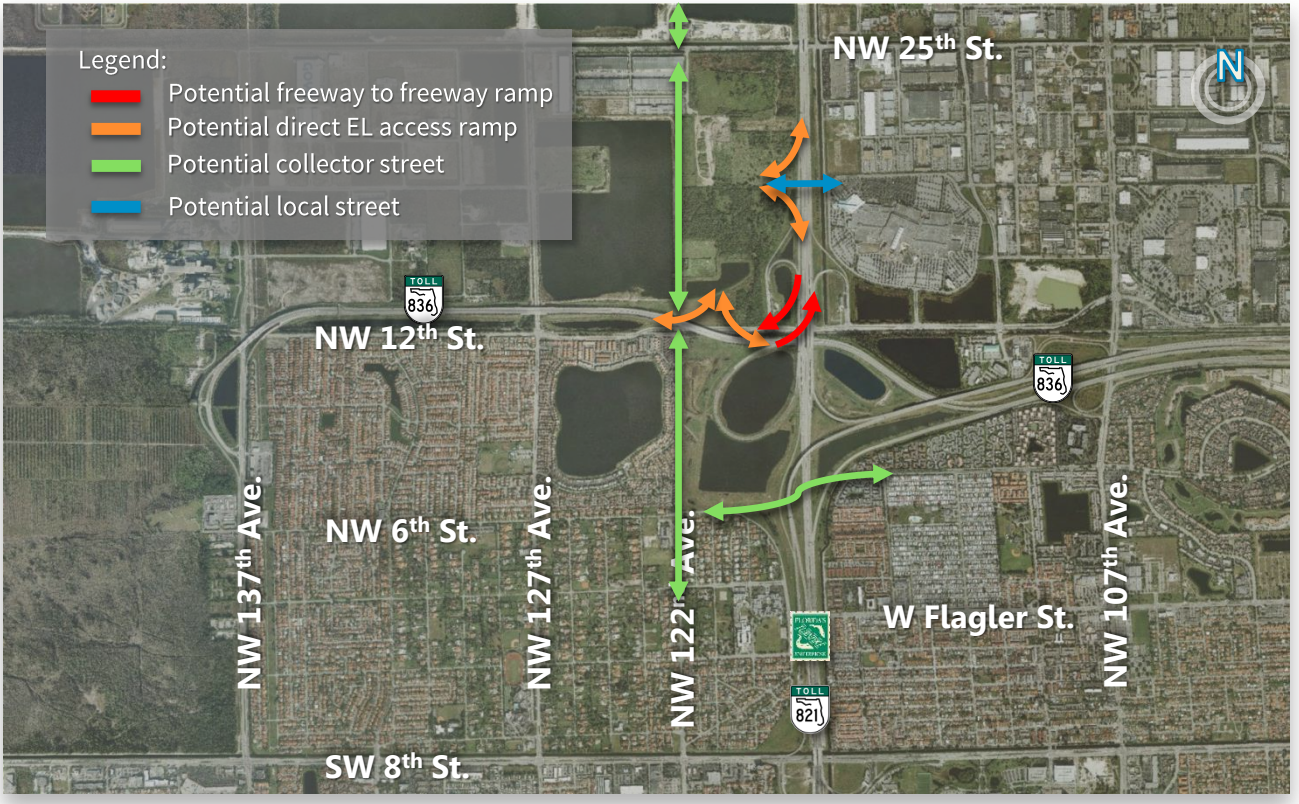
Potential **Site Uses**

Park-and-Ride Lot / Transit Hub

Conceptual Design Parameters (CDPs)

- Minimum of 800 long-term parking spaces
- Minimum of 20-50 additional short-term parking spaces
- Approx. 15 Acres (66 space/acre) needed

Preliminary **Future Plans**



Next **Steps**

- Future Freight Transportation Advisory Committee (FTAC) Presentations
- Continue coordination with Agencies
- Coordinate for Tentative Future Project Advisory Team (PAT) Meetings
- Develop Alternatives Approach and Priorities for this Site

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ALIVE TOMORROW

Questions

FTAC Meeting # 2

Presentation

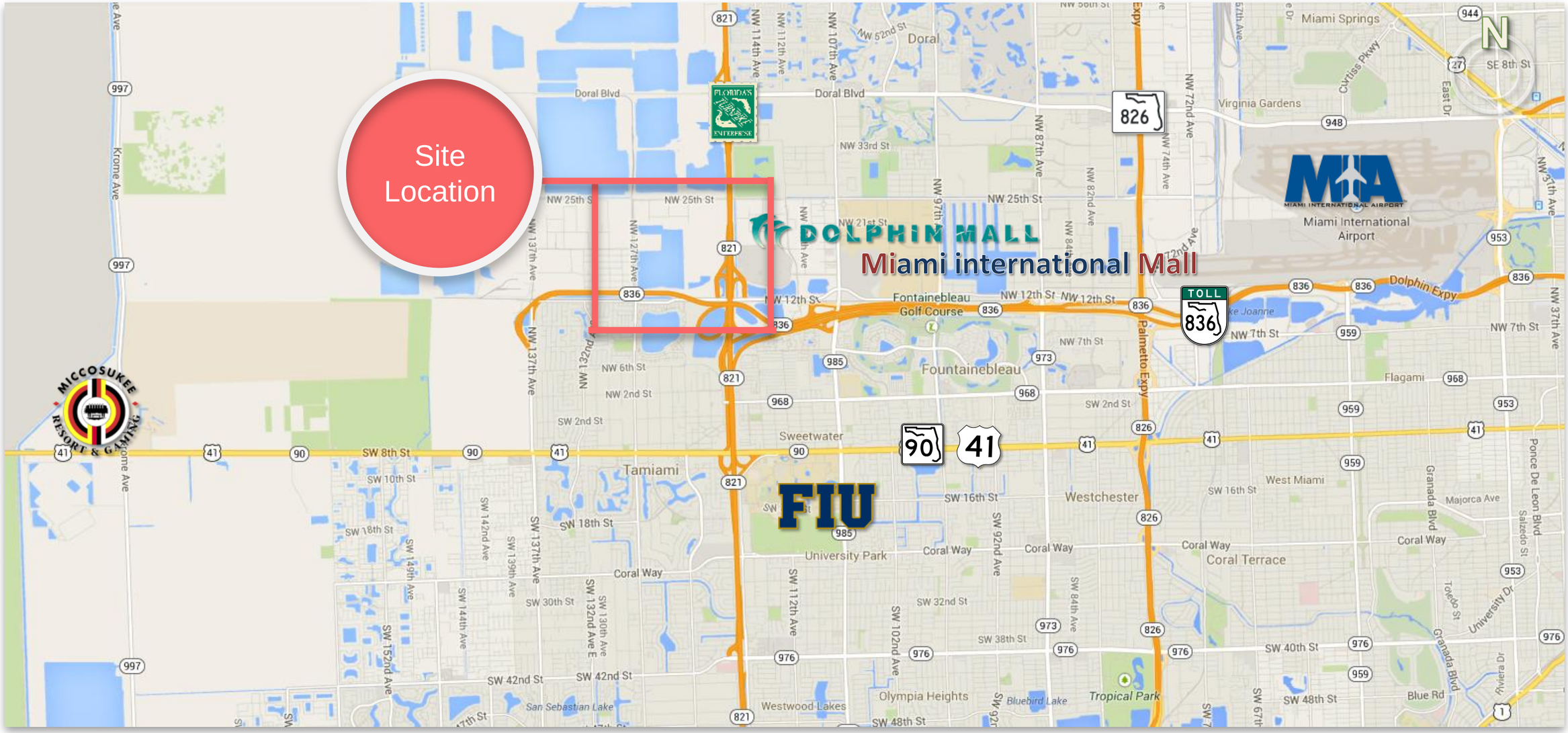
Site Feasibility Study for
Truck Parking & Park-and-Ride Lot

Freight Transportation Advisory Committee (FTAC) Presentation #2

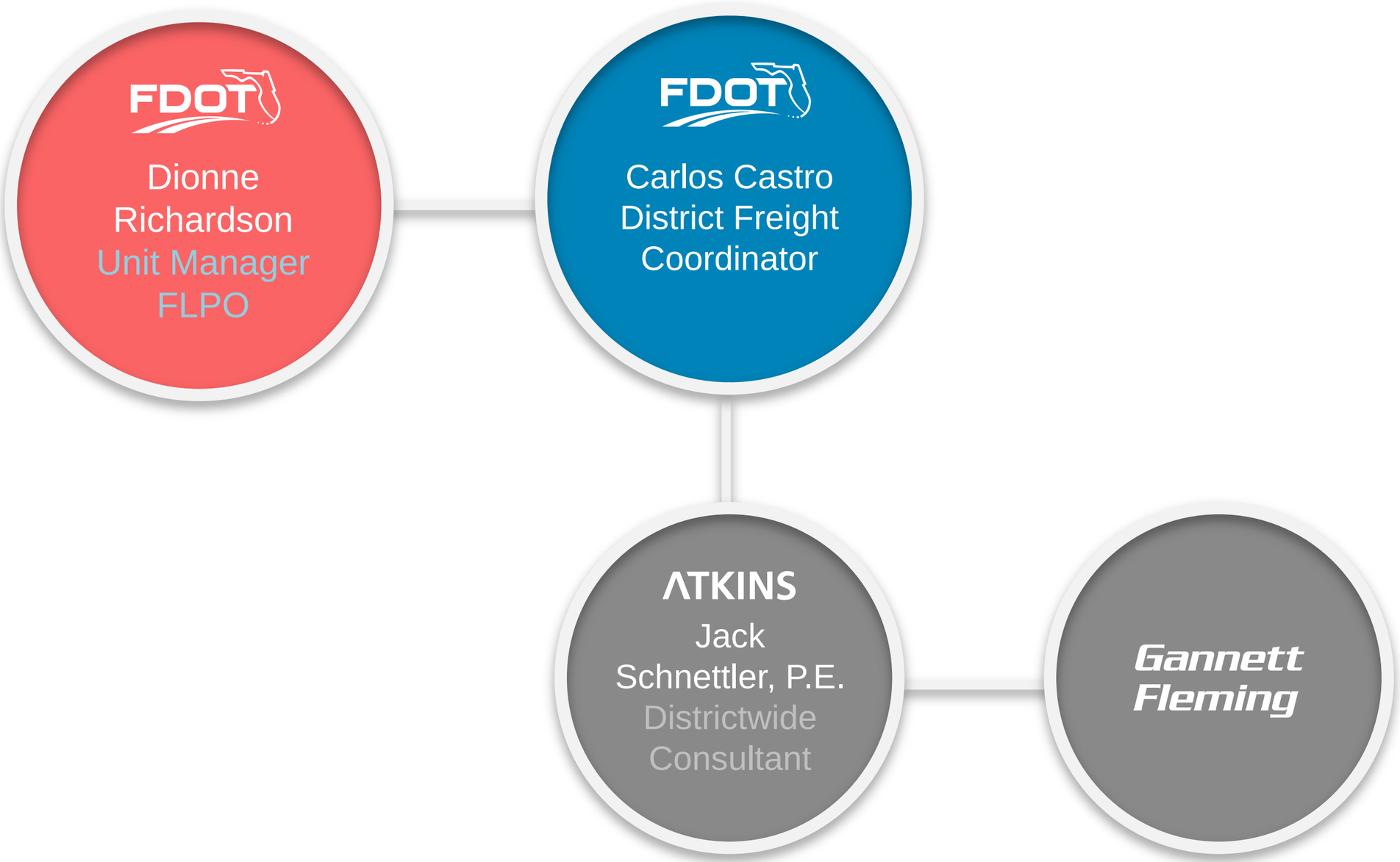
Today's **Agenda**

- Introductions
- Presentation
- Feedback Session
- Next Steps

Site **Location**



Management **Team**



Technical **Team**

System **Goals**

Support Regional Freight Movement

Improve Safety

Support Non-Motorized Transportation

Support Future Transit Plans

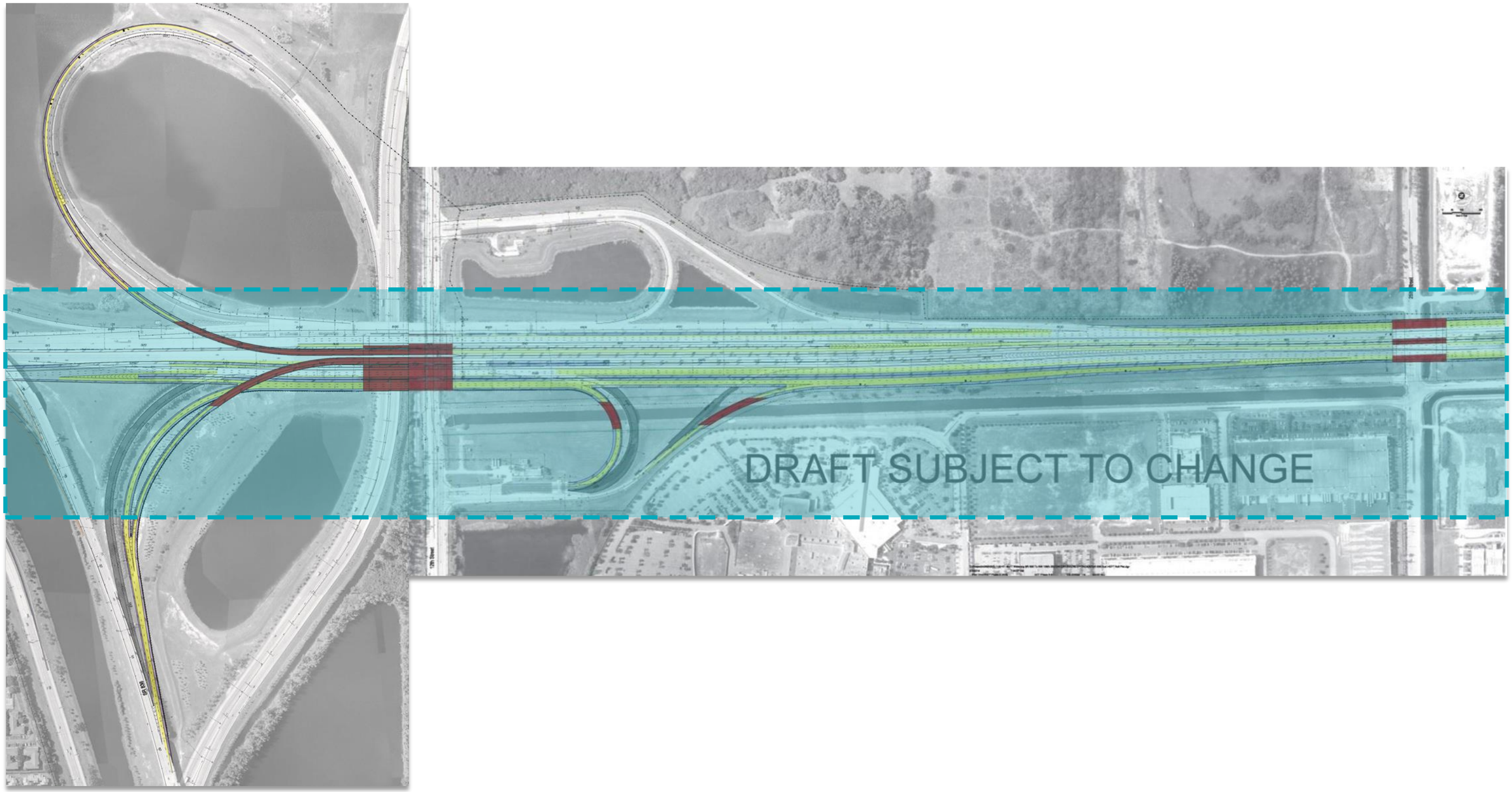
Study **Objectives**

- Advance the development of the Truck Parking Site identified in the MPO Miami-Dade County Phase II Study.
- Advance the development of the Dolphin Station park-and-ride lot and transit hub.

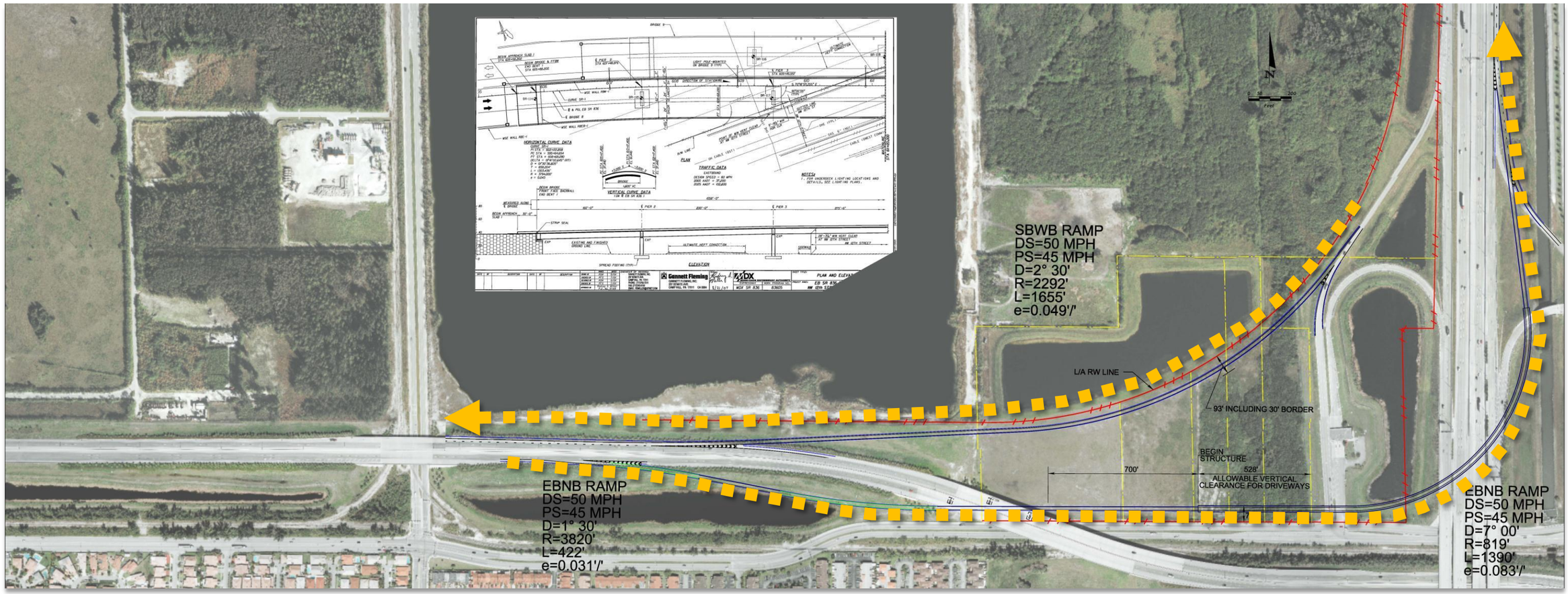
Existing **Data Gathered**

- Existing Traffic Data
- Existing Land Use Data
- Existing Crash Data
- Existing Typical Sections
- Existing Transit Data
- Existing Right-Of-Way
- Existing Pedestrian & Bicycle Data
- Existing Trip Generating Facilities

HEFT **Proposed Improvements**



MDX **Proposed Improvements**



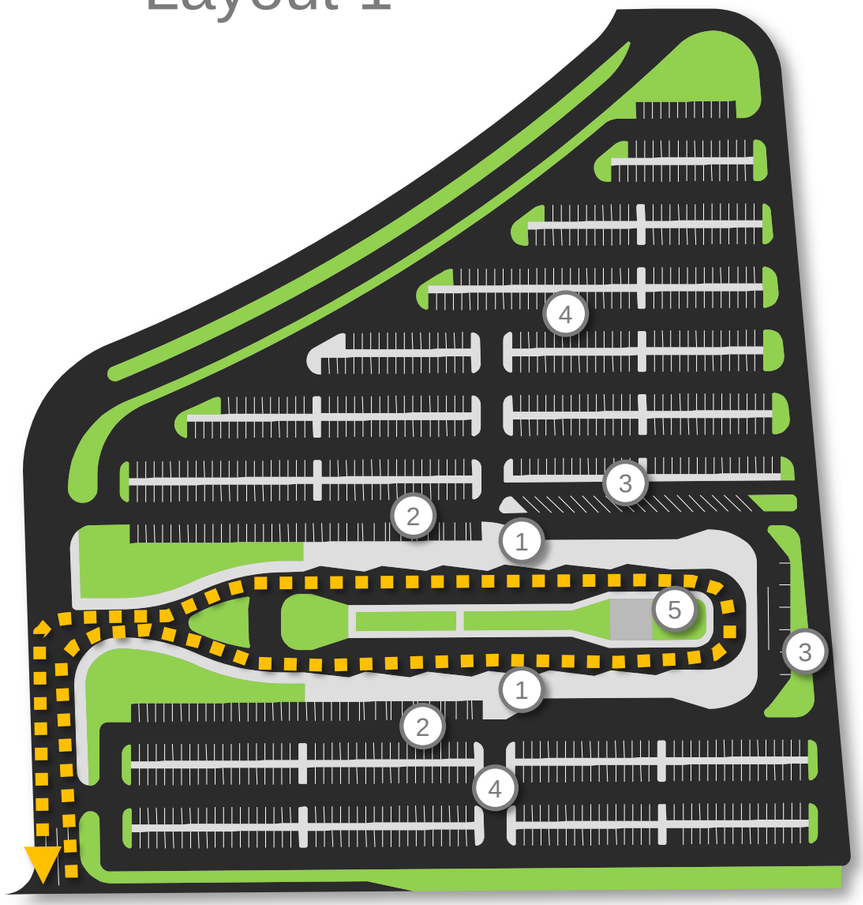
Truck Parking **Conceptual Layout**

- Truck Parking

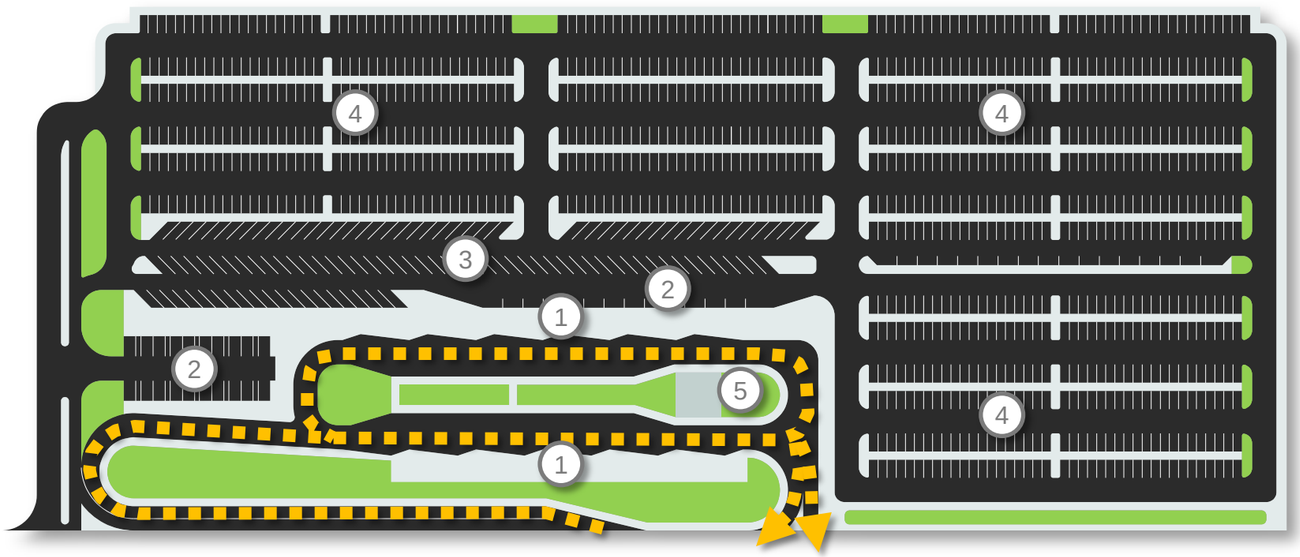
1. Truck Wash
2. 10,000 S.F. Building
3. Diesel Fuel Pumps
4. 1,000 S.F. Maintenance Facility
5. Car Fuel Pumps
6. Tandem Truck Parking Area

Park & Ride **Conceptual Layout**

- Park & Ride Conceptual Layout 1

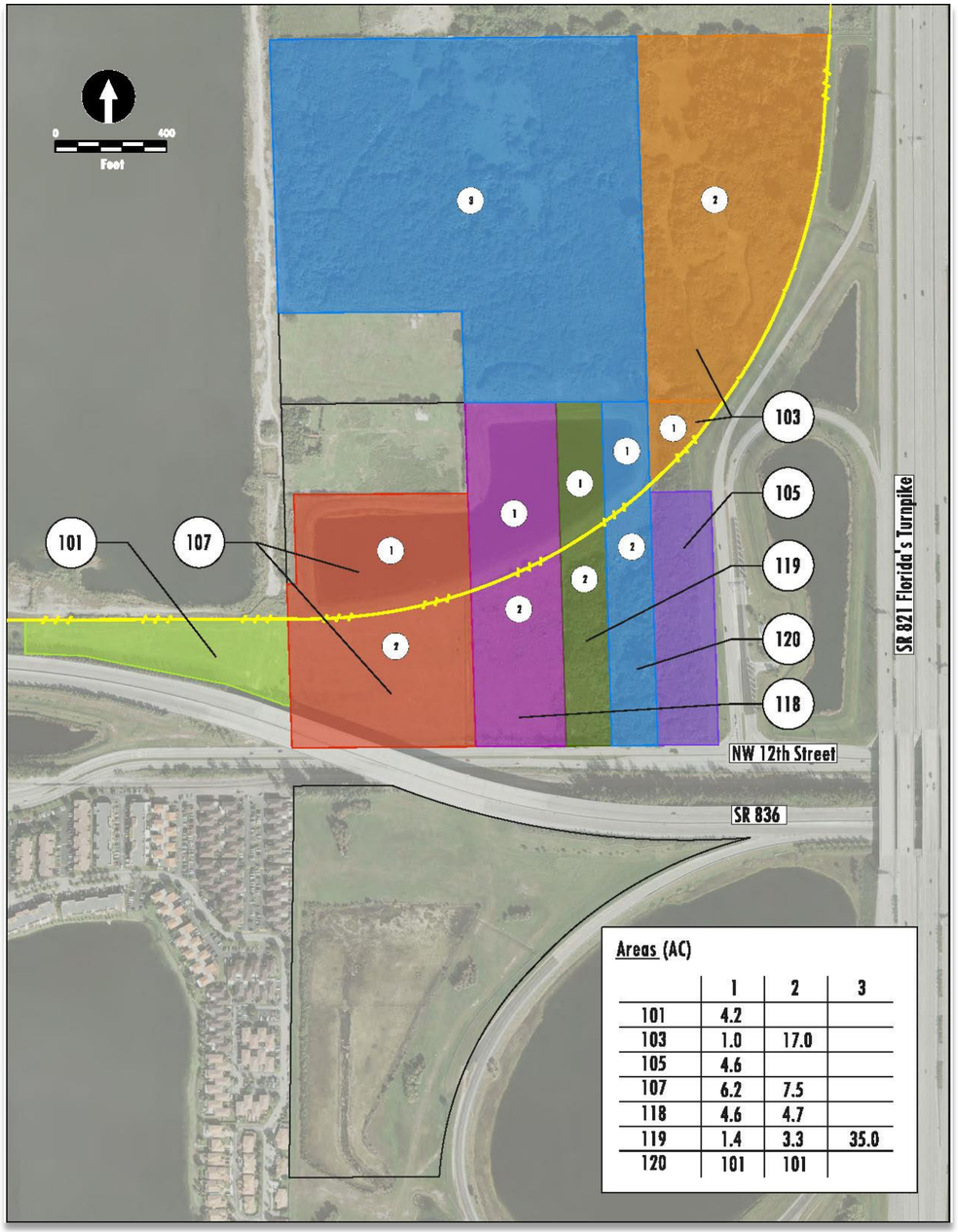


- Park & Ride Conceptual Layout 2



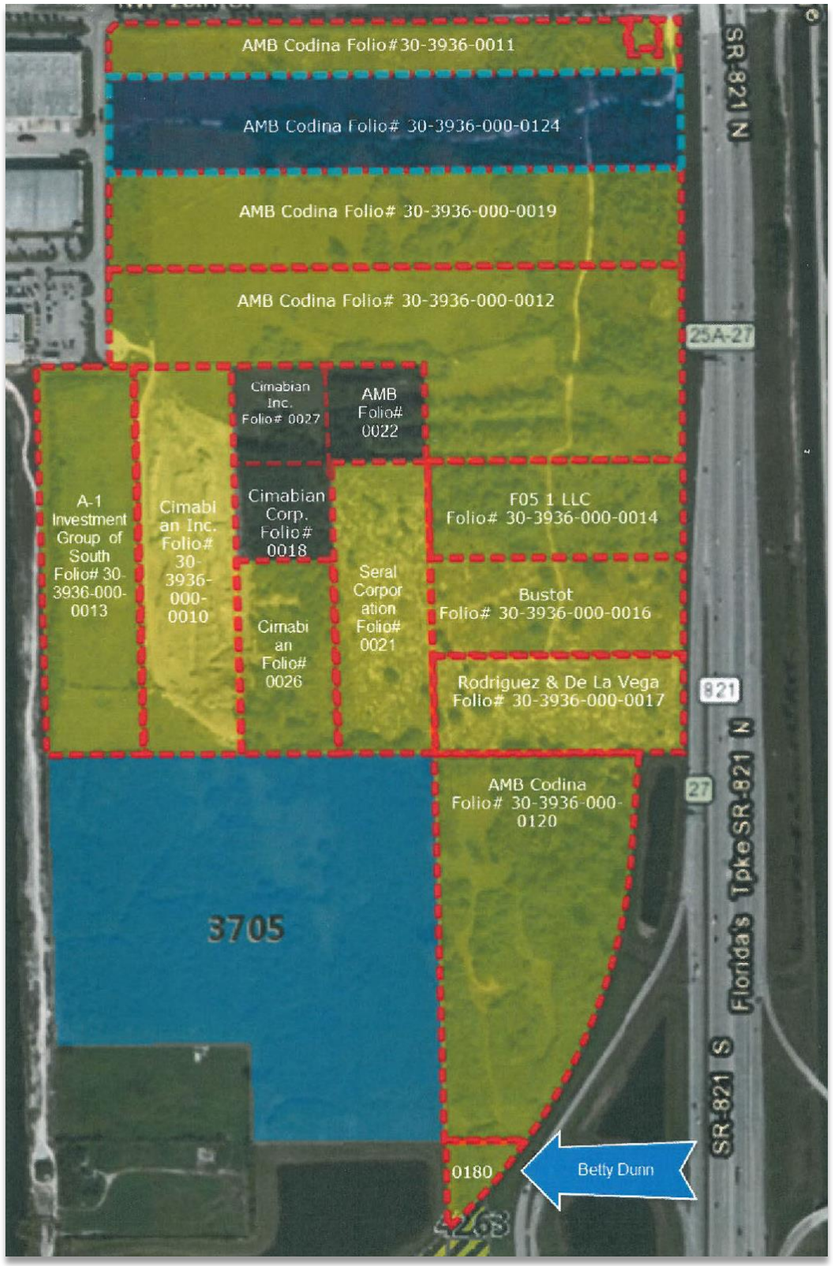
1. Platform Area
2. Disabled Parking Area
3. Short-term Parking Area
4. Long-term Parking Area
5. Lounge Building

Existing **Right-of-Way**

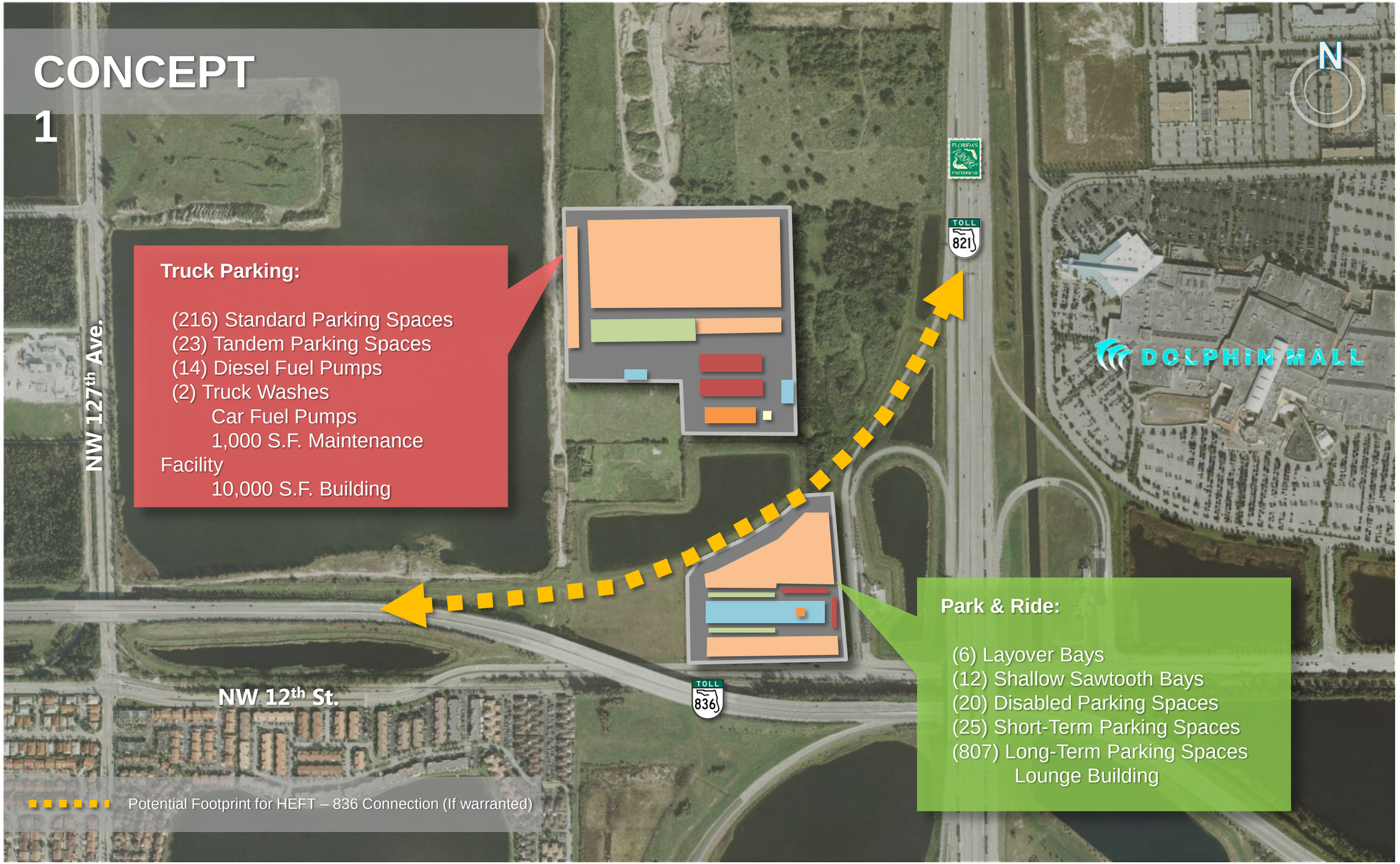


Areas (AC)

	1	2	3
101	4.2		
103	1.0	17.0	
105	4.6		
107	6.2	7.5	
118	4.6	4.7	
119	1.4	3.3	35.0
120	101	101	

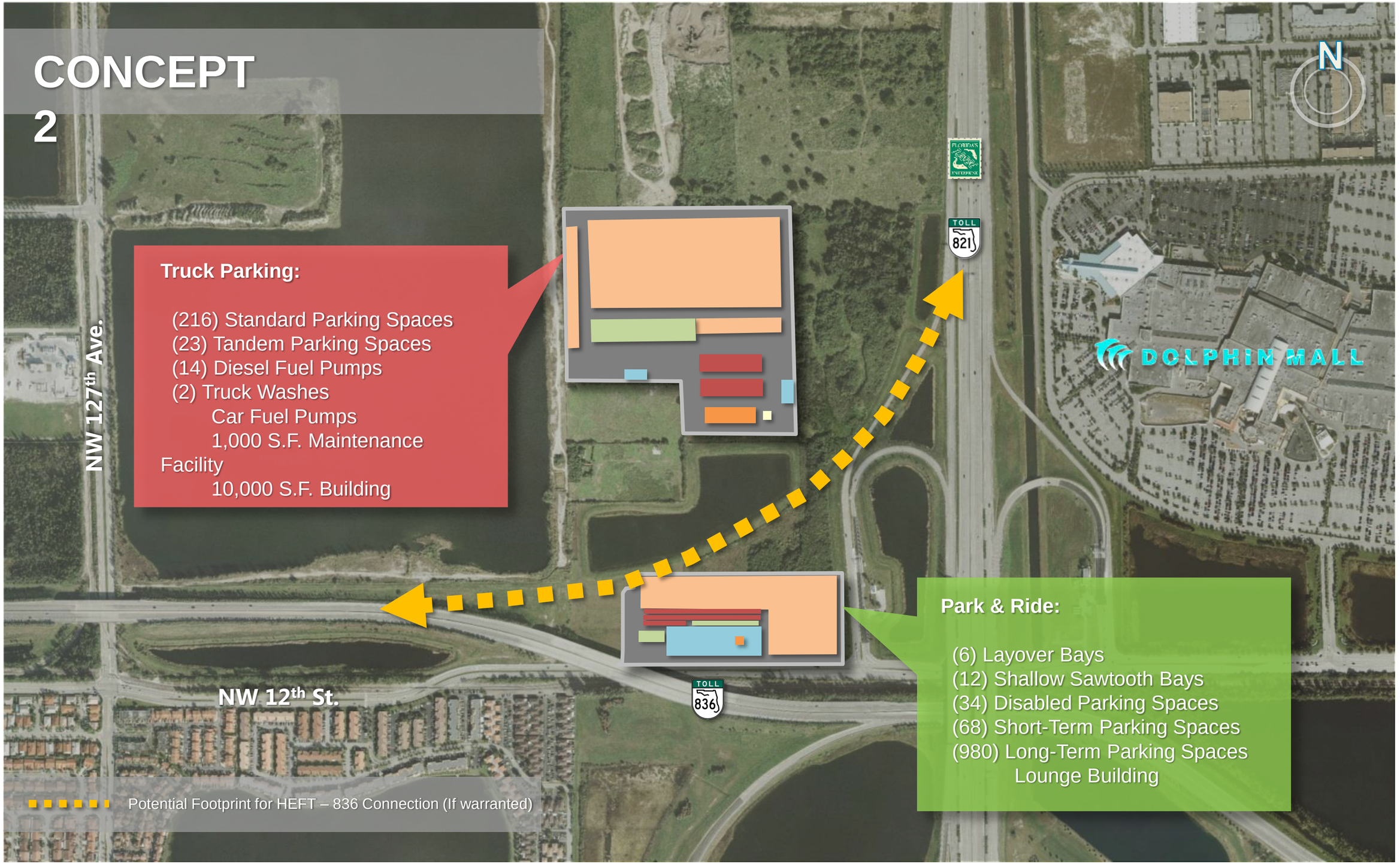


CONCEPT 1


N
NW 127th Ave.
NW 12th St.
TOLL
821
TOLL
836
DOLPHIN MALL
Truck Parking:
(216) Standard Parking Spaces
(23) Tandem Parking Spaces
(14) Diesel Fuel Pumps
(2) Truck Washes
Car Fuel Pumps
1,000 S.F. Maintenance Facility
10,000 S.F. Building
Park & Ride:
(6) Layover Bays
(12) Shallow Sawtooth Bays
(20) Disabled Parking Spaces
(25) Short-Term Parking Spaces
(807) Long-Term Parking Spaces
Lounge Building
Potential Footprint for HEFT – 836 Connection (If warranted)

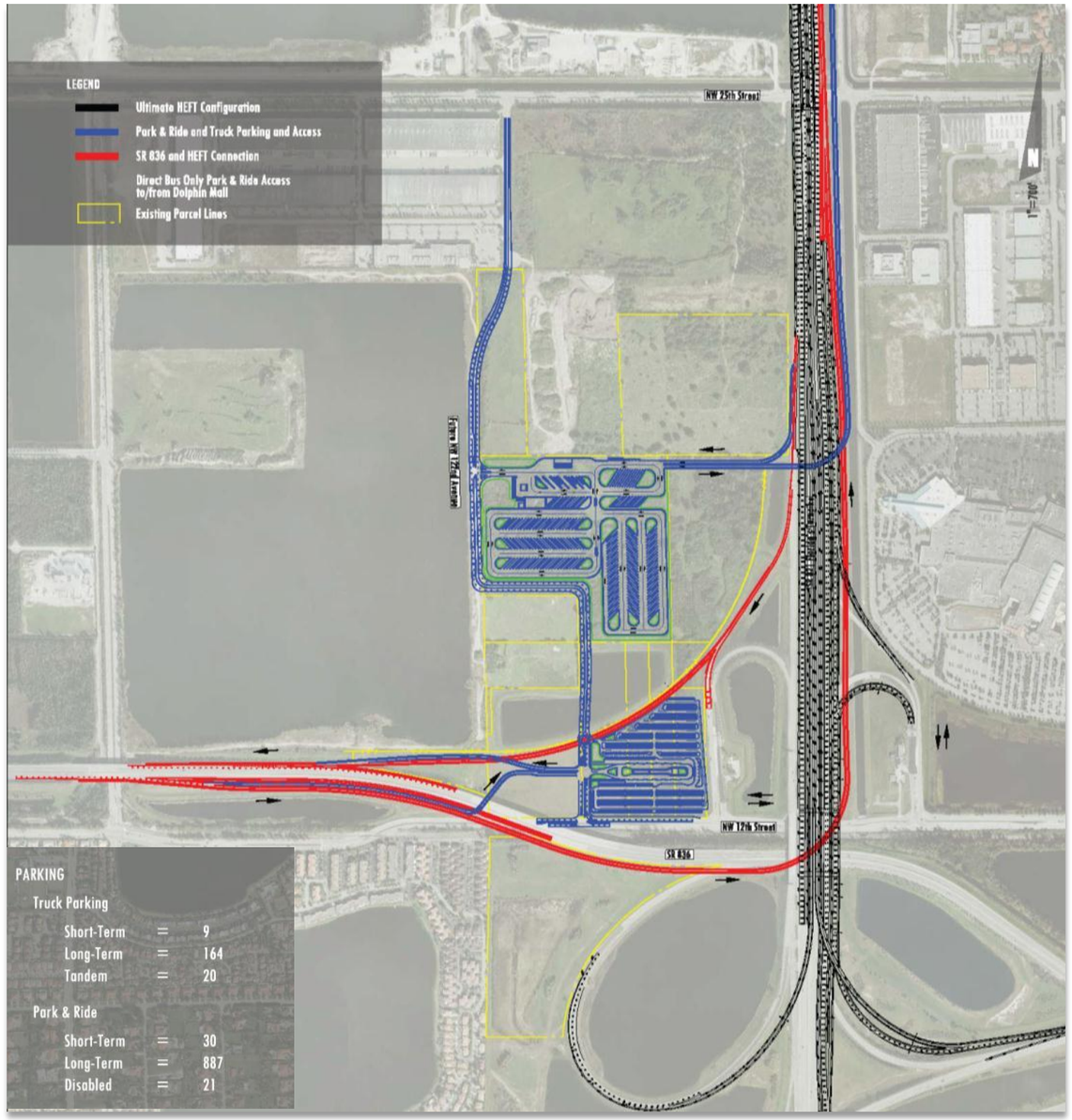
Legend:
Truck Parking and Park & Ride Access
Potential Footprint for HEFT – 836 Connection (If warranted)
Truck Parking
Park & Ride
NW 25th St.
N
TOLL 821
DOLPHIN MALL
TOLL 836
NW 12th St.
TOLL 836
NW 6th St.
NW 137th Ave.
NW 127th Ave.
NW 122nd Ave.
W Flagler St.
NW 107th Ave.
SW 8th St.

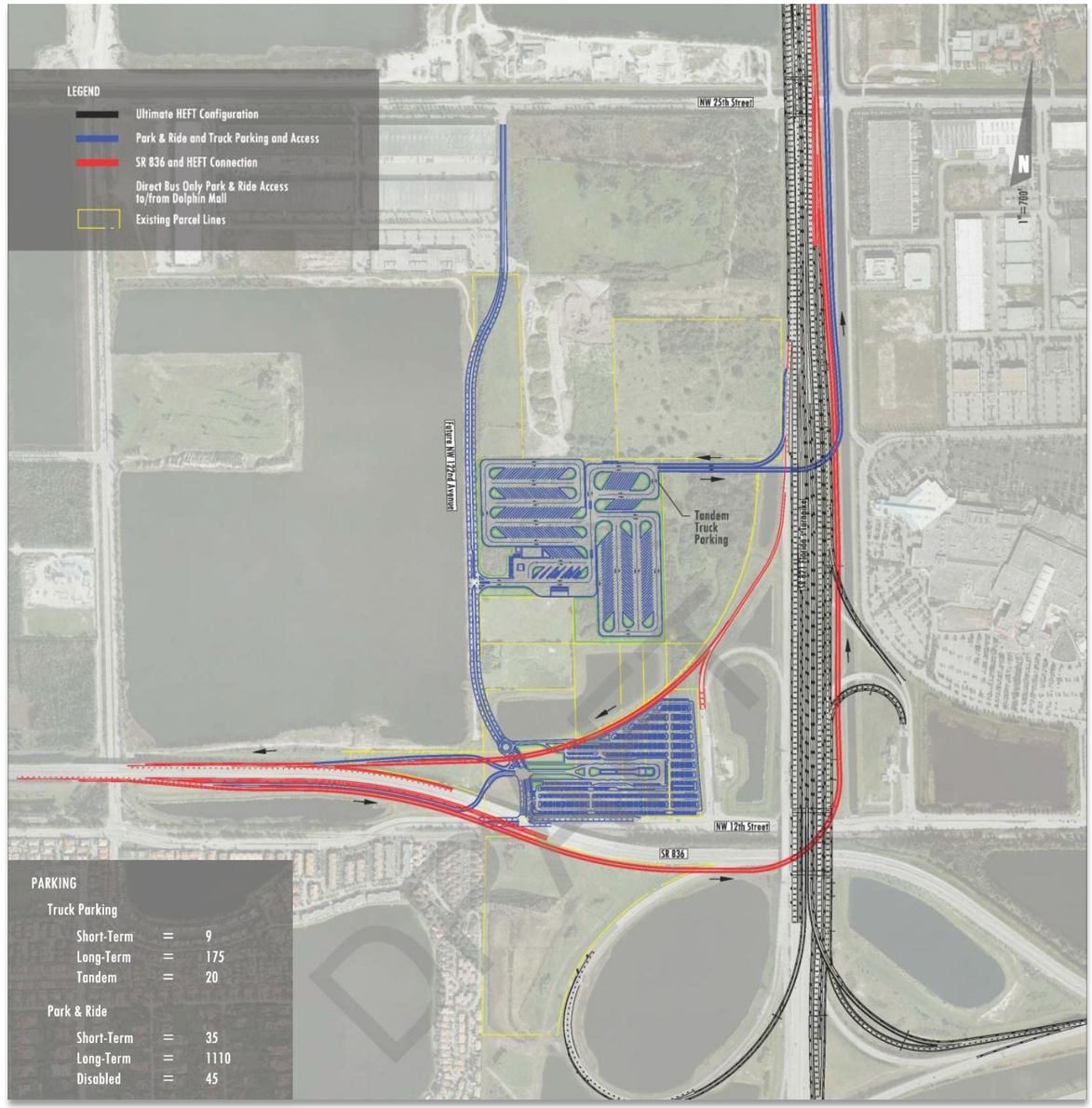
CONCEPT 2


N
NW 127th Ave.
NW 12th St.
TOLL
821
TOLL
836
DOLPHIN MALL
Truck Parking:
(216) Standard Parking Spaces
(23) Tandem Parking Spaces
(14) Diesel Fuel Pumps
(2) Truck Washes
Car Fuel Pumps
1,000 S.F. Maintenance Facility
10,000 S.F. Building
Park & Ride:
(6) Layover Bays
(12) Shallow Sawtooth Bays
(34) Disabled Parking Spaces
(68) Short-Term Parking Spaces
(980) Long-Term Parking Spaces
Lounge Building
Potential Footprint for HEFT – 836 Connection (If warranted)

Legend:
Truck Parking and Park & Ride Access
Potential Footprint for HEFT – 836 Connection (If warranted)
Truck Parking
Park & Ride
NW 25th St.
N
TOLL 821
DOLPHIN MALL
TOLL 836
NW 12th St.
TOLL 836
NW 6th St.
NW 137th Ave.
NW 127th Ave.
NW 122nd Ave.
W Flagler St.
NW 107th Ave.
SW 8th St.

Alternative **1 & 2**





Next **Steps**

- Continue Coordinating with Agencies
- Coordinate for Tentative Future PAT Meetings
- Finalize Working Concepts for Review
- Present to Future Freight Transportation Advisory Committee (FTAC) Meetings

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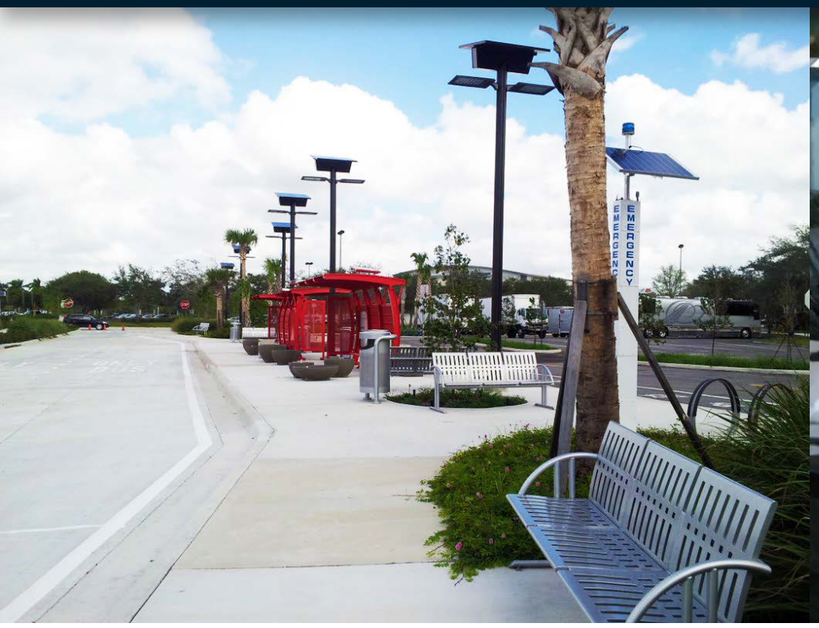
FTAC Meeting # 3

Presentation

SITE FEASIBILITY STUDY

TRUCK PARKING & PARK-AND-RIDE LOT



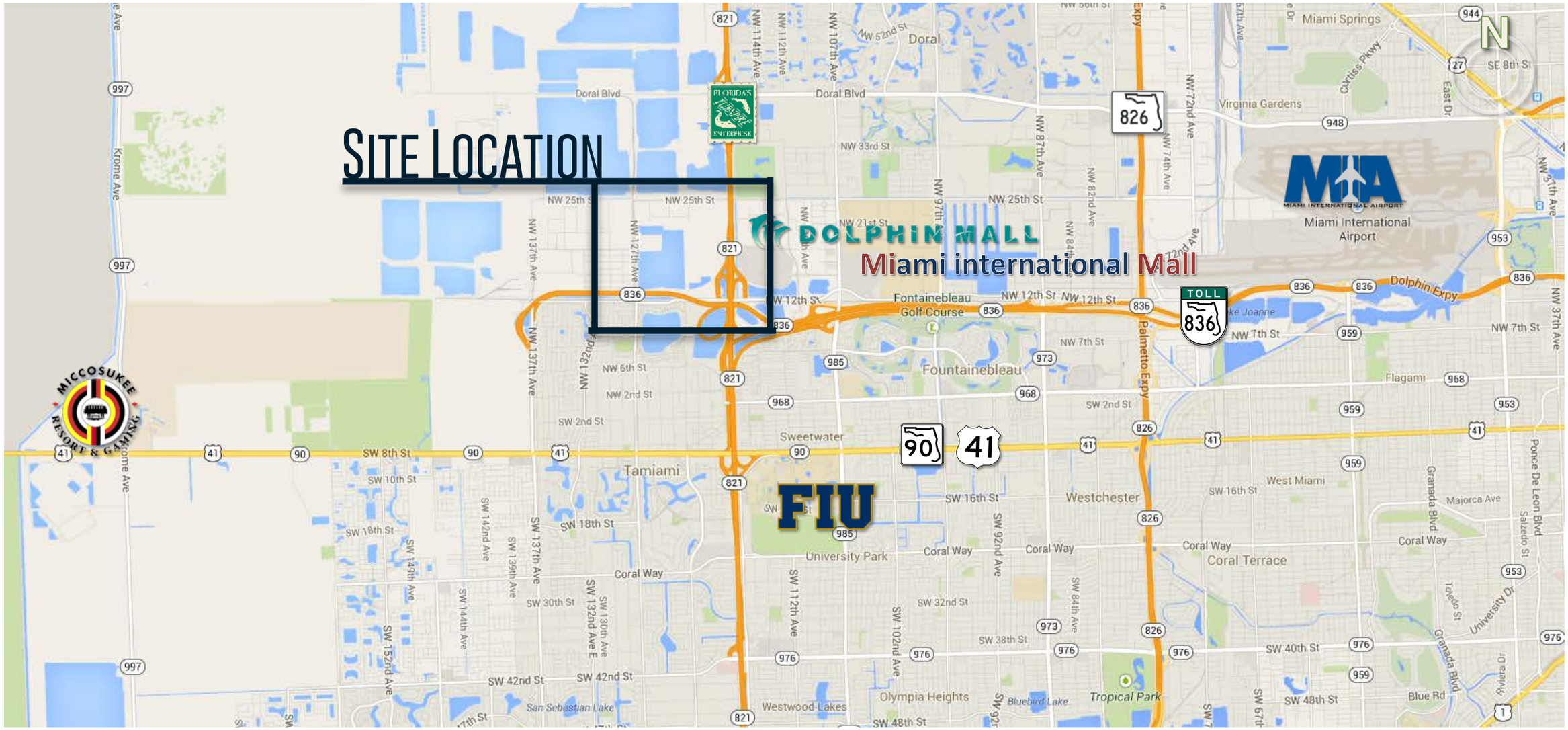
FREIGHT TRANSPORTATION ADVISORY COMMITTEE (FTAC) PRESENTATION # 3

FDOT

Today's Agenda

- Introductions
- Presentation
- Feedback Session
- Next Steps

SITE LOCATION



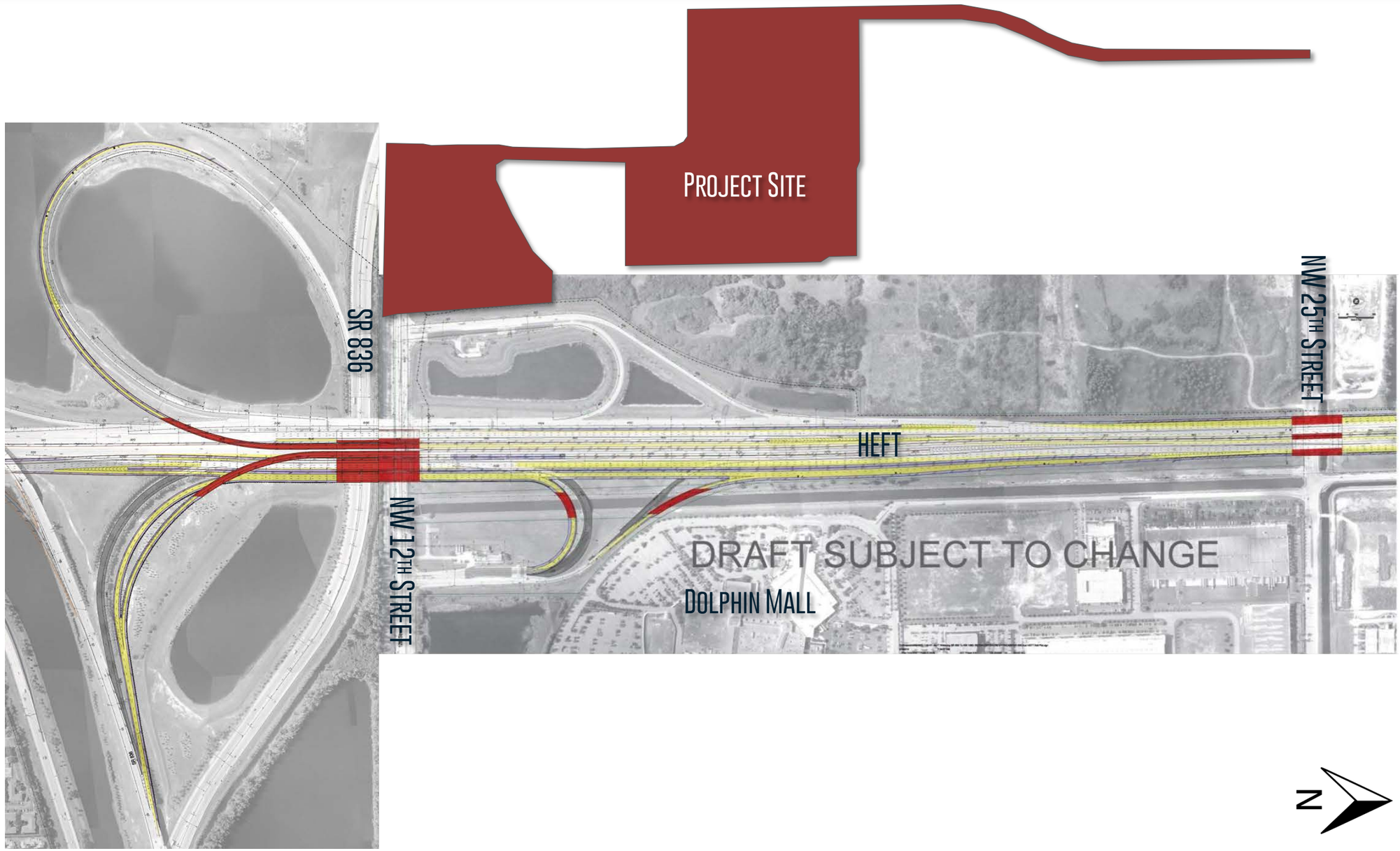
System Goals

- Support Regional Freight Movement
- Support Non-motorized Transportation
- Support Future Transit Plans
- Improve Safety

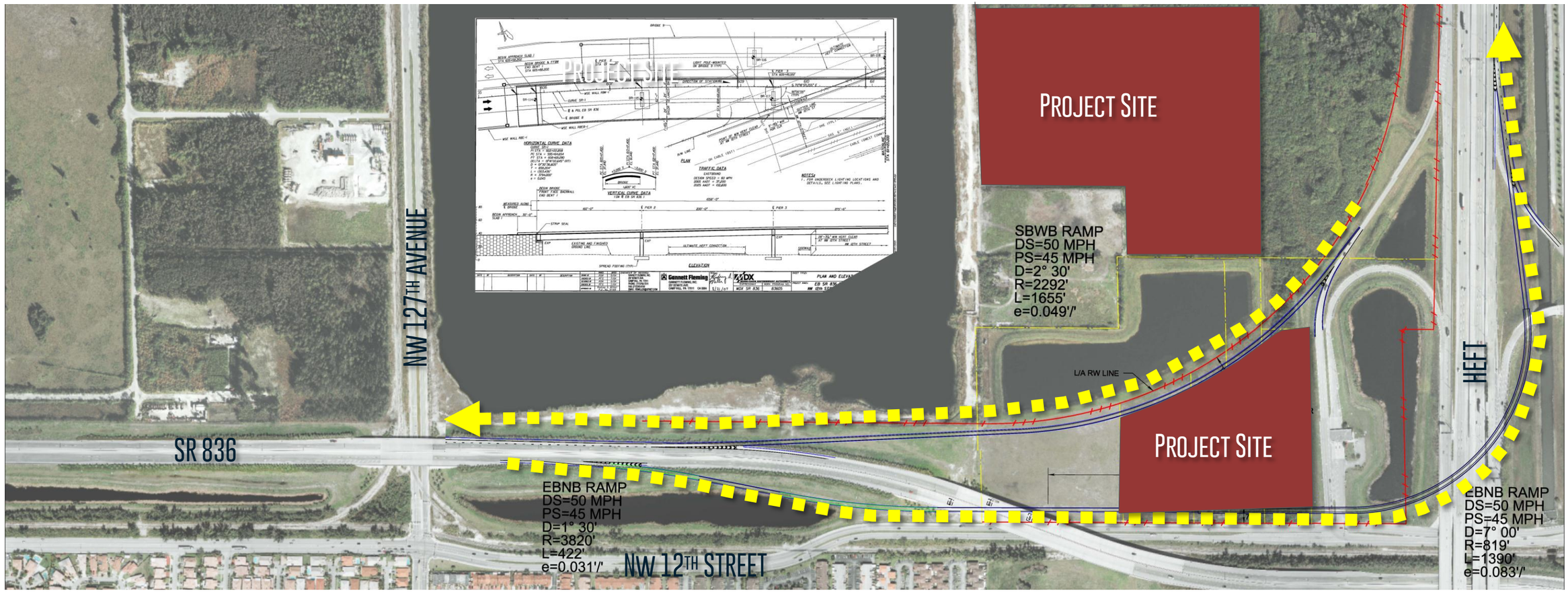
Main Challenges

- Connections to the Project Site
- Connections to SR 836 and the HEFT

HEFT UPCOMING IMPROVEMENTS

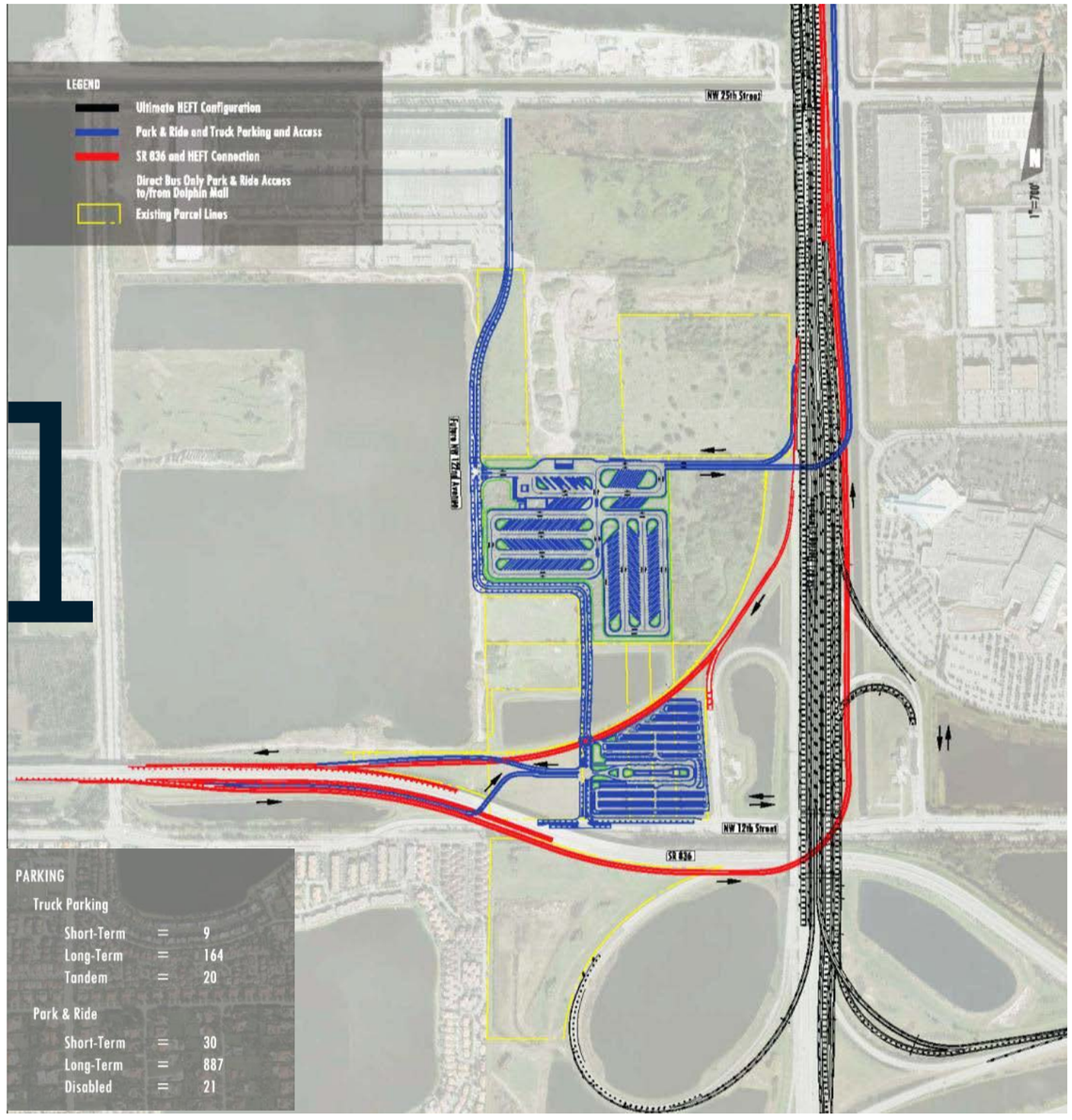


MDX Future Connection Plans



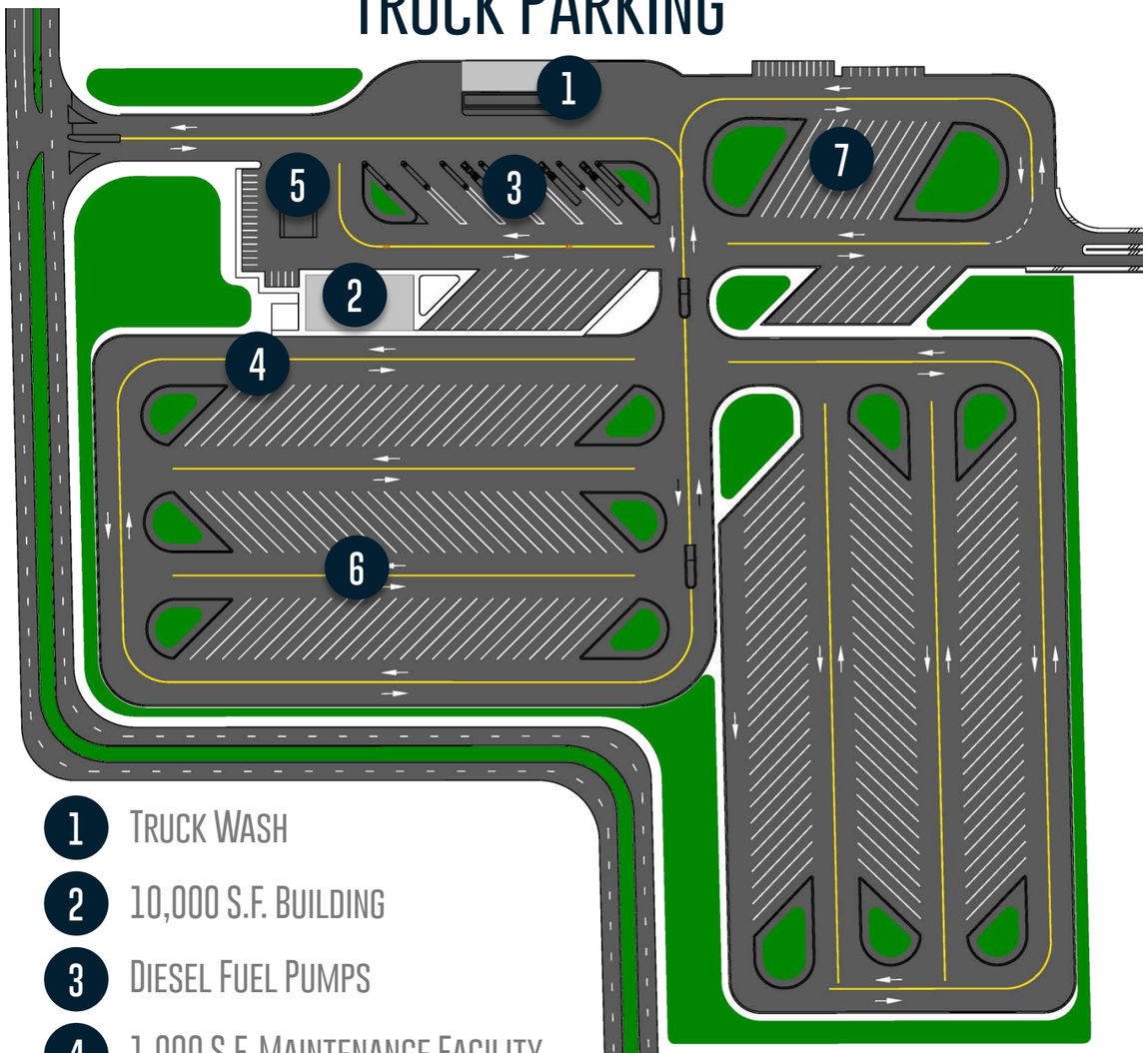
N

ALTERNATIVES PRESENTED LAST TIME



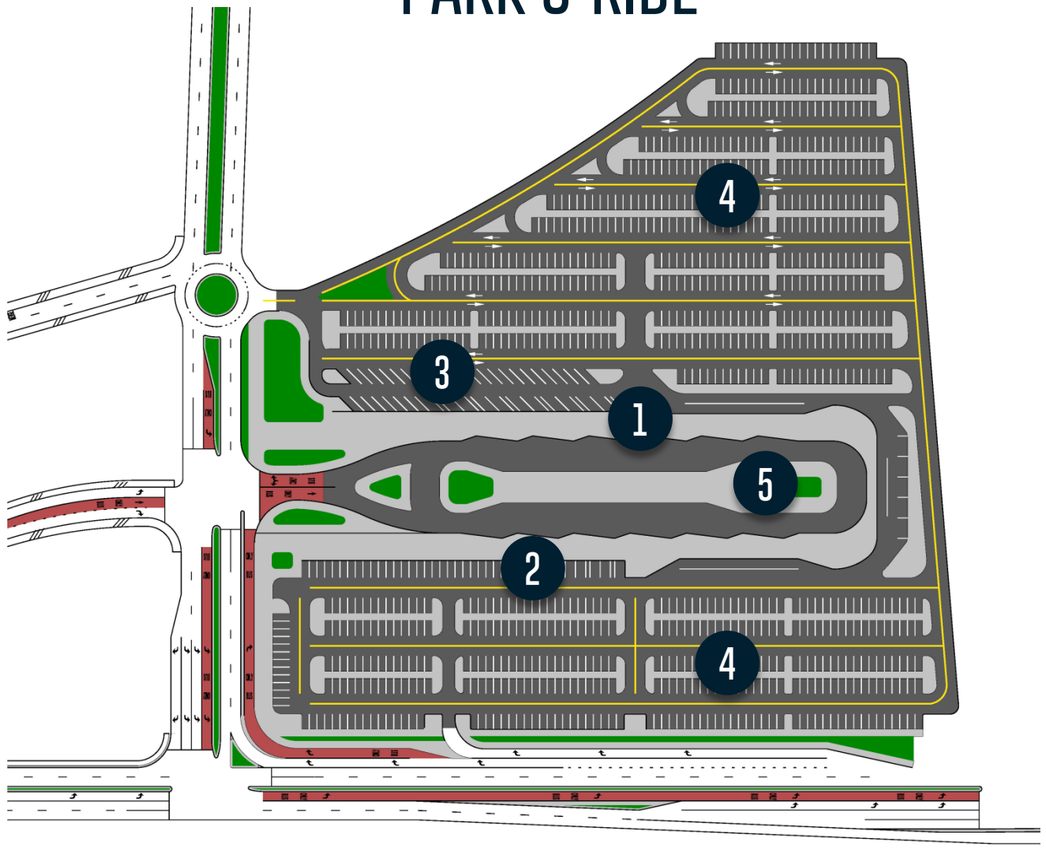
Conceptual Layouts

Truck Parking



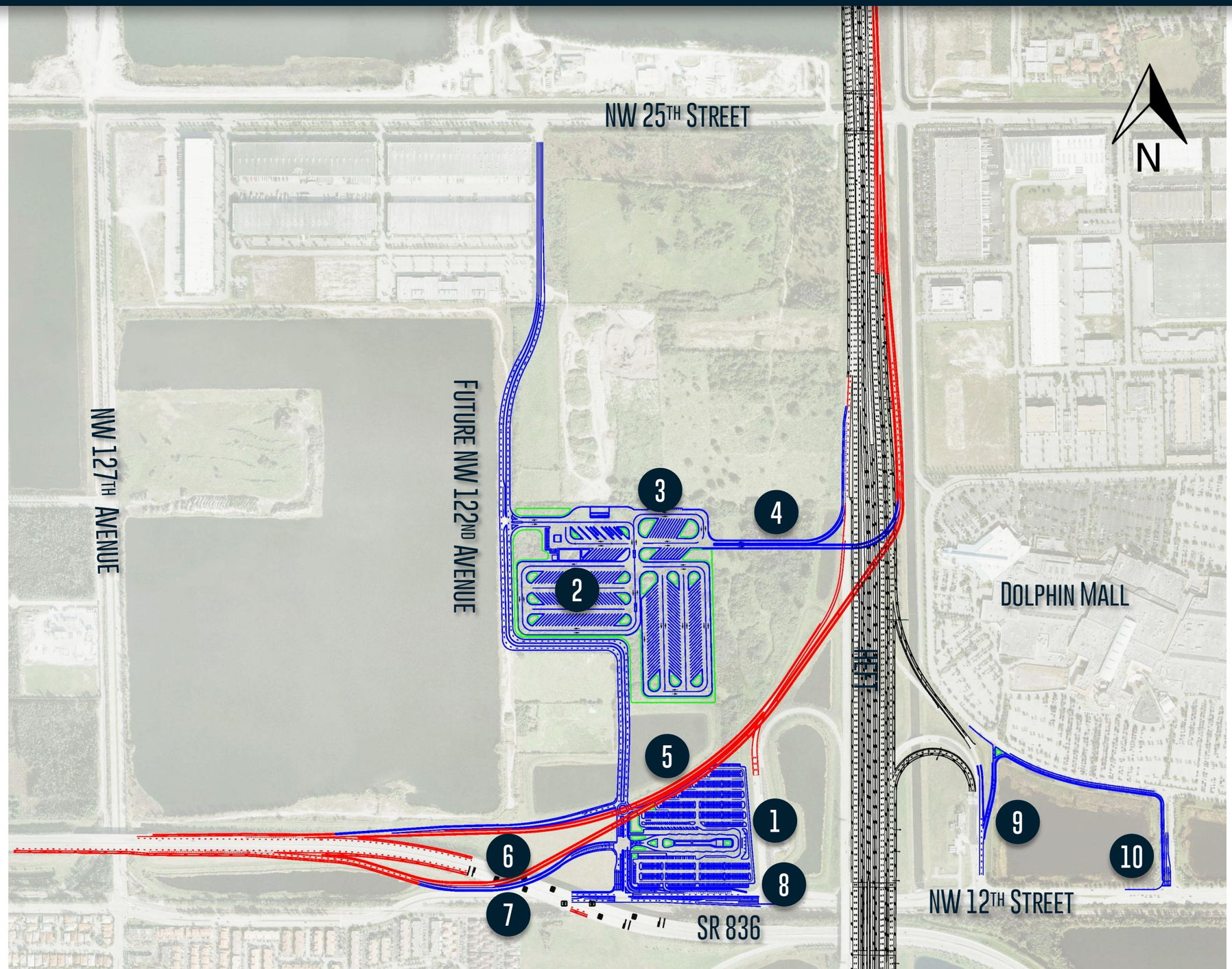
1. Truck Wash
2. 10,000 S.F. Building
3. Diesel Fuel Pumps
4. 1,000 S.F. Maintenance Facility
5. Car Fuel Pumps
6. Truck Parking Area
7. Tandem Truck Parking Area

Park & Ride



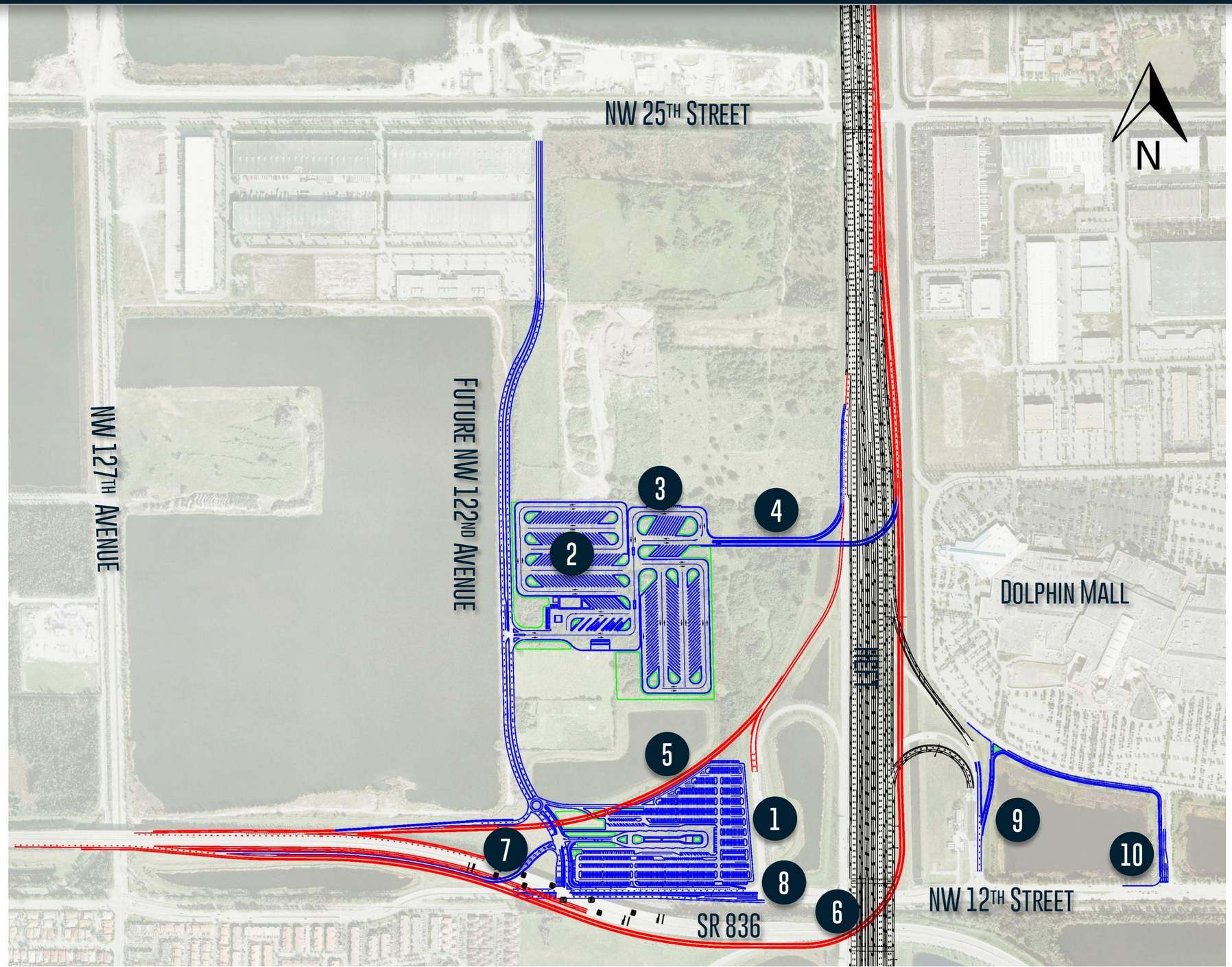
1. Platform Area
2. Disabled Parking Area
3. Short-term Parking Area
4. Long-term Parking Area
5. Lounge Building

ALTERNATIVE 3



1. PARK AND RIDE
2. TRUCK PARKING
3. TANDEM TRUCK PARKING
4. DIRECT TANDEM TRUCK PARKING CONNECTIONS TO AND FROM THE HEFT
5. SOUTHBOUND HEFT TO WESTBOUND SR 836 DIRECT CONNECTION
6. EASTBOUND SR 836 TO NORTHBOUND HEFT DIRECT CONNECTION
7. SR 836 EASTBOUND OFF-RAMP TO ACCESS PARK AND RIDE
8. EXCLUSIVE BUS ONLY LANE ON EASTBOUND NW 12TH STREET FOR BUSES TO ACCESS THE ON-RAMP TO SOUTHBOUND HEFT AND EASTBOUND SR 836
9. EXCLUSIVE BUS ONLY ACCESS INTO DOLPHIN MALL
10. EXCLUSIVE BUS ONLY LANE FOR BUSES TO ACCESS WESTBOUND NW 12TH STREET

ALTERNATIVE 4



1. PARK AND RIDE
2. TRUCK PARKING
3. TANDEM TRUCK PARKING
4. DIRECT TANDEM TRUCK PARKING CONNECTIONS TO AND FROM THE HEFT
5. SOUTHBOUND HEFT TO WESTBOUND SR 836 DIRECT CONNECTION
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10. EXCLUSIVE BUS ONLY LANE FOR BUSES TO ACCESS WESTBOUND NW 12TH STREET

Next Steps

- Prepare Final Recommendations and Documents
- Future Phases

SAFETY DOESN'T HAPPEN BY ACCIDENT.

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Appendix F

Industry Forum Material

GOLDEN GLADES MULTIMODAL & TRUCK TRAVEL CENTER

INDUSTRY FORUM

MARCH 12, 2015

12:30-5:30 PM / MIAMI, FLORIDA

The Florida Department of Transportation is pleased to announce an Industry Forum to discuss Public-Private opportunities for the development of Truck Travel Centers and Multi-Modal Facilities on Florida's highways. The Industry Forum will focus on potential locations near or adjacent to the Turnpike highway system in South Florida. The Florida Department of Transportation is studying two locations for these facilities near the I-95 and Florida Turnpike Spur interchange and the SR 836 and NW 12th Street interchange.

Registration available at the link below:

http://www.floridasturnpike.com/trucktravelcenter/index.html

LOCATION:

MIAMI FREE ZONE

2305 NW 107TH AVENUE
MIAMI, FLORIDA

INDIVIDUAL MEETING SESSIONS AVAILABLE

REGISTRATION ONLINE

HOSTED BY
STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION

Centennial FDOT 1915★2015

GOLDEN GLADES

MULTIMODAL FACILITY &
TRUCK TRAVEL CENTER

INDUSTRY FORUM

MARCH 12, 2015

12:30-5:30 PM / MIAMI FREE ZONE

The Florida Department of Transportation welcomes you to the Golden Glades Industry Forum to discuss Public-Private opportunities.

The Florida Department of Transportation is studying two locations for the development of Truck Travel Centers and Multi-Modal Facilities on Florida's highways facilities – near the I-95 and Florida Turnpike Spur interchange, and the SR 836 and NW 12th Street interchange.

12:30 PM
Open House

1:00 PM
Introduction

1:30 PM
Presentation

2:00 PM
Q&A

2:30 PM
One on One Meetings

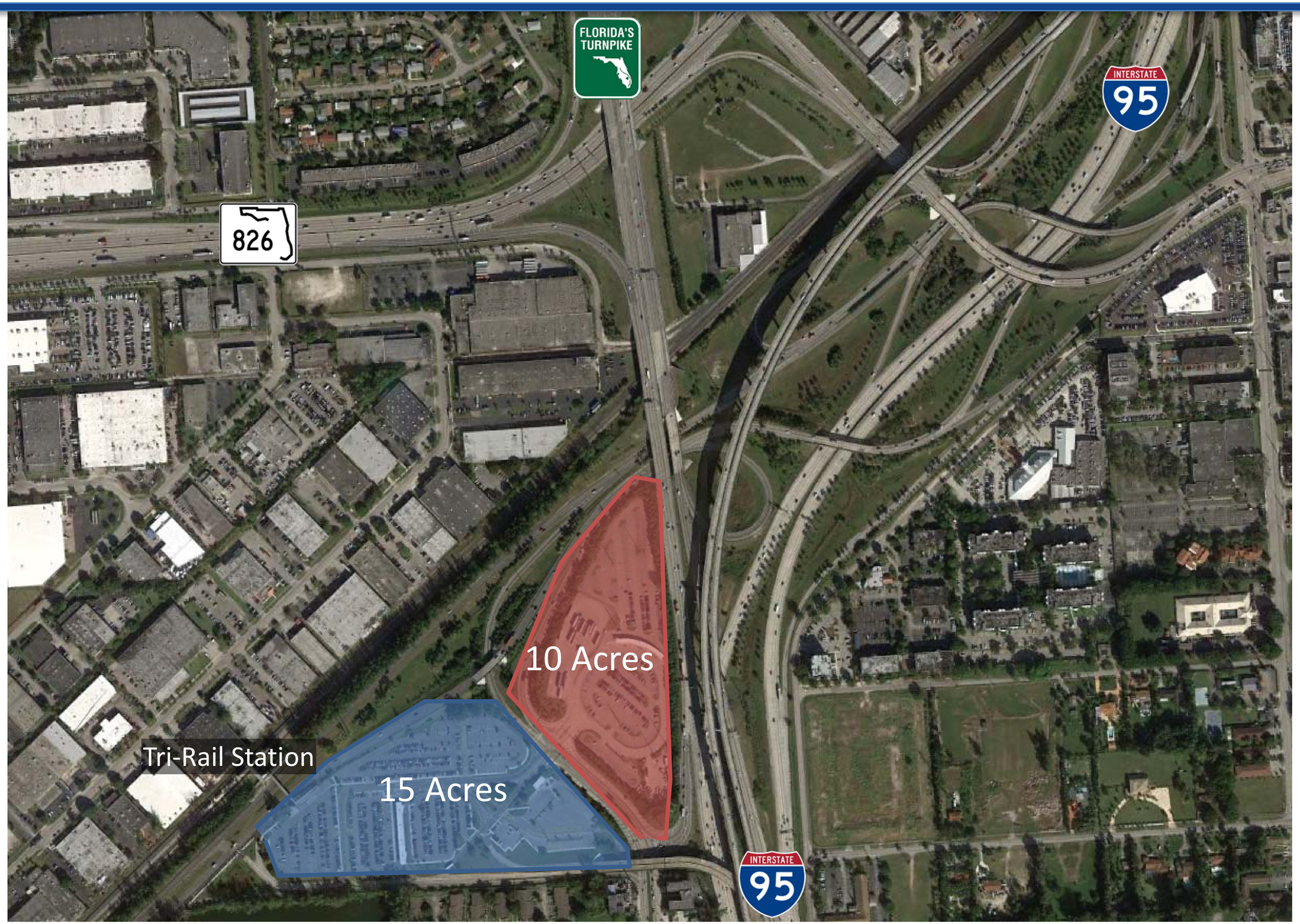
INDIVIDUAL MEETING SESSIONS STILL AVAILABLE

SEE REGISTRATION DESK

HOSTED BY
STATE OF FLORIDA
DEPARTMENT OF

Centennial FDOT 1915 ★ 2015

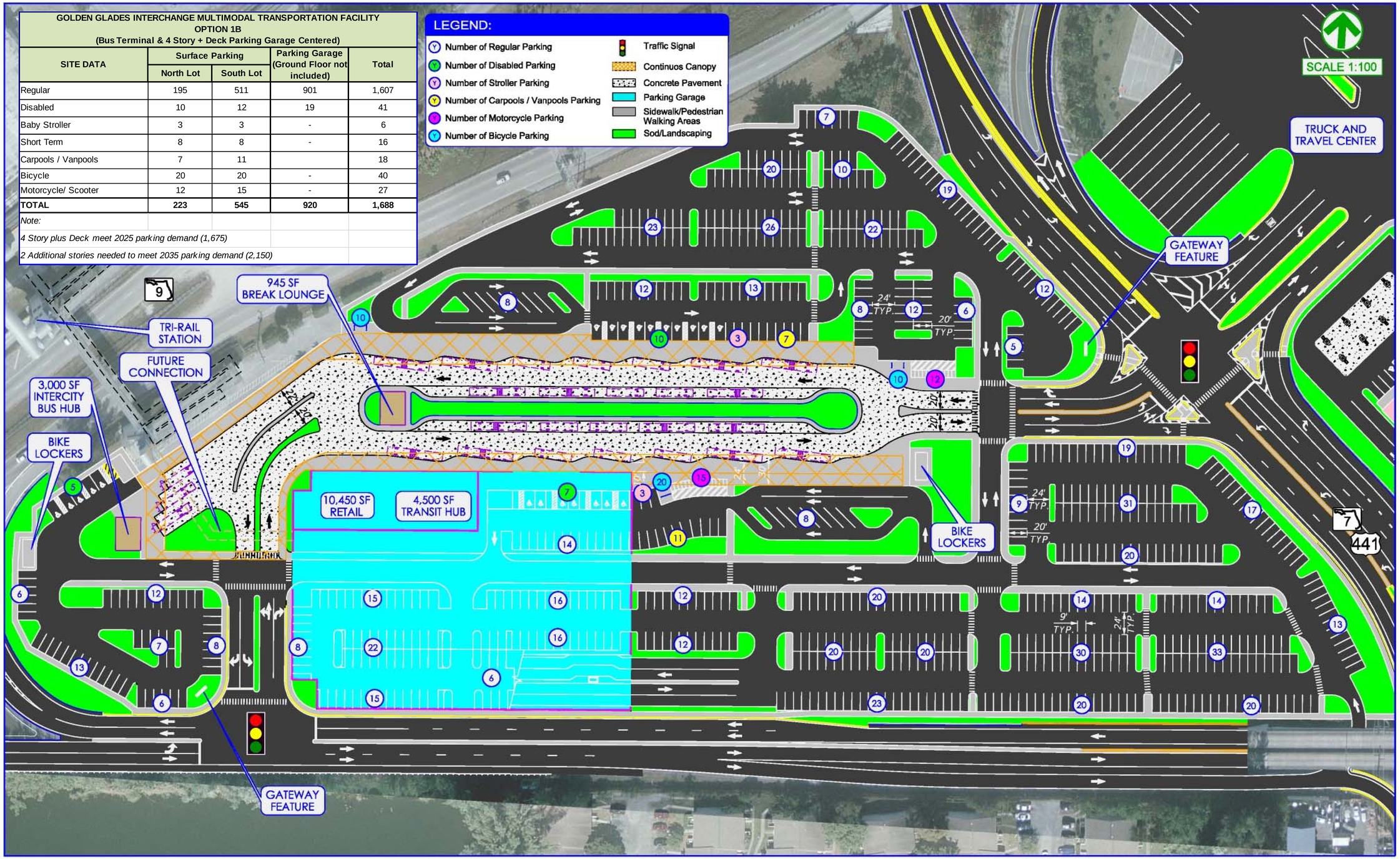
Golden Glades Interchange - Existing Conditions



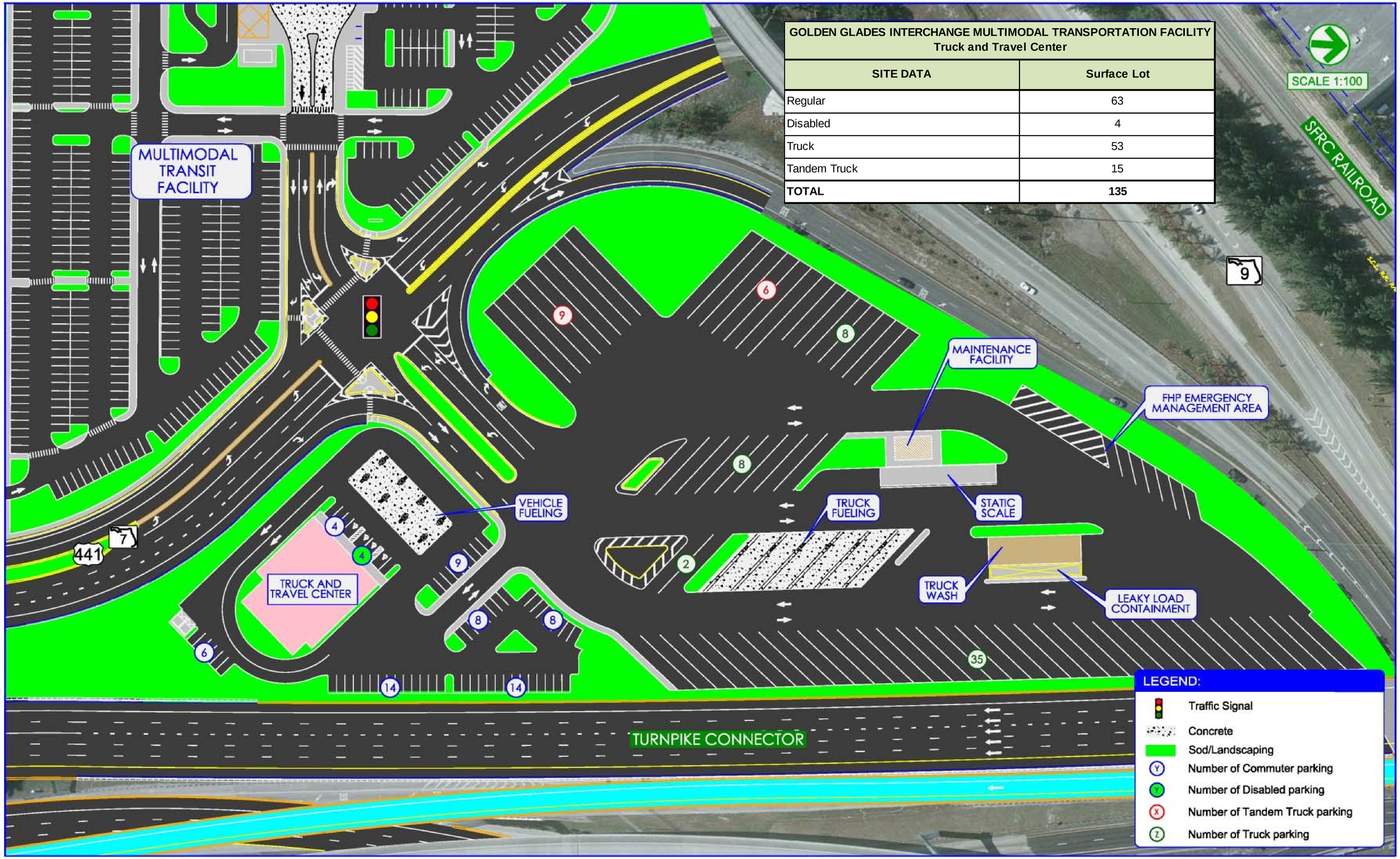
NW 12th Street Site

Conceptual Layout – Multimodal Facility

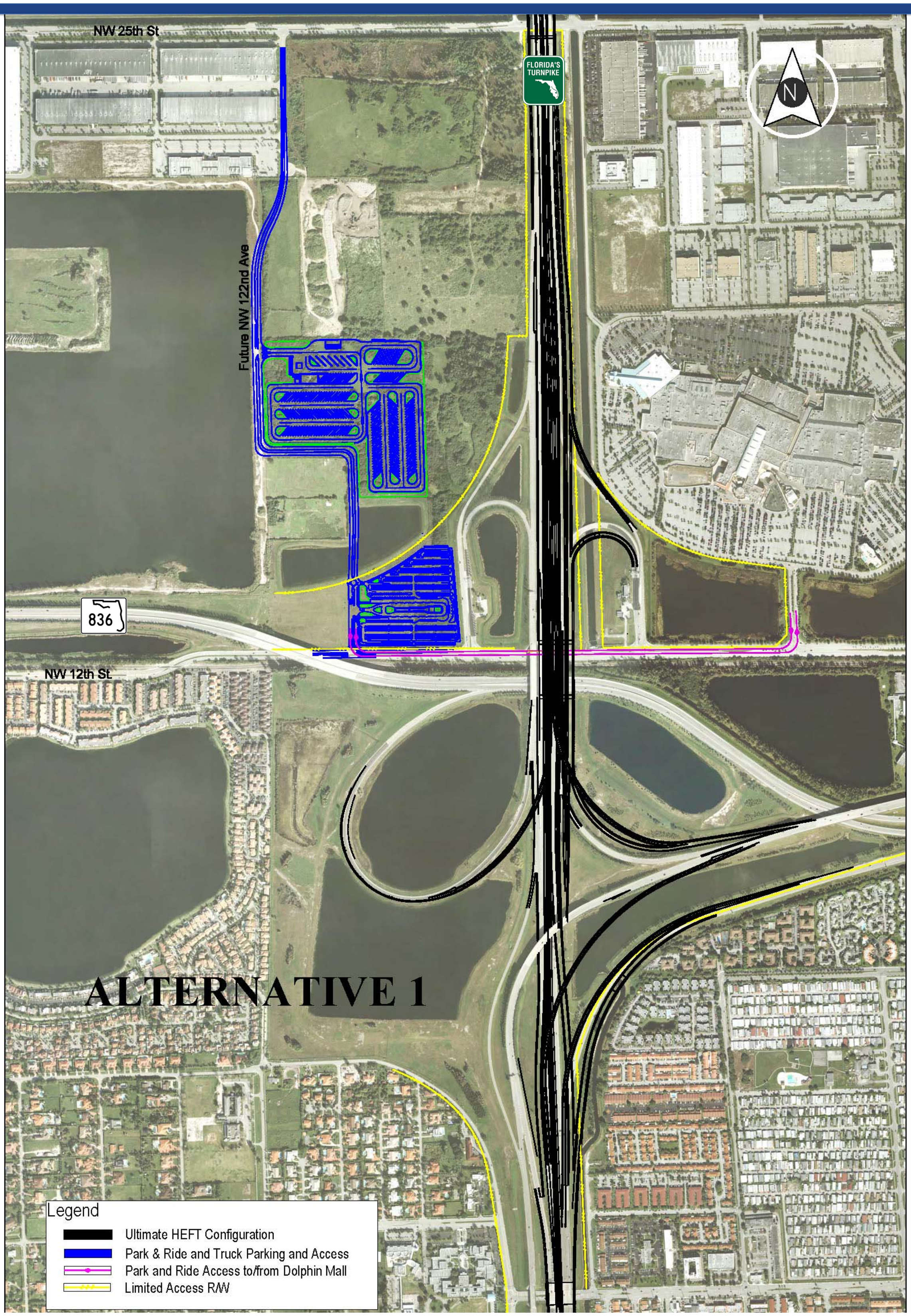
GOLDEN GLADES INTERCHANGE MULTIMODAL TRANSPORTATION FACILITY OPTION 1B (Bus Terminal & 4 Story + Deck Parking Garage Centered)				
SITE DATA	**Surface Parking**		**Parking Garage (Ground Floor not included)**	**Total**
	North Lot	**South Lot**		
Regular	195	511	901	1,607
Disabled	10	12	19	41
Baby Stroller	3	3	-	6
Short Term	8	8	-	16
Carpools / Vanpools	7	11		18
Bicycle	20	20	-	40
Motorcycle/ Scooter	12	15	-	27
TOTAL	**223**	**545**	**920**	**1,688**
Note:				
4 Story plus Deck meet 2025 parking demand (1,675)				
2 Additional stories needed to meet 2035 parking demand (2,150)				



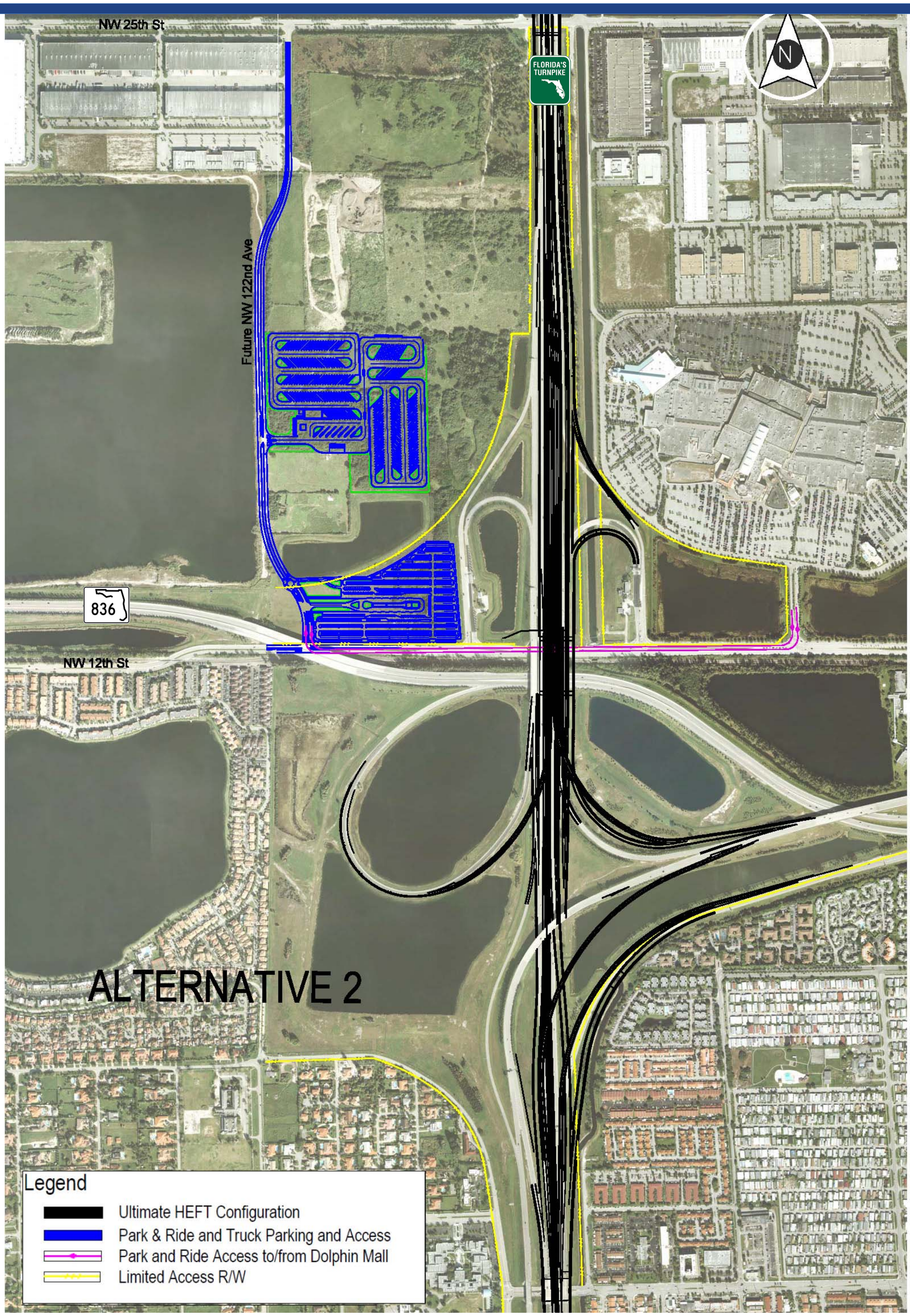
Conceptual Layout – Truck Travel Center



Conceptual Alternative 1



Conceptual Alternative 2



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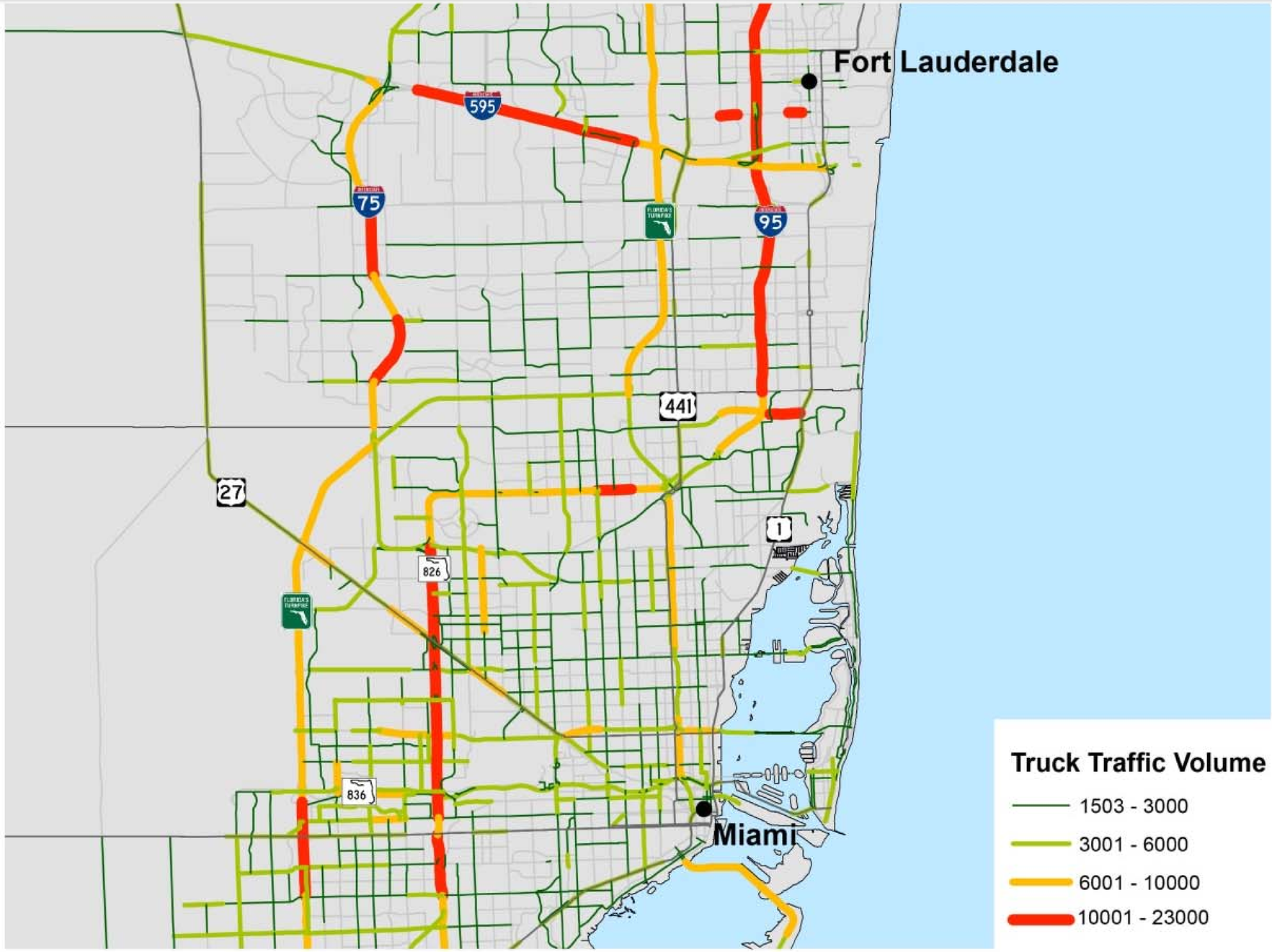
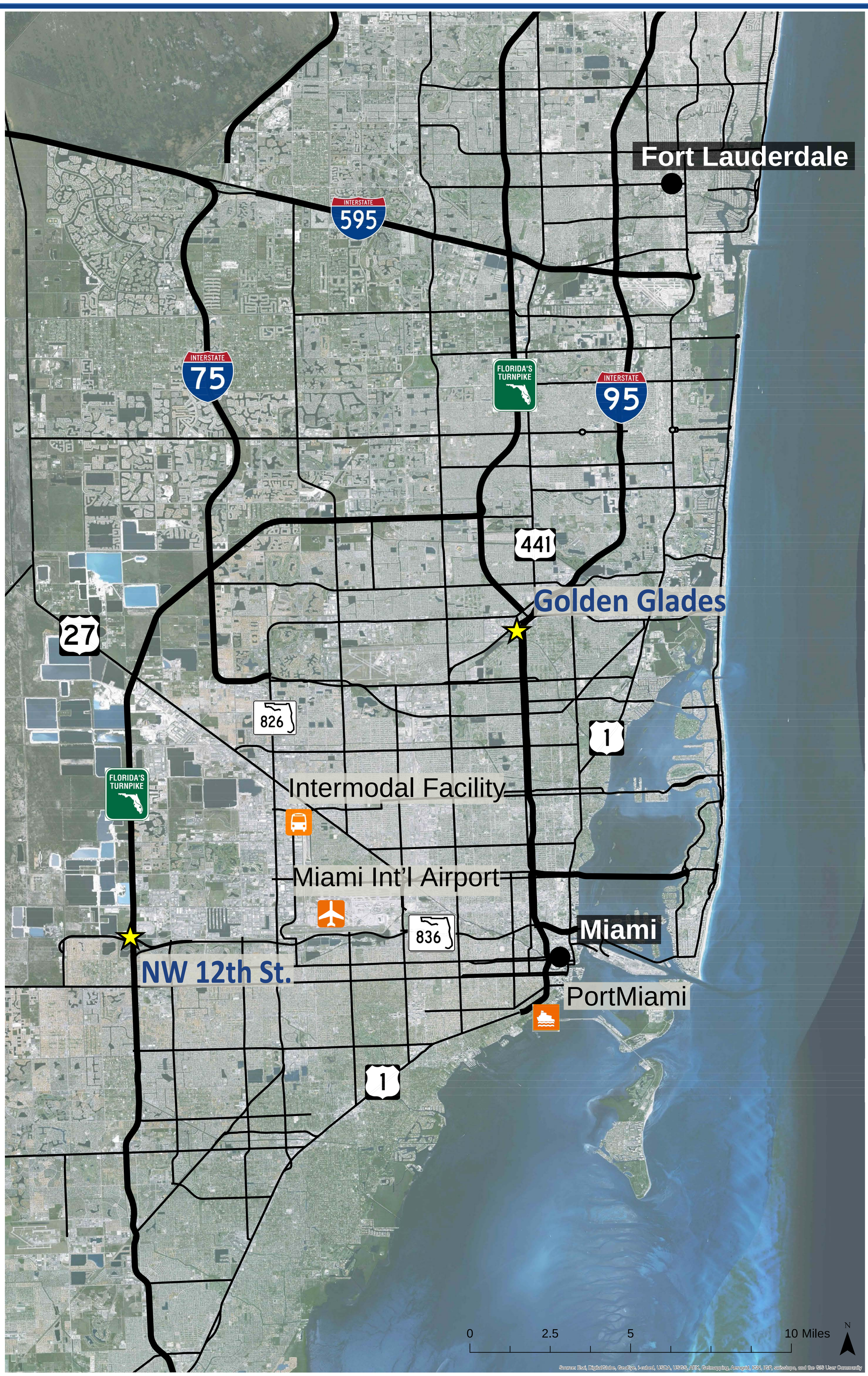
Florida Department of Transportation

2013 Truck Traffic Volumes



Florida Department of Transportation, Transportation Statistics Office (TRANSTAT). "Truck Volume." (2013): n. pag. Traffic Data Layers. Web. 23 Feb.2015. ftp://ftp.dot.state.fl.us/fdot/co/planning/transtat/gis/shapefiles/truck_volume.zip>

Port and Cargo Areas Map



Technical Memorandum No. 3

Engineering Alternatives

Site Feasibility Study for Truck Parking and Park-and-Ride Lot

Prepared for:

FDOT

Carlos A. Castro
District Six Freight Coordinator
Intermodal Systems Development Office

Prepared by:

Gannett Fleming

October 2015

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Appendix A – Concept Requirements and Preferences

1 Introduction

1.1 Objective

The objective of this technical memorandum is to present conceptual engineering alternatives for the layout of a truck parking facility and park-and-ride facility on the northwest quadrant of SR 836/Dolphin Expressway and SR 821/Homestead Extension of the Florida's Turnpike (HEFT) interchange. These alternatives were conceptualized based on the existing conditions analysis and feedback from the Project Advisory Team (PAT).

1.2 Project Description

In 2010, The Miami-Dade Metropolitan Planning Organization (MPO) conducted a *Comprehensive Parking Study for Freight Transport in Miami-Dade County* Study[1]. The study showed a severe truck parking shortage of approximately 12,000 short and long-term parking spaces, an additional 1,177 acres of land, for long haul interstate drivers who transport into and out of the region. With an expected increase in demand due to the expansion of the Panama Canal, the dredge of Port Miami and the construction of an intermodal terminal in the City of Hialeah, parking demand for trucks is expected to increase. The study recommended interagency cooperation for implementation of potential truck parking sites in Miami-Dade County and identified proposed locations.

In 2010, the Lehman Center for Transportation Research also conducted a *SR-836 Express Bus Service Study*[2] that investigated the feasibility of a bus system along SR 836 in Miami-Dade County. The study recommended the implementation of the bus route and provided the supporting components for implementation, operations and maintenance. As part of the recommendations, the study suggested the development of park-and-ride facilities to support the proposed route.

In 2012, the Miami-Dade MPO conducted the *Development of Truck Parking Facilities in Miami-Dade County Phase II: Options for Implementation Study*[3], with the purpose of creating a guide for implementing truck parking facilities already identified in the Comprehensive Parking Study for Freight Transport. This document is being used as a base for the development of this feasibility study.

[1] http://miamidadempo.org/library/studies/comprehensive-parking-study-for-freight-transport-final-2010-09-30.pdf
[2] http://cake.fiu.edu/TIGER2012/drop/FIU-SR836ExpressBusStudy_revised_final_draft_Dec2010.pdf
[3] http://miamidadempo.org/library/studies/development-of-truck-parking-facilities-phase-ii-options-for-implementation-final-2012-08.pdf

1.3 Purpose

The purpose of this project is to conduct a site feasibility study, develop and evaluate conceptual engineering alternatives, and recommend a layout for the construction of a new truck parking facility and a park-and-ride facility in this area of Miami-Dade County. The resulting alternatives and layouts will be developed, evaluated, and recommended for further analysis. These facilities are planned to increase the supply of truck parking spaces and enhance the current operations of transit to satisfy the provisions identified in Miami-Dade MPO studies and the needs already identified by Miami-Dade Transit (MDT). The project will focus on maximizing access and use of all modes of transportation, preserving future expansion needs for multimodal transportation facilities, enhancing mobility of the adjacent corridors, including movement of freight and goods, and conducting intergovernmental coordination with emphasis on communication with key decision makers and stakeholders.

1.4 Study Limits

The study focuses on the area bounded by NW 25th Street to the north, SR 90/SW 8th Street to the south, NW 137th Avenue to the west, and SR 985/NW 107th Avenue to the east. Figure 1-1 graphically depicts the project site location and study limits. These limits were selected based on the land use surrounding the project site.

The interchange between SR 821/HEFT, SR 836, and NW 12th Street is located about one mile west of NW 107th Avenue and two miles east of NW 137th Avenue. These interchanges act as the main portal to an area that has seen significant growth in the last decade with the development of low and medium density housing southwest of the project site and industrial warehouses and Dolphin Mall north and northwest of the project site. Additionally, it provides eastward access to Miami International Airport, PortMiami, Downtown Miami, and potentially, it will serve the south-westernmost area of Miami-Dade County as potential southbound HEFT-to-westbound SR 836 and eastbound SR 836-to-northbound HEFT ramps are developed. These factors are especially important to transit development as well as freight operation.

The intersections that were considered in this study are:

- NW 12th Street and NW 137th Avenue
- NW 12th Street and NW 127th Avenue
- NW 12th Street and NW 124th Path
- NW 12th Street and southbound SR 821/HEFT On/Off-Ramp
- NW 12th Street and northbound SR 821/HEFT On/Off-Ramp
- NW 12th Street and NW 107th Avenue
- Westbound SR 836 Off-Ramp into northbound NW 107th Avenue
- Eastbound SR 836 Off-Ramp into NW 107th Avenue
- NW 25th Street and NW 117th Avenue
- NW 25th Street and NW 114th Avenue
- NW 25th Street and NW 112th Avenue
- NW 25th Street and NW 107th Avenue
- NW 122nd Avenue and NW 6th Street
- NW 122nd Avenue and SR 90/SW 8th Street

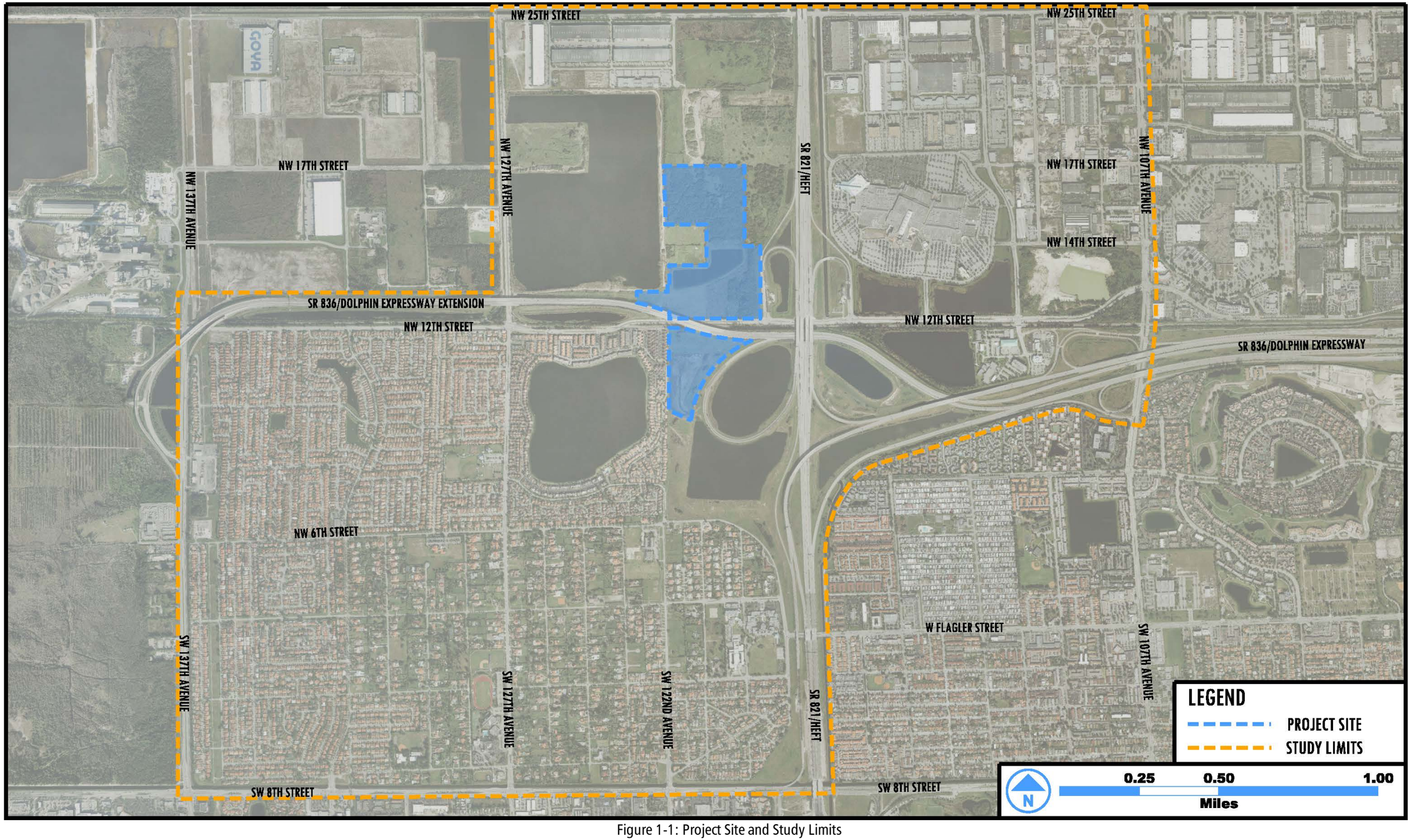


Figure 1-1: Project Site and Study Limits

1.5 Right-of-Way

Figure 1-2 graphically depicts the existing available public right-of-way (ROW) where the Truck Parking and Park-and-Ride Facilities would be developed.

Figure 1-2: Existing Available Public Right-of-Way

2 Development of Conceptual Alternatives

Conceptual alternatives were developed considering the goals defined at the beginning of this study, through interagency and stakeholders coordination, and considering the results gathered during the data collection and the existing condition analysis phase of this effort. During this phase, data was gathered regarding specific preferences for the amenities to be considered for the development of both the Truck Parking and Park-and-Ride Facilities.

2.1 Site Development Requirements and Preferences

A *Concept Requirements Technical Memorandum* was prepared by FDOT on May 29, 2014 to provide requirements and preferences for any proposed site improvements and to document future transportation systems' plans between FDOT and Miami-Dade Expressway Authority (MDX) that may affect development of the site. These requirements and preferences were considered as part of the conceptual alternatives development process and are summarized in this section of the document. For the complete version of these documents refer to Appendix A.

2.1.1 Truck Parking and Service Area

As stated in Atkins in the Site Feasibility Study for Truck Parking and Park-and-Ride Lot Concept Requirements Memorandum, the demand for a significant number of new truck parking spaces and supporting trucker services has been documented on two reports prepared by the Miami-Dade MPO:

- *Comprehensive Parking Study for Freight Transport in Miami-Dade County*
- *Development of Truck Parking Facilities in Miami-Dade County – Phase 2*

The second MPO report discusses a ten-acre prototype truck parking layout, which accommodates 100 trucks. Six acres were assigned to the truck parking and circulation aisles while four acres were assigned to common amenities and associated circulation. This equates to 15 parking spaces per acre for just the truck parking component. Following these guidelines, a total of 18 to 26 acres, excluding drainage requirements, have been suggested for this feasibility study's truck parking facility considering the following requirements:

- At least 12 acres for a minimum of 200 truck parking spaces or 20 acres for a desirable 300 truck parking spaces
- Approximately an additional six acres for common amenities

These approximate space requirements are to be confirmed as the site planning study continues. If the site layout configurations permit, additional parking could be considered.

Common amenities that should be provided at all Miami-Dade County truck parking locations are categorized as core, primary, and secondary amenities. Naturally, the larger the site the more amenities it can accommodate. However, a truck parking facility should be large enough to, at least, accommodate the core amenities listed below.

Core Amenities	
Diesel/Vehicle fueling	Convenience store
Maintenance facility	Restrooms
Truck wash	Shower
Leaky load containment	Truck electrification
Café	Safety and security
Primary Amenities	
Restaurant	Wireless internet access (WiFi)
Laundry facilities	Truck scales
Banking facilities	-
Secondary Amenities	
Lounge	Retail
Business Center	Intelligent Transportation Systems (ITS)

Table 2–1: Classification of Truck Parking Amenities

Based on the recommendations from the two MPO studies, the following amenities for the development of the conceptual Truck Parking Facility have been considered:

- Diesel/Vehicle Fueling
  - Locate fueling areas in close proximity to the facility's building, while providing significant truck storage (stacking). For further convenience to the drivers, pay-at-the-pump service should be provided. Truck fueling should be arranged on both the driver and passenger side of the truck, as fuel tanks can be positioned on either side. In order to aid trucks in meeting stricter EPA emission standards, state-of-the-art fuel dispensers that incorporate Diesel Exhaust Fluid (DEF) should be utilized.
- Maintenance Facility
  - Provide a truck maintenance facility on site for minor truck repairs as well as regular maintenance.
- Truck Wash
  - Provide an automated truck wash that cleans a truck with an attached trailer. This amenity can be supplemented to also provide detailing, chrome/aluminum polishing, and upholstery cleaning.
- Leaky Load Containment
  - Design a leaky load containment catchment basin to contain any leaking cargo from trucks. This catchment basin is usually located away from other trucks in the case that it contains hazardous materials.
- Café/Convenience Store/Restrooms/Shower
  - Provide a café or full service restaurant on site, as well as a convenience store with a full line of snack foods, packaged products, beverages, personal hygiene products, driver's necessities, and retail items. In an effort to complement these services, restroom and shower facilities should be provided.

- Truck Electrification
  - Employ truck stop electrification as an attempt to aide in reduction of pollutants at this site. Truck drivers are required to get several hours of rest to help ensure safe driving. They normally keep engines idling at truck stops during their rest periods, as it provides heating and air-conditioning in the cab and sleeping area, as well as power to various appliances in the cab. The exhaust from an idling engine contains various pollutants including, Nitrous Oxide (NOx), carbon monoxide (CO), and volatile organic compounds (VOCs). Truck electrification technology allows the drivers to shut off their engine and hook up an adaptor that provides the truck with electricity for heating, cooling, and communications services. Methods available for providing truck electrification include:
    - A gantry system manufactured by IdleAir. Due to the prevalence of hurricanes in Florida, the durability of this system may not be ideal. IdleAir uses credit card readers and pin pads on each individual unit so that the driver does not need to leave their truck to activate the system. This system has universal window adaptors that provide heating and air-conditioning, power outlets, cable TV, and internet connection (Figure 2-1).

Figure 2-1: IdleAir Gantry Truck Electrification System

    - A pedestal mounted system manufactured by AireDock. Like IdleAir, this system uses credit card readers and pin pads on each individual unit, and universal window adaptors that provide heating and air-conditioning, power outlets, cable TV, and internet connection (Figure 2-2).

Figure 2-2: AireDock Pedestal Truck Electrification System

- A pedestal mounted system manufactured by Shorepower Technologies that plugs into the truck cab's auxiliary power unit (APU). For this method to work, the truck must have an APU, a device similar to a generator or a battery. This system provides power outlets, cable TV, and wireless internet. Heating and air-conditioning is provided by the truck's APU (Figure 2-3).

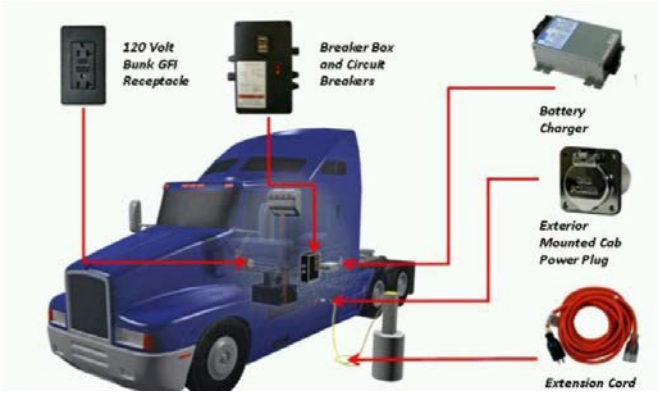


Figure 2-3: Shorepower Pedestal Truck Electrification System

- Security and Safety
  - Equip the Truck Parking Facility with a fence along the perimeter with bright, quality lighting, in order to assist in deterring theft and vandalism. In the event that additional security is needed, security guards can be employed.
- Intelligent Transportation System (ITS) Components
  - Provide variable message signage with real-time information on travel times on adjacent freeways and/or other relevant information at the exit from the overnight Truck Parking Facility; however, there is a lack of reliable systems to display other ITS information such as real-time truck parking space availability.

2.1.2 Tandem Truck Parking

As part of the agency coordination effort leading to this study, the Florida's Turnpike Enterprise (FTE) expressed interest in accommodating a tandem truck staging area within or adjacent to the Truck Parking Facility. Since Florida only permits these types of trucks to operate on Florida's Turnpike, they require a staging site to temporarily park one of the two trailers to then travel on local roads to deliver goods. The following has been considered for the development of a conceptual tandem truck staging area.

- Provide a minimum of two acres and a desirable 2.5 acres, rectangular paved area for the truck staging function, with separation from the truck service plaza parking area
- Design area access for tandem trucks vehicle types
- Consider a direct site access to and from SR 821/HEFT without the use of local roads

The Figures 2-4 and 2-5 depict examples of existing tandem truck staging areas.

Figure 2-4: Example A of Tandem Truck Staging Area (Blue Area)

Figure 2-5: Example B of Tandem Truck Staging Area

2.1.3 Park-and-Ride Facility and Transit Terminal

MDT is currently planning to implement two new premium transit services in central-west Miami-Dade County. According to MDT's current *Transit Development Plan*, the proposed routes will service park-and-ride facilities and transit hubs in the suburban area of the county and link them via high-speed bus services to the Miami Intermodal Center (MIC) where patrons can access the Metrorail service, other Metrobus routes, the Tri-Rail regional commuter rail service, and the AirportLink. The following is a summary of the desirable park-and-ride Facility requirements provided by MDT as part of the agency coordination effort of this study:

- Provide a minimum of 1,000 long-term parking spaces, including designated parking areas for:
  - People with disabilities (i.e., ADA parking)
  - People transporting young children and infants
  - Carpools and Vanpools (for 3 passengers or more) near the ADA parking area
- Provide additional short-term parking spaces (2-5% of long-term, or 20-50 spaces) at a 45-degree angle adjacent to drop-off/pick-up areas
- Indicate number of parking spaces in each parking area
- Provide designated parking areas for bicycles and motorcycles (racks and lockers)
- Follow the given order for parking areas layouts, in regards to closeness to a transfer terminal: 1) bicycle parking, 2) accessible parking, 3) stroller parking, 4) motorcycle parking, 5) carpool and vanpool parking, 6) kiss-and-ride, 7) passenger drop off and pick up areas, 8) short-term parking, 9) long-term parking
- Design all parking areas to permit ease of maintenance
- Prioritize 90° parking spaces wherever possible
- Design parking spaces to a minimum of 9 feet by 20 feet and two-way driving aisles with a minimum of 24 feet wide
- Design motorcycle spaces to a minimum of four feet wide by eight feet long, and where exposed to sunlight, the paving for motorcycle spaces shall be concrete
- Design the proposed parking area to accommodate parking garages and potential retail components in the future in order to meet the 2040 parking demand
- Design all bus areas with concrete pavement, not asphalt pavement
- Provide a kiss-and-ride/park-and-ride/drop-off/pick-up area
- Provide 12 articulated shallow sawtooth bus bays (concrete pavement) located on the outside of the bus loop with recirculation, and sic layover bus bays, which can be along a center island
- Provide electric vehicle charging stations
- Regulate the maximum reasonable walking distance to 1,000 feet; longer walking distances may necessitate consideration of additional loading zones
- Provide a transit hub with passenger waiting areas, ticket vending machines and retail component
- Provide continuous covered walkways with canopy to bus waiting areas
- Include a comfort station (break lounge) in the center island
- Regulate a maximum of 30 spaces between raised islands at the end of rows
- Design cross aisles for movements to exits and other parking spaces and allow disabled vehicles to be bypassed

- Subdivide large parking lots into sections to reduce the scale; walkways and landscaping may be used for this purpose; however, vehicular movement from each section to the next shall not be restricted
- Provide sidewalks and bicycle lanes near and approaching the facility
- Provide direct differentiated pedestrian paths with no level changes throughout
- Provide direct full access ramps to park-and-ride/transit terminal from SR 836 and SR 821/HEFT
- Consider a connection across or under SR 821/HEFT to connect the park-and-ride/transit terminal station to the Dolphin Mall; if not possible, facilitate the connectivity in some other way
- Provide local street access from 25th Street, 12th Street, and Flagler Street
- Provide gateway feature at entrances
- Provide monument signs at entrances
- Provide a traffic circle to direct patrons to parking areas and buses to the bus terminal
- Provide illuminated identification markers
- Provide guide signs along SR 836 and SR 821/HEFT as well as trailblazer/wayfinding signs along the arterial and local street network
- Orient kiss-and-ride area towards the direction of travel to enhance maneuvering and to provide safe and direct access for patrons to the covered pedestrian waiting area
- Design bus lanes with a minimum of 20-ft wide to allow buses in motion to pass stalled buses
- Regulate turning radii to a minimum turning of 50 feet outside and with 3.1 feet allowance for the front overhang of buses
- Avoid mixed-use operation of automobile and bus traffic if possible
- Avoid dead-end lanes even if this results in fewer spaces being provided
- Provide perimeter fencing
- Provide proper levels of illumination throughout the site including passenger waiting areas, covered walkway and parking areas to improve safety and security
- Provide a continuous and lush landscaped buffer that includes hedges and trees consisting of Florida Native landscaping appropriate for the environment along property lines

Figures 2-6 and 2-7 portray examples of existing park-and-ride facilities.

Figure 2-6: Example A of a Park-and-Ride Facility

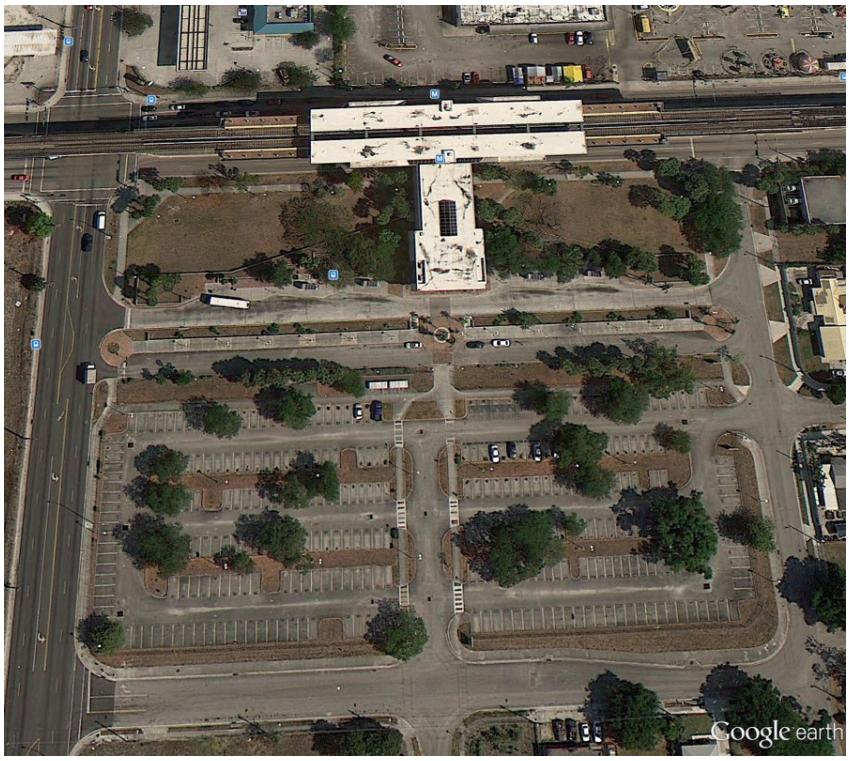


Figure 2-7: Example B of a Park-and-Ride Facility

2.2 Initial Concept Development

The initial concept development for the project site consisted of creating "bubble diagrams" that accurately illustrate the space requirements needed for the proposed improvements. These "bubble diagrams" were based on three components: truck parking, tandem truck parking, and park-and-ride. The exercise consisted of developing areas for the three components with the corresponding sizes as per the aforementioned requirements and preferences. The areas for the different amenities of the components were then accommodated in various layouts within the existing public right-of-way, to analyze if the requirements and preferences for the three facilities would fit within the available space. Emphasis on the accessibility was maintained during this process since access to and from the project site was expressed to be crucial during coordination with FTE and MDX. Feedback from these agencies was used to determine potential use of their right-of-way and proposed system to allow for possible connections to and from the project site. As spacing and amenities requirements and preferences were met and interagency coordination took place, conceptual layouts for the Truck Parking, Tandem Truck Parking, and Park-and-Ride facilities were created and refined.

2.2.1 Project Advisory Team (PAT)

The PAT's main responsibility was to provide technical and on-going direction to FDOT and the Consultant Team by meeting periodically throughout the duration of the study. The team comprises representatives from the following agencies:

- City of Doral
- City of Sweetwater
- Florida's Turnpike Enterprise (FTE)
- Miami Dade County Public Works
- Miami-Dade County Transit (MDT)
- Miami-Dade Expressway Authority (MDX)
- Miami-Dade Metropolitan Planning Organization (MPO)

PAT input was critical in the development process of the conceptual alternatives. Through meetings and coordination it was determined that the Truck Parking and Park-and-Ride facilities should be located within the parcels located on the northwest quadrant of the interchange. This decision excluded the idea of a separated park-and-ride facility on the FDOT parcel south of NW 12th Street. Support for a SR 821/HEFT ramp feeding the facilities further defined the access and shape of the proposed improvements. PAT meetings summaries, locations, and minutes are found in *Technical Memorandum 2: Local Agency Input/Public Presentations and Meetings.*

2.2.2 Potential Future System Interchange Ramps

In order to determine the configuration of the project site, access from the existing surrounding roadway network had to be determined. Within the study limits, SR 821/HEFT and SR 836 are categorized as Access Management Class 1 facilities, meaning that these roadways have limited access points in order to provide an efficient and safe high speed travel environment. Hence, evaluations of the existing conditions and planned improvements of these facilities were conducted in order to develop the conceptual diagrams and consider future access ramps between these roadways and the project site.

2.2.2.1 Florida's Turnpike Enterprise (FTE)

Potential SR 821/HEFT modifications in the vicinity of this study include changes to the existing SR 836 and SR 821/HEFT Interchange. These changes focused on delivering capacity/express lanes on SR 821/HEFT and modifying the existing direct connection ramps between SR 821/HEFT and SR 836. No apparent conflicts were identified with the proposed Truck Parking and Park-and-Ride site; however, proposed improvements to the Truck Parking and Park-and-Ride site would have to consider upcoming SR 821/HEFT modifications involving managed lanes in the center of the roadway. The potential SR 821/HEFT modifications are depicted in Figure 2-8.

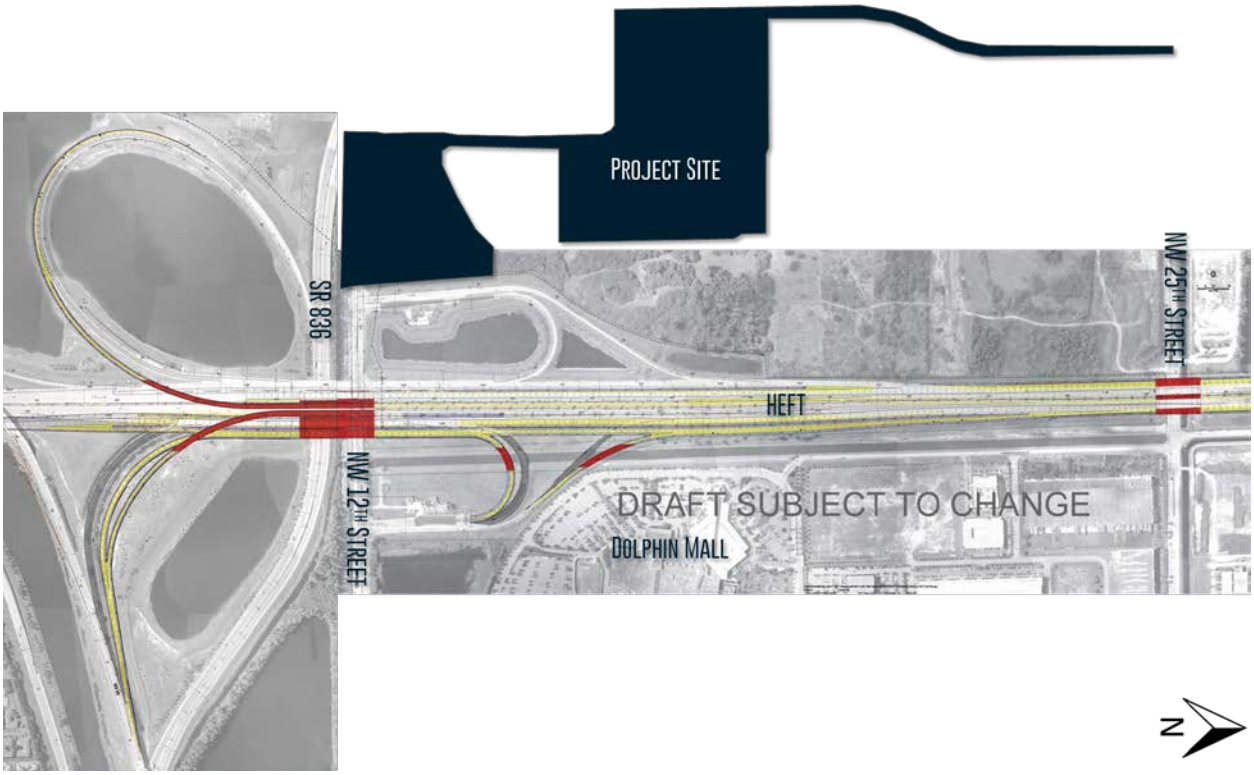


Figure 2-8: Potential Modifications to SR 821/HEFT at the Interchange with SR 836

In addition to SR 821/HEFT upcoming modifications, a potential NW 25th Street and SR 821/HEFT Interchange has been recommended by the Miami-Dade MPO. The FTE's feedback regarding this recommendation included the following items:

- A direct NW 25th Street and SR 821/HEFT connection would not comply with established FDOT's interchange spacing requirements. An exception requires evidence that existing interchanges cannot satisfactorily accommodate access
- Short spacing between interchanges creates geometric complexities and increases construction cost (estimated at $28 million in 2008)
- The analysis of the required future directional weave conditions demonstrated unacceptable or unsafe operating conditions.
- The projected use revealed no significant change in revenue, creating a high unfunded shortfall

Regarding this study, FTE has requested opportunities for enhancing tandem truck mobility at the project site by providing a direct SR 821/HEFT-to-Truck Parking Facility connection since tandem trucks are allowed to travel on Florida's Turnpike system but not on local roads.

2.2.2.2 Miami-Dade Expressway Authority (MDX)

MDX, in coordination with FTE, had previously planned for the SR 836 and SR 821/HEFT Interchange to include directional ramps from eastbound SR 836-to-northbound SR 821/HEFT and from southbound SR 821/HEFT-to-westbound SR 836.

Figures 2-9 shows the southbound-to-westbound ramp as preliminarily designed by MDX, running along the envelope just south of a pond near the FDOT parcels under consideration. The profile of this ramp begins at existing grade and rises as it proceeds westward to tie into westbound SR 836, approximately 1,700 feet east of NW 127th Avenue. As it can be seen in the figure, the Limited Access ROW line was traced along an envelope that was defined for this future ramp during the time the SR 836 extension was constructed.

Figure 2-9: MDX Proposed Southbound SR 821/HEFT-to-Westbound SR 836 Ramp

Figure 2-10 shows the MDX eastbound-to-northbound ramp concept running north of NW 12th Street. The ramp begins on eastbound SR 836, goes under SR 836 just as the expressway shift south of NW 12th Street, and then starts rising to flyover and tie into northbound SR 821/HEFT.

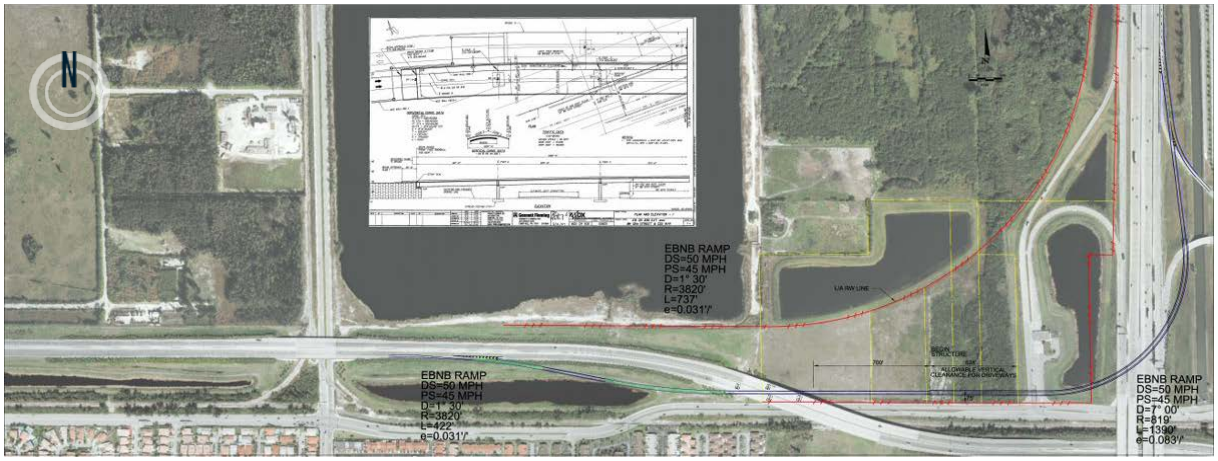


Figure 2-10: MDX Proposed Eastbound SR 836-to-Northbound SR 821/HEFT Ramp

This study considered accommodating these proposed ramps; however, the planned locations for the connections had to be reevaluated to allow room for the Truck Parking and Park-and-Ride Facilities. It was also considered important for the Park-and-Ride Facility to have direct access from NW 12th Street to enhance access and convenience for the Park-and-Ride Facility. Additionally, modifications to the geometry of the previously designed ramps also have to take place because of SR 821/HEFT's upcoming improvements, as these were not considered in the original design. One of this study's largest priorities was to find solutions to harmonize future improvements from each agency.

In order to accommodate MDX's planned improvements, the *Concept Requirements Technical Memorandum* suggested that the study consider the following:

- Development of directional southbound-to-westbound and eastbound-to-northbound ramps south of the pond. Allowance for an appropriate combination of sloped embankment, retained embankment, and structure will be considered
- Higher profile alignment for the southbound-to-westbound ramp if a site circulation road on the east side of the pond is considered desirable
- Calculation of the area of impacted land under FDOT control by the proposed ramp and consideration of a potential land swap between FDOT and MDX. The nearby MDX holdings would therefore be used for the planned site
- Temporary parking for commuters on the MDX and/or FDOT land, south of the on-site pond, which could then be relocated to the area north of the pond and upgraded to a vertical facility

2.2.3 Conceptual "Bubble" Diagrams

Conceptual "bubble" diagrams for the Truck Parking, Tandem Truck Parking, and Park-and-Ride facilities were created with consideration of the site characteristics and constraints, project requirements and preferences, and interagency coordination and PAT input. Figures 2-11 through 2-14 illustrate the initial conceptual "bubble" diagrams and access diagrams developed to illustrate the potential configurations of the facilities and their relation to the surrounding environment.

2.2.3.1 Conceptual Truck Parking Facility

The initial conceptual layout of the Truck Parking Facility is illustrated in Figure 2-15. This configuration of the Truck Parking Facility was the one used for the development of the conceptual "bubble" diagrams. It includes approximately 216 standard truck parking spaces, 23 tandem truck parking spaces, a gas station with 14 diesel fuel pumps and car fuel pumps, two truck washing areas, a 1,000 square feet maintenance facility, and a 10,000 square foot building.

A new segment of NW 122nd Avenue to the Truck Parking Facility was also proposed as part of the development of the conceptual "bubble" diagrams. A preliminary traffic analysis led to the assumption that NW 25th Street would mostly be used by trucks to access the Truck Parking Facility while NW 12th Street would mostly be used by transit and personal vehicles (trucks represent 10% of the daily traffic of NW 25th Street near SR 821/HEFT versus 3% on NW 12th Street). Additionally, a new segment of NW 122nd Avenue from NW 41st Street to NW 12th Street is also included as a cost feasible project in the updated 2040 Miami-Dade MPO Long Range Transportation Plan (LRTP).

2.2.3.2 Conceptual Park-and-Ride Facility

The conceptual layouts for the Park-and-Ride Facility are graphically depicted in Figures 2-16 and Figure 2-17 for Conceptual "Bubble" Diagrams 1 and 2, respectively. For Conceptual "Bubble" Diagram 1, the Park-and-Ride Facility layout includes 6 layover bays, 12 shallow saw tooth bays, 20 car parking spaces for people with disabilities, 25 short-term car parking spaces, 807 long-term car parking spaces, and a lounge building. For Conceptual "Bubble" Diagram 2, the Park-and-Ride Facility layout includes 6 layover bays, 12 shallow saw tooth bays, 34 car parking spaces for people with disabilities, 68 short-term car parking spaces, 980 long-term car parking spaces, and a lounge building.

The main access to the Park-and-Ride Facility would be through NW 12th Street. Taking into consideration access management standards, this access should be located as far west as possible from the interchange to avoid conflicts with the existing intersection of SR 821/HEFT ramps and NW 12th Street. The layout of the Park-and-Ride Facility for Conceptual "Bubble" Diagram 1 includes an additional access that connects to the Truck Parking Facility on the northern section of t the Park-and-Ride Facility layout.

Figure 2-11: Conceptual "Bubble" Diagram 1

Figure 2-12: Access Diagram for Conceptual "Bubble" Diagram 1

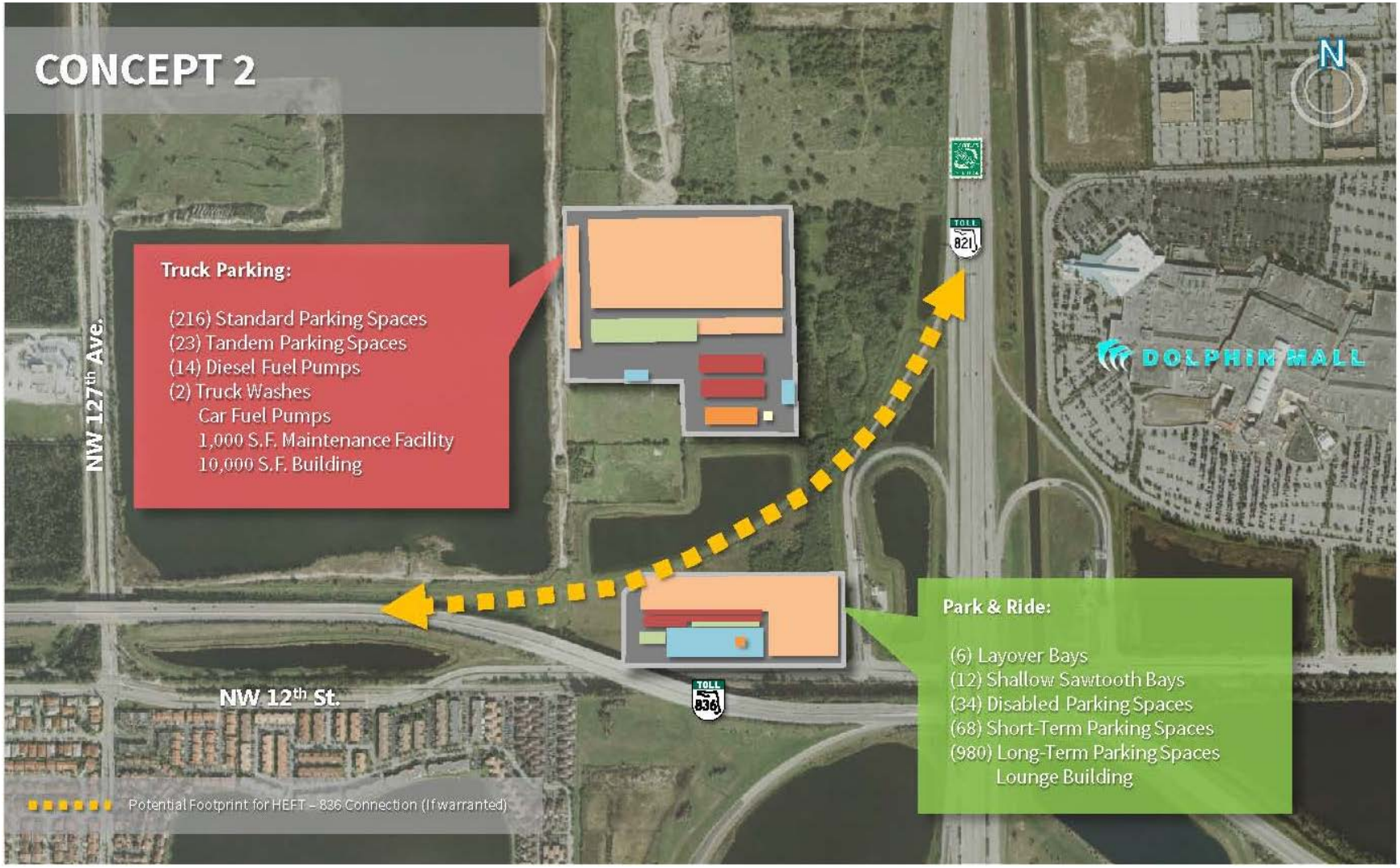


Figure 2-13: Conceptual "Bubble" Diagram 2

Figure 2-14: Access Diagram for Conceptual "Bubble" Diagram 2

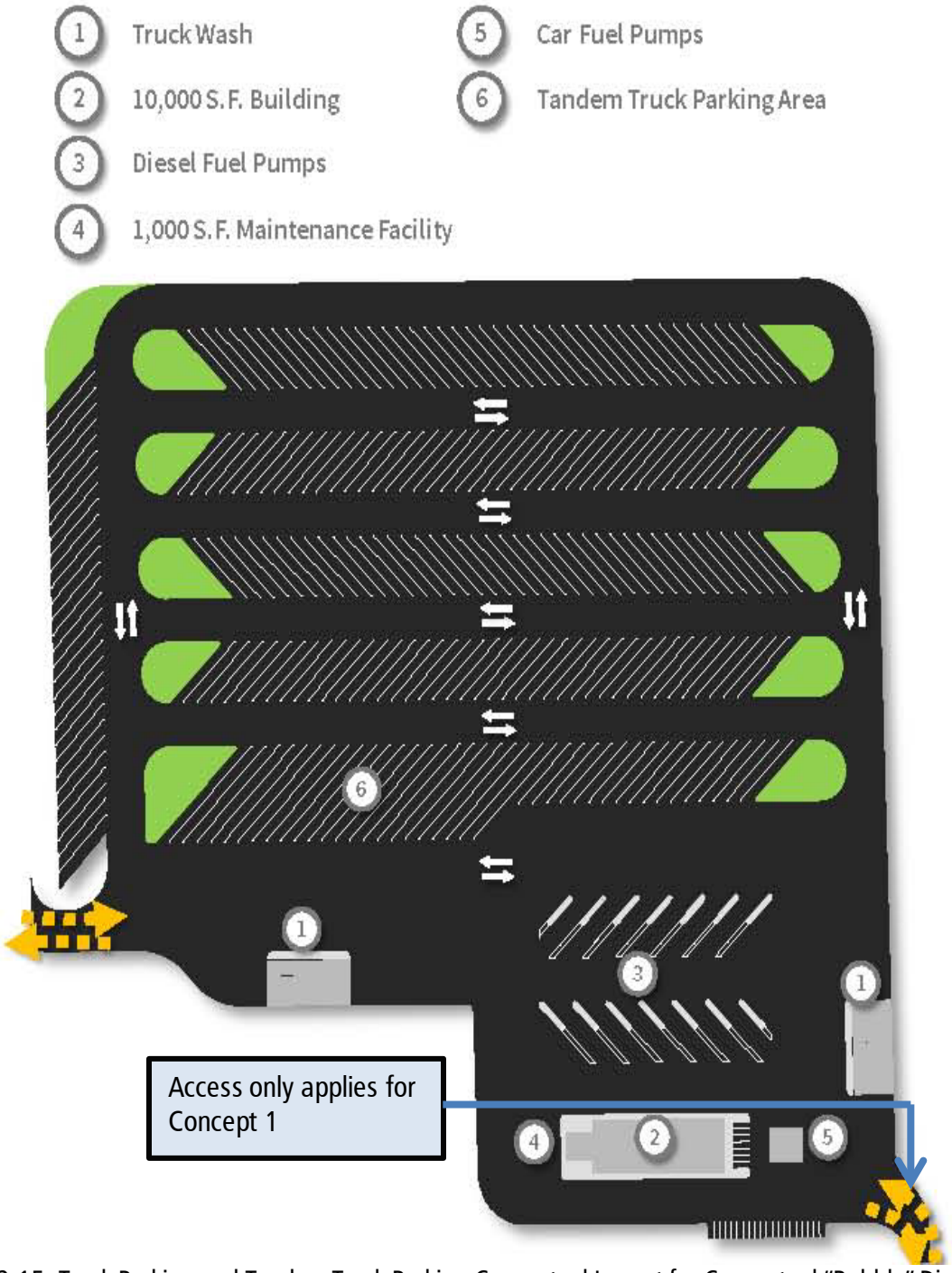


Figure 2-15: Truck Parking and Tandem Truck Parking Conceptual Layout for Conceptual "Bubble" Diagrams 1 and 2

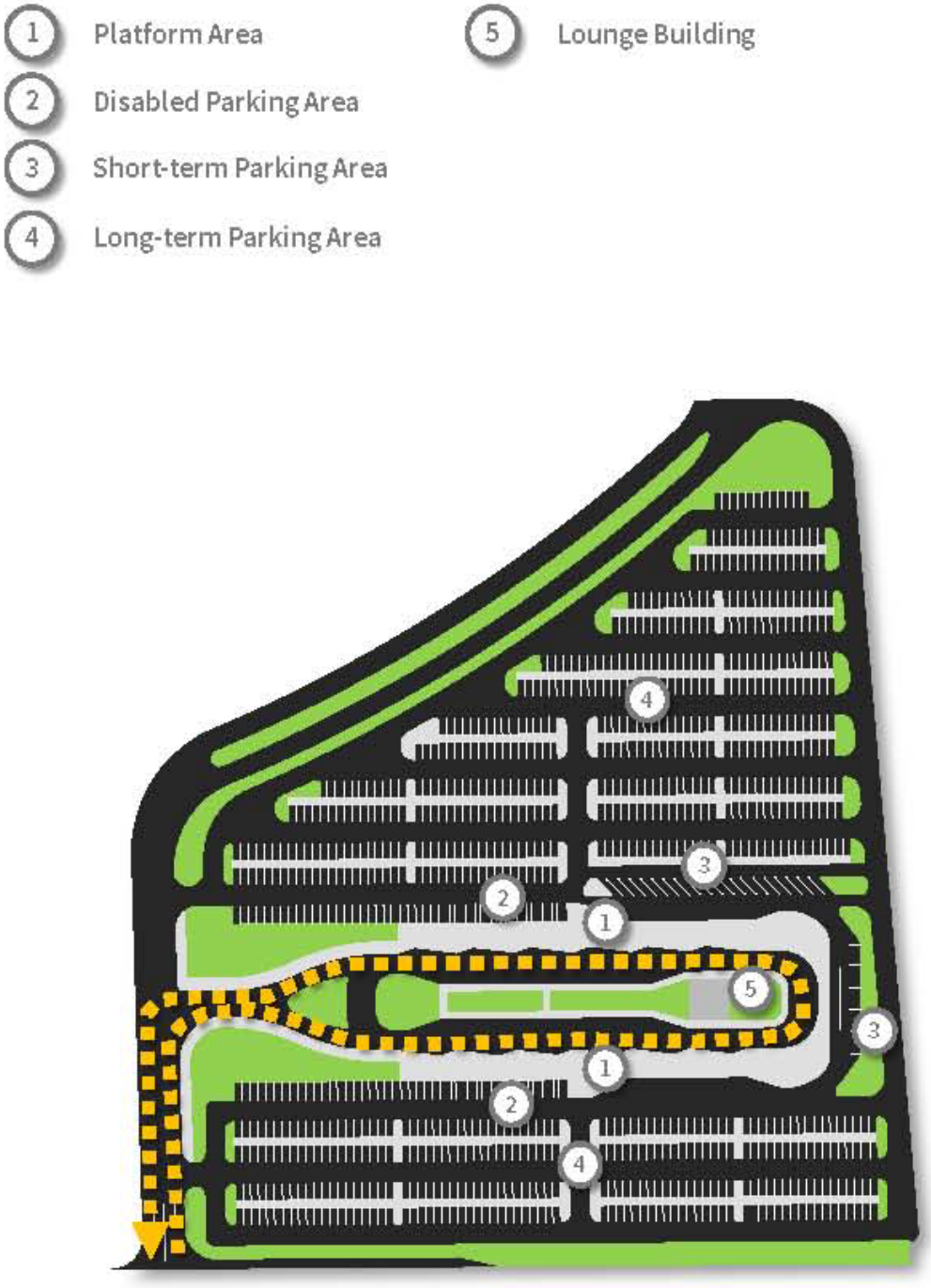


Figure 2-16: Park-and-Ride Facility Conceptual Layout for Conceptual "Bubble" Diagram 1

1 Platform Area
2 Disabled Parking Area
3 Short-term Parking Area
4 Long-term Parking Area
5 Lounge Building

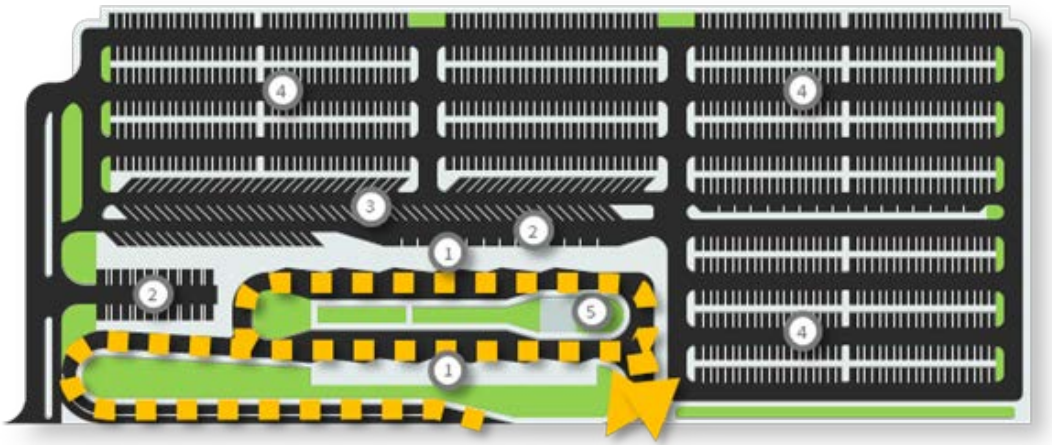


Figure 2-17: Park-and-Ride Facility Conceptual Layout for Conceptual "Bubble" Diagram 2

2.2.4 Initial Screening

The following comparative matrix was developed as an initial internal screening process of the conceptual "bubble" diagrams. The screening consisted of evaluating the diagrams based on feedback from the PAT, consistency with the obtained requirements, site connectivity and constraints, and right-of-way impacts to parcels not owned by the FDOT. The conceptual "bubble" diagrams were compared to a No-Build alternative and to each other.

Evaluation Category	No-Build	Conceptual "Bubble" Diagram 1	Conceptual "Bubble" Diagram 2
Interagency Coordination	-2	+2	+1
Consistent with Transportation Plans	-2	+2	+2
Connectivity	0	+2	+1
Drainage	0	+1	+1
Right-of-Way	0	+2	-1
Total	-4	+9	+4
Legend: +2 = Very Positive Outcome, +1 = Positive Outcome, 0 = No effect, -1 = Negative Outcome, -2 = Very Negative Outcome			

Table 2–2: Initial Comparative Matrix

Overall, Conceptual "Bubble" Diagram 1 scored higher than both the No-Build Alternative and Conceptual "Bubble" Diagram 2. The layout of Conceptual "Bubble" Diagram 1 provides better spacing for the NW 12th Street access to the project site and has less ROW impacts to adjacent non-FDOT parcels, especially those operationally and financially controlled by MDX. The main issue with Conceptual "Bubble" Diagram 2 is the access from NW 12th Street which would be constrained due to existing columns of the SR 836 viaduct.

This screening served as a basis for discussion when the conceptual "bubble" diagrams were presented to the FDOT and PAT for further input. MDT expressed that Conceptual "Bubble" Diagrams 1 has the most desirable layout for the transit agency. MDX further expressed that the access to the Park-and-Ride Facility in both conceptual "bubble" diagrams would be in conflict with their previously planned eastbound SR 836-to-northbound SR 821/HEFT ramp since this ramp was proposed to be at-grade underneath SR 836, to the north of NW 12th Street. However, due to access management requirements and further coordination with MDX and FTE, it was concluded that changes to the design of this planned ramp would need to occur in order to accommodate the proposed facilities.

Furthermore, four additional ramps were suggested to be evaluated: 1) from eastbound SR 836 to the Park-and-Ride Facility, 2) from the Park-and-Ride Facility to westbound SR 836, 3) from the tandem truck parking to northbound SR 821/HEFT, and 4) from southbound SR 821/HEFT to the tandem truck parking. In addition, the new segment of NW 122nd Street was also suggested to be extended from the Truck Parking Facility to NW 12th Street in order to increase the accessibility to the project site. The PAT agreed that Conceptual Alternative 1 was the preferred alternative, but suggested proceeding with both conceptual alternatives in order to produce and discuss two additional conceptual alternatives. Additionally, it was concluded that the Truck Parking and Park-and-Ride facilities should be physically separated to prevent security issues. This could be achieved by use of a gate at the connection between the Truck Parking and Park-and-Ride Facilities.

3 Preliminary Conceptual Engineering Alternatives

Two preliminary conceptual engineering alternatives were developed based on the Conceptual "Bubble" diagrams and local agency input. Conceptual Alternatives 1 and 2 were based on Conceptual "Bubble" Diagrams 1 and 2, respectively. This section of the document intends to describe, in detail, the development of these alternatives in regards to conceptual geometry and access.

3.1 Conceptual Alternative 1

Figure 3-1 provides a graphical representation of Conceptual Alternative 1 and Figure 3-2 provides the Access Diagram Conceptual Alternative 1. Conceptual Alternative 1 was developed based on the conceptual access developed for Conceptual "Bubble" Diagram 1 and the feedback received for it during interagency coordination. This alternative includes modified versions of the conceptual layouts originally developed for the Truck Parking and Park-and-Ride facilities shown in Figures 2-15 and 2-16, respectively.

The Truck Parking Facility for Conceptual Alternative 1 consists of nine short-term truck parking spaces, 164 long-term truck parking spaces, and 20 tandem truck parking spaces; and the Park-and-Ride facility consists of 21 parking spaces for people with disabilities, 30 short-term parking spaces, and 887 long-term parking spaces.

Per the Miami-Dade MPO 2040 LRTP Priority II Projects' list, NW 122nd Avenue has been proposed to connect NW 41st Street and NW 12th Street. This encompasses the segment of the roadway included in this study that extends from NW 25th Street to NW 12th Street. Its alignment consists of extending to the south the existing roadway segment labeled NW 121st Court. It would then follow the configuration of the existing FDOT parcels where the Truck Parking Facility would be located, making a 90 degree turn in the eastbound direction for approximately 700 feet and then another 90 degree turn in the southbound direction toward NW 12th Street. This last segment of NW 122nd Avenue would go over a manmade wet pond which currently splits the parcels belonging to FDOT. Consideration as to which type of treatment would be used to go over this pond should be given during the PD&E phase of this project. Finally, the configuration of the new segment of NW 122nd Avenue has been assumed at this stage of the project to be that of a four-lane divided roadway, with room for accommodating bicycle facilities.

The future NW 122nd Avenue would serve as the main access roadway for both, the Park-and-Ride and Truck Parking facilities. For the Truck Parking Facility, the access point is located at the northwest corner of the parcel; see Figure 3-3. For the Park-and-Ride Facility, three access points have been provided:

1. A two-lane undivided mixed traffic access north of the central island terminal entrance/exit (i.e., the proposed traffic circle's east leg); see Figure 3-4
2. Bus/transit-only entrance/exit to the central island terminal; see Figure 3-5
3. An entrance-only mixed traffic access located just south of the central island terminal entrance; see Figure 3-6

The tandem truck area was provided direct-access ramps to northbound SR 821/HEFT and from southbound SR 821/HEFT. These ramps have been provided to allow for tandem trucks to access the future Truck Parking Facility directly from the highway, since current Florida statutes prohibit these types of vehicles to be on local roads. The southbound SR 821/HEFT Off-Ramp to the tandem truck area is proposed to emerge from the existing collector-distributor road parallel to southbound SR 821/HEFT. The northbound SR 821/HEFT On-Ramp from the tandem truck area proposes to fly over SR 821/HEFT and the proposed eastbound SR 836-to-northbound SR 821/HEFT direct ramp and merge to SR 821/HEFT beyond NW 41st Street. The geometric design of these ramps is preliminary and should be analyzed in more detail during later phases of the project.

The Park-and-Ride Facility is served by eastbound and westbound SR 836 ramps, respectively, which meet at the proposed intersection of the future NW 122nd Avenue with the central island terminal entrance/exit. The westbound On-Ramp would run underneath the proposed southbound SR 821/HEFT-to-westbound SR 836 ramp merging with it, and essentially to westbound SR 836, approximately 1,800 feet west of the Park-and-Ride Facility. Eastbound SR 836 Off-Ramp to the Park-and-Ride Facility begins approximately 2,900 feet west of said facility as a two-lane off-ramp with the eastbound SR 836-to-northbound SR 821/HEFT ramp, it splits off and starts descending to then go under SR 836 and ends at the aforementioned intersection. The eastbound SR 836-to-northbound SR 821/HEFT ramp continues westbound, goes over SR 821/HEFT, heads northward, and merges with northbound SR 821/HEFT north of NW 25th Street. The southbound SR 821/HEFT-to-westbound SR 836 ramp begins at grade, starts ascending as it borders the northern boundary of the Park-and-Ride Facility, flies over the northern access to the said facility, NW 122nd Avenue, and westbound SR 836 On-Ramp, until it merges with the NW 122nd Avenue On-Ramp to westbound SR 836 approximately 1,500 feet west of NW 122nd Avenue.

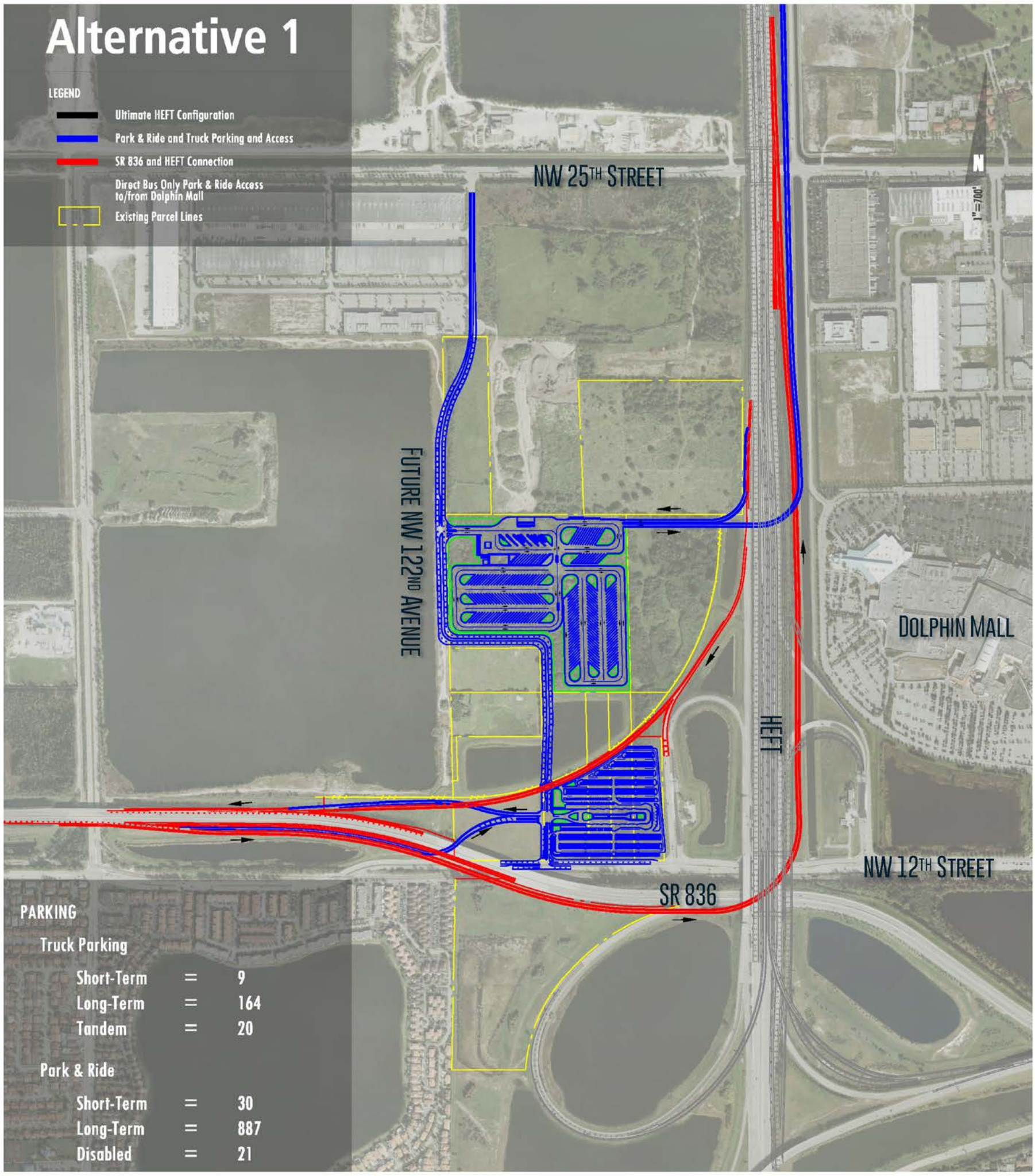


Figure 3-1: Preliminary Conceptual Engineering Alternative 1

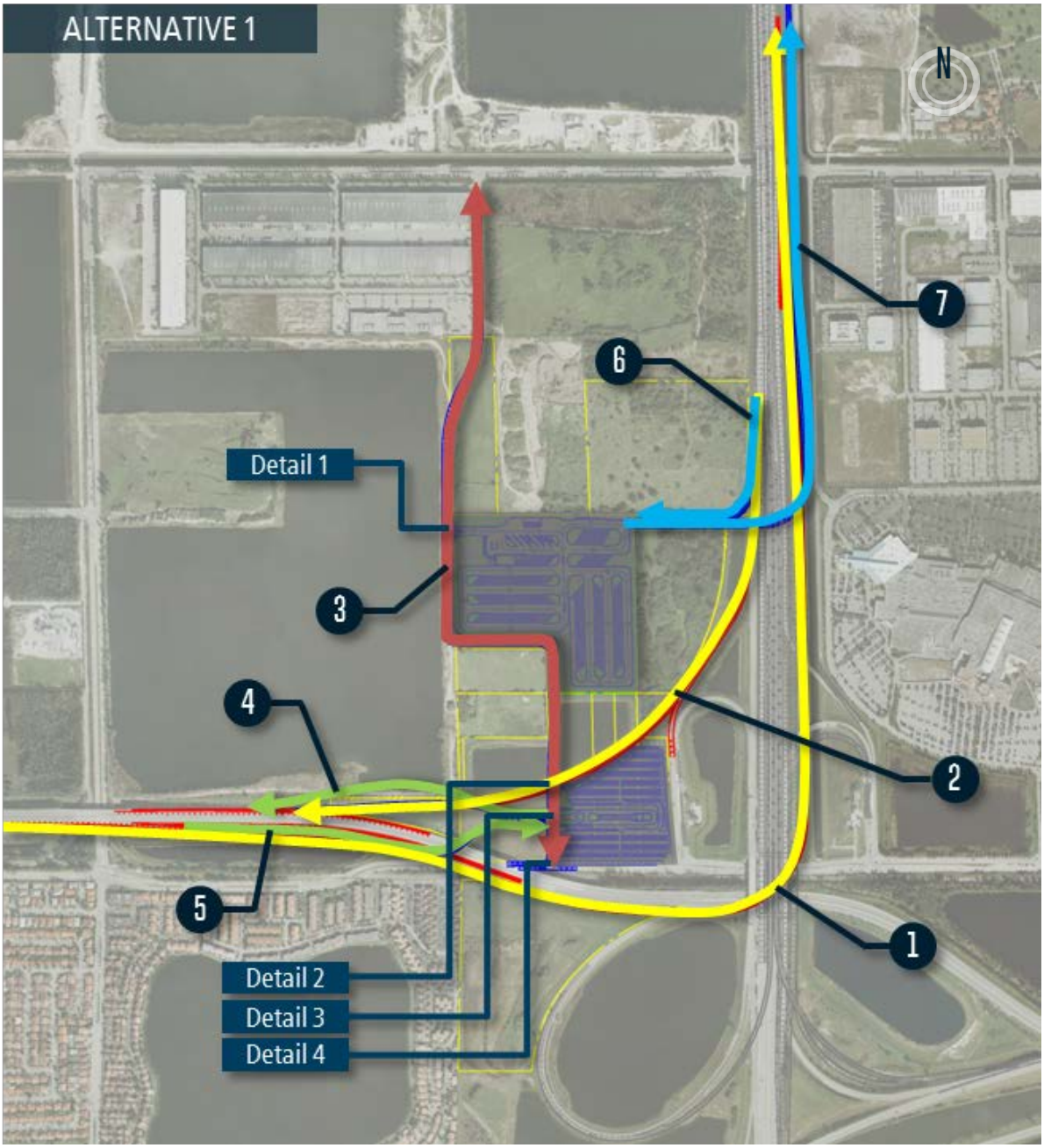


Figure 3-2: Conceptual Alternative 1 Access Diagram

1 Eastbound SR 836-to-Northbound SR 821/HEFT Ramp
2 Southbound SR 821/HEFT-to-Westbound SR 836 Ramp
3 Future NW 122nd Avenue Segment
4 Future NW 122nd Avenue to Westbound SR 836 On-Ramp
5 Eastbound SR 836-to-Future NW 122nd Avenue Off-Ramp
6 Southbound SR 821/HEFT Direct Access Off- Ramp to Proposed Tandem Truck Parking Facility
7 Proposed Tandem Truck Parking Facility Direct Access On-Ramp to Northbound SR 821/HEFT

Details 1 through 4, shown in figures 3-3 through 3-6, have been developed to display key access locations.

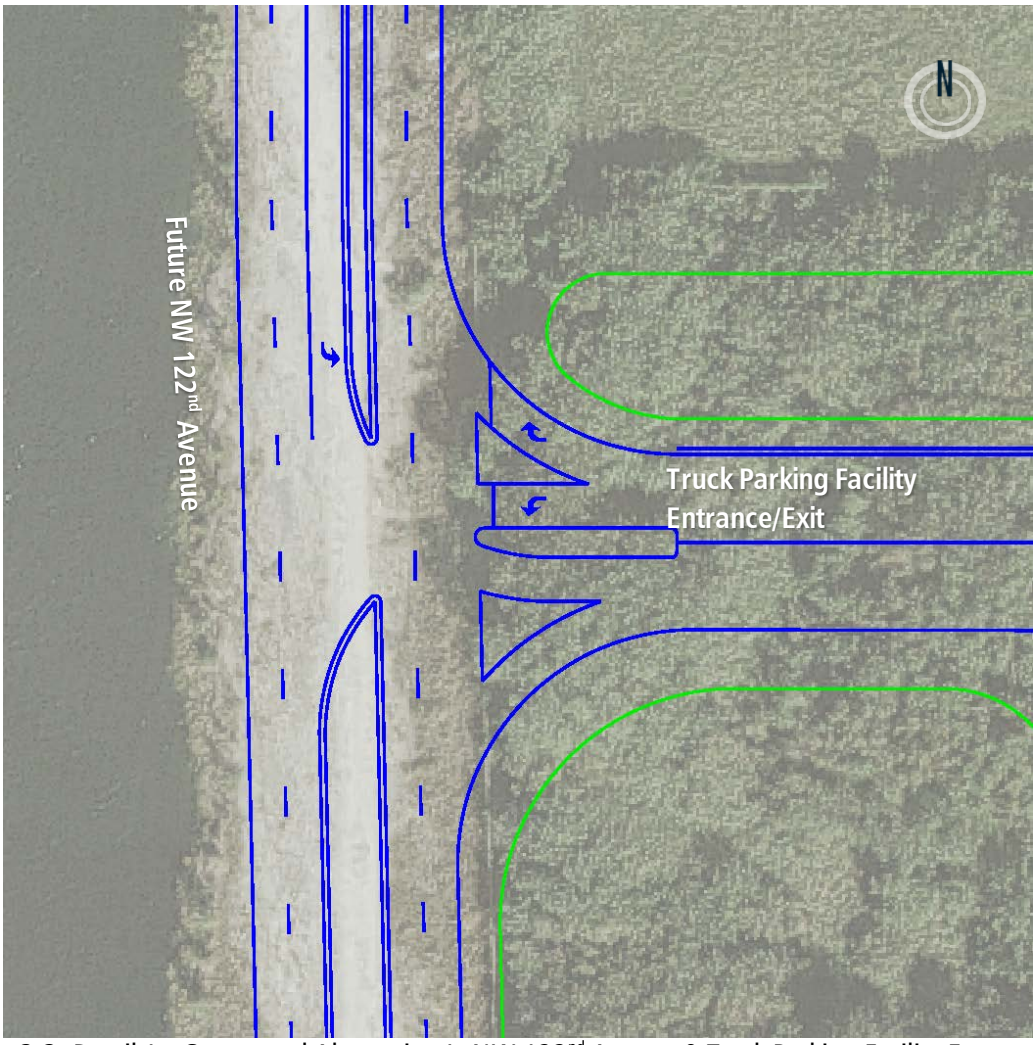


Figure 3-3: Detail 1 - Conceptual Alternative 1: NW 122nd Avenue & Truck Parking Facility Entrance/Exit Intersection

Detail 1 provides a closer visual representation of the following components:

- Proposed four-lane divided segment of the future NW 122nd Avenue
- Three-legged unsignalized intersection of proposed NW 122nd Avenue extension and entrance/exit to the Truck Parking Facility
- Southbound left-turn bay into the Truck Parking Facility
- Stop-controlled westbound approach
- Two-lane undivided entrance/exit segment to/from the Truck Parking Facility

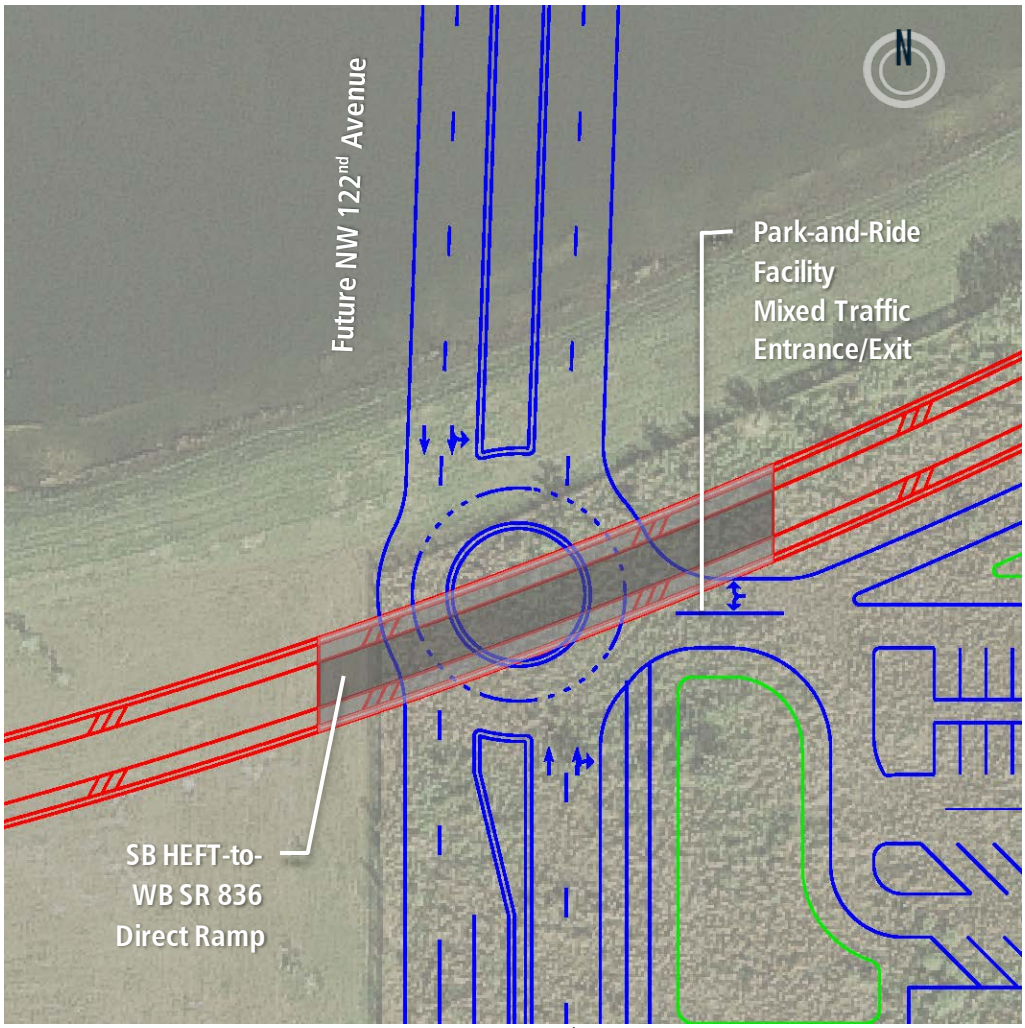


Figure 3-4: Detail 2 - Conceptual Alternative 1: NW 122nd Avenue & Park-and-Ride Facility Entrance/Exit Intersection

Detail 2 provides a closer visual representation of the following components:

- Proposed four-lane divided segment of the future NW 122nd Avenue
- Three-legged traffic circle comprising the proposed NW 122nd Avenue segment and the entrance/exit to the Park-and-Ride Facility
- Two-lane undivided northern entrance/exit to the Park-and-Ride Facility
- Southbound SR 821/HEFT-to-westbound SR 836 direct connection ramp bridge over the traffic circle

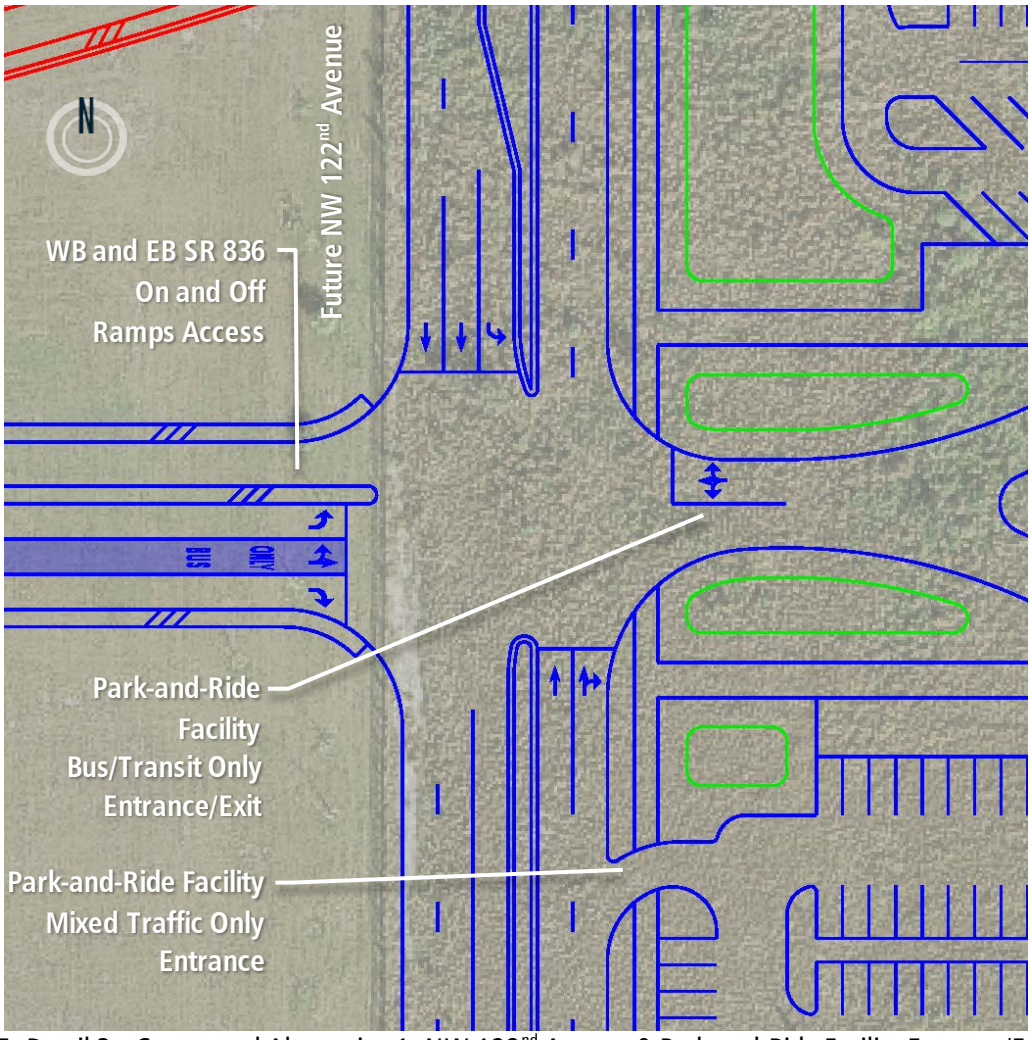


Figure 3-5: Detail 3 - Conceptual Alternative 1: NW 122nd Avenue & Park-and-Ride Facility Entrance/Exit and SR 836 Access Ramps Intersection

Detail 3 provides a closer visual representation of the following components:

- Proposed four-lane divided segment of the future NW 122nd Avenue
- Four-legged signalized intersection comprising the proposed NW 122nd Avenue segment and bus/transit only entrance/exit to the central island terminal of the Park-and-Ride Facility, and the eastbound SR 836 Off-Ramp to NW 122nd Avenue
- Mixed traffic NW 122nd Avenue entrance only to the Park-and-Ride Facility
- Westbound and eastbound SR 836 On/Off-Ramp access, respectively

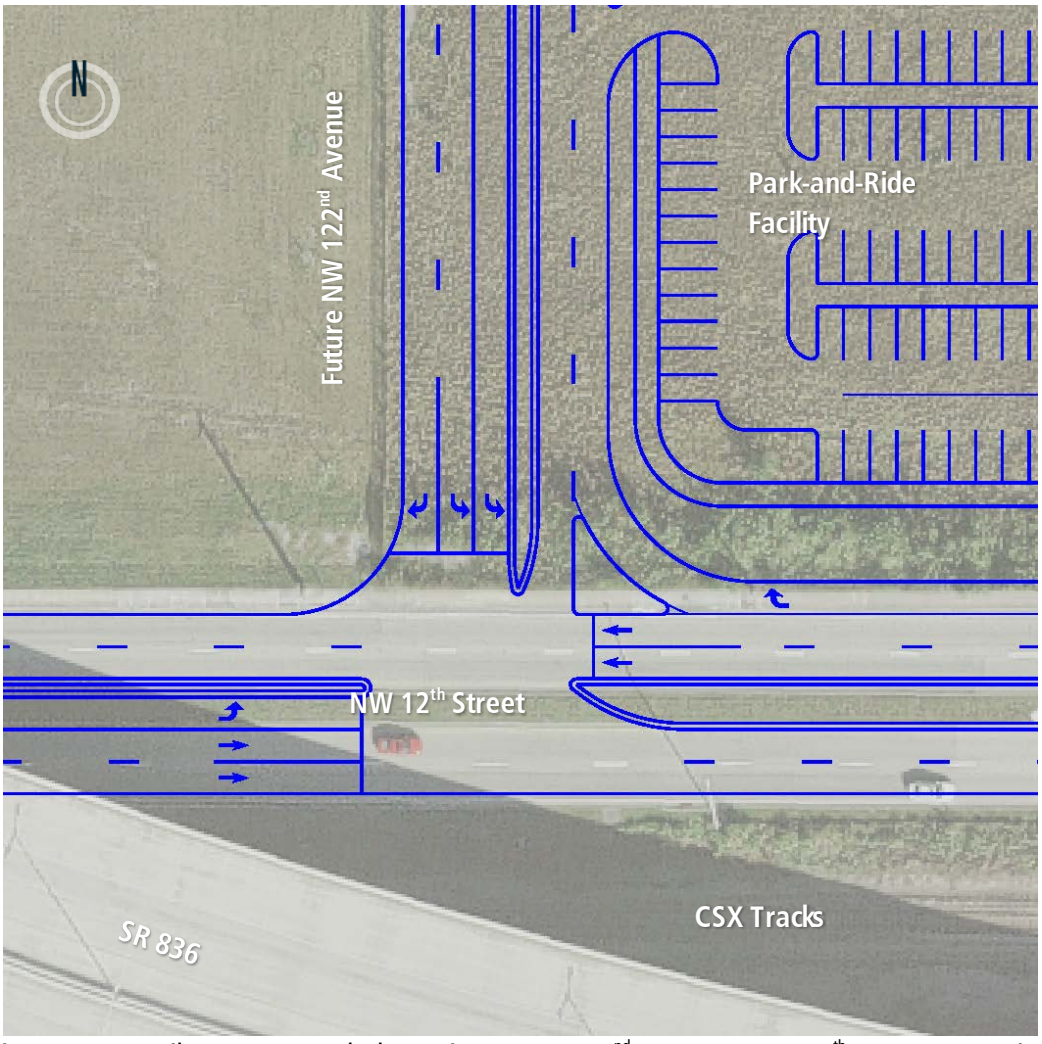


Figure 3-6: Detail 4 - Conceptual Alternative 1: NW 122nd Avenue & NW 12th Street Intersection

Detail 4 provides a closer visual representation of the following component:

- Three-legged signalized intersection of proposed NW 122nd Avenue extension and NW 12th Street

3.2 Conceptual Alternative 2

Figure 3-7 provides a graphical representation of Conceptual Alternative 1 and Figure 3-8 provides the Access Diagram Conceptual Alternative 2. Conceptual Alternative 2 was developed based on the conceptual access developed for Conceptual "Bubble" Diagram 2 and the feedback received for it during interagency coordination. This alternative includes modified versions of the conceptual layouts originally developed for the Truck Parking and Park-and-Ride facilities shown in Figure 2-15 and Figure 2-17, respectively.

The Truck Parking Facility for Conceptual Alternative 2 consists of nine short-term truck parking spaces, 175 long-term truck parking spaces, and 20 tandem truck parking spaces; and the Park-and-Ride Facility consists of 45 parking spaces for people with disabilities, 35 short-term parking spaces, and 1,110 long-term parking spaces.

Unlike Conceptual Alternative 1, the proposed alignment for the future segment of NW 122nd Avenue, extending to the south the existing roadway segment labeled NW 121st Court, remains in a north-south direction allowing for additional parking spaces within the Park-and-Ride Facility. Similarly to Conceptual Alternative 1, the main access to the Truck Parking and Park-and-Ride facilities will be provided via NW 122nd Avenue. However, because of the different configuration of the future roadway, access to the Truck Parking Facility for this alternative will be located on the lot's southwest corner; see Figure 3-9. Access points to the Park-and-Ride Facility will be located approximately 500 feet west of those access points proposed in Conceptual Alternative 1. For the Park-and-Ride Facility, three access points have been provided:

1. A two-lane undivided mixed traffic access north of the central island terminal entrance/exit (i.e. the proposed traffic circle's east leg; see Figure 3-10)
2. An entrance-only mixed traffic access located just south of the central island terminal entrance; see Figure 3-11
3. Bus/transit-only entrance/exit to the central island terminal; see Figure 3-11

The tandem truck area was provided direct-access ramps to northbound SR 821/HEFT and from southbound SR 821/HEFT. These ramps have been conceptualized to allow for tandem trucks to access the future Truck Parking Facility directly from the highway since current Florida statutes prohibit these types of vehicles to be on local roads. The southbound SR 821/HEFT Off-Ramp to the tandem truck area is proposed to emerge from the existing collector-distributor road parallel to southbound SR 821/HEFT. The northbound SR 821/HEFT On-Ramp from the tandem truck area proposes to fly over SR 821/HEFT and the proposed eastbound SR 836-to-northbound SR 821/HEFT direct ramp and merge to SR 821/HEFT beyond NW 41st Street. The geometric design of these ramps is preliminary and should be analyzed in more detail during later phases of the project.

The Park-and-Ride Facility is served by eastbound and westbound SR 836 On/Off-Ramp, respectively, which meet at the proposed intersection of the future NW 122nd Avenue with the central island terminal entrance/exit. The westbound On-Ramp runs underneath the proposed southbound SR 821/HEFT-to-westbound SR 836 ramp and merging with it, and essentially westbound SR 836, approximately 1,800 feet west of the Park-and-Ride Facility. Eastbound SR 836 Off-Ramp to the Park-

and-Ride Facility begins approximately 2,900 feet west of the Park-and-Ride Facility as a two-lane off-ramp with the eastbound SR 836-to-northbound SR 821/HEFT ramp. It then splits off and starts descending to then go under SR 836 and end at the aforementioned intersection.

The eastbound SR 836-to-northbound SR 821/HEFT ramp continues westbound, goes over SR 821/HEFT, heads northward and merges with northbound SR 821/HEFT, north of NW 25th Street. The southbound SR 821/HEFT-to-westbound SR 836 ramp begins at-grade, starts ascending as it borders the northern boundary of the Park-and-Ride Facility, flies over the northern access to said facility, NW 122nd Avenue, and westbound SR 836 On-Ramp, until it merges with the NW 122nd Avenue On-Ramp to westbound SR 836 approximately 1500 feet west of NW 122nd Avenue.

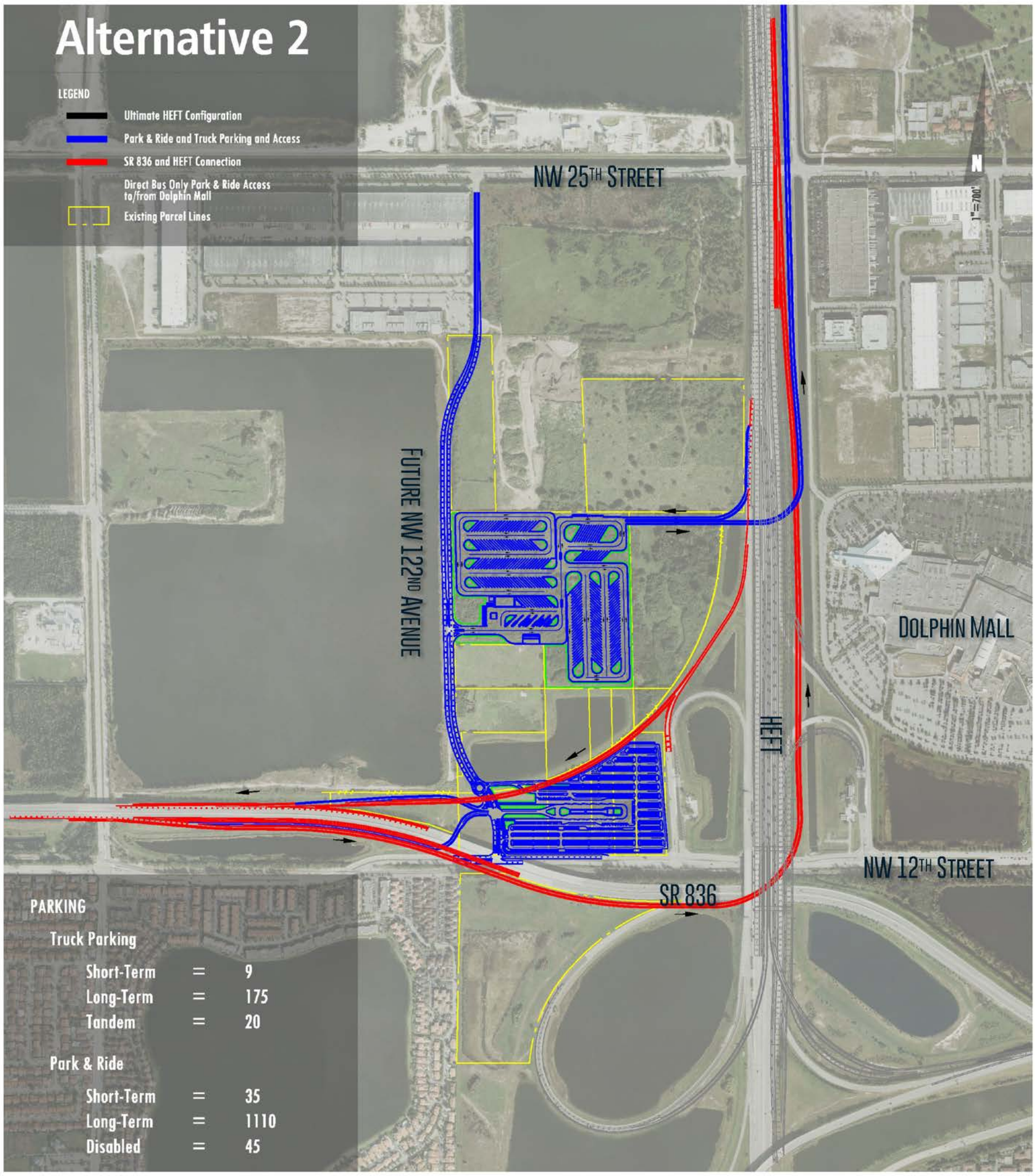


Figure 3-7: Preliminary Conceptual Engineering Alternative 2

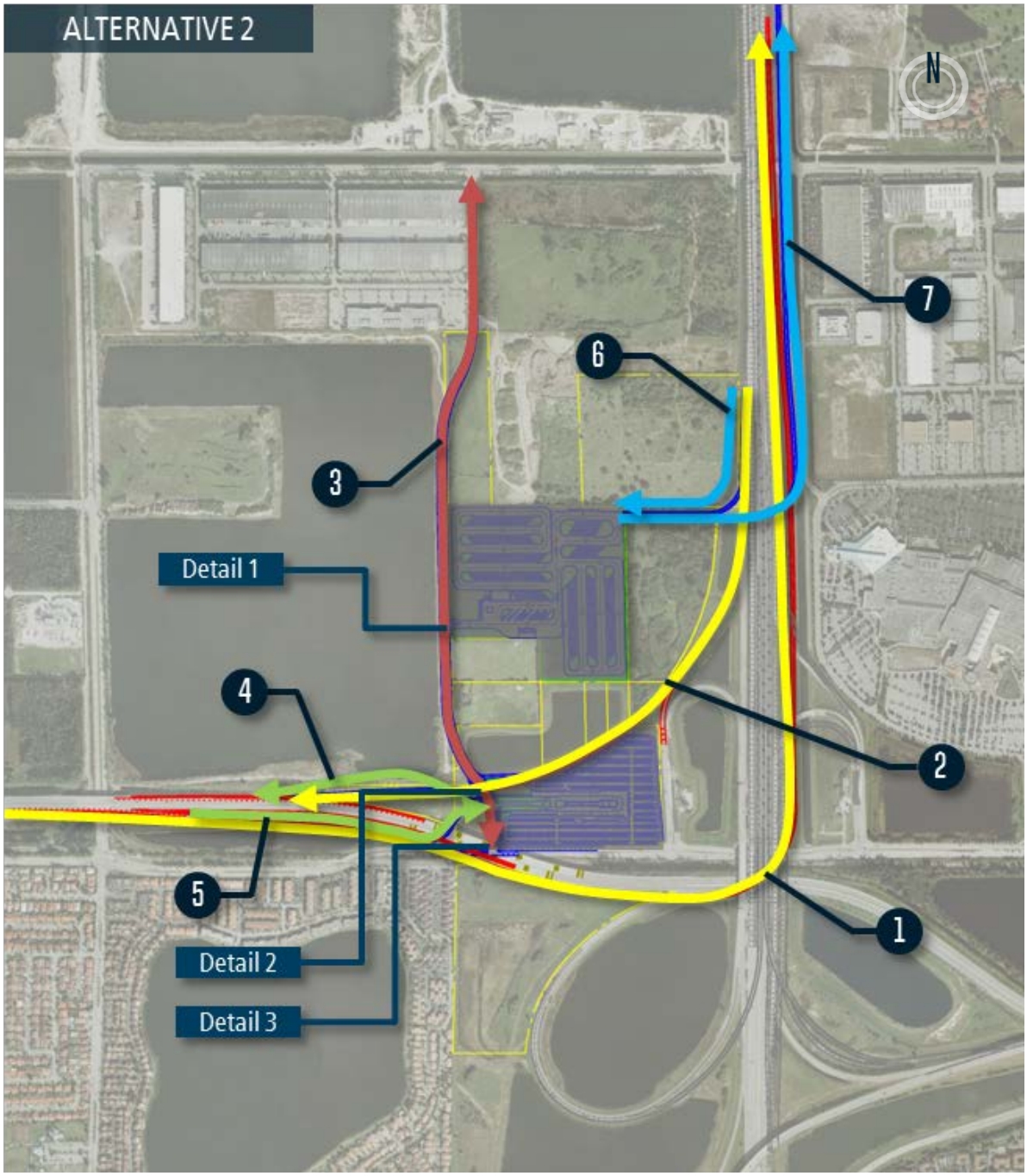


Figure 3-8: Conceptual Alternative 2 Access Diagram

1 Eastbound SR 836-to-Northbound SR 821/HEFT Ramp
2 Southbound SR 821/HEFT-to-Westbound SR 836 Ramp
3 Future NW 122nd Avenue Segment
4 Future NW 122nd Avenue to Westbound SR 836 On-Ramp
5 Eastbound SR 836-to-Future NW 122nd Avenue Off-Ramp
6 Southbound SR 821/HEFT Direct Access Off-Ramp to Proposed Tandem Truck Parking Facility
7 Proposed Tandem Truck Parking Facility Direct Access On-Ramp to Northbound SR 821/HEFT

Details 1 through 4 have been developed to graphically display key access locations. See Figures 3-9 through 3-11.

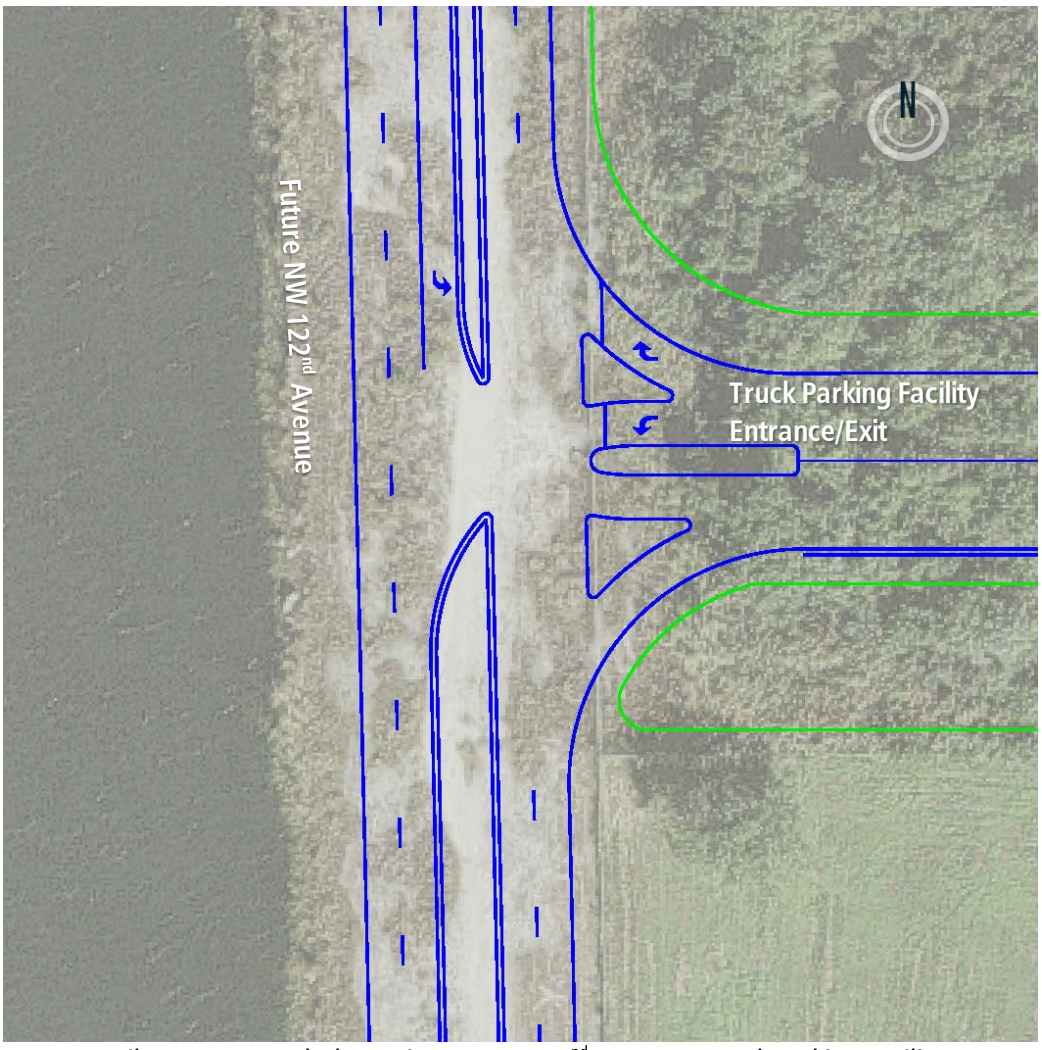


Figure 3-9: Detail 1 - Conceptual Alternative 2: NW 122nd Avenue & Truck Parking Facility Entrance/Exit Intersection

Detail 1 provides a closer visual representation of the following components:

- Proposed four-lane divided segment of the future NW 122nd Avenue
- Three-legged unsignalized intersection of proposed NW 122nd Avenue extension and entrance/exit to Truck Parking Facility
- Southbound left-turn bay into Truck Parking Facility
- Stop-controlled westbound approach
- Two-lane undivided entrance/exit segment to/from Truck Parking Facility

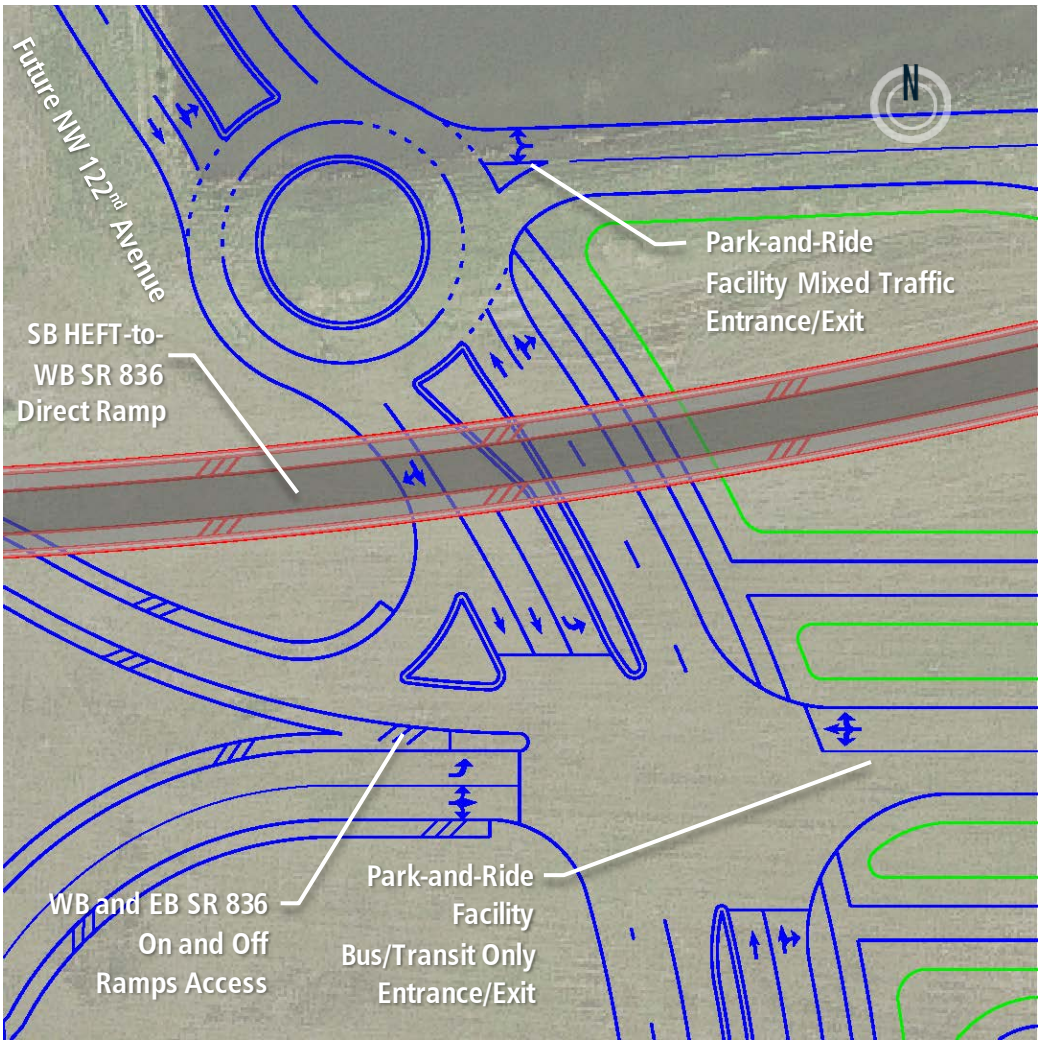


Figure 3-10: Detail 2 - Conceptual Alternative 2: NW 122nd Avenue & Park-and-Ride Facility Entrance/Exit Intersection and SR 836 Access Ramps Intersection

Detail 2 provides a closer visual representation of the following components:

- Proposed four-lane divided segment of the future NW 122nd Avenue
- Three-legged traffic circle comprising the proposed NW 122nd Avenue segment and the entrance/exit to the Park-and-Ride Facility
- Two-lane undivided northern entrance/exit to the Park-and-Ride Facility
- Southbound SR 821/HEFT-to-westbound SR 836 direct connection ramp bridge over the traffic circle
- Four-legged signalized intersection comprising the proposed NW 122nd Avenue segment and bus/transit only entrance/exit to the central island terminal of the Park-and-Ride Facility, and the eastbound SR 836 Off-Ramp to NW 122nd Avenue
- Westbound and Eastbound SR 836 On/Off-Ramp access, respectively

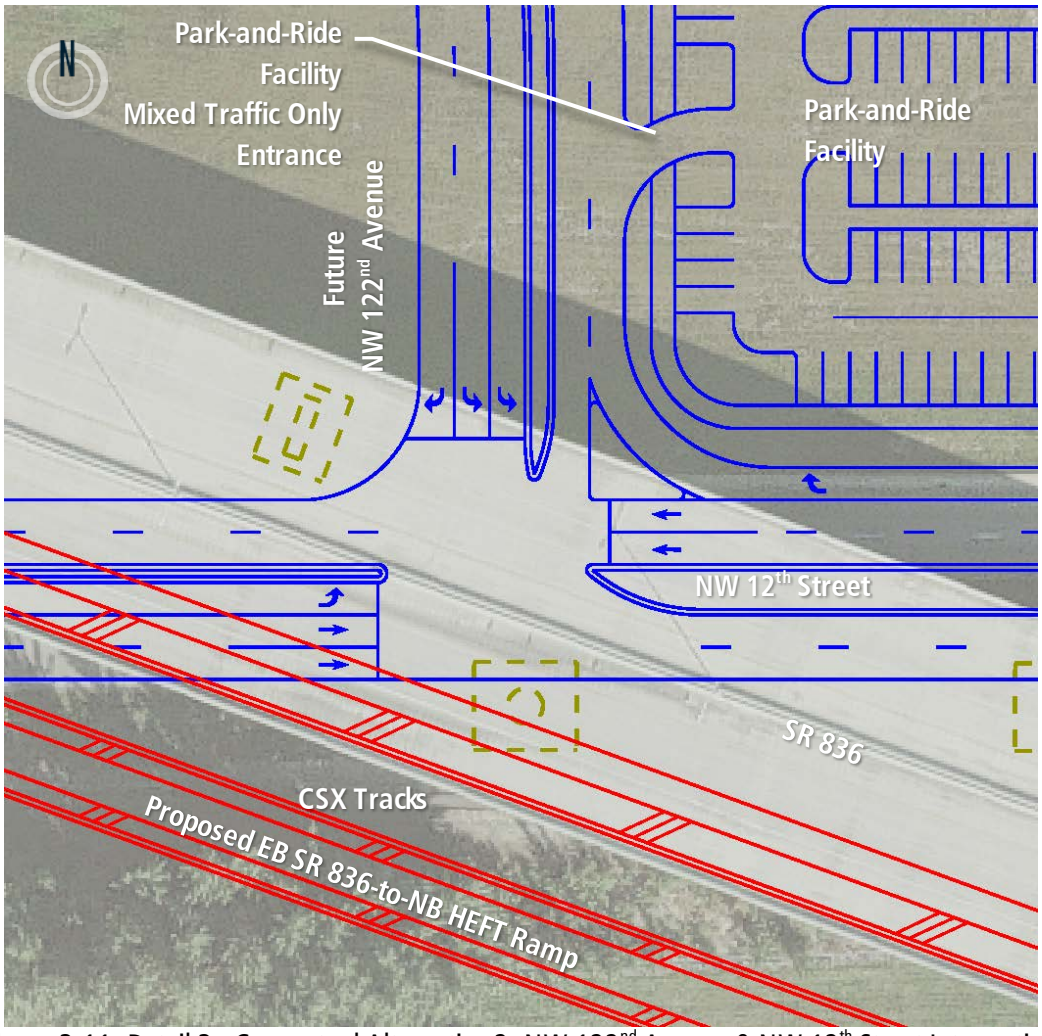


Figure 3-11: Detail 3 - Conceptual Alternative 2: NW 122nd Avenue & NW 12th Street Intersection

Detail 3 provides a closer visual representation of the following components:

- Three-legged signalized intersection of proposed NW 122nd Avenue extension and NW 12th Street
- Mixed traffic NW 122nd Avenue entrance only to the Park-and-Ride Facility

Upon development of Conceptual Alternatives 1 and 2, the conceptual engineering layouts were presented to the PAT to obtain their feedback. While the members all agreed that the alternatives development process was heading in the right direction, some of the agencies expressed concerns with the location and geometry of certain access points and ramps. MDT continued to express its preference for more exclusive bus/transit-only access to and from SR 836, as well as NW 12th Street; and MDX expressed concerns with the conceptual layouts of the SR 836 direct ramps to and from SR 821/HEFT which showed substantial changes from their originally planned concepts. The agency suggested that the preliminary layout proposed for the eastbound SR 836-to-northbound SR 821/HEFT ramp on Conceptual Alternatives 1 and 2 would be too costly and should be revised to show a more cost feasible geometry. This valuable interagency feedback led to the development of Conceptual Alternatives 3 and 4.

3.3 Conceptual Alternative 3

Conceptual Alternative 3 was developed based on input from PAT regarding Conceptual Alternative 1 (see Figure 3-12 and 3-13). This alternative maintains the same alignment for the future NW 122nd Avenue as Conceptual Alternative 1, as well as the Truck Parking and Park-and-Ride facilities layouts which include:

- Truck Parking Facility with of nine short-term truck parking spaces, 164 long-term truck parking spaces, and 20 tandem truck parking spaces.
- Park-and-Ride Facility with 21 parking spaces for people with disabilities, 30 short-term parking spaces, and 887 long-term parking spaces.

Similar to Conceptual Alternative 1, access to the facilities will be provided via NW 122nd Avenue:

1. Access to Truck Parking Facility will be located on the northwest corner of the parcel; see Figure 3-14
2. Access to the Park-and-Ride Facility will be provided via a two-lane two-way undivided access north of the central island terminal bus-only entrance (i.e. the east leg of the proposed traffic circle); see Figure 3-15
2. Unlike Conceptual Alternative 1, no private automobile entrance will be provided south of the central island terminal bus-only entrance. Instead, a northbound bus-only dedicated lane will provide direct access to the central island terminal; see Figures 3-16 and 3-17

The tandem truck area's direct access ramps to northbound SR 821/HEFT and from southbound SR 821/HEFT will be located approximately 120 feet south of the location of Conceptual Alternative 1's ramps. The southbound SR 821/HEFT Off-Ramp to the tandem truck area is proposed to emerge from the existing collector-distributor road parallel to southbound SR 821/HEFT. The northbound SR 821/HEFT On-Ramp from the tandem truck area proposes to fly over SR 821/HEFT and then merge to the proposed eastbound SR 836-to-northbound SR 821/HEFT direct ramp (Figure 3-12). The geometric design of these ramps is preliminary and should be analyzed in more detail during later phases of the project.

The Park-and-Ride Facility is served by eastbound SR 836 Off-Ramp ending at the proposed signalized intersection of NW 122nd Avenue with the central island terminal entrance/exit. The westbound SR 836 On-Ramp is being proposed to emerge from the west leg of the proposed traffic circle, north of proposed signalized intersection of NW 122nd Avenue with the central island terminal entrance/exit. This ramp will merge with the proposed southbound SR 821/HEFT-to-westbound SR 836 ramp and with westbound SR 836 approximately 1,800 feet west of the Park-and-Ride Facility. The proposed southbound SR 821/HEFT-to-westbound SR 836 ramp keeps the same alignment as in Conceptual Alternative 1. However, as opposed to Conceptual Alternative 1, the eastbound SR 836-to-northbound SR 821/HEFT ramp is proposed to the north of NW 12th Street. The direct ramp will descend and travel parallel to the north side of NW 12th Street to go between the SR 836 columns as originally planned by MDX. It would then head northeast and rise to fly over the future NW 122nd Avenue and the north boundary of the Park-and-Ride Facility while traveling parallel to the southbound SR 821/HEFT-to-westbound SR 836. The ramp will continue in the northeast direction, fly over the SR 821/HEFT and proceed northward until merging with the northbound direction of SR 821/HEFT approximately 3000

feet to the north. The eastbound SR 836 Off-Ramp to the Park-and-Ride Facility emerges from the eastbound SR 836-to-northbound SR 821/HEFT ramp approximately 2,900 feet west of the Park-and-Ride Facility. It also descends and travels parallel to the north side of NW 12th Street, goes between the SR 836 columns, and ends at the proposed signalized intersection of NW 122nd Avenue with the central island terminal entrance/exit. For an overall graphical representation of these ramps, please refer to Appendix B (Truck Parking and Park-and-Ride Facilities Concepts) of this document.

Additionally, Conceptual Alternative 3 provides a bus-only dedicated lane for access to Dolphin Mall via the NW 12th Street On-Ramp to northbound SR 821/HEFT. This dedicated bus-only lane would travel in the northbound direction and intersect the perimeter road of the mall. At this intersection, transit vehicles could turn left to head toward the existing transfer station, located in the northwest quadrant of the mall, or circle the mall on a proposed outside bus-only lane on the perimeter road towards Dolphin Mall's main exit to NW 12th Street. Any proposed improvement and/or changes to the access to and from Dolphin Mall should be closely coordinated with this entity as this project moves forward to later phases.

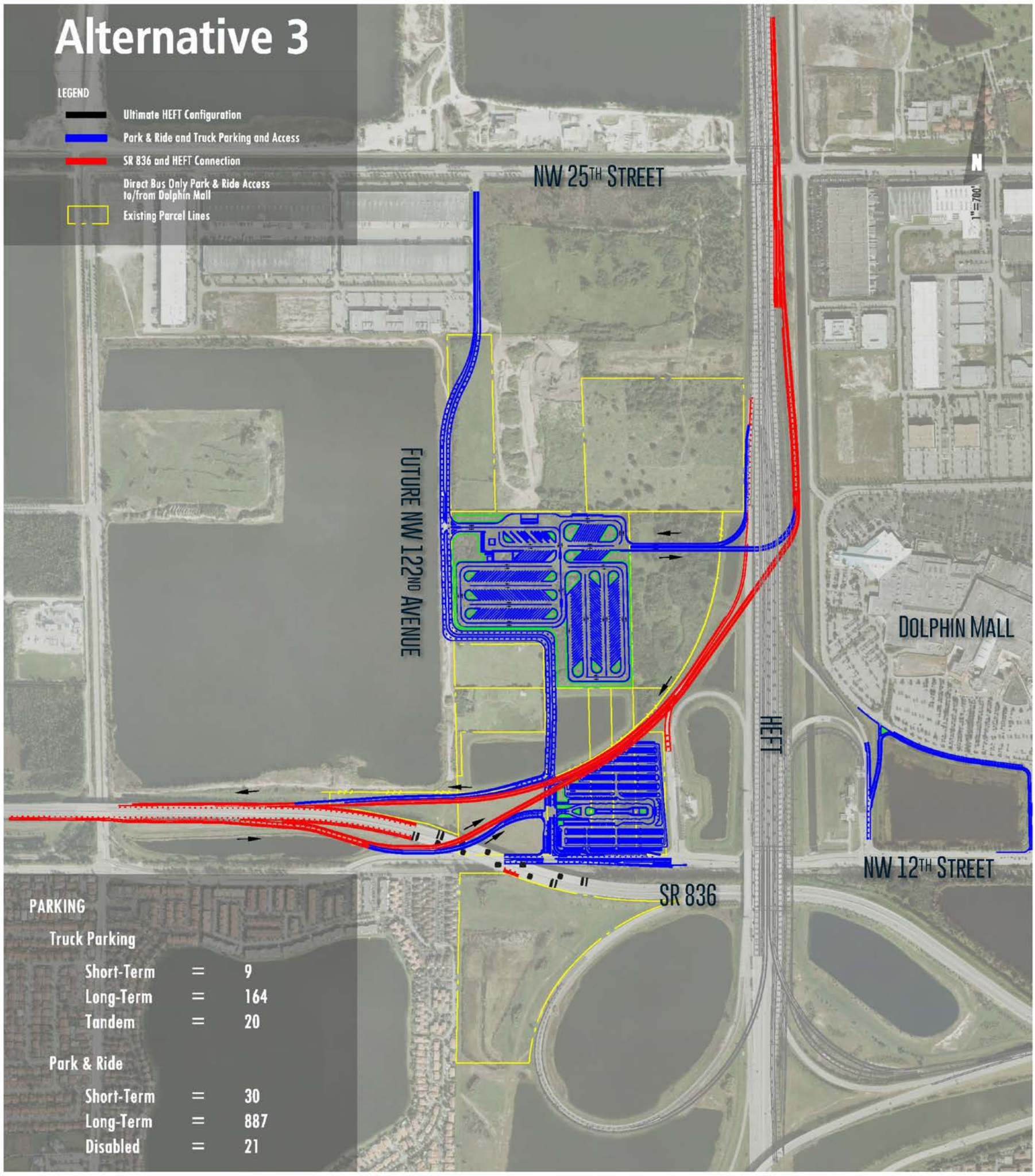


Figure 3-12: Preliminary Conceptual Engineering Alternative 3

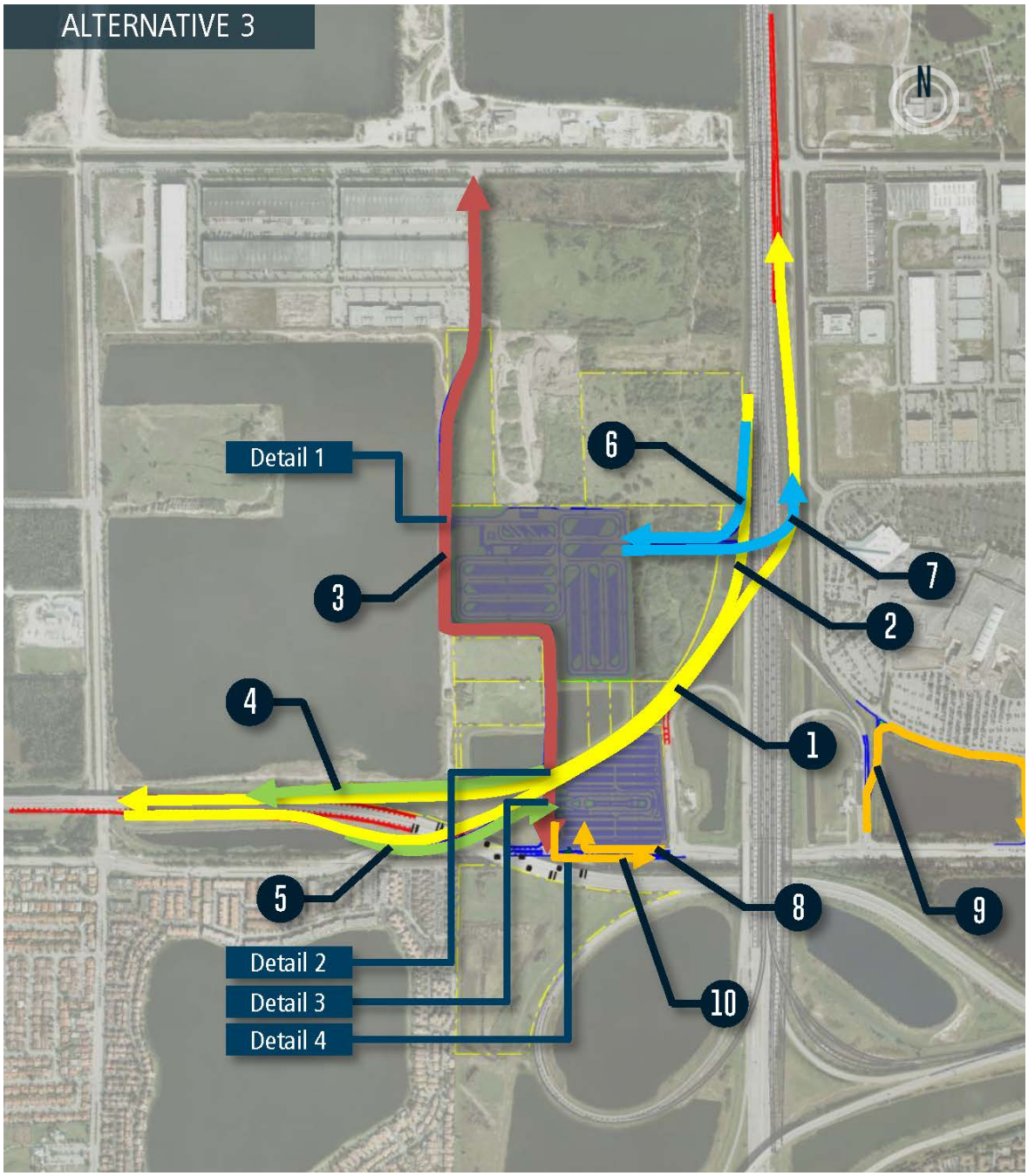


Figure 3-13: Conceptual Alternative 3 Access Diagram

1 Eastbound SR 836-to-Northbound SR 821/HEFT Ramp
2 Southbound SR 821/HEFT-to-Westbound SR 836 Ramp
3 Future NW 122nd Avenue Segment
4 NW 122nd Avenue to Westbound SR 836 On-Ramp
5 Eastbound SR 836-to-NW 122nd Avenue Off-Ramp
6 Southbound SR 821/HEFT Direct Tandem Truck Access to Proposed Truck Parking Facility
7 Proposed Truck Parking Facility Direct Tandem Truck Access to Northbound SR 821/HEFT
8 NW 12th Street Private Automobile Entrance Only Access to the Park-and-Ride Facility
9 NW 12th Street Bus-Only Access to Dolphin Mall
10 NW 12th Street Bus-Only Lane

Details 1 through 4 have been developed to graphically display key access locations. See Figures 3-14 through 3-18.

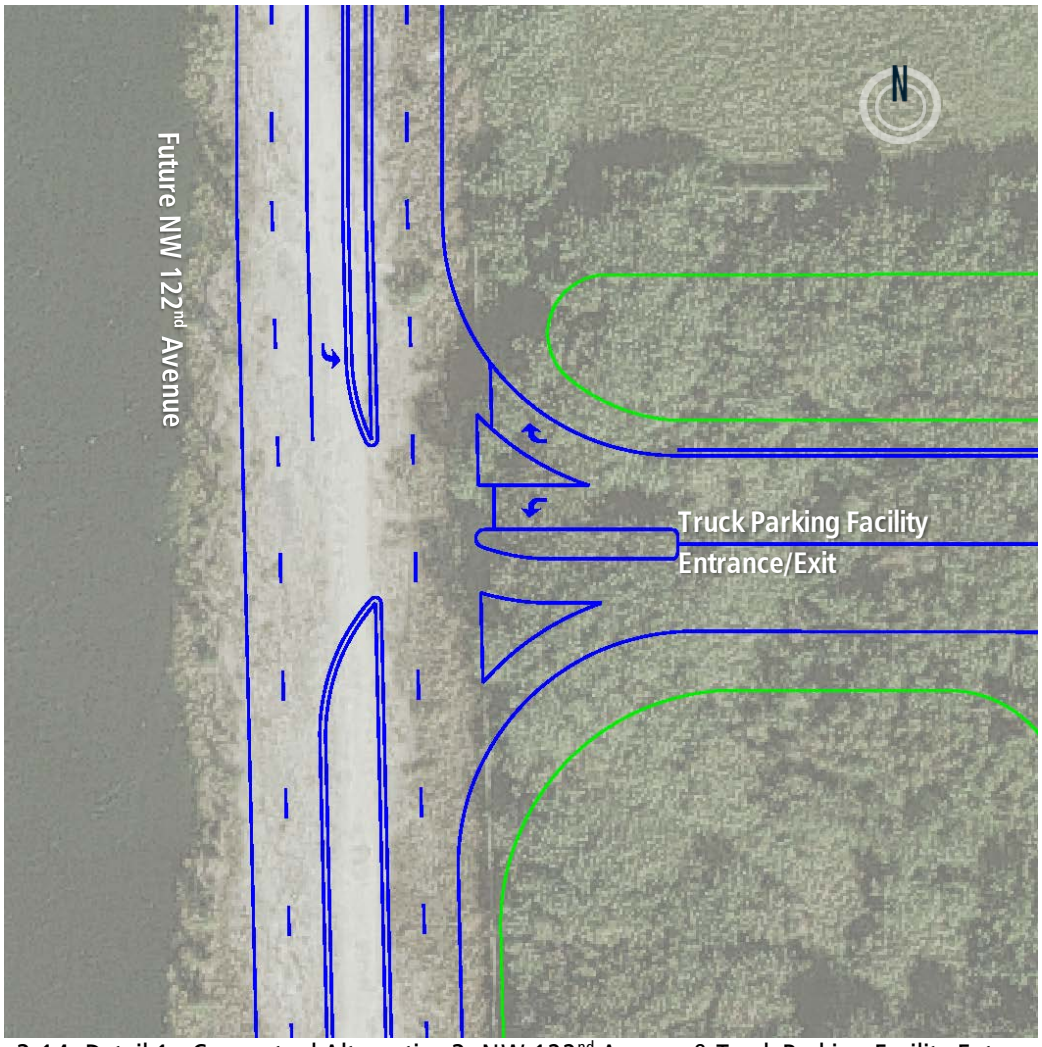


Figure 3-14: Detail 1 - Conceptual Alternative 3: NW 122nd Avenue & Truck Parking Facility Entrance/Exit Intersection

Detail 1 provides a closer visual representation of the following components:

- Proposed four-lane divided segment of the future NW 122nd Avenue
- Three-legged unsignalized intersection of proposed NW 122nd Avenue extension and entrance/exit to the Truck Parking Facility
- Southbound left-turn bay into Truck Parking Facility
- Stop-controlled westbound approach
- Two-lane undivided entrance/exit segment to/from Truck Parking Facility

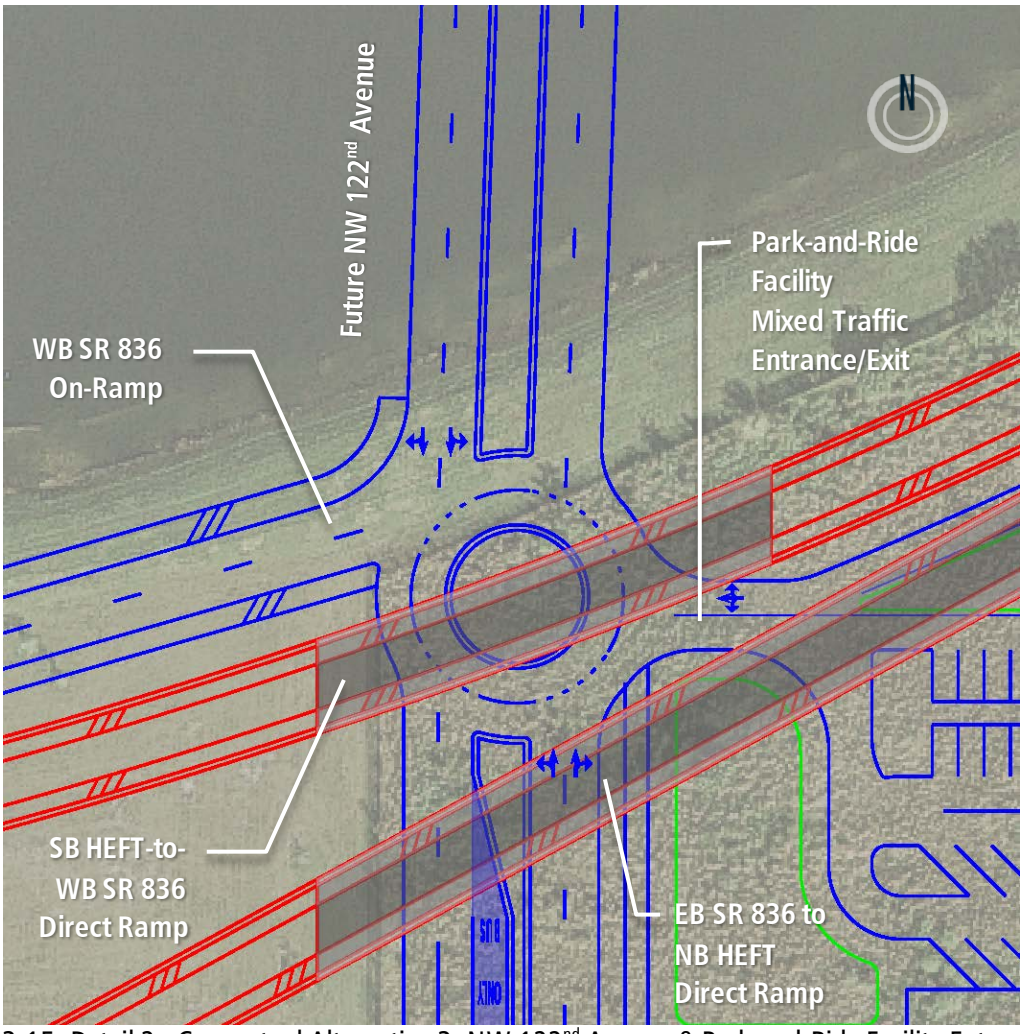


Figure 3-15: Detail 2 - Conceptual Alternative 3: NW 122nd Avenue & Park-and-Ride Facility Entrance/Exit Intersection

Detail 2 provides a closer visual representation of the following components:

- Proposed four-lane divided segment of the future NW 122nd Avenue
- Four-legged traffic circle, comprising the proposed NW 122nd Avenue segment, the entrance/exit to The Park-and-Ride Facility, and the westbound SR 836 On-Ramp from NW 122nd Avenue.
- Two-lane undivided northern entrance/exit to the Park-and-Ride Facility
- Southbound SR 821/HEFT-to-westbound SR 836 direct connection ramp bridge over the traffic circle

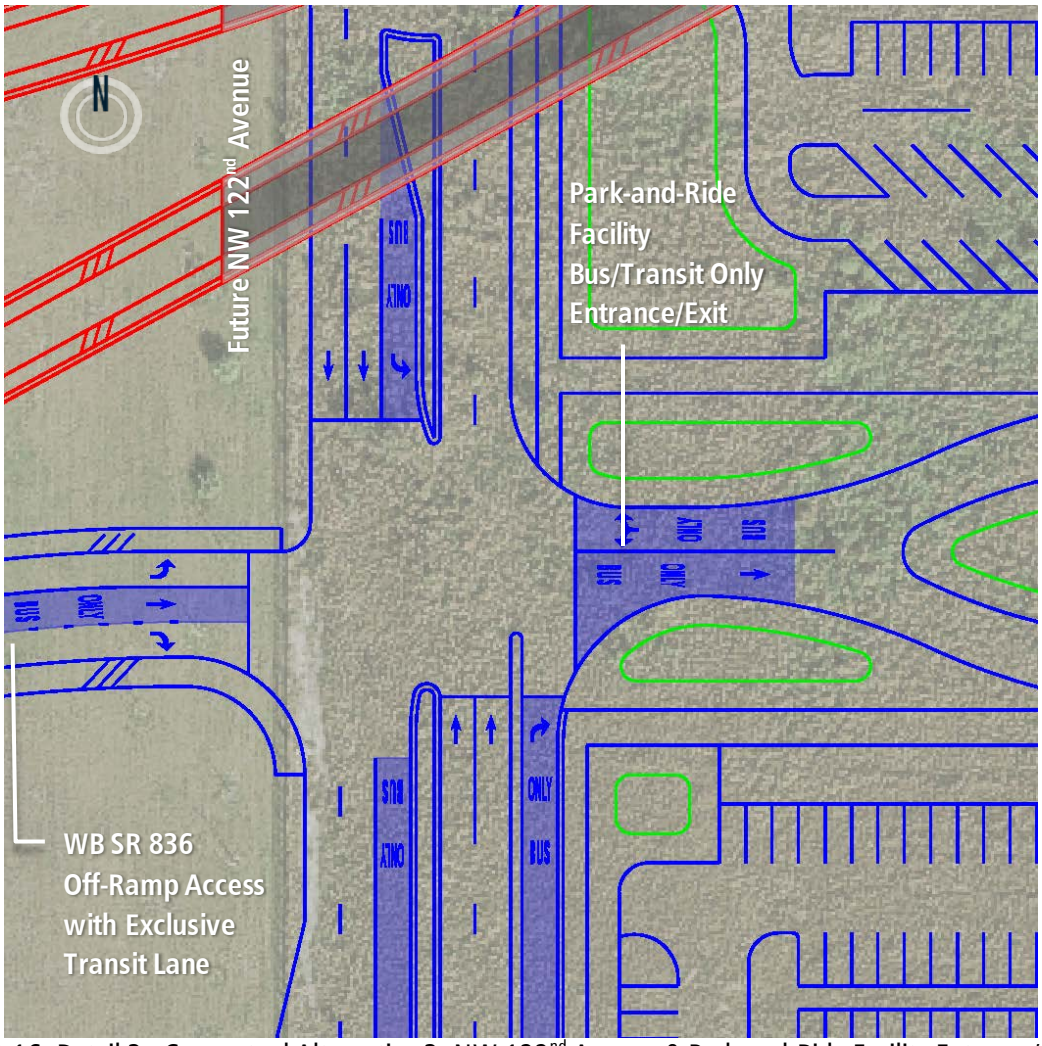


Figure 3-16: Detail 3 - Conceptual Alternative 3: NW 122nd Avenue & Park-and-Ride Facility Entrance/Exit and SR 836 Access Ramps Intersection

Detail 3 provides a closer visual representation of the following components:

- Proposed four-lane divided segment of the future NW 122nd Avenue
- Four-legged signalized intersection comprising the proposed NW 122nd Avenue segment and bus/transit only entrance/exit to the central island terminal of the Park-and-Ride Facility, and the eastbound SR 836 Off-Ramp to NW 122nd Avenue
- This intersection features bus-only lane on its four legs to provide for better operation of the transit vehicles

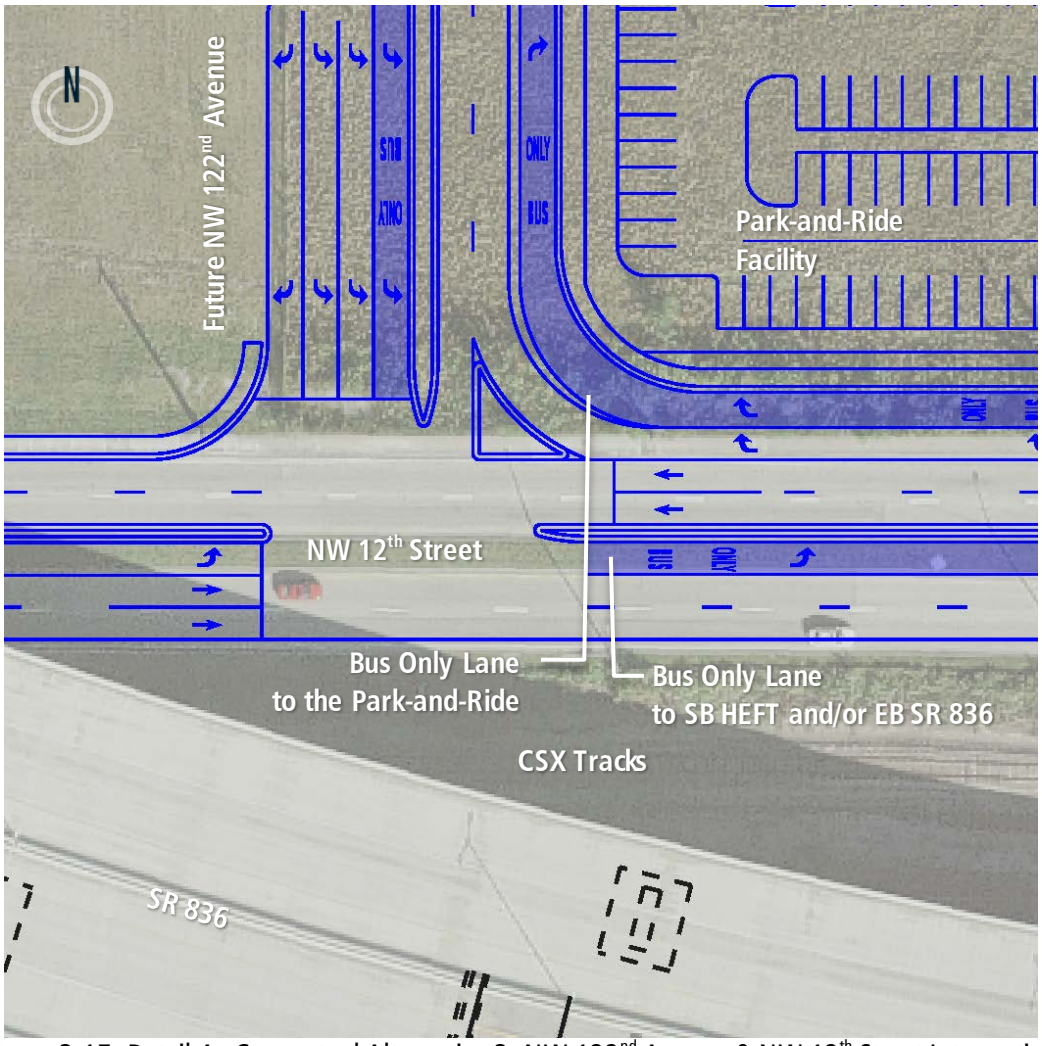


Figure 3-17: Detail 4 - Conceptual Alternative 3: NW 122nd Avenue & NW 12th Street Intersection

Detail 4 provides a closer visual representation of the following components:

- Three-legged signalized intersection comprising proposed NW 122nd Avenue extension and NW 12th Street
- The southbound leg of NW 122nd Avenue includes a bus-only left-turn lane onto a proposed eastbound bus-only lane along NW 12th Street
- The westbound leg of NW 12th Street includes two right-turn only lanes, one for mixed traffic and one exclusively for buses

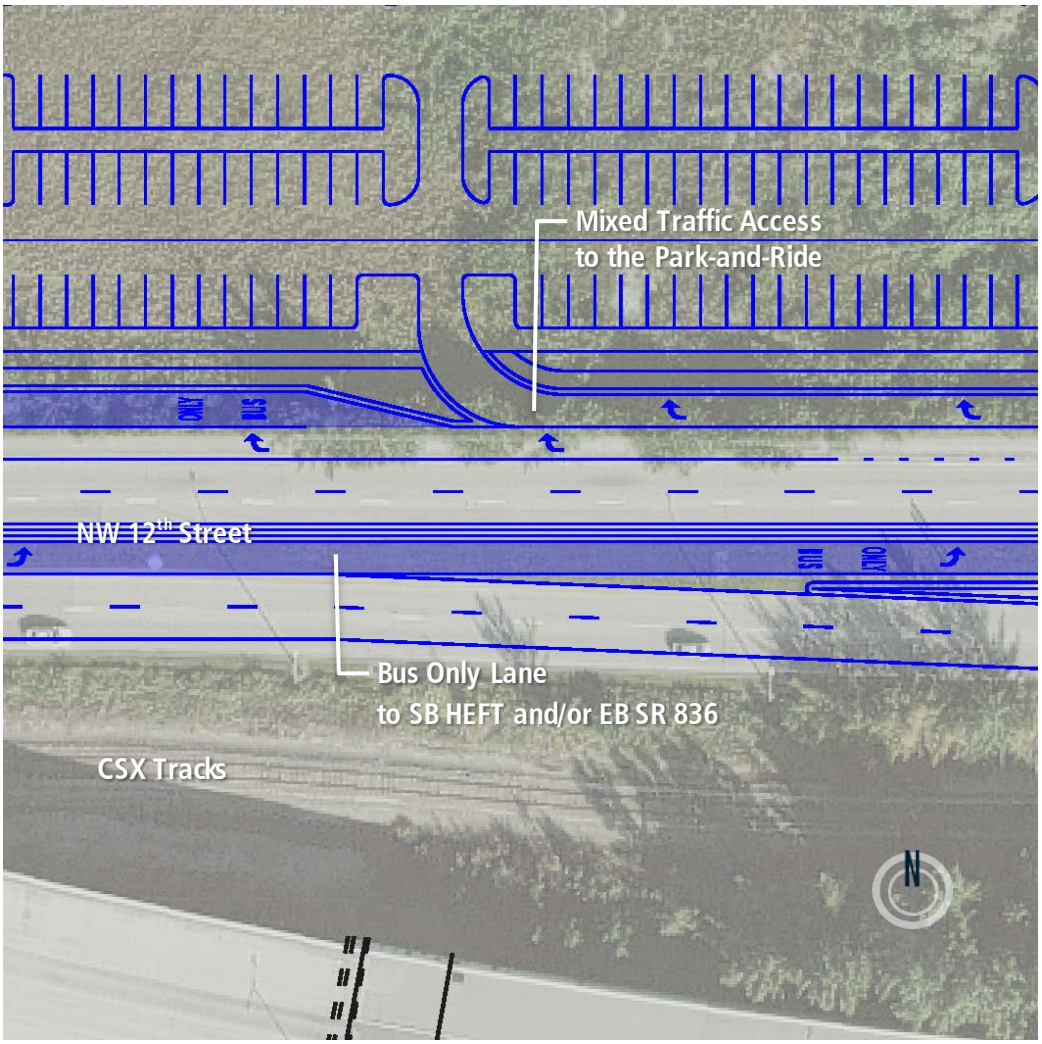


Figure 3-18: Detail 5 - Conceptual Alternative 3: NW 12th Street Park-and-Ride Facility Entrance Only

Detail 5 provides a closer visual representation of the following components:

- A bus-only left turn lane on the eastbound direction of NW 12th Street for transit vehicles to have exclusive access to the southbound SR 821/HEFT On-Ramp and also eastbound SR 836
- An exclusive private automobile entrance only on the westbound direction of NW 12th Street. This access may be too close to the southbound SR 821/HEFT Off-Ramp for proper traffic operations. Therefore, this access should be further analyzed during the PD&E phase of the study.

3.4 Conceptual Alternative 4

Conceptual Alternative 4 was developed based on input from PAT regarding Conceptual Alternative 2 (see Figures 3-19 and 3-20). This alternative uses NW 122nd Avenue alignment proposed in Conceptual Alternative 2, as well as the Truck Parking and Park-and-Ride facilities layouts which includes:

- Truck Parking Facility with of nine short-term truck parking spaces, 175 long-term truck parking spaces, and 20 tandem truck parking spaces.
- Park-and-Ride Facility with 45 parking spaces for people with disabilities, 35 short-term parking spaces, and 1,110 long-term parking spaces within the Park-and-Ride Facility.

Similar to Conceptual Alternative 2, access to the facilities will be provided via NW 122nd Avenue:

1. Access to the Truck Parking Facility will be located on the southwest corner of the parcel; see Figure 3-21
2. Access to the Park-and-Ride Facility will be provided via a two lane two-way undivided access north of the central island terminal bus-only entrance (i.e. the east leg of the proposed traffic circle); see Figure 3-22
3. Unlike Conceptual Alternative 2, no private automobile entrance will be provided south of the central island terminal bus-only entrance. Instead, a northbound bus-only dedicated lane will provide direct access to the central island terminal; see Figures 3-22 and 3-23

SR 821/HEFT's direct access ramps to/from the tandem truck area will be located approximately 120 feet south of Conceptual Alternative 2's ramps location. Southbound SR 821/HEFT Off-Ramp to the tandem truck area would emerge from the existing collector-distributor road parallel to southbound SR 821/HEFT. Northbound SR 821/HEFT On-Ramp from the tandem truck area would fly over SR 821/HEFT and merge with the proposed eastbound SR 836-to-northbound SR 821/HEFT ramp (Figure 3-19). The geometric design of these ramps is preliminary and should be further analyzed in later phases.

The Park-and-Ride Facility is served by eastbound SR 836 Off-Ramp ending at the proposed signalized intersection of NW 122nd Avenue with the central island terminal entrance/exit. Westbound SR 836 On-Ramp is proposed to emerge from the proposed traffic circle's west leg, north of proposed NW 122nd Avenue signalized intersection with the central island terminal entrance/exit. This ramp will merge with the proposed southbound SR 821/HEFT-to-westbound SR 836 ramp and with westbound SR 836 approximately 1,800 feet west of the Park-and-Ride Facility. The proposed system-to-system ramps will keep the same alignment proposed in Conceptual Alternative 2. Eastbound SR 836 Off-Ramp to the Park-and-Ride Facility begins approximately 2,900 feet west of said facility as a two-lane off-ramp with the eastbound SR 836-to-northbound SR 821/HEFT ramp, it splits off and descends under SR 836 ending at the proposed signalized intersection of NW 122nd Avenue with the central island terminal entrance/exit. Refer to Appendix B for an overall graphical representation of these ramps. Additionally, Conceptual Alternative 4 provides a northbound bus-only dedicated lane for access to Dolphin Mall via NW 12th Street On-Ramp-to-northbound SR 821/HEFT. This lane would intersect the mall's perimeter road where transit vehicles may then turn left toward the existing transfer station in the mall's northwest quadrant, or turn left towards the Mall's main exit at NW 12th Street along a proposed bus-only lane. Any proposed improvement and/or changes to the access to/from Dolphin Mall should be closely coordinated with the entity as this project moves forward.

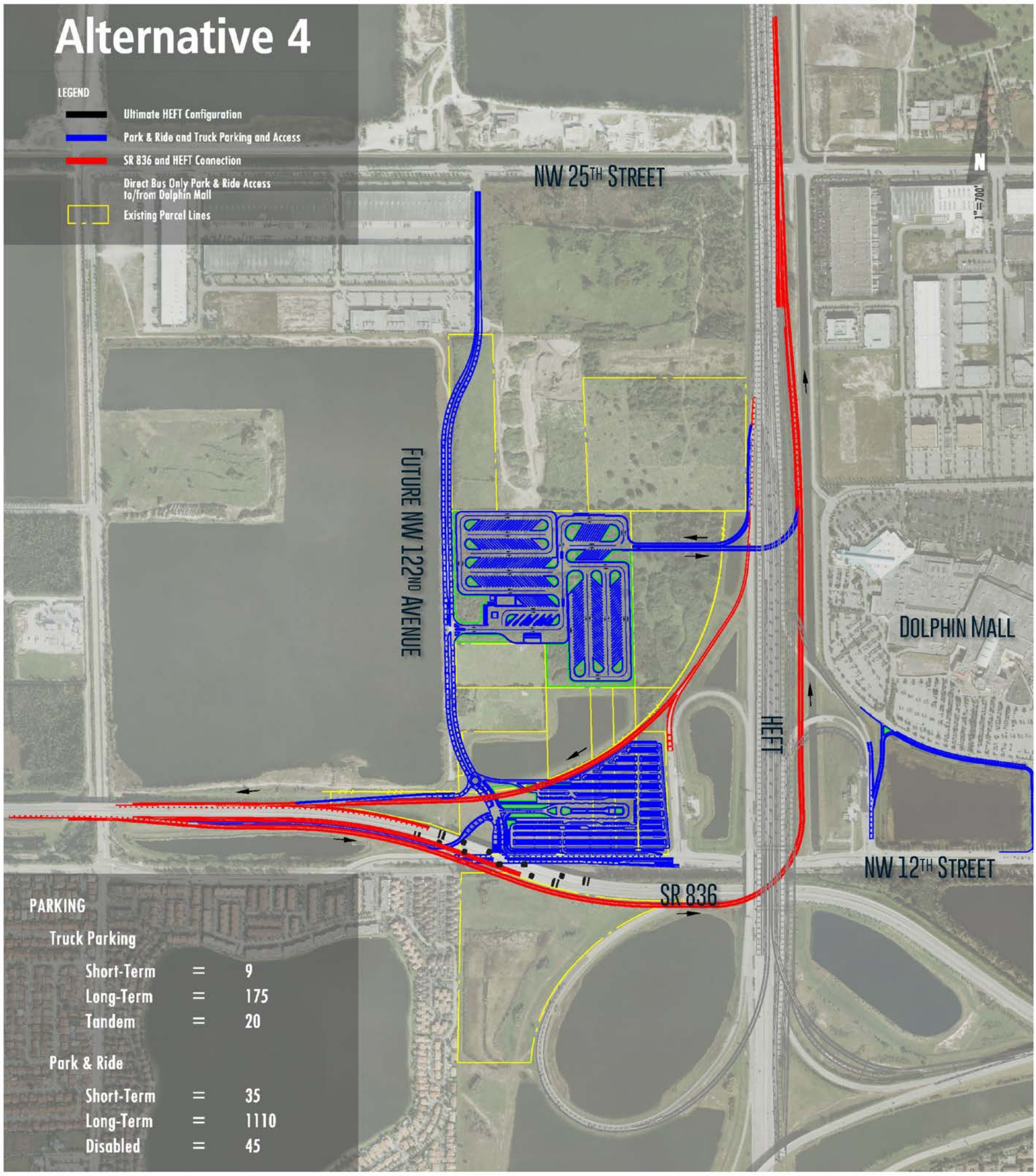


Figure 3-19: Preliminary Conceptual Engineering Alternative 4

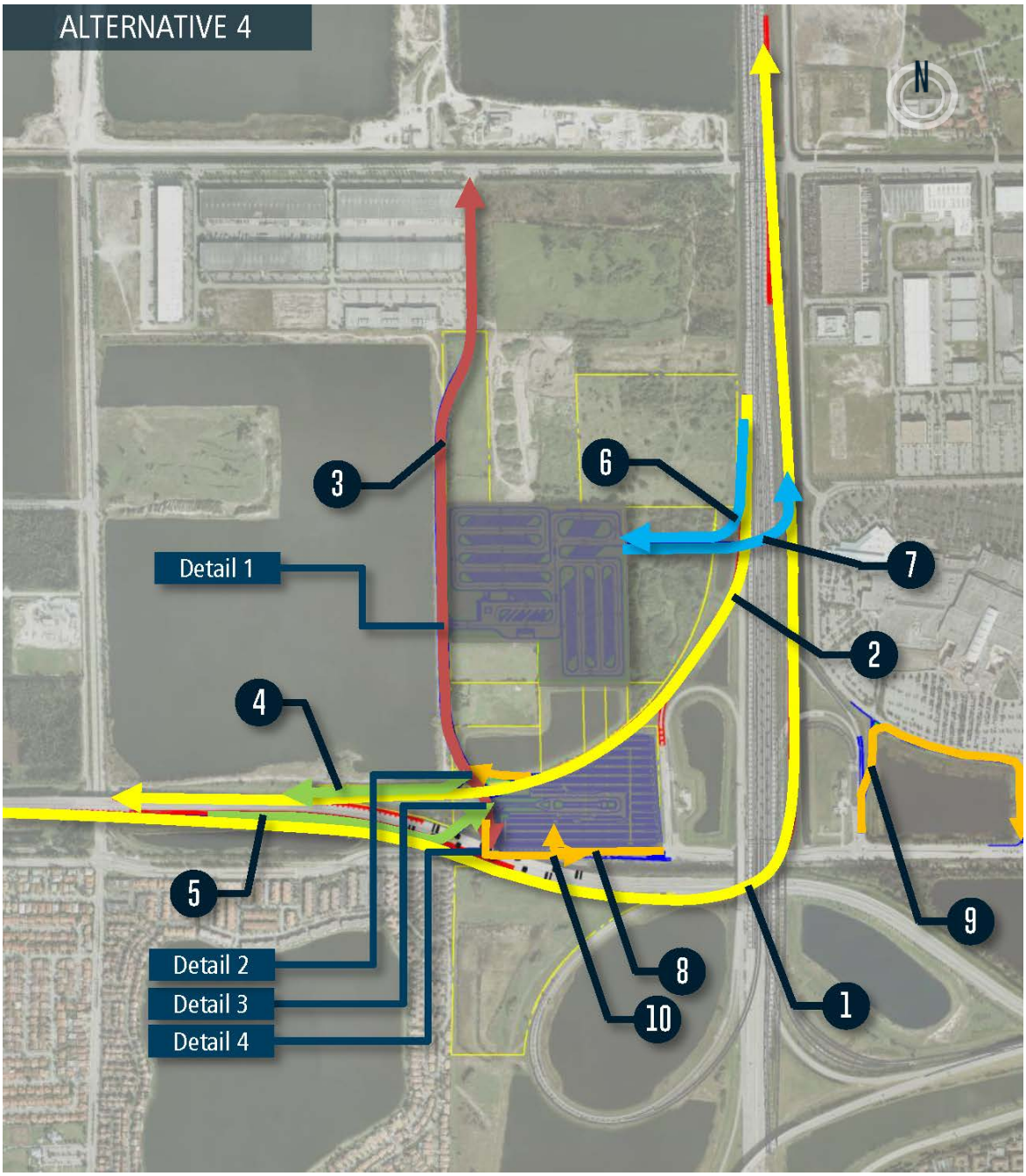


Figure 3-20: Conceptual Alternative 4 Access Diagram

1 Eastbound SR 836-to-Northbound SR 821/HEFT Ramp
2 Southbound SR 821/HEFT-to-Westbound SR 836 Ramp
3 Future NW 122nd Avenue Segment
4 NW 122nd Avenue to Westbound SR 836 On-Ramp
5 Eastbound SR 836-to-NW 122nd Avenue Off-Ramp
6 Southbound SR 821/HEFT Direct Tandem Truck Access to Proposed Truck Parking Facility
7 Proposed Truck Parking Facility Direct Tandem Truck Access to Northbound SR 821/HEFT
8 NW 12th Street Private Automobile Entrance Only Access to the Park-and-Ride Facility
9 NW 12th Street Bus-Only Access to Dolphin Mall
10 NW 12th Street Bus-Only Lane

Details 1 through 4 have been developed to graphically display key access locations. See Figures 3-21 through 3-24.

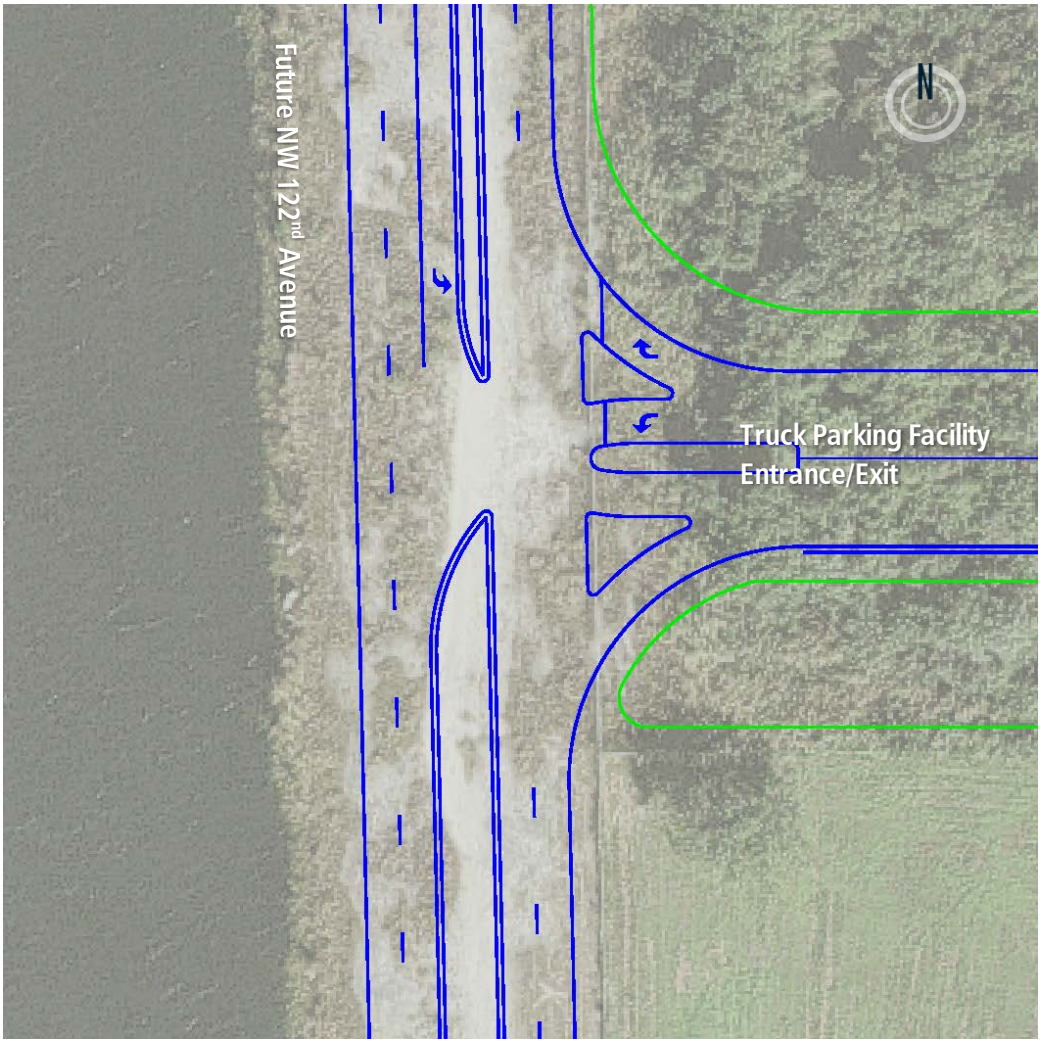


Figure 3-21: Detail 1 - Conceptual Alternative 4: NW 122nd Avenue & Truck Parking Facility Entrance/Exit Intersection

Detail 1 provides a closer visual representation of the following components:

- Proposed four-lane divided segment of the future NW 122nd Avenue
- Three-legged unsignalized intersection of proposed NW 122nd Avenue extension and entrance/exit to the Truck Parking Facility
- Southbound left-turn bay into Truck Parking Facility
- Stop-controlled westbound approach
- Two-lane undivided entrance/exit segment to/from Truck Parking Facility

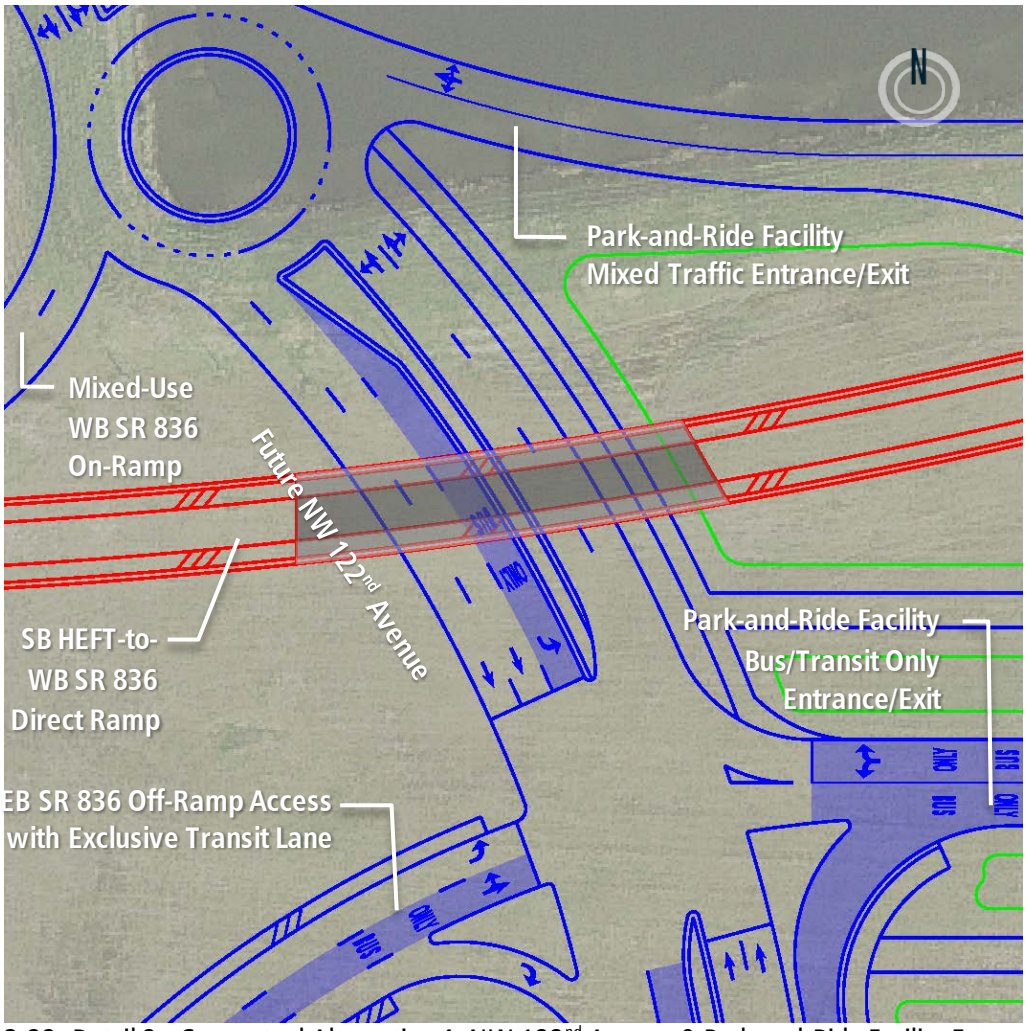


Figure 3-22: Detail 2 - Conceptual Alternative 4: NW 122nd Avenue & Park-and-Ride Facility Entrance/Exit Intersection and SR 836 Access Ramps Intersection

Detail 2 provides a closer visual representation of the following components:

- Proposed four-lane divided segment of the future NW 122nd Avenue
- Two-lane undivided northern entrance/exit to the Park-and-Ride Facility
- Southbound SR 821/HEFT-to-westbound SR 836 direct connection ramp bridge over the traffic circle
- Four-legged traffic circle comprising the proposed NW 122nd Avenue segment, the entrance/exit to the Park-and-Ride Facility, and the westbound SR 836 On-Ramp from NW 122nd Avenue
- Four-legged signalized intersection comprising the proposed NW 122nd Avenue segment and bus/transit only entrance/exit to the central island terminal of the Park-and-Ride Facility, and the eastbound SR 836 Off-Ramp to NW 122nd Avenue
- This intersection features bus-only lane on its four legs to provide for better operation of the transit vehicles

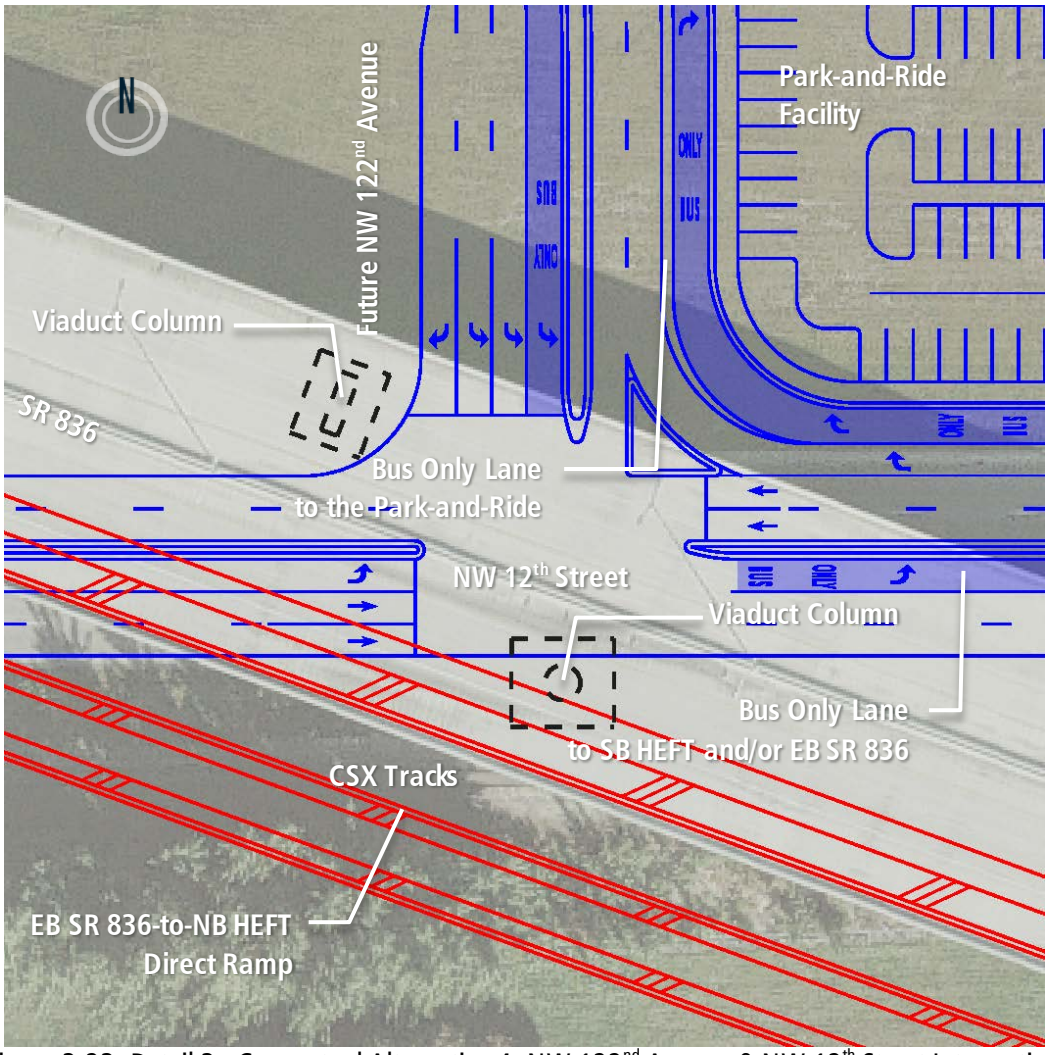


Figure 3-23: Detail 3 - Conceptual Alternative 4: NW 122nd Avenue & NW 12th Street Intersection

Detail 3 provides a closer visual representation of the following components:

- Three-legged signalized intersection comprising proposed NW 122nd Avenue extension and NW 12th Street
- The southbound leg of NW 122nd Avenue includes a bus-only left turn lane onto a proposed eastbound bus-only lane along NW 12th Street
- The westbound leg of NW 12th Street includes two right turn only lanes, one for mixed traffic and one exclusively for buses

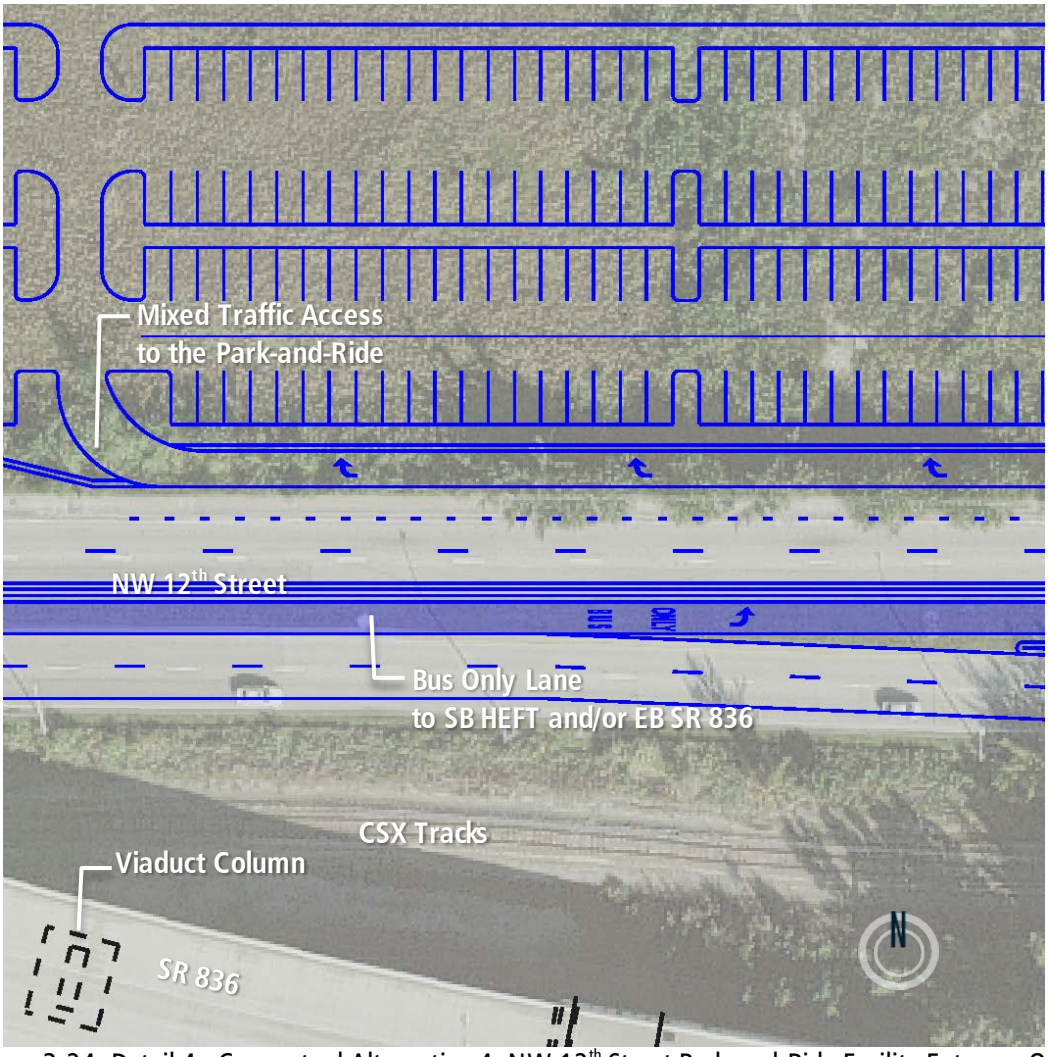


Figure 3-24: Detail 4 - Conceptual Alternative 4: NW 12th Street Park-and-Ride Facility Entrance Only

Detail 4 provides a closer visual representation of the following components:

- A bus-only left turn lane on the eastbound direction of NW 12th Street for transit vehicles to have exclusive access to the southbound SR 821/HEFT On-Ramp and also eastbound SR 836
- An exclusive private automobile entrance only on the westbound direction of NW 12th Street. This access may be too close to the southbound SR 821/HEFT Off-Ramp for proper traffic operations. Therefore, this access should be further analyzed during the PD&E phase of the study.

3.5 Screening of Preliminary Engineering Conceptual Alternative

An evaluation and analysis of the four final conceptual alternatives described in this document will be presented in *Technical Memorandum 4: Engineering Alternatives Analysis*. These alternatives will be analyzed and compared with regards to their advantages and disadvantages, access provisions, potential costs, effectiveness of mobility enhancement, and environmental and social consequences. Additionally, a recommendation of one of these alternatives for further development during the PD&E phase of this project will also be documented in *Technical Memorandum 4: Engineering Alternatives Analysis*.

Appendix A

Concept Requirements Technical Memorandum

Memo

To:	Dionne Richardson, Jeanine Gaslonde, Eman Gomaa – Florida DOT District 6 Jose Clavell – Gannett Fleming		
From:	Jack Schnettler	**Email:**	jack.schnettler@atkinsglobal.com
Phone:	305-514-3369	**Date:**	May 29, 2014
Ref:	Site Feasibility Study for Truck Parking and Park-and-Ride Lot	**cc:**	Dionne Richardson – FDOT District 6
Subject:	Concept Requirements Memorandum (Task 4.1) [Revised May 29, 2014]		

FDOT District 6
Office of Intermodal System Development

Site Feasibility Study for Truck Parking and Park-and-Ride Lot
Task 4.1 – Concept Requirements Memorandum (Revised)

Prepared by: Atkins
Date: May 29, 2014
Prepared for: Florida DOT District 6 and Gannett Fleming
Purpose: To provide concept requirements for proposed site improvements per Task 4.1 of the scope of work being performed by Gannett Fleming for Florida Department of Transportation (FDOT) - District 6. The subject of the study are several parcels of land owned by the Florida DOT on NW 12th St. just west of its interchange with the Homestead Extension of Florida's Turnpike (HEFT). The potential site improvements include the following elements:

- Truck parking facility – to provide truck parking and support facilities in response to demonstrated need for these resources in Miami-Dade County.
- Park-and-Ride lot and transit terminal - to support Miami-Dade Transit (MDT) route expansion and commuter parking.
- Tandem truck staging site – to facilitate tandem truck operations on Florida's Turnpike.

Concept Requirements:

A. Park-and-Ride Lot and Transit Terminal

MDT has planned in its current Transit Development Plan to implement two new premium transit services in central-west Miami-Dade County. These routes would service park-and-ride lots and transit centers in the suburban fringe and link them with high-speed bus service to the Miami Intermodal Center (MIC) where patrons can access the Metrorail service to downtown or other destinations, other Metrobus routes, the Tri-Rail regional commuter rail service, or the AirportLink to reach Miami International Airport terminals. The routes are described as follows:

- **Route 1:** This route would go from the proposed SW 8th St./SW 147th Ave. Park-and-Ride lot via SW 8th St. to NW 137th Ave. and NW 12th Street to the planned FDOT site Park-and-Ride (Dolphin Station), and

then on to the MIC via the NW 12th St. interchange at the HEFT connecting to SR 836.

- **Route 2:** The second route would go from the planned SW 8th St./SW 147th Ave. Park-and-Ride lot via SW 8th St. to the new FIU transit hub east of the HEFT, backtrack to the
- HEFT, go north to the FDOT site Park-and-Ride (Dolphin Station) via the NW 12th St. interchange, and on to the MIC on the same path as the first route.

MDT is also planning express transit routes along the Turnpike which would also stop at the proposed transit center off of NW 12th Ave.

MDT has requested consideration of a park-and-ride lot and transit terminal on the subject site. The following items summarize MDT's desirable accommodations on the site, based on information provided by MDT and a conversation with MDT staff:

- Provide a minimum of 1,000 long-term parking spaces (including ADA, stroller, and carpool/vanpool parking).
- Provide additional short-term parking spaces (2-5% of long-term, or 20-50 spaces) at a 45-degree angle adjacent to drop-off/pick-up areas.
- Provide kiss-and-ride/drop-off/pick-up area.
- Provide designated parking areas for :
  - Persons transporting young children and strollers.
  - Motorcycles and bicycles (racks and lockers).
  - Carpools and Vanpools near the ADA parking area.
- Provide 12 shallow sawtooth articulated bus bays located on the outside of the bus loop, and 6 layover bus bays, which can be along a center island.

An attachment to this memorandum contains the full list of requirements, many of which relate to site features, configuration, adjacency, and dimensional criteria. Additional attachments for park-and-ride lot improvements at SW 8th St./SW 147th Ave. and the Golden Glades Intermodal Center provide some guidance and suggestions as to site configuration and layout. As a note, the facility on SW 8th St. would provide for about 500 parking spaces, 8 bus bays (4 articulated and 4 standard), and 4-6 layover spaces (depending on size of buses) along the center island. This site is approximately 8 acres in site.

It is estimated that the accommodation of the desirable 1,000 long-term parking spaces and the other components requested would occupy about 15 acres. A minimum number of 800 spaces would require about 12 acres including the bus terminal; this smaller target is in view of possible use restrictions on parcels south of the lake. The site planning, however, should consider phased development of the park-and-ride facility, with a subsequent phase being a parking garage, if needed, to achieve the 1,000 space target or an expansion to 1,200 spaces in the future, which would require about 17

acres if at-grade. These approximate space requirements are to be confirmed as the site planning study continues.
Consideration should be given to a connection across or possibly under the Turnpike to connect the transit terminal and park-and-ride lot site to the Dolphin Mall, or facilitating the connectivity in some other way.

B. Truck Parking and Service Area

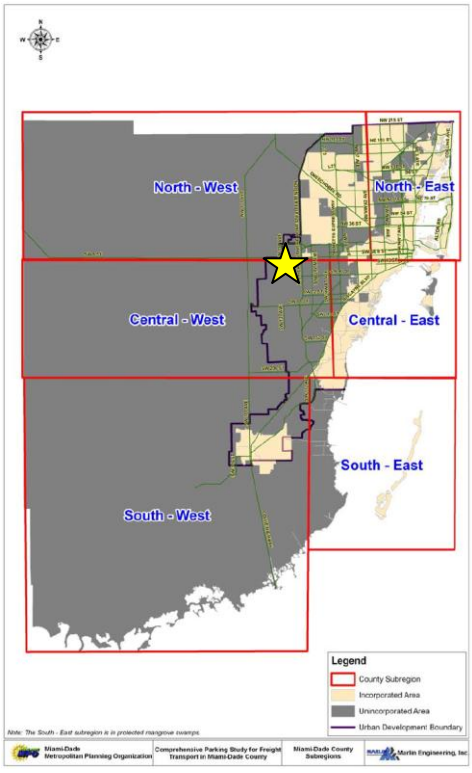
The demand for a significant number of new truck parking spaces and supporting trucker services has been documented through two reports prepared by the Miami-Dade Metropolitan Planning Organization (MPO):

- Comprehensive Parking Study for Freight Transport in Miami-Dade County
- Development of Truck Parking Facilities in Miami-Dade County – Phase 2

The first report analyzed demand for truck parking by both local and over-the-road trucks. That study examined demand by six "regions" of the county as shown on the next page with the proposed parking site shown by the star symbol. It is seen that while the site is in the North-West region, it might be attractive to the demand assigned to the Central-West region, and even the Central-East region. The table below summarizes the parking demand results of the first MPO study:

TRUCK PARKING SPACE NEEDS

Region	Local Net	Long Haul Net	Net Demand
Northwest	4,583	907	7,571
Northeast	2,988	503	3,554
Central East	566	54	1,936
Central West	1,370	46	1,552
Southeast	182	15	688
Southwest	506	47	506
TOTAL	10,195	1,572	15,807
Subtotal N, CW, SW	6,459	1,000	9,629



It is seen that there is significant overall demand just in the long haul sector. It is uncertain that the local demand would be satisfied by overnight parking lots where the fee would be likely $8-10 minimum. While there is some private overnight truck parking on several properties near the Okeechobee Road/ Florida's Turnpike interchange, those sites under County regulation cannot offer any services or amenities (food, showers, truck wash, fueling, repairs). There is clearly pent-up demand for

truck parking in Miami-Dade County. At present there are no actual full service truck service plazas in Miami-Dade County, although there are several smaller service stations that provide limited amounts of parking, showers, fast food, and a few other amenities. There is a full service truck plaza on I-595 at US 441 in Broward County; the nearest other bonafide truck service plazas are in Fort Pierce and Naples. This study will focus on addressing the long-haul component of truck parking demand.

For the purposes of this planning study, the following guidelines are provided:

- The planning by the MPO indicates that approximately 10 trucks can be accommodated per acre. Upon further review into the 10-acre prototype layout in the second MPO report, about 6 acres of that site was given to truck parking and circulation aisles, and the 4-acre balance of the site allowed for the other common amenities and associated circulation. The result is about 15 truck parking spaces per acre.
- Thus, parking for 300 trucks would require 20 acres and the other amenities would require about 6 additional acres, assuming that the larger parking supply would call for some additional fuel pumps and a larger building for retail, dining, and amenities.
- Because of its convenient location next to SR 836 and Florida's Turnpike, this site should offer desirably provide at least 300 truck parking spaces. For planning purposes, a minimum of 200 truck parking spaces should be provided. These would require 12 and 20 acres, respectively. Provision of more than 300 spaces should be explored.
- The layout of the truck parking facility should follow guidelines in the second MPO truck parking study, including HVAC/Internet hookup pods for each parking space.
- Space allowance should be made for other amenities per the MPO study including: fuel pumps, truck washing facility, maintenance facility, and convenience/amenity/food center building. Guidelines in the MPO study should be followed.
- Thus, 17 to 26 acres should be allocated to the truck parking, excluding drainage requirements. These approximate space requirements are to be confirmed as the site planning study continues. If the site layout configurations permit, additional parking could be considered.

C. Tandem Truck Parking and Service Area

In the course of coordination with the Florida Turnpike Enterprise, interest was expressed in accommodating a tandem truck staging area. The term "tandem truck" means any combination of truck tractor, semitrailer, and trailer combination coupled together so as to operate as a single unit, in which either the semitrailer or the trailer unit exceeds 28 feet in length but in which neither the semitrailer nor the trailer unit exceeds 48 feet in length. These "double trailer" units are allowed to operate only on the turnpike corridors and require staging sites to combine or separate the trailers for local delivery or pickup. As a result, the turnpike provides staging sites at several locations, including the I-4/Turnpike interchange, Yeehaw Junction interchange, Golden Glades interchange, and the Sawgrass Expressway/ Commercial Blvd.

Interchange. A review of these sites indicates that the paved staging area ranges in size from less than an acre to about 2.3 acres, plus access. The following parameters are provided for accommodating this use element:

- Provide a minimum 2.0-acre and a desirable 2.5-acre rectangular paved area for the truck staging function, with separation from truck service plaza parking.
- Access should be designed for this type of vehicle and consideration should be given to possible ways to provide direct access between the site and the Homestead Extension of Florida's Turnpike.

D. Potential Future System Interchange Ramps

The Miami-Dade Expressway Authority (MDX) in cooperation with the Florida Turnpike Enterprise previously developed a master plan at the SR 836/HEFT interchange that included directional ramps between the north and west legs of the interchange. The previously proposed location of the southbound-to-westbound ramp movement was along the south side of the pond situated near the FDOT parcels. Presumably, this ramp profile would be near existing grade to the east and rising as it proceeds westward to tie into the westbound SR 836 roadway just west of where it crosses over NW 12th Street and the CSX RR tracks. For the eastbound-to-northbound ramp was along the north side of NW 12th Ave. Its ramp profile presumably would be near existing grade to the west and rising as it proceeds eastward to tie into the northbound Turnpike.

This study should consider accommodating these proposed ramps. Consideration should be given to mitigating the impact of these ramps in terms of area consumed and affect on access from NW 12th Ave., if possible. A north-south connection on the west side of the pond would require an opening under the proposed ramp. MDX has commissioned a PD&E study to investigate the extension of SR 836 and as part of this study will look at the proposed directional system interchange ramps; however, the study has just started and it may be up to a year before some definitive determination is made regarding the need for the future ramp and its configuration.

Therefore, for the purpose of this study, it will be presumed that:

- Directional southbound-to-westbound and eastbound-to-northbound ramps will be eventually developed south of the pond. Allowance for an appropriate combination of sloped embankment, retained embankment, and structure will be considered.
- Consideration should be given to a higher profile alignment for the ramp near the east if a site circulation road on the east side of the pond is considered desirable.
- The area of land under FDOT control impacted by the proposed ramp should be calculated, and considered as a potential land swap with MDX holdings in the vicinity that would be usable for planned site uses, particularly the upland portion of the parcel identified as "117" south of the pond.

- Consideration should also be given to the potential of a temporary parking use in the MDX and/or FDOT lands south of the onsite lake. If it were, for example, used as commuter parking, this use could be relocated to the north of the lake in the future into a vertical facility.

E. Access and Circulation

The following access circulation elements should be considered in terms of functionality and space requirements:

- Consider internal circulation requirements in the site configuration analysis. This is complicated by the fact that MDX has control over the upland part of Parcel 117 south of the pond and over the narrow upland perimeters of the pond, while parcels east and west of the pond are not in FDOT control and belong to other private land owners.
- Determine feasible NW 12th St. connection points, if any, considering the potential system interchange ramp alignments and profiles, placement of the elevated SR 836 piers, its western abutment locations, the length of the NW 12th St. eastbound left turn lane at the HEFT interchange, and any other considerations. A connection point in the area of Parcel 117 will require coordination with MDX.
- Coordinate with FDOT District 6 access management regarding an opening in the limited access line on the north side of NW 12th St. west of the HEFT interchange to facility site access.
- Coordinate with Rolando Jimenez of Miami-Dade County Public Works and Waste Management Dept. as to planning efforts by that office to develop a street in the NW 122nd St. corridor from NW 41st St. to NW 25th St., possible extending further south to NW 12th St. or even NW 6th St.
- Consideration should be given to a connection northward from the FDOT parcels to NW 25th St., possibly via NW 121st Ct., or westward on the north or south side of the large dredge lake lying between NW 127th Ave. and the FDOT parcels.
- As noted elsewhere, consider a roadway connection between the Dolphin Mall and the park-and-ride lot/transit terminal to facilitate access, circulation and potential shuttle bus or fixed route bus connections in this area.
- Coordination should occur with the Turnpike to explore the possibility of developing a frontage road system on either side of the Turnpike between NW 12th St. and NW 25th St., possibly connecting into the NB entrance ramp and the southbound exit ramp at the NW 12th St. interchange.

F. Stormwater Management

The following considerations should be incorporated into the site planning analysis:

- The site planning should make allowance for basic applicable stormwater management requirements.
- The various requirements of each site use can be combined for efficiency if cost-effective and allowed under regulations.

- "Green" strategies in parking area treatment that reduce run-off requirements should be considered.
- A space allowance for needed stormwater management facilities should be considered when planning the potential allocation of planned site uses across the subject parcels.
- Miami-Dade County requirements for the finish elevation of site improvements will need to be considered in the site planning and in the site development costs.

G. Other Considerations

In the course of planning the configuration of various potential site uses on the subject parcels, consideration should be given to potential land swaps between FDOT and owners of other private parcels north and east of the FDOT land holdings in this area, if there are potentially compelling benefits for site usage, site access and internal circulation and other connectivity considerations.

H. Summary Space Requirements

As a reference point, the following summarizes the land area under FDOT control. Based on conversations with FDOT District 6 ROW and Turnpike representatives, the portion of Parcel 105 west of the Turnpike limited access line is under District 6 control and is available for site uses. The summary of approximate FDOT land holdings is as follows:

SUMMARY OF FDOT LAND HOLDINGS

Parcel	Acreage (Approx.)
Large North Parcel (119 part)	35.0
Parcel 118 (part - south of lake)	4.8
Parcel 119 (part - south of lake)	2.9
Parcel 120 (part - south of lake)	3.3
Subtotal	**46.0**
Parcel 105 (west of Turnpike ramp)	2.5
Total	**48.5**

The following two maps illustrate FDOT parcels and MDX parcels in the study area.

Memo

FDOT PARCELS IN THE STUDY AREA

MDX PARCELS IN THE STUDY AREA

As noted in the TWO scope, consideration will be initially given to other parcels until it is determined that their use is not feasible, including land inside the Turnpike interchange south of NW 12th St. and the CSX RR.

As a starting point for site configuration planning, the following summarizes the space parameters discussed above for the site concept requirements:

APPROXIMATE SPACE REQUIREMENTS

SITE ELEMENT	Minimum Acres	Desirable Acres	Notes
Tandem Truck Parking	**2.0**	**3.0**	
Park-and-Ride Lot/Transit Terminal	**12.0**	**17.0**	
Transit Terminal	4.0	5.0	
Parking and Other	8.0	12.0	800-1,200 parking spaces
Truck Parking and Service Facility	**17.0**	**26.0**	
Truck Parking	12.0	20.0	200 -300 truck spaces
Buildings and Other Amenities	5.0	6.0	
Site Circulation and Drainage	**4.5**	**4.5**	
TOTAL	**35.5**	**50.5**	

Note: Acreages assume all improvements at-grade. Use of parking garage for park-and-ride spaces would reduce space requirements.

These parameters will need to be refined as the site configuration process advances, and are subject to change and adjustment by the TWO consultant as the work effort progresses.

Updated version 10/16/13

MDT Dolphin Station Park-and-Ride/Transit Terminal Requirements

Property owned by the FDOT located adjacent to the intersection of the Homestead Extension of the Florida Turnpike (HEFT), SR 836 and NW 12th Street has been identified as a strategic location for a transit hub with a park-and-ride facility. Both the HEFT and SR 836 are proposed to have Express Lanes with Express Bus Service.

This transit hub would support the SR 836 Express Enhanced Bus Service project as well as other planned Express Bus routes. This is an integral component of the East-West corridor which connects the largest employment areas of the county (FIU, Doral, Airport, Health District, Downtown Miami, and Brickell) and will also connect to the Miami Intermodal Center, a major intermodal transportation hub.

Requirements:

- Provide direct full access ramps to park-and-ride/transit terminal station from SR 836 and the HEFT
- Provide local street access from NW 25th Street, NW 12th Street and Flagler Street
- Provide sidewalks and bicycle lanes near and approaching the facility
- Provide a gateway feature at entrance
- Provide monument signs at entrances
- Provide a traffic circle to direct patrons to parking areas and buses to bus terminal
- Provide 12 articulated shallow sawtooth Bus Bays (concrete pavement) located in outside portion of bus loop with recirculation. Transfer terminals should be located either in a central location on the lot with parking areas surrounding it or on the outer perimeter with the parking areas extending radially from the terminal
- Provide 6 layover bays (can be accommodated in center island)
- Include a comfort station (break lounge) in center island
- Provide a transit hub with passenger waiting areas, ticket vending machines and retail component
- Provide a minimum of 1,000 long-term parking spaces (including ADA, stroller, and carpool/vanpool preferential parking) (similar to GG; unless modeling shows need for more)
- Provide additional short-term parking spaces (2-5% of long-term) at a 45 degree angle adjacent to drop off and pick up areas 20-50 +
- Provide kiss-and-ride/drop-off/pick-up area
- Provide continuous covered walkway with canopy to bus waiting areas
- Provide designated parking area for persons transporting young children and strollers
- Provide designated parking areas for bicycles and motorcycles (racks and lockers)
- Provide a designated parking area to accommodate carpools and vanpools (for 3 passengers or more) near the ADA parking area
- Provide electric vehicle charging stations
- The layout of parking areas in regard to closeness to a transfer terminal should be given in order of 1) bicycle parking, 2) accessible parking, 3) stroller parking, 4) motorcycle parking 5) carpool and vanpool parking, 6) Kiss-and-Ride, passenger drop off and pick up areas, 7) short-term parking, and 8) long-term parking
- The maximum reasonable walking distance is 1,000 feet. Longer walking distances may necessitate consideration of additional loading zones
- Large parking lots should be subdivided into sections to reduce the scale, walkways and landscaping may be used for this purpose. However, vehicular movement from each section to the next shall not be restricted

MDT Dolphin Station Park-and-Ride/Transit Terminal Requirements

- Indicate number of parking spaces in each parking area
- Generally, no more than 30 spaces should be provided without raised islands at end of rows (a cross aisle to move to exits or other parking spaces or to bypass disabled vehicles)
- Provide illuminated identification marker
- Provide guide signs along SR 836 and HEFT as well as trailblazer/wayfinding signs along arterial and local street network
- Motorcycle spaces shall be four feet wide by eight feet long. Where exposed to sunlight, the paving for motorcycle spaces shall be concrete
- Ninety degree parking is preferred and should be used wherever possible
- Parking spaces shall be a minimum of 9 feet by 20 feet minimum, two-way driving aisles 24 feet wide
- All parking areas shall be designed to permit ease of maintenance
- Dead end lanes should be avoided even if this results in fewer paces being provided
- Because of budget constraints and potential increase in demand, the proposed parking area should be designed to accommodate parking garages in the future to meet the 2040 parking demand. As demand continues to grow the surface lots can be converted into parking garages with retail components
- Kiss-and-ride area shall be oriented to the direction of travel to enhance maneuvering and to provide safe and direct access for patrons to the covered pedestrian waiting area
- Bus lanes shall be a minimum of 20 feet wide to allow buses in motion to pass stalled buses
- Minimum turning radii shall be 50 feet outside dimension with 3.1 feet allowance for the front overhang of buses
- All bus areas must be concrete pavement, no asphalt pavement
- Provide a continuous and lush landscaped buffer that includes a continuous hedge and trees consisting of Florida Native landscaping appropriate for Florida's environment along property lines
- Mixing of automobile and bus traffic should be avoided if possible
- Provide proper levels of illumination throughout the site including passenger waiting areas, covered walkway and parking areas to improve safety and security
- Provide perimeter fencing
- Provide direct differentiated pedestrian paths with no level changes throughout

was 2035

Technical Memorandum No. 4

Engineering Alternatives Analysis

Site Feasibility Study for Truck Parking and Park-and-Ride Lot

Prepared for:

FDOT

Carlos A. Castro
District Six Freight Coordinator
Intermodal Systems Development Office

Prepared by:

Gannett Fleming

October 2015

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Appendix A – Truck Parking and Park and Ride Facilities Conceptual Alternatives 1 through 4
Appendix B – IPaC Trust Resource Report

1 Introduction

1.1 Objective

The objective of this technical memorandum is to evaluate the conceptual alternatives for the Truck Parking and Park-and-Ride Facilities proposed on the northwest quadrant of the SR 836/Dolphin Expressway and SR 821/Homestead Extension of the Florida's Turnpike (HEFT) interchange. These conceptual alternatives have been conceptualized based on the existing conditions analysis and feedback from the Project Advisory Team (PAT).

1.2 Project Description

In 2010, The Miami-Dade Metropolitan Planning Organization (MPO) conducted a *Comprehensive Parking Study for Freight Transport in Miami-Dade County* Study[1]. The study showed a severe truck parking shortage of approximately 12,000 short and long-term parking spaces, an additional 1,177 acres of land, for long haul interstate drivers who transport into and out of the region. With an expected increase in demand due to the expansion of the Panama Canal, the dredge of Port Miami and the construction of an intermodal terminal in the City of Hialeah, parking demand for trucks is expected to increase. The study recommended interagency cooperation for implementation of potential truck parking sites in Miami-Dade County and identified proposed locations.

In 2010, the Lehman Center for Transportation Research also conducted a *SR-836 Express Bus Service Study*[2] that investigated the feasibility of a bus system along SR 836 in Miami-Dade County. The study recommended the implementation of the bus route and provided the supporting components for implementation, operations and maintenance. As part of the recommendations, the study suggested the development of park-and-ride facilities to support the proposed route.

In 2012, the Miami-Dade MPO conducted the *Development of Truck Parking Facilities in Miami-Dade County Phase II: Options for Implementation Study*[3], with the purpose of creating a guide for implementing truck parking facilities already identified in the Comprehensive Parking Study for Freight Transport. This document is being used as a base for the development of this feasibility study.

[1] http://miamidadempo.org/library/studies/comprehensive-parking-study-for-freight-transport-final-2010-09-30.pdf
[2] http://cake.fiu.edu/TIGER2012/drop/FIU-SR836ExpressBusStudy_revised_final_draft_Dec2010.pdf
[3] http://miamidadempo.org/library/studies/development-of-truck-parking-facilities-phase-ii-options-for-implementation-final-2012-08.pdf

1.3 Purpose

The purpose of this project is to conduct a site feasibility study, develop and evaluate conceptual alternatives, and recommend a layout for the construction of a new truck parking facility and a park-and-ride facility in this area of Miami-Dade County. The resulting conceptual alternatives and layouts will be developed, evaluated, and recommended for further analysis. These facilities are planned to increase the supply of truck parking spaces and enhance the current operations of transit to satisfy the provisions identified in Miami-Dade MPO studies and the needs already identified by Miami-Dade Transit (MDT). The project will focus on maximizing access and use of all modes of transportation, preserving future expansion needs for multimodal transportation facilities, enhancing mobility of the adjacent corridors, including movement of freight and goods, and conducting intergovernmental coordination with emphasis on communication with key decision makers and stakeholders.

1.4 Study Limits

The study focuses on the area bounded by NW 25th Street to the north, SR 90/SW 8th Street to the south, NW 137th Avenue to the west, and SR 985/NW 107th Avenue to the east. Figure 1-1 graphically depicts the project site location and study limits. These limits were selected based on the land use surrounding the project site.

The interchange between SR 821/HEFT, SR 836, and NW 12th Street is located about one mile west of NW 107th Avenue and two miles east of NW 137th Avenue. These interchanges act as the main portal to an area that has seen significant growth in the last decade with the development of low and medium density housing southwest of the project site and industrial warehouses and Dolphin Mall north and northwest of the project site. Additionally, it provides eastward access to Miami International Airport, PortMiami, Downtown Miami, and potentially, it will serve the south-westernmost area of Miami-Dade County as potential southbound HEFT-to-westbound SR 836 and eastbound SR 836-to-northbound HEFT ramps are developed. These factors are especially important to transit development as well as freight operation.

The intersections that were considered in this study are:

- NW 12th Street and NW 137th Avenue
- NW 12th Street and NW 127th Avenue
- NW 12th Street and NW 124th Path
- NW 12th Street and southbound SR 821/HEFT On/Off-Ramp
- NW 12th Street and northbound SR 821/HEFT On/Off-Ramp
- NW 12th Street and NW 107th Avenue
- Westbound SR 836 Off-Ramp into northbound NW 107th Avenue
- Eastbound SR 836 Off-Ramp into NW 107th Avenue
- NW 25th Street and NW 117th Avenue
- NW 25th Street and NW 114th Avenue
- NW 25th Street and NW 112th Avenue
- NW 25th Street and NW 107th Avenue
- NW 122nd Avenue and NW 6th Street
- NW 122nd Avenue and SR 90/SW 8th Street

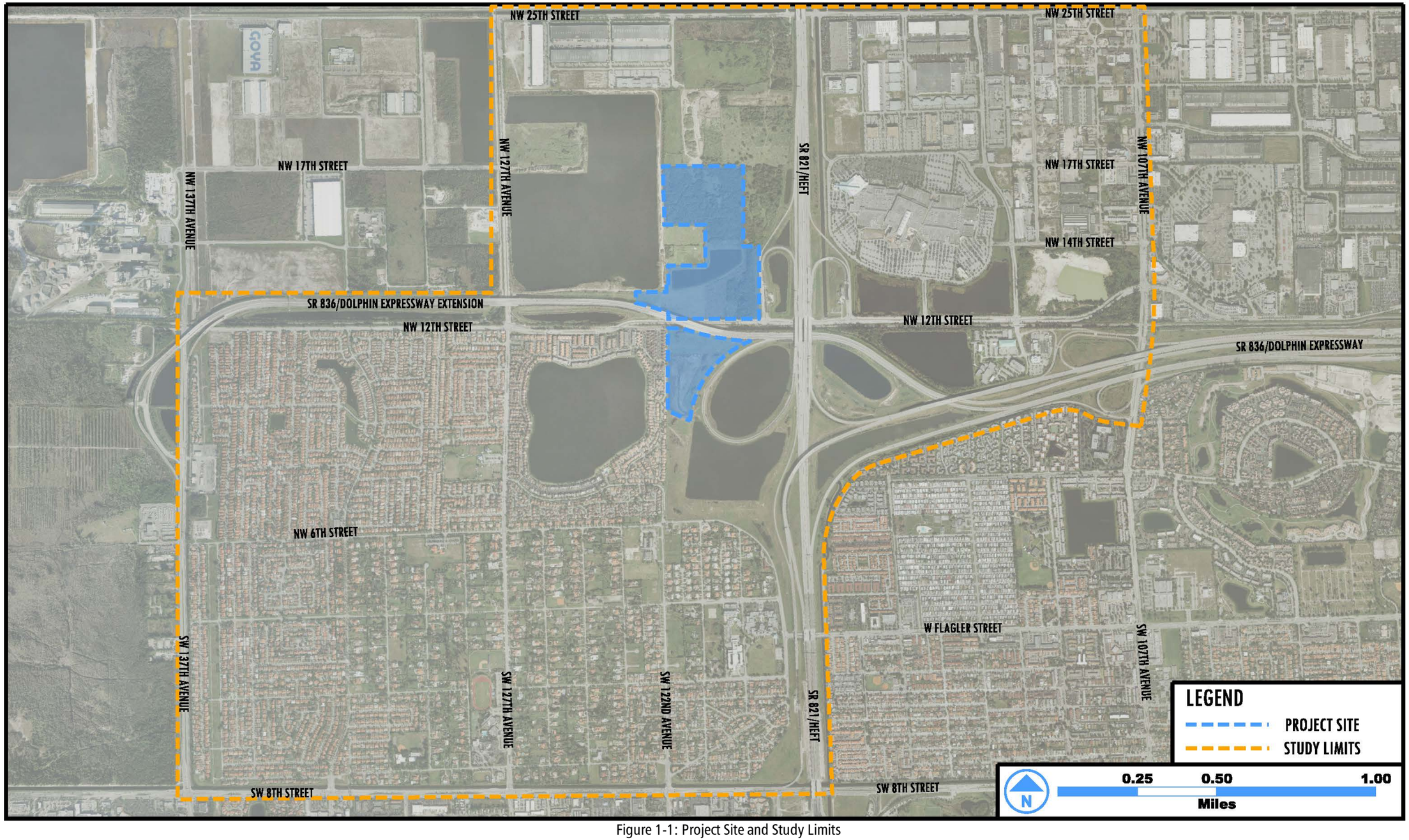


Figure 1-1: Project Site and Study Limits

1.5 Right-of-Way

Figure 1-2 graphically depicts the available right-of-way (ROW) as well as the agencies holding them, where the Truck Parking and Park-and-Ride facilities are to be developed.

Figure 1-2: Available ROW

2 Engineering Alternatives Considered

Four conceptual alternatives were developed based on site characteristics and constraints as reported in *Technical Memorandum 1: Project Need Statement*, as well as local agencies' defined goals, which were recorded in *Technical Memorandum 2: Local Agency Input*.

The development process resulting in the four conceptual alternatives is described in *Technical Memorandum 3: Engineering Alternatives.* This process was initiated by creating conceptual "bubble" diagrams that accurately illustrated the space requirements needed for the proposed Truck Parking and Park-and-Ride Facilities. These conceptual "bubble" diagrams were based on concept requirements and preferences, based on previous planning efforts, initially provided by the FDOT and some of the local transportation agencies involved. As space requirements were met, two conceptual layouts were developed and used as the basis for the production of Conceptual Alternatives 1 and 2. These conceptual alternatives illustrated in further detail access points and geometric shapes of the proposed Truck Parking and Park-and-Ride Facilities.

Additional interagency coordination identified new issues and requirements that prompted the creation of the Conceptual Alternatives 3 and 4. Please refer to *Technical Memorandum 3: Engineering Alternatives* for further details on the development of these conceptual alternatives.

Figures 2-1 through 2-4 graphically depict the four conceptual alternatives for which the feasibility was analyzed and compared. The feasibility of these conceptual alternatives was measured in regards to engineering, environmental, socio-economic, stakeholder requirements and preferences consistency, and potentials costs. While engineering data and stakeholder feedback was discussed in previous phase of this study, a preliminary environmental assessment was performed for the study area to determine some of the potential impacts that these four conceptual alternatives may have on their surroundings. The following section presents the available environmental information gathered as part of this preliminary effort. Additionally, potential impacts to the adjacent ROW were analyzed for the four conceptual alternatives and potential ROW costs were developed. Preliminary construction costs are also presented in the following sections of this document.

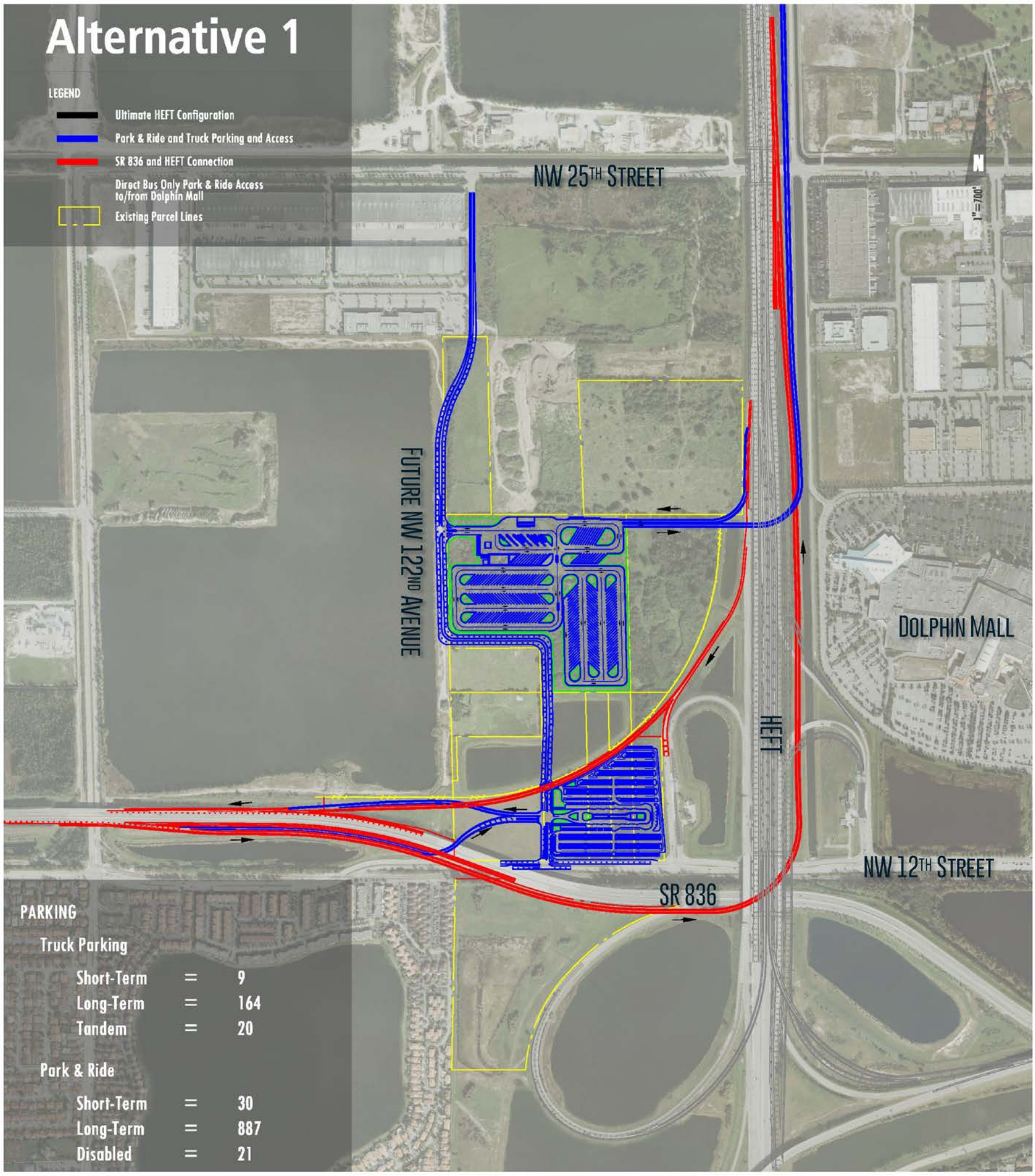


Figure 2-1: Preliminary Conceptual Alternative 1

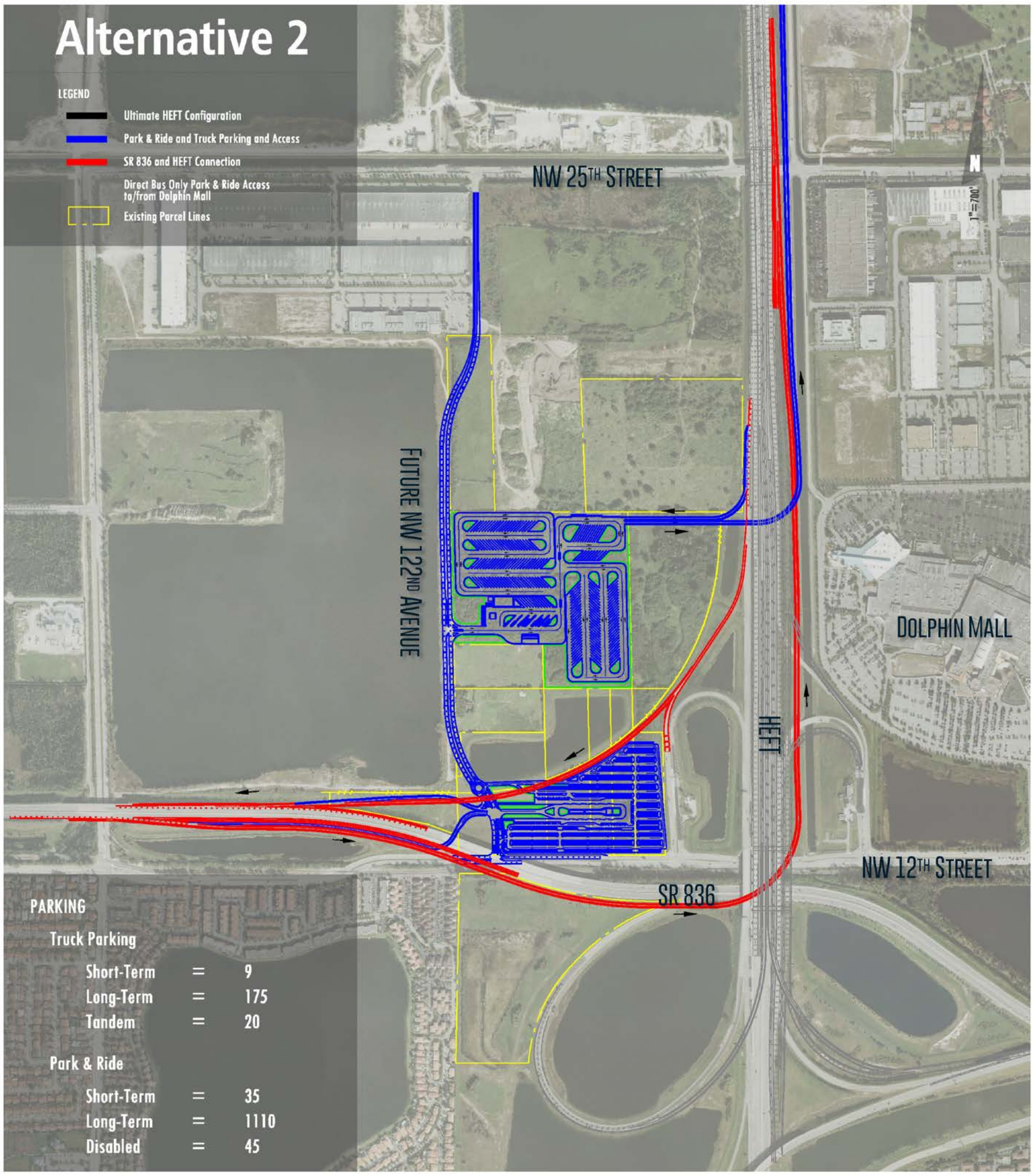


Figure 2-2: Preliminary Conceptual Alternative 2

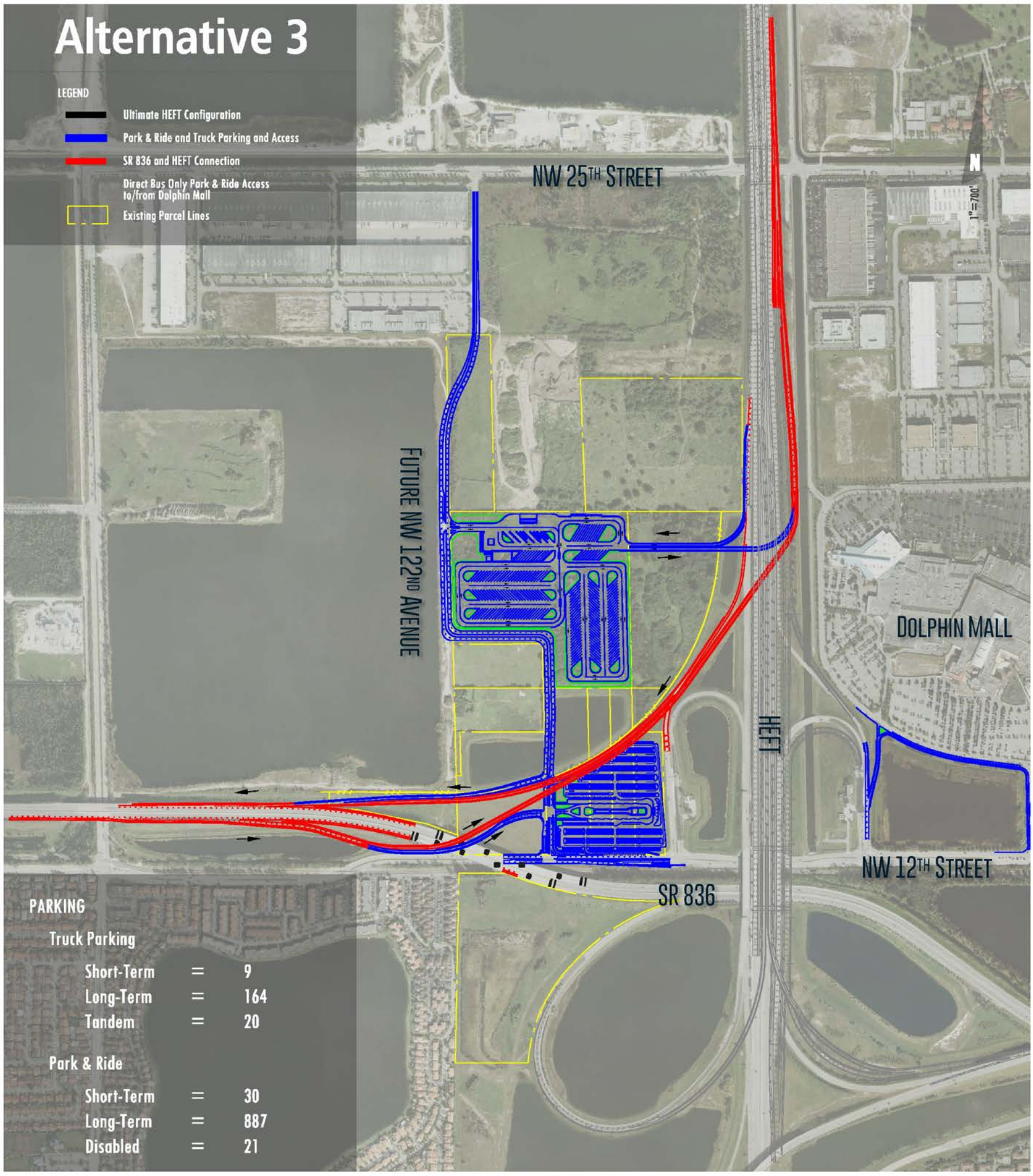


Figure 2-3: Preliminary Conceptual Alternative 3

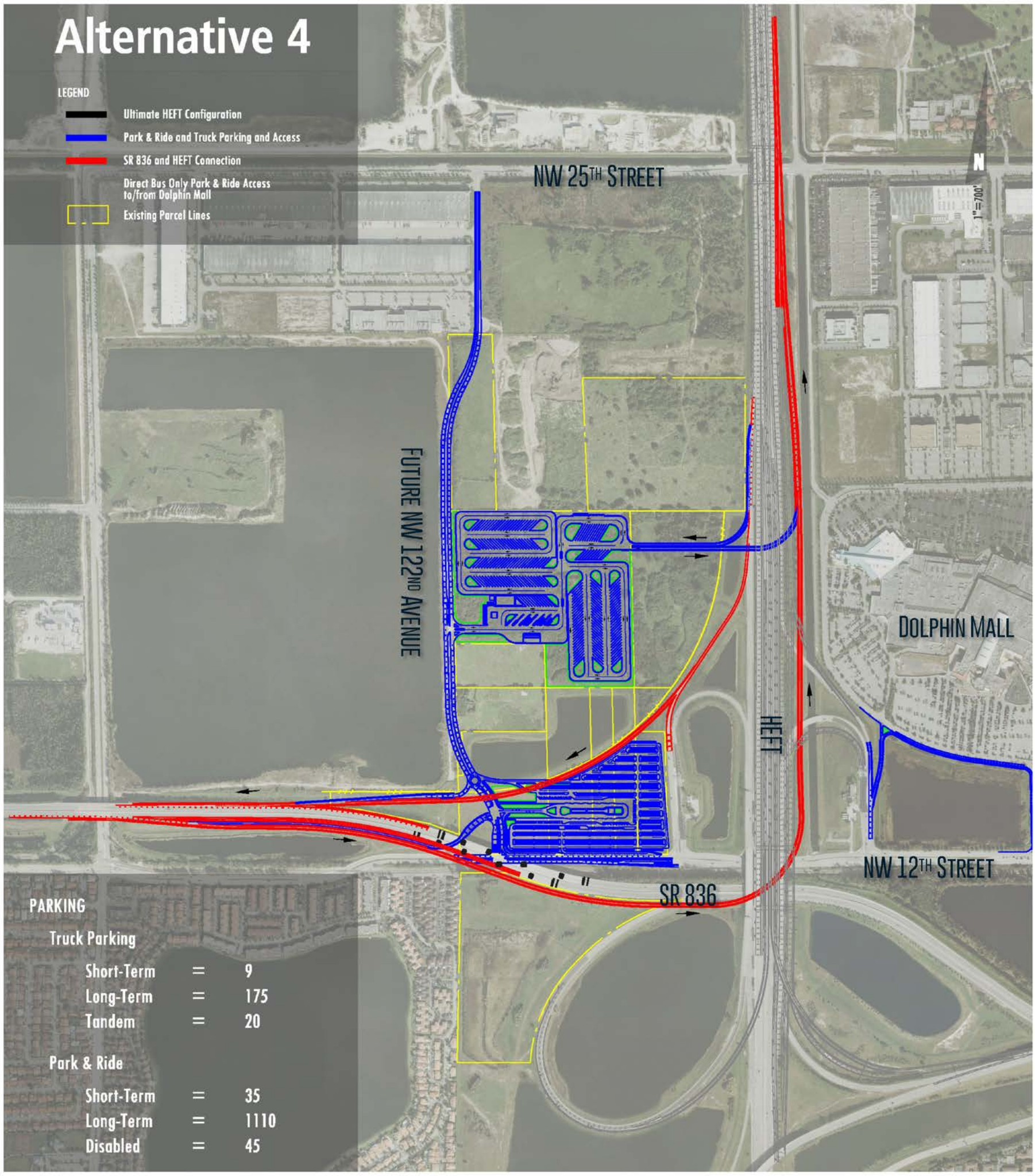


Figure 2-4: Preliminary Conceptual Alternative 4

3 Preliminary Environmental Assessment

The data presented in this section was gathered through available web-based GIS information and field reviews. It should be noted that the data is preliminary and the intent of their use is to aid in the comparative analysis of the conceptual alternatives. While relevant, it should be corroborated during later phases of this project when used to further refine concepts and to develop recommendations.

Specific details on social impacts are described in Section 3.1 and physical impacts are detailed in Section 3.2.

3.1 Social Impacts

Part of this study's effort included the evaluation of potential effects to the neighboring communities to the project site and their social fabric. Social impacts assessed included any changes to land use, public and private services, scenic environments, and farmlands, with a special focus on the effects to the community.

3.1.1 Community Cohesion

Community cohesion is the degree to which residents feel a sense of belonging to their neighborhood or community. The level of community cohesion is often evident by strong attachments and/or interactions between residents and their neighbors, institutions within the community, and particular groups. Information such as location of special populations, location of community facilities and services, housing data, resident attitudes about their neighborhood, and general observations of community life is fundamental and required in order to determine the level of cohesion within a community. Other indicators of community cohesion include the presence of recognized community leaders, family orientation, active elderly populations, defined community or neighborhood organizations, and area name identifications. Determining community cohesion is a subjective task and can be estimated based on the number of indicators that apply to a neighborhood. In general, the more indicators that apply, the more cohesive the neighborhood is.

Transportation projects may compromise the cohesion of a community by establishing physical separators between neighborhoods, affecting the mobility of residents, and/or affecting the safety of the community. Other impacts to the community may include discriminatory segregation and potential controversy due to relocation of residents.

Overall, this project is not likely to negatively affect the community cohesion of the study area as its primary goal is to increase access to, and mobility between, neighboring communities and other destinations (e.g., residential, institutional, and/or commercial areas), as well as provide better distribution of essential goods. Furthermore, the proposed improvements are to be constructed on existing FDOT, Miami-Dade Expressway Authority (MDX), and Florida's Turnpike Enterprise (FTE) ROW with no evident potential for relocation of residents (refer to Figure 1-2 for a graphical representation of the ROW considered for the project site). The Project Development and Environment (PD&E) phase of this project will determine the most effective design concept for the Truck Parking and Park-and-

Ride Facilities in order to enhance their multimodal functions and minimize the impacts to the social, natural, and physical environments.

The overall assessment of these impacts also influences impact to community cohesion. In summary, many of the project's impact to the adjacent neighborhoods and surrounding community are anticipated to be positive. Improvements to local and regional transportation mode interfaces will facilitate the access of residents, workers, and service providers to their community, as well as the County and beyond.

3.1.2 Land Use Changes

The proposed improvements will be accommodated within a maximum of 13 parcels of land on the northwest quadrant of the SR 836 and SR 821/HEFT interchange. Eleven of these parcels are currently vacant lots while the remaining two parcels are currently used as a ponding lake and farmland. In addition to the ponding lake parcel, three other bodies of water may be affected by the construction of the proposed improvements. These bodies of water lie within the vacant parcels and are also artificial ponding sites. In order to accommodate the Truck Parking and Park-and-Ride Facilities, as well as the new segment of NW 122nd Avenue and the access ramps, these parcels will need to change in land use. The parcels will become either public/civic buildings or roadways and the surface areas of the bodies of water could potentially be reconfigured and/or reduced. Figure 3-1 presents the current land use map of the area with the proposed improvements overlaid in dark blue.

This project will essentially modify the current land use to provide a multimodal transportation center that best integrates the various transportation modes within the vicinity of the interchange. Improvements to local and regional transportation mode interfaces suggest a positive impact to adjacent neighborhoods and community. The negative impacts may arise from either direct (such as visual or noise) or indirect (such as increased traffic) factors and involve both the adjacent or nearby neighborhoods, as well as the surrounding community. However, with new access ramps to adjacent freeways and improved connectivity of the existing roadway network configuration, access is anticipated to increase and produce positive impacts to the community. These new connections are enhancements deemed critical to the success of the Truck Parking and Park-and-Ride Facilities in terms of multimodal connectivity, transfer efficiency, accessibility, comfort and convenience, safety and security, as well as overall image and aesthetics. Hence, further positive impacts to adjacent neighborhood are expected due to gained value from development of vacant lands and proximity to any key transportation hub.

3.1.3 Relocation Potential

Figure 3-1 portrays the potential improvements as they relate to the existing land use of the area. These improvements would take place within existing vacant lots or within existing ROW. No relocation potential is foreseen for any of the conceptual alternatives.

Figure 3-1: Existing Land Use and Potential Improvements

3.1.4 Community Services

Many institutions and facilities, whether public or private, provide essential services to communities, including education, worship, healthcare, law enforcement, fire rescue, governmental, civic, and commercial uses. These types of facilities within and in the vicinity of the project area were identified and documented herein to assess any potential impacts the developed conceptual alternatives may have on them.

3.1.4.1 Public or Private Education Facilities

No public or private education facilities were identified within the immediate footprint of the proposed improvements. Within the study area, the following education institutions were identified:

- Belen Jesuit Preparatory School (500 SW 127th Avenue, Miami, FL 33184)
- Paul W. Bell Middle School (11800 NW 2nd Street, Miami, FL 33182)
- Marjory Stoneman Douglas Elementary School (11901 SW 2nd Street, Miami, FL 33184)
- Marjory S. Douglas Elementary School (650 NW 132nd Avenue, Miami, FL 33182)
- Conchita Espinosa Academy (12975 SW 6th Street, Miami, FL 33184)
- Miami Christian School (200 NW 109th Avenue, Miami, FL 33172)
- Sweetwater Elementary School (10655 SW 4th Street, Miami, FL 33174)
- Keiser University (2101 NW 117th Avenue, Miami, FL 33172)
- Strayer University Doral Campus (11430 NW 20th Street, Suite #150, Miami, FL 33172)
- Renaissance Elementary Charter School (10651 NW 19th Street, Doral, FL 33172)
- Doral Academy Charter Middle School and High School (11100 NW 27th Street, Doral, FL 33172)
- Florida International University Modesto Maidique Campus (11200 SW 8th Street, Miami, FL 33199)
- Florida International University Civil and Environmental Engineering Campus (10555 W Flagler Street, Miami, FL 33174)
- Sweetwater Head Star (250 SW 114th Avenue, Miami, FL 33174)

3.1.4.2 Religious Institutions

No religious institutions were identified within the immediate footprint of the proposed improvements; however, two religious institutions have been identified within the study area:

- The Prince of Peace Catholic Church (12800 NW 6th Street, Miami, FL 33182)
- Salón del Reino de Los Testigos de Jehová (11699 West Flagler Street, Miami, FL 33174)
- Chinese Baptist Church of Miami (595 SW 124th Avenue, Miami, FL 33184)

3.1.4.3 Medical Facilities

No medical facilities are located within the immediate footprint of the proposed improvements. The following clinics were identified to be within the study area:

- Mountain View Health Center (11373 West Flagler Street, Miami, FL 33174)
- Medical Center Incorporates (11333 West Flagler Street, Miami, FL 33174)
- Clinical Care Associates (11200 West Flagler Street, Miami, FL 33174)
- Alfonso Professional Medical (11180 West Flagler Street, Suite #13, Miami, FL 33174)
- Care Resources Group LLC (35 SW 114th Avenue, Suite #105, Miami, FL 33174)
- Sunrise Relax Services (636 SW 109th Avenue, Miami, FL 33174)
- Promed of Sweetwater Incorporated (10740 West Flagler Street, Miami, FL 33174)
- Columbus Clinical Services LLC (15 SW 107th Avenue, Miami, FL 33174)
- Dental Specialists of Doral Group (10666 Fontainebleau Boulevard, Miami, FL 33172)
- Kinetic Kids (11251 NW 20th Street, Miami, FL 33172)
- Orlando D. Santana, AP (2445 NW 107th Avenue, Doral, FL 33172)
- Doral Dental Partners (10620 NW 19th Street, Doral, FL 33172)
- J M Dental Group Incorporated (1470 NW 107th Avenue, Doral, FL 33172)
- Tri County Rehab (1414 NW 107th Avenue, Suite #301, Doral, FL 33172)
- Advance Rehab (1400 NW 107th Avenue, Doral, FL 33172)

3.1.4.4 Fire and Police Stations

No police stations have been identified within the immediate footprint of the proposed improvements. However, the following stations have been identified to be within the study area:

- Sweetwater Police Department (500 SW 109th Avenue, Sweetwater, FL 33174)
- Florida Department of Law Enforcement (1030 NW 111th Avenue, Miami, FL 33172)
- Florida Highway Patrol Division (1011 NW 111th Avenue, Miami, FL 33172)
- Miami-Dade Police Communications Bureau (11500 NW 25th Street, Miami, FL 33172)

No fire stations have been identified within the immediate footprint of the proposed improvements. Hence, the following stations fall within the study area:

- Miami-Dade County Tamiami Fire Rescue Station 58 (Tamiami Fire Department Station 58, Miami, FL 33184)
- Metropolitan Dade County Sweetwater Fire Station 29 (351 SW 107th Avenue, Miami, FL 33174)

3.1.4.5 Libraries

No libraries have been identified within the project area or in the immediate vicinity of the proposed improvements. Two libraries are present within the study area, immediately south of SR 90/SW 8th Street. These libraries are:

- Tamiami Branch Library (13250 SW 8th Street, Miami, FL 33184)
- Florida International University Steven and Dorothea Green Library (11200 SW 8th Street, Miami, FL 33199)

3.1.4.6 Civic Facilities and Governmental Buildings

No civic or governmental buildings were identified within the immediate footprint of the proposed improvements. The following governmental institutions were identified within the study area:

- Florida Department of Transportation District Six (1000 NW 111th Avenue, Miami, FL 33172)
- SunGuide Transportation Management Center (1001 NW 111th Avenue, Miami, FL 33172)
- Sweetwater City Hall (500 SW 109th Avenue, Suite #2, Miami, FL 33174)
- U.S. Social Security Administration (11401 West Flagler Street, Miami, FL 33174)
- Sweetwater Elderly Services Department (10600 SW 4th Street, Miami, FL 33174)
- Homeland Security (11226 NW 20th Street, Sweetwater, FL 33172)
- Sweetwater Auto Tag Incorporated (10930 West Flagler Street, Suite #308, Miami, FL 33175)
- Sweetwater Chamber of Commerce (1750 NW 107th Avenue, Suite SM-05, Sweetwater, FL 33172)

3.1.4.7 Commercial Activity Centers

One shopping mall has been identified within the study area:

- Dolphin Mall (11401 NW 12th Street, Miami, FL 33172)
- Miami International Mall (1455 NW 107th Avenue, Doral, FL 33172)

Some coordination between Dolphin Mall's stakeholders and PAT members has occurred throughout the study process. As this project progresses to the PD&E phase, further coordination with the Mall's stakeholders and an impact analysis should be considered. Other major commercial activity centers within the project area include:

- Miami International Mall (1455 NW 1007th Avenue, Doral FL 33172)
- Flagler Shopping Center (11400 West Flagler Street #201, Miami, FL 33174)
- Tower Shopping Plaza (11200 West Flagler Street, Miami, FL 33174)
- Camino de Oriente (10920 West Flagler Street, Miami, FL 33174)
- West Flagler Plaza Shopping Center (10720 West Flagler Street #17, Miami, FL 33174)
- Beserra's Mall (111 SW 107th Avenue, Miami, FL 33174)
- Miami Free Zone (2305 NW 107th Avenue #107, Doral, FL 33172)
- International Corporate Plaza (10640 NW 19th Street, Miami, FL 33172)

3.1.4.8 Cemetery

Two cemeteries are found within the study area.

- Pet Heaven Memorial Park and Crematory (10901 West Flagler Street, Miami, FL 33174)
- Our Lady of Mercy (11411 NW 25th Street, Miami, FL 33172)

3.1.5 Nondiscrimination (Title VI) Considerations

The 2010 American Community Survey General Population Characteristics were reviewed in order to obtain the demographics of the study area (see Table 3-1). The study area contains 2.78% (61,727 people) of the total population of Miami-Dade County, which is mostly comprised of Hispanics or Latinos with a median age of 39.4 years and an equal gender distribution. Origin information identified 1.9% of the study population as being born in the United States and 89.8% of the population as being born in "Other Groups" or "Unclassified/Not Reported". The remaining 8.3% include people born in the Middle East, Caribbean Basin, Brazil, Europe, Asia, and/or Africa. It may be deduced that the majority of the study's population was born in South America, Central America, or the Caribbean (with exception of Brazil and the Caribbean Basin) due to the ethnic distribution of the area. Since most of the population is of Hispanic decent, community outreach programs during later phases of this project should, preferably, be offered in both English and Spanish.

Another sensitive demographic within the study area are senior citizens (i.e. 65 or older) which make up 13.44% of the study's population (higher than the national average of 12.4%). However, the proposed improvements are not expected to impact any of these sensitive groups, minorities, and or low-income families since the improvements mostly fall within FDOT ROW and or adjacent vacant lands. This project has been developed in accordance with the Civil Rights Act of 1964, as amended by the Civil Rights Act of 1968; "No person shall, on the grounds of race, color, religion, sex, national origin, marital status, handicap, or family composition be excluded from participation in, or be denied the benefits of, or be otherwise subject to discrimination under any program of the Federal, State, or local government".

Study Area Population Characteristics		
Topic	**Value**	**Percentage**
Total Population	61,727	2.78%*
Elderly (65 and Up)	8,294	13.44%
Median Age Statistic	39.4	N/A
Gender Statistics:		
Female	30,556	49.50%
Male	31,171	50.50%
Demographic Information:		
Hispanic or Latino	53,034	85.92%
White	4,979	8.07%
Black or African American	2,688	4.35%
Asian	670	1.09%
Some Other Race	332	0.54%
American Indian or Alaska Native	19	0.03%
Native Hawaiian and other Pacific Islander	5	0.00%
*Percentage of the Miami Dade County Total Population		100.00%

Table 3-1: 2010 American Community Survey General Population Characteristics

3.1.6 Scenic Highways

No corridor was identified as a Florida Scenic Highway within the project area according the map produced by the Florida Scenic Highways Program: (*http://floridascenichighways.com/program/wp-content/uploads/2014/07/FSH_Map.jpg*).

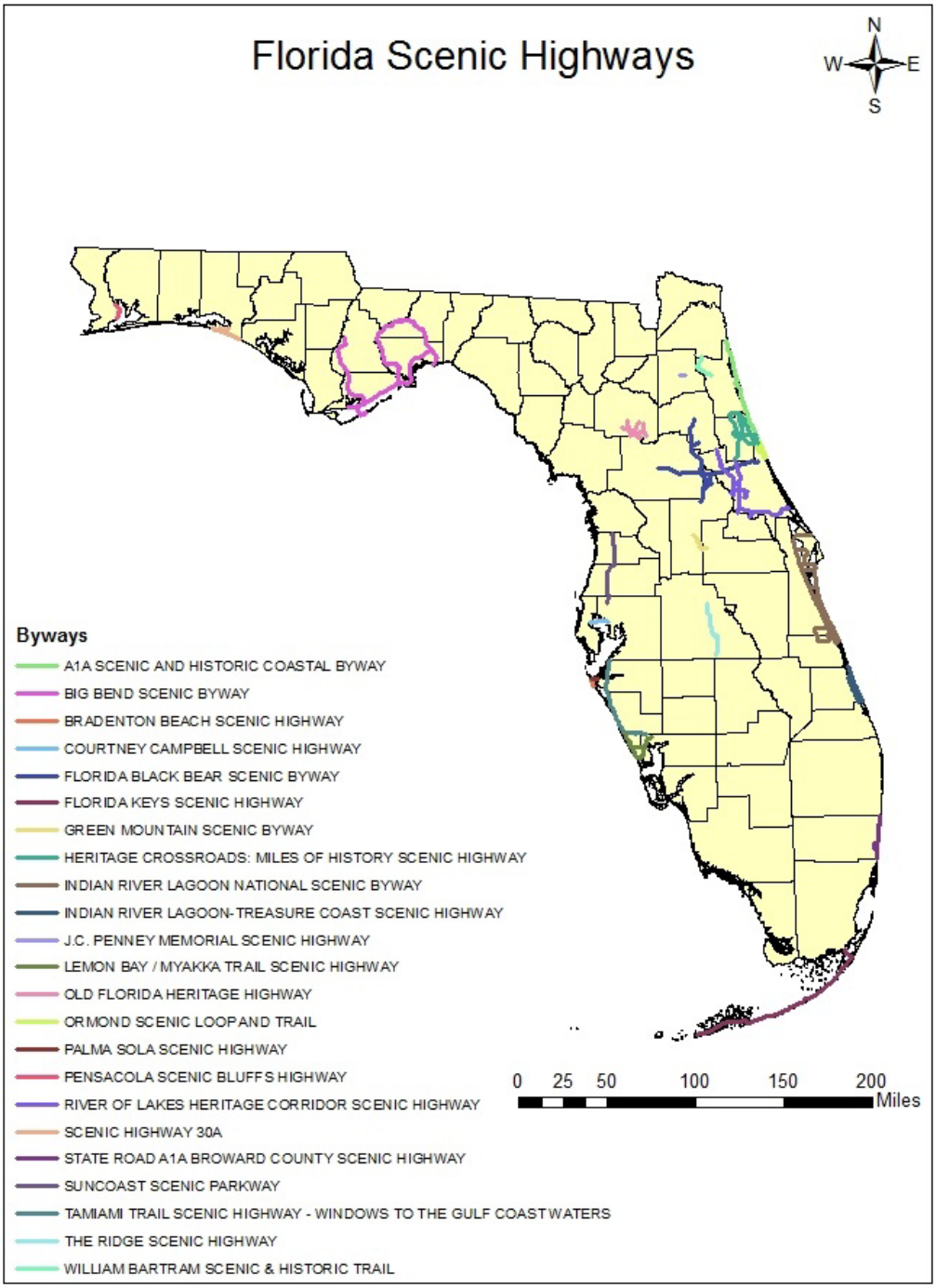


Figure 3-2: Scenic Highways

3.1.7 Farmlands

The proposed improvements will affect two farmlands. One of the parcels is within the footprint of the proposed truck parking area. This lot (folio number 30-3936-000-0150) has a surface area of 217,800 square feet and has a land use classification of pasture (grazing, animal farming, dairy farms and animal feed lots, excluding horse and poultry). The second farmland may be affected by the construction of the proposed NW 122nd Avenue segment. This farmland (folio number 30-3936-000-0013) has a surface area of 435,600 square feet and a land use classification of pasture (grazing, animal farming, dairy farms and animal feed lots, excluding horse and poultry). Both of these lots are privately owned and fall within the Urban Development Boundary (UDB).

Federal projects are subject to Farmland Protection Policy Act (FPPA) requirements if they may irreversibly convert farmland to a non-agricultural use. A finding of compliance with the requirements of the FPPA of 1981 (7 U.S.C. 4201 et seq.) must be made for assisted new construction activities, the acquisition of undeveloped land, and conversion projects. Section 1540(b) of the Act, 7 U.S.C. 4201(b), states that farmland does not include land already in or committed to urban development or water storage. Farmland already in urban development or water storage includes all such land with a density of 30 structures per 40-acre area. Farmland already in urban development also includes lands identified as ''urbanized area'' (UA) on the Census Bureau Map, or as urban area mapped with a ''tint overprint'' on the USGS topographical maps, or as ''urban-built-up'' on the USDA Important Farmland Maps. The two impacted lots meet these criteria; therefore this project is not subject to FPPA requirements.

3.2 Cultural Impacts

In conjunction to investigating social impacts, changes to cultural resources of the project's neighboring community were also considered. Cultural impacts included any modifications to historic or archeological sites and districts, recreational areas, and miscellaneous areas or buildings of cultural value to the neighboring community.

3.2.1 Section 4(f)

"Section 4(f) refers to the original section within the Department of Transportation (DOT) Act of 1966 which set the requirement for consideration of park and recreational lands, wildlife and waterfowl refuges, and historic sites in transportation project development. The law, now codified in two places (49 U.S.C. 303 and 23 U.S.C. 138), is implemented by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) through regulations found at 23 C.F.R. 771.135. 4(f) applies to all projects that receive funding from or require approval by an agency of the U.S. DOT, including FHWA. Compared to the many environmental laws that apply to FHWA actions, 4(f) is considered to have stringent approval standards by statute and court interpretation."
(*https://www.environment.fhwa.dot.gov/4f/4ffiveminute.asp*)

The following sections detail the name and location of historic and archeological sites, recreational areas, and areas of natural and wildlife habitat. No impact is expected from the proposed improvements due to either the distance from the improvements to Section 4(f) resources or the absence of Section 4(f) resources.

3.2.2 Historic and Archeological Sites and/or Districts

No historic and archeological sites and/or districts are within the project area. Impacts to locations of historic or archeological importance are unlikely be encountered during subsequent phases of this project.

3.2.3 Recreation Areas

Several parks administered by the County and City of Sweetwater exist within the study area. The proposed improvements are unlikely to affect any of these locations.

- Mildred and Claude Pepper Senior Center (10600 SW 4th Street, Miami, FL 33174)
- Ronselli Park (250 SW 114th Avenue, Miami, FL 33174)
- Tamiami Trial Park (780 NW 127th Avenue, Miami, FL 33184)
- Tamiami Canal Park (SW 7th Street, Miami, FL 33184 from SW 122nd Avenue to SW 119th Avenue)
- North Trail Park (780 NW 127th Avenue, Miami, FL 33182)
- James M. Beasley Linear Park (SW 7th Terrace, Miami, FL 33174 from SW 116th Court to NW 107th Avenue)

3.3 Natural Impacts

A critical challenge to all construction projects is the potential impact to the flora and fauna of the surrounding environment. Potential natural impacts from the proposed improvements were assessed, and included any potential changes to wetlands, aquatic preserves, water quality, floodplains, and wildlife and habitat.

3.3.1 Wetlands

There are three types of wetlands within the study area: catchment basins, depressional soils, and hydric soils. The proposed improvements are located within a 500 feet buffer of hydric and depressional soils. There are 1.08 square miles of catchment basins, 2.54 square miles of depressional soils, and 1.09 square miles of hydric soils within the study area. Figure 3-3 illustrates the location of these wetlands.

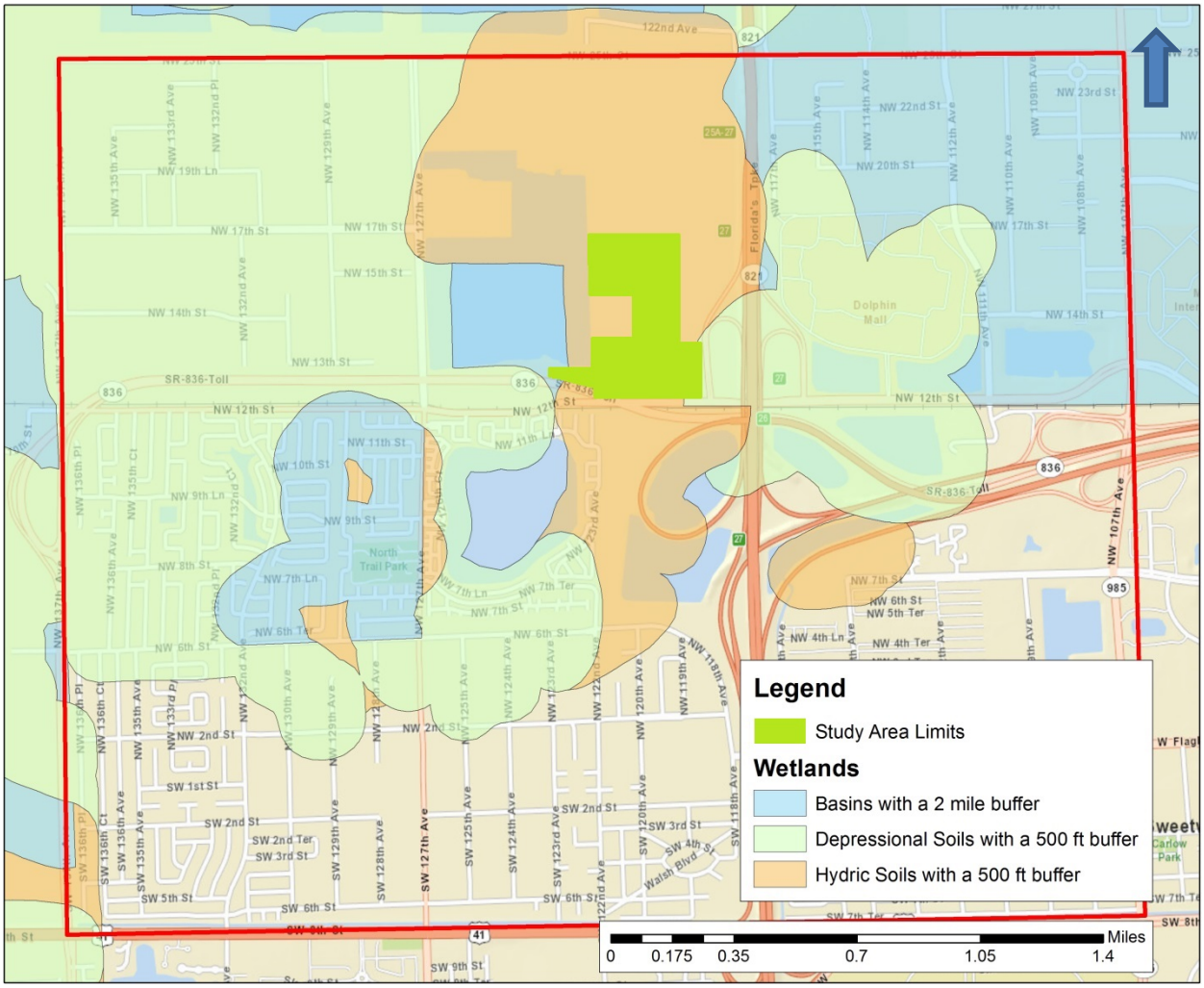


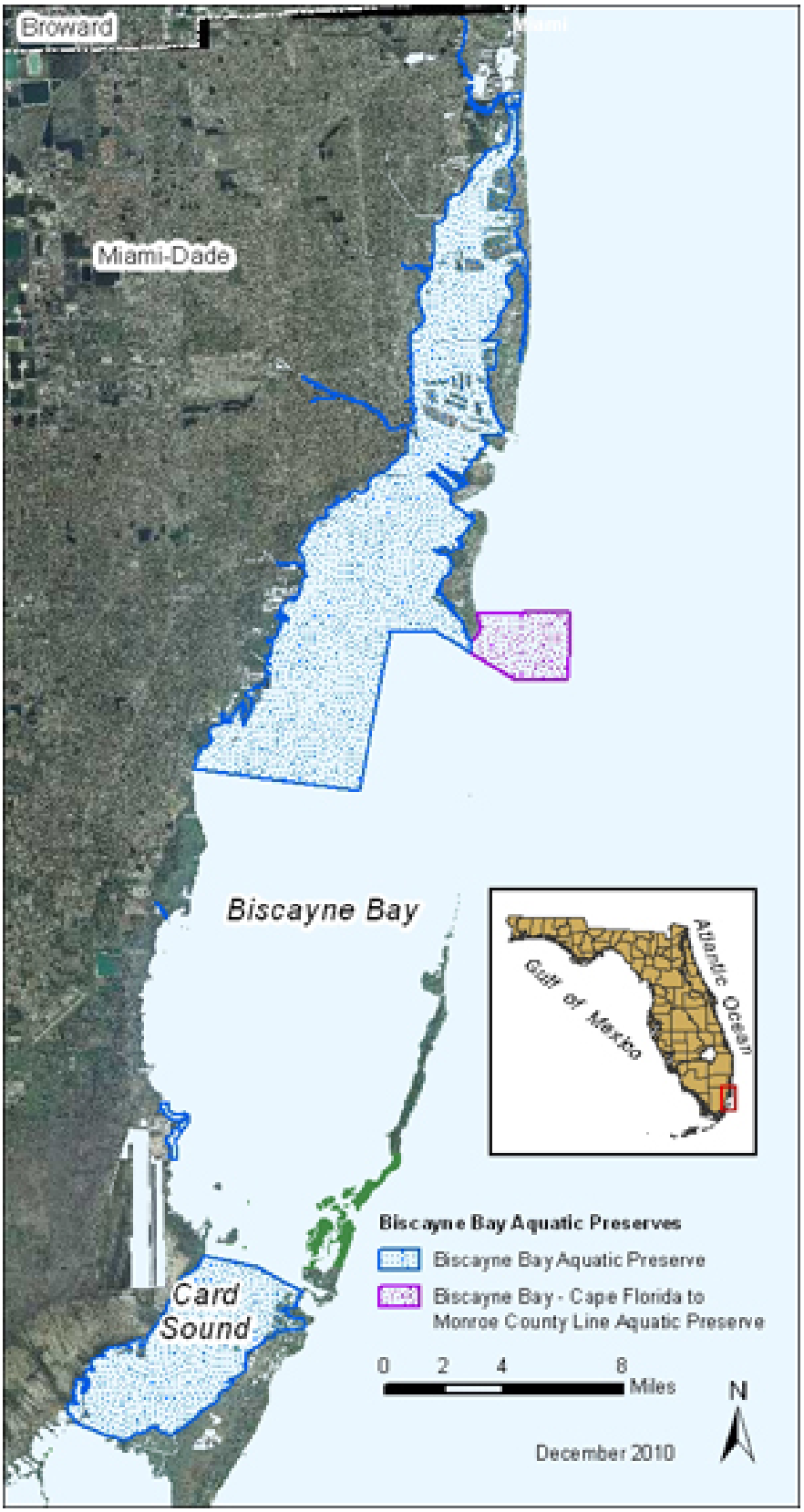
Figure 3-3: Wetlands

An Environmental Resource Permit (ERP) for development or construction activities is required to prevent flooding, protect the water quality of Florida's lakes and streams from stormwater pollution, and protect wetlands and other surface waters. This permit is managed by the South Florida Water Management District (SFWMD). There are three types of ERP's: General Permits, Conceptual Approval Permits, and Individual Permits. A General Permit is likely to be needed for this project since the proposed improvements have more than 10 acres of wetland impact. This general permit requires submittal of an "electronic self-certification" within 30 days after construction begins. The "electronic self-certification" requirement can be satisfied through use of the Florida Department of Environmental Protection's (FDEP) self-certification portal at *www.fldepportal.com/go*. See Chapter 62-330, F.A.C., Applicant's Handbook Volume I and Applicant's Handbook Volume II for a complete discussion of the ERP program, including forms.

Compensation for impacted wetlands is likely to be required by preserving, restoring, enhancing, or creating wetlands either on the project property or at an appropriate off-site mitigation location; or by purchasing credits from a mitigation bank. Monitoring of mitigation wetlands is required to ensure their survival and ability to replicate functions of natural wetlands. Refer to Section 10.0 of the ERP Applicant's Handbook Volume I for more information.

3.3.2 Aquatic Preserves

According to the available information provided by the FDEP, there are no aquatic preserves within the study area. The closest aquatic preserve, the Biscayne Bay Aquatic Preserve, is approximately 15 miles to the east. Given the distance between the project area and the closest aquatic preserve, it is unlikely that impact to aquatic reserves will be a substantial issue that would prevent the project from being constructed. Figure 3-4 depicts Biscayne Bay Aquatic Preserves.



http://www.dep.state.fl.us/coastal/sites/biscayne

Figure 3-4: Biscayne Bay Aquatic Preserve

3.3.3 Water Quality

The project will increase the impervious area and potentially alter the drainage system of the area. The drainage design would need to adhere to stormwater treatment and attenuation guidelines set forth by SFWMD. Although no constructability issues are evident, options for placement of additional storm water management ponds are limited due to the already developed surrounding areas. Later phases of this project should assess potential ROW acquisition for the construction and/or modification of stormwater management ponds. Additionally, Florida's 303(d) list (related to Section 303[d] of the Clean Water Act) identifies hundreds of "impaired" water segments, with the four most common water quality concerns being coliforms, nutrients, oxygen demanding substances, and turbidity. These water segments are candidates for more detailed assessments of water quality and, where necessary, the development and implementation of Total Maximum Daily Loads (TMDLs). The project area does not contain impaired waters, so the detailed assessments associated with impaired waters do not apply.

The project should utilize any and all best management practices necessary to ensure that there is no degradation to surface waters/wetlands not in the direct vicinity of any permitted/authorized impacts; therefore the project is not likely to adversely affect water quality. A Water Quality Impact Evaluation (WQIE) checklist should be developed documenting the avoidance and minimization strategies. Water quality is unlikely to be a substantial issue that would prevent the project from being constructed.

3.3.4 Outstanding Florida Waters

Outstanding Florida Waters, (OFW), are waters designated worthy of special protection because of their natural attributes. This special designation is applied to certain waters, and is intended to protect and maintain existing acceptable water quality standards. The FDEP has not designated any bodies of water within the study area as an OFW hence no OFW non-degradation standards in Chapter 62-302.700(9) F.A.C. applies.

3.3.5 Floodplains

The Federal Emergency Management Agency (FEMA) has developed boundaries designating different flood conditions. The map is separated by FEMA's system into three classifications: AH, X, and X-500. The definition of each classification is as follows:

- AH - Areas subject to inundation by 1-percent-annual-chance shallow flooding (usually areas of ponding) where average depths are between one and three feet. Base Flood Elevations (BFEs) derived from detailed hydraulic analyses are shown in this zone. Mandatory flood insurance purchase requirements and floodplain management standards apply.
- X and X-500 - Areas of moderate flood hazards, usually the areas between the limits of the 100- year and 500-year floods. X Zones are also used to designate base floodplains of lesser hazards, such as areas protected by levees from 100-year flood, or shallow flooding areas with average depths of less than one foot or drainage areas less than 1 square mile.

Figure 3-5 depicts a map of the flood zones within the study area.

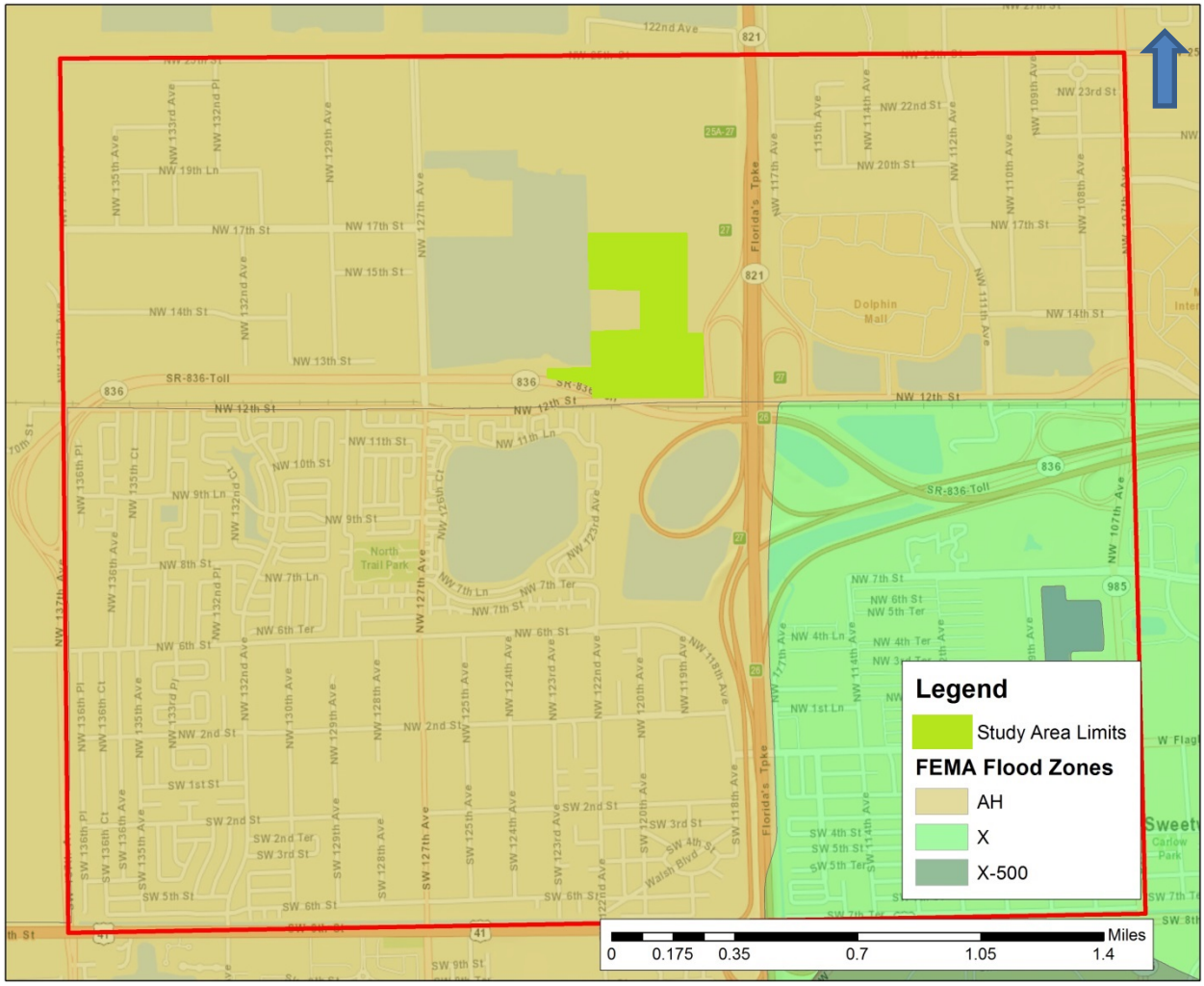
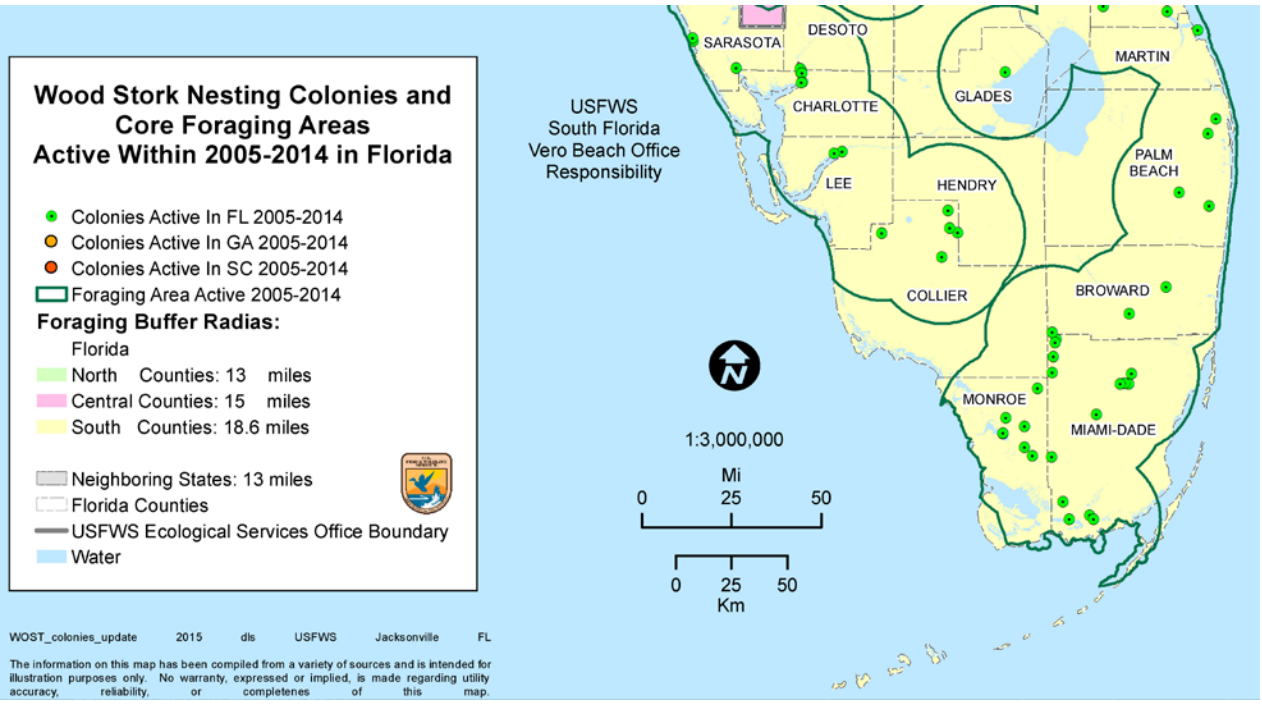


Figure 3-5: Flood Zones

3.3.6 Wildlife and Habitat

Wood Stork Nesting Colonies

The project area is within the Core Foraging Area (CFA) of four active Wood Stork (Mycteria americana) nesting colonies (Figure 3-6). Miami-Dade County is within the South Florida region where the CFA radius for a Wood Stork colony is 18.6 miles. Due to the unique feeding method of these Wood Storks, impact to wetlands and other surface waters may require mitigation for impact to Wood Stork foraging habitat. To assess the potential impact, the "Wood Stork Foraging Analysis Methodology" and the "Wood Stork Effect Determination Key" would be used (available at *www.fws.gov/verobeach*). A Wood Stork biomass calculation may be needed to ensure any proposed mitigation adequately compensates for unavoidable impact to CFA. Wood stork CFA mitigation planning is completed as part of the wetlands permitting and mitigation. No substantial issues with Wood Stork CFA are anticipated.



Source:http://www.fws.gov/northflorida/woodstorks/WOST_Data/2015_Wood_Stork_FL_Nesting_Colonies_Core_Foraging_Areas_Active_2005-2014_Map.pdf

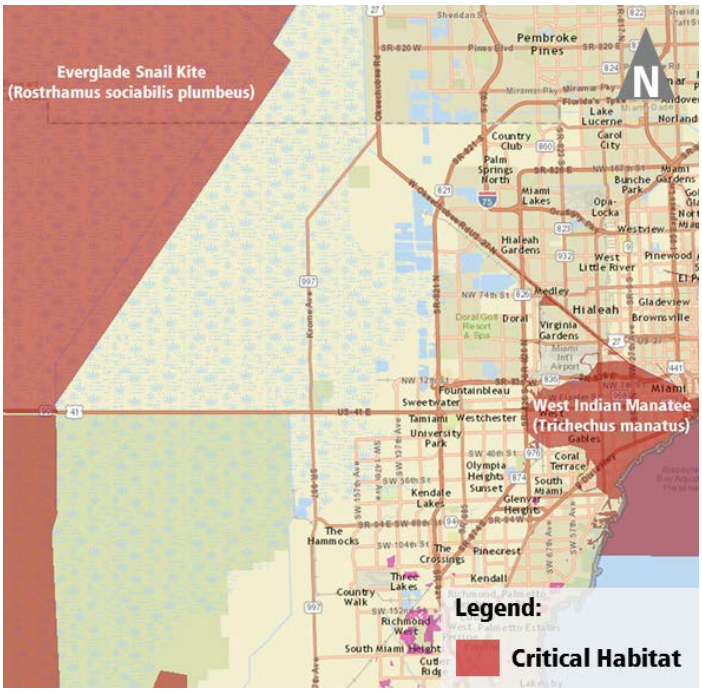
Figure 3-6: Woodstork Nesting Colonies

Everglades Snail Kite

The project area is within the consultation area for the Everglades Snail Kite (Rostrhamus sociabilis plumbeus) (Figure 3-7). The project area is not within critical habitat for the Everglades Snail Kite. According to the FWS Information, Planning, and Conservation System (IPaC), the closest critical habitat for the Everglades snail kite is approximately 17 miles west from the proposed improvements in Miami-Dade County. No substantial issues with the Everglades Snail Kite are anticipated.

West Indian Manatee

The critical habitat for the West Indian Manatee (Trichechus manatus) is approximately five miles east of the proposed improvements (Figure 3-7). However, the Tamiami Canal (SFWMDC-4 Canal) is a known corridor of this species within the project area. The canal runs east/west along SR 90/SW 8th Street/Tamiami Trial and north/south on the eastside of the SR821/HEFT. Impact to manatees is not likely to occur as a result of this project since the canal is approximately 7,920 feet south and 1,056 feet east of the proposed improvements. In addition, none of the surface waters near or within the project's footprint connect to the canals or other bodies of waters. Another canal runs north of the study area along NW 25th Street. This canal is approximately 2,500 feet north of the proposed improvements. Appropriate best management practices can be incorporated into the project during construction to ensure that the proposed project will not result in harm to manatees.

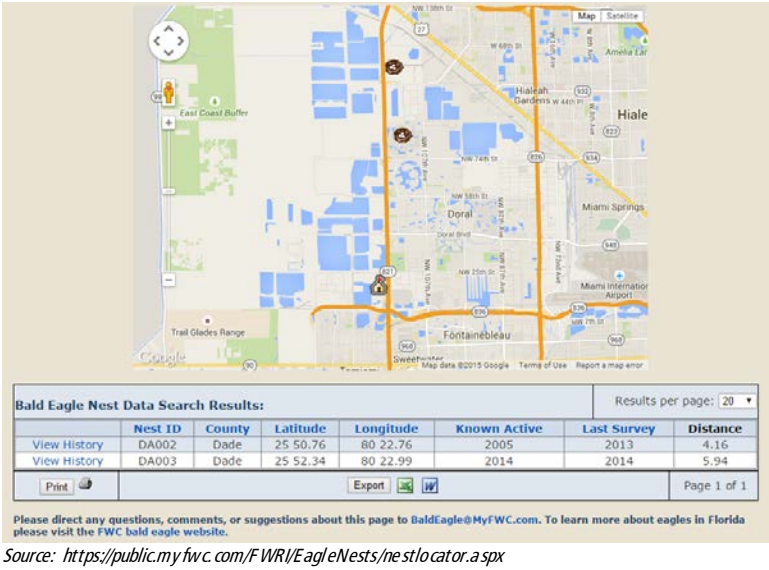


Source: http://ecos.fws.gov/crithab/flex/crithabMapper.jsp

Figure 3-7: Everglades Snail Kite and West Indian Manatee Critical Habitat

Bald Eagles

FWC maintains a database of Bald Eagle nests. There are two bald eagle nests within a 10-mile buffer from the proposed improvements, located at approximately 4.16 and 5.94 miles away. The protective buffer radius for a bald eagle nest is 660 feet; therefore the project area is not within the protective buffer zone of either bald eagle nests. Refer to Figure 3-8 for an approximate location of the bald eagle nests.



Source: https://public.myfwc.com/FWRI/EagleNests/nestlocator.aspx

Figure 3-8: Bald Eagles' Nest Locations

Eastern Indigo Snake

There is no designated critical habitat for the Eastern Indigo Snake (Drymarchon corais couperi). Potential project effects will be evaluated using the USFWS Eastern Indigo Snake Effect Determination Key. The risk to Eastern Indigo Snakes would be further minimized by following the USFWS "Standard Protection Measures for the Eastern Indigo Snake", which includes developing an education plan and specifies procedures to follow if an Eastern Indigo Snake is seen during construction. No substantial issues with Eastern Indigo Snakes are anticipated.

Other Species

A preliminary *FWS IPaC Trust Resource Report* was generated for this project (see Appendix B). The report identified 55 animals and insects, and 22 plants, ferns, allies, and corals that are either threatened or endangered (or candidates to be threaten) and may possibly be affected by the proposed improvements. These species (and any other species of concern) will require evaluation in an Endangered Species Biological Assessment (ESBA). No substantial issues with the identified species, or any other species, are anticipated for the proposed improvements.

3.3.7 Essential Fish Habitat

FDOT will determine the project's involvement with Essential Fish Habitat (EFH) from information included in the Programming Screen Summary Report and other sources. However, it is highly unlikely that impacts to EFH will occur since the study area does not contain any estuarine habitats according to the National Estuarine Research Reserve System nor is the project near marine fishery habitats. Hence, an EFH Assessment and consultation with the National Marine Fisheries Service is unlikely to be required.

3.4 Physical Impacts

The most evident impact to the environment may be caused by changes in noise patterns, air quality, land development, construction, potential contamination, aesthetic, access, and utilities. A preliminary assessment of these changes was performed as part of the feasibility effort for this project.

3.4.1 Noise

The project is within an area with predominantly industrial and commercial land uses which are not noise sensitive (FHWA Noise Abatement Criteria E and F). However, there are two residential noise receptors (FHWA Noise Abatement Criteria B that may be affected by the project. These receptors include residences situated south of NW 12th Street between NW 132nd Avenue and NW 127th Avenue and between NW 127th Avenue and NW 123rd Avenue (west of the proposed improvements). There is a potential for these residential noise receptors to be impacted by the introduction of the facilities and the SR 836 access ramps. A noise analysis will need to be conducted during the PD&E phase of the project, in accordance with the latest version of Chapter 17 of FDOT's PD&E Manual.

3.4.2 Air Quality

Air quality impacts during construction would primarily be emissions due to diesel-powered construction equipment and dust from construction activities. Airborne particles can be controlled

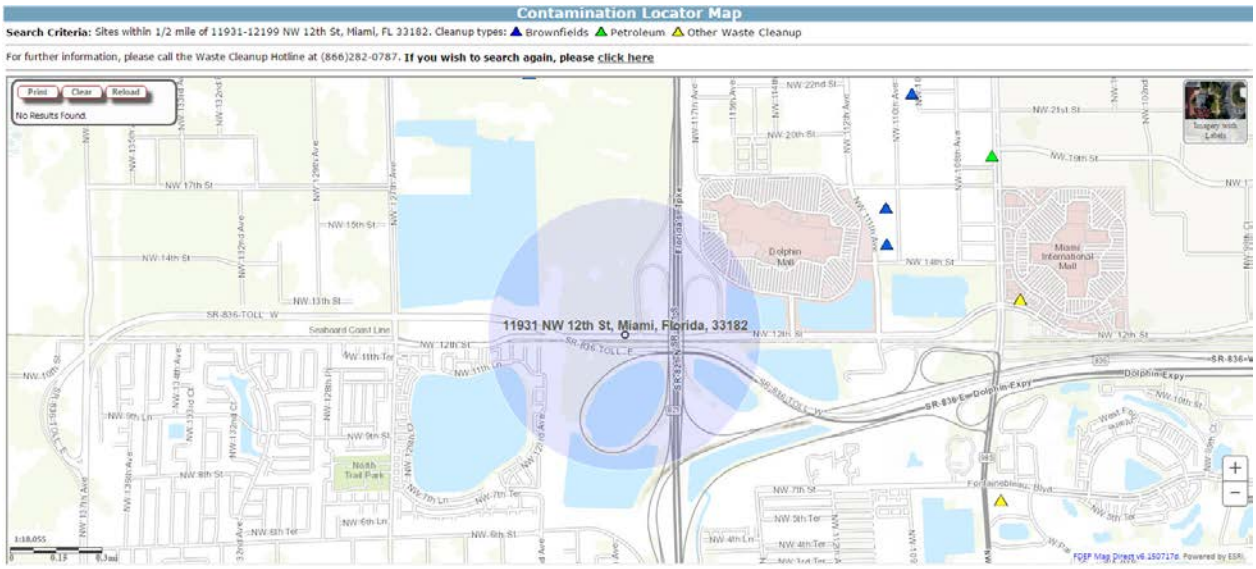
through the use of watering or the application of other controlled materials in accordance with FDOT's Standard Specifications for Road and Bridge Construction, Miami-Dade Design and Construction Standard Specifications and Details, and the Florida Building Code. Air quality during construction is unlikely to be a substantial issue that would prevent the project from being constructed.

3.4.3 Construction

Construction activities for the proposed project may generate air, noise, vibration, water quality, and visual impacts of a temporary nature for those commercial and residential areas within the immediate project vicinity. Adherence to the measures outlined in the latest edition of the FDOT Standard Specifications for Road and Bridge Construction, Miami-Dade Design and Construction Standard Specifications and Details, and the Florida Building Code should be maintained to limit the amount of impact exerted during construction. Where applicable, adherence to local construction noise and/or construction vibration ordinances should also be required. Water quality impacts resulting from erosion, sedimentation, and turbidity reduction will also be controlled through measures outlined in the FDOT Standard Specifications for Road and Bridge Construction, Miami-Dade Design and Construction Standard Specifications and Details, and the Florida Building Code. Temporary erosion control features, as specified in Section 104 of the FDOT Standard Specifications, may consist of temporary grassing, sodding, mulching, sandbagging, slope drains, sediment basins, sediment checks, artificial coverings, and berms. The sequence of construction should be planned in such a way as to minimize traffic delays. The project should involve the development and use of a Maintenance of Traffic Plan and a Maintenance of Operation Plan. Business owners, residents, and/or tourists in the area should be notified in advance, via the local news media, of road closures and other construction-related activities, which could excessively inconvenience the community. A sign providing the name, address, and telephone of a FDOT contact person should also be displayed on-site to assist the public in obtaining answers to questions or complaints about project construction.

3.4.4 Contamination

The FDEP Contamination Locator Map (CLM) was used to scout the study area for contamination sites (Figure 3-9). The CLM includes information on brownfields, petroleum sites, superfund sites, and other waste cleanup sites. For brownfields, petroleum sites, and other waste cleanup sites, the search radius was 0.25 miles around the proposed improvements. For superfund sites the search radius was one mile (consistent with Chapter 22 of the PD&E Manual). There were zero (0) brownfields, petroleum contamination sites, and/or other land cleanups identified within the defined buffer around the proposed improvements. Zero (0) superfund sites were also identified within the specified buffer.



Source: http://webapps.dep.state.fl.us/DepClnup/welcome.do;jsessionid=Jh6cVyLRS1yygZG5JT5Y0b2DTGP8nJ2QP8CY0kdy95MpJmfF6nl5!-1375147080

Figure 3-9: Study Area Contamination Sites

In addition to CLM search, Miami-Dade Geographic Information System (GIS) data was gathered and the following two contaminated sites were identified to be within a one (1) mile buffer from the immediate footprint of the proposed improvements.

- Former Busot de la Vega Landfill (Latitude: 25.79121, Longitude: -80.38767)
- Tarmac Florida Incorporated (MDX Parcel) (12401 NW 12th Avenue, Miami, FL 33168)

Several other contaminated sites exist within the study area.

- Marks Brothers 2 (William Brody)/Seasun Investors LLC (1955 NW 110th Avenue, Miami, FL 33172)
- Balzebre Lakefill (GWMP) Quarterly (10800 – 10898 NW 14th Street, Doral, FL 33172)
- Marks Brothers/Marks Brothers 2/MRV International/Hughes Supply/Westpark/Procacci Development/Miami Crating/Quality Block/Ryder Trasnsportation (former Gator Leasing)/Dedicated Transportation of Florida (1751 NW 110th Avenue, Miami, FL 33172)
- Marks Brother Incinerator (1751 NW 110th Avenue, Miami, FL 33172)
- J & J Service Center Incorporated (11480 West Flagler Street, Miami, FL 33174)
- Pereda Enterprises Incorporated (501 SW 109th Avenue, Miami, FL 33174)
- Fontainebleau Cleaners (10630 Fontainebleau Boulevard, Miami, FL 33172)
- Mall Station Exxon (1890 NW 107th Avenue, Doral, FL 33172)
- Michael Batts (12801-12899 NW 13th Street, Miami, FL 33182)
- Procacci Sweetwater (1414-1484 NW 110th Avenue, Doral, FL 33172)
- Procacci 1400 LLC (1400 NW 110th Avenue, Miami, FL 33172)
- Miami Crating Facility (2200 NW 110th Avenue #302, Miami, FL 33172)
- Flagler Square Amoco (11305 West Flagler Street, Miami, FL 33174)

Three of the identified sites were previously landfills. One of these landfills is the former Busot de la Vega landfill, located immediately north of the proposed improvements. The other sites are the Marks Brother/Marks Brothers 2 landfill and the Marks Brother Incinerator, which are located east of the proposed project site. Figure 3-9 illustrates the areas encompassed by these previous landfills.

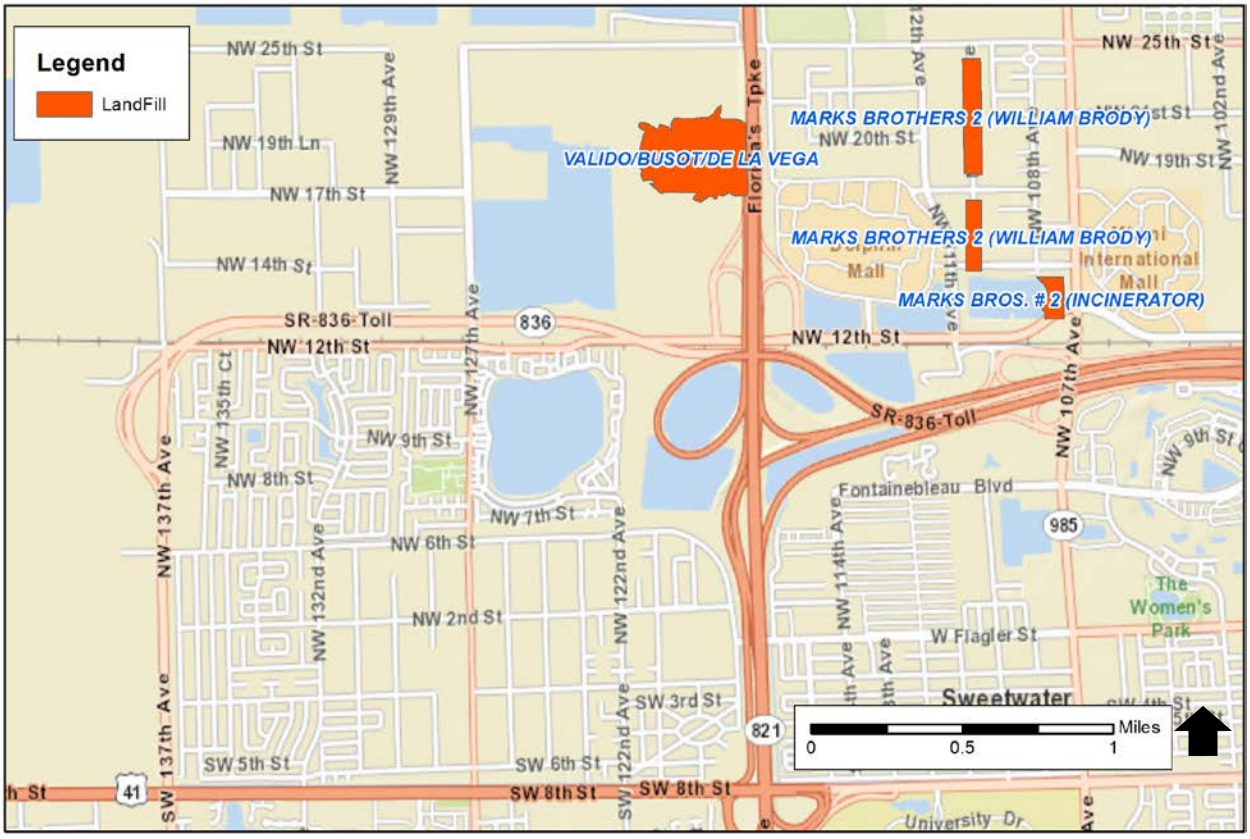


Figure 3-10: Landfills

Based on the fact that soil and/or groundwater contamination has been documented at two locations within the project vicinity, a Level 2 Contamination Assessment investigation is recommended for the area surrounding the project site to confirm soil and groundwater quality. Supplemental Level 2 Contamination Assessment investigations are recommended for any areas that have proposed subterranean construction activities at depths greater than 90 ft. below surface level (e.g. auger-cast piles). Additionally, Section 120 Excavations and Embankment – Subarticle 120.1.2 Unidentified Areas of Contamination of the Standard Specifications for Road and Bridge Construction should be provided during construction. This specification requires that, in the event that any hazardous material or suspected contamination is encountered during construction, or if any spills caused by construction related activities should occur, all work should stop immediately. Notifications to the District Six Environmental Management Office, as well as the appropriate regulatory agencies, should be made in the case this event happens.

3.4.5 Aesthetic Effects

Aesthetic considerations are increasingly an integral part of FDOT's transportation projects. In any transportation project the community's aesthetic ideals should be addressed while producing an affordable, biddable, constructible, and maintainable design. Aesthetic considerations for the Park-and-Ride Facility are of high importance since the facility depends on appealing and motivating citizens to become transit users. Consideration for aesthetics in this study began early in the planning phase and should be built upon through the PD&E process. Commitments to aesthetic development should be carried forward as the project advances.

3.4.6 Bicycles and Pedestrians

The Park-and-Ride Facility aims to be a multimodal facility that allows for the transition from vehicular, bicycle, and/or pedestrian modes of transportation to transit. Therefore, access for pedestrians and bicyclists should be a prime concern for the proposed improvements. As per Table 8.1.1 and Section 8.3.1 of Chapter 8, Volume 1 of the FDOT Plans Preparation Manual (PPM) 2015, respectively, "all new construction in or within one mile of an urban area shall include buffered bicycle lanes and sidewalks on both sides of a roadway". With the exclusion of highway ramps and dedicated truck facilities, sidewalks and bike lanes should be included where possible. The new segment of NW 122nd Avenue and the Park-and-Ride Facility shall increase access and mobility for pedestrians and bicyclists in order to positively impact these modes of transportation, as well as increase the connectivity of the surrounding community.

3.4.7 Utilities and Railroads

No utilities have been identified within the parcels where the proposed Truck Parking and Park-and-Ride Facilities will be constructed. However, the proposed access ramp from eastbound SR 836 to northbound SR 821/HEFT may potentially impact CSX railroad tracks south of NW 12th Street. In accordance to the considered conceptual alternatives, the proposed ramp is to be elevated over the tracks at a similar elevation of the existing SR 836 extension. Support columns of the bridge decks for this ramp should be designed in a location that does not impact the CSX tracks or minimizes the impact, if any.

In addition, the Miami-Dade MPO is currently in the process of beginning a study for a Tri-Rail connection to the Miami Intermodal Center (MIC) along NW 12th Street. This connection would use the mentioned CSX railroad tracks and will include several stations, one of which would lie near the proposed Park-and-Ride Facility. Therefore, in order to serve this potential future train station, it is recommended that the proposed improvements of this study accommodate pedestrians and bicyclists access across NW 12th Street. This accommodation may include potential reevaluation of the park-and-ride layout and pedestrian crosswalks or bridges across NW 12th Street. Note that the maximum walking distance for pedestrians must be accounted for when evaluating the access. As this project proceeds to the PD&E phase, impacts to existing utilities and railroad tracks should be analyzed.

3.5 Permits Required

It is anticipated that permits and/or other actions from the following agencies would be required:

- U.S. Army Corps of Engineers (USACE): The USACE administers the Clean Water Act Section 404, which regulates the discharge of dredged or fill material into waters of the United States (navigable or non-navigable), including jurisdictional wetlands (33 CFR Parts 320 to 332). A USACE permit may be required for the project. The FWS would act as a federal partner to the 404(b)(1) permitting process for this project.
- South Florida Water Management District (SFWMD): Pursuant to the ERP Information Manual Volume IV and Chapter 4E-4 FAC, SFWMD regulates activities in, on or over wetlands or other surface waters, as well as the management of storm water generated by a proposed facility and authorizes construction through an ERP. The ERP would also provide Water Quality Certification, as required by the Clean Water Act Section 401. Changes to the storm water management system would require a modification of the previous ERP permit. In addition, a Water Use Permit for dewatering may be needed. A Water Use Permit allows a user to withdraw a specified amount of water, either from the ground, a canal, a lake, or a river. Regulated uses for water withdrawal include water for irrigation and construction dewatering. Water Use Permits from SFWMD are issued pursuant to the Basis of Review Volume III and Chapters 40E-2 and 40E-20 F.A.C.
- U.S. Environmental Protection Agency: Federal law prohibits the point source discharge of pollutants, including the discharge of storm water from construction projects, large or small, without a National Pollutant Discharge Elimination System (NPDES) permit. Such discharge is regulated pursuant to the Clean Water Act, Section 402. In October 2000, the USEPA authorized FDEP to implement the NPDES storm water permitting program in Florida. A NPDES permit would be needed during construction. If it is determined that any of the project occurs on property owned by the SFWMD and/or any other local agency, the appropriate ROW occupancy permits/authorizations would be obtained.

No permit from the U.S. Coast Guard would be needed because the project would not propose new or modified crossings over navigable waters, as defined in 33 CFR Part 2. No USFWS or Florida Fish and Wildlife Conservation Commission permits are anticipated to be needed because direct impact and/or relocation of protected species is not foreseen. No substantial permit conditions have been identified to date. Permits are unlikely to be a substantial issue that would prevent the project from being constructed.

4 Conceptual Multimodal Alternative Analysis

Based on the project area's existing conditions, needs, requirements, preferences, future conditions, preliminary environmental assessment, and public/agency input, an evaluation process was conducted for the four conceptual alternatives presented in Section 2 of this document. Additionally, preliminary estimates were prepared for the costs of potential ROW acquisition and construction costs of all the different elements proposed by the conceptual alternatives. These cost estimates were also used as part of the conceptual alternatives comparative analysis.

4.1 Potential Right-of-Way Costs

The proposed improvements for the development of the Truck Parking and Park-and-Ride Facilities are expected to require ROW acquisition. This ROW acquisition would be necessary for the construction of the NW 122nd Avenue segment and the SR 821/HEFT access ramps to and from the tandem truck parking area. Estimation of ROW costs is a specialized process subject to federal and state rules and regulations. Gross estimates were made for this study in order to assess the relative impacts associated with the conceptual alternatives; however, formal appraisals should be conducted during later phases of the project. The total potential ROW impact costs were determined using values obtained from the Miami-Dade Appraisers Office and are shown in Table 4-1. This table suggests that Alternative 3 will have the lowest ROW impact cost with $1,232,604. It should be noted that this preliminary ROW cost estimation does not include land that may need to be acquired for the construction of stormwater management ponds. Refer to Figure 4-1 for the location of each impacted parcel referenced in Table 4-1.

Truck Parking and Park-and-Ride Feasibility Study
Preliminary ROW Impact Cost Estimate Alternative 1

Lot	Property Folio Number	Location Description	Land Use	Owner	Lot Size (ft^2)	Estimated Market Value (2015 $)	Impacted ROW (acres)	Percent Impacted (%)	Cost of Purchase (2015 $)
1	30-3936-000-0080	Ponding Lake west of proposed improvements	Ponding Lake	F98 1 LLC	184.35	101,919.00	6.04	3.27%	3,337.36
11	30-3936-000-0013	Lot south of NW 121st Court north of the proposed truck parking	Vacant	A-1 Investment Group of South Florida	10.00	1,500,000.00	5.09	50.92%	763,839.53
10	30-3936-000-0120	Lot immediately east of the proposed truck parking	Vacant	AMB Codina Beacon Lakes LLC C/O Prologis Tax Coordinator	17.04	3,408,000.00	2.38	13.94%	475,056.07
12	30-3936-000-0017	Lot immediately north of Lot 10	Vacant	Aleida D. Rodriguez and Gabriel de la Vega TRS of LGO Trust	6.46	1,453,500.00	0.42	6.55%	95,154.96
8	30-3936-000-0110	Lot immediately south of the proposed truck parking	Vacant	Ricardo Zaldivar	4.74	710,250.00	0.04	0.83%	5,912.53
							Total ROW Impact Cost		1,343,300.45

Truck Parking and Park-and-Ride Feasibility Study
Preliminary ROW Impact Cost Estimate Alternative 2

Lot	Property Folio Number	Location Description	Land Use	Owner	Lot Size (ft^2)	Estimated Market Value (2015 $)	Impacted ROW (acres)	Percent Impacted (%)	Cost of Purchase (2015 $)
1	30-3936-000-0080	Ponding Lake west of proposed improvements	Ponding Lake	F98 1 LLC	184.35	101,919.00	9.58	5.20%	5,297.71
11	30-3936-000-0013	Lot south of NW 121st Court north of the proposed truck parking	Vacant	A-1 Investment Group of South Florida	10.00	1,500,000.00	5.09	50.92%	763,839.53
10	30-3936-000-0120	Lot immediately east of the proposed truck parking	Vacant	AMB Codina Beacon Lakes LLC C/O Prologis Tax Coordinator	17.04	3,408,000.00	2.38	13.94%	475,056.07
12	30-3936-000-0017	Lot immediately north of Lot 10	Vacant	Aleida D. Rodriguez and Gabriel de la Vega TRS of LGO Trust	6.46	1,453,500.00	0.42	6.55%	95,154.96
8	30-3936-000-0110	Lot immediately south of the proposed truck parking, west of the proposed 122nd Avenue	Vacant	Ricardo Zaldivar	4.74	710,250.00	0.04	0.83%	5,912.53
7	30-3936-000-0150	Lot immediately south of Lot 8	Farmland	Plaza 87 of South Florida INC	5.00	767,347.00	0.02	0.44%	3,389.29
							Total ROW Impact Cost		1,345,260.81

Truck Parking and Park-and-Ride Feasibility Study
Preliminary ROW Impact Cost Estimate Alternative 3

Lot	Property Folio Number	Location Description	Land Use	Owner	Lot Size (ft^2)	Estimated Market Value (2015 $)	Impacted ROW (acres)	Percent Impacted (%)	Cost of Purchase (2015 $)
1	30-3936-000-0080	Ponding Lake west of proposed improvements	Ponding Lake	F98 1 LLC	184.35	101,919.00	6.04	3.27%	3,337.36
11	30-3936-000-0013	Lot south of NW 121st Court north of the proposed truck parking	Vacant	A-1 Investment Group of South Florida	10.00	1,500,000.00	5.09	50.92%	763,839.53
10	30-3936-000-0120	Lot immediately east of the proposed truck parking	Vacant	AMB Codina Beacon Lakes LLC C/O Prologis Tax Coordinator	17.04	3,408,000.00	2.30	13.48%	459,514.71
8	30-3936-000-0110	Lot immediately south of the proposed truck parking	Vacant	Ricardo Zaldivar	4.74	710,250.00	0.04	0.83%	5,912.53
							Total ROW Impact Cost		1,232,604.13

Truck Parking and Park-and-Ride Feasibility Study
Preliminary ROW Impact Cost Estimate Alternative 4

Lot	Property Folio Number	Location Description	Land Use	Owner	Lot Size (ft^2)	Estimated Market Value (2015 $)	Impacted ROW (acres)	Percent Impacted (%)	Cost of Purchase (2015 $)
1	30-3936-000-0080	Ponding Lake west of proposed improvements	Ponding Lake	F98 1 LLC	184.35	101,919.00	9.58	5.20%	5,297.71
11	30-3936-000-0013	Lot south of NW 121st Court north of the proposed truck parking	Vacant	A-1 Investment Group of South Florida	10.00	1,500,000.00	5.09	50.92%	763,839.53
10	30-3936-000-0120	Lot immediately east of the proposed truck parking	Vacant	AMB Codina Beacon Lakes LLC C/O Prologis Tax Coordinator	17.04	3,408,000.00	2.30	13.48%	459,514.71
8	30-3936-000-0110	Lot immediately south of the proposed truck parking	Vacant	Ricardo Zaldivar	4.74	710,250.00	0.04	0.83%	5,912.53
7	30-3936-000-0150	Lot immediately south of Lot 8	Farmland	Plaza 87 of South Florida INC	5.00	767,347.00	0.02	0.44%	3,389.29
							Total ROW Impact Cost		1,237,953.78

Table 4-1: Summary of Potential ROW Impact Costs Preliminary Estimates

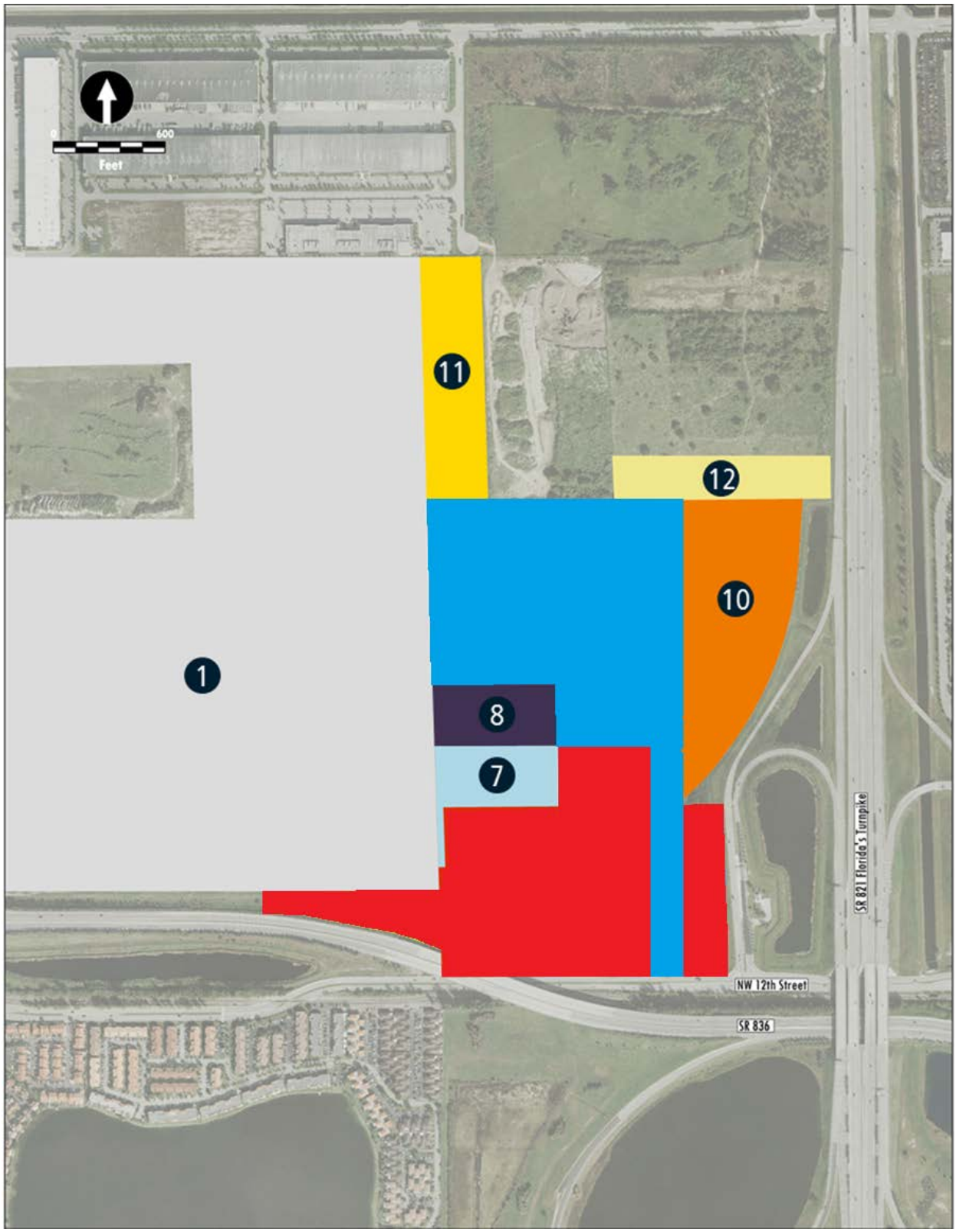


Figure 4-1: Project Area Existing Lot Identification Diagram

4.2 Preliminary Construction Costs

Preliminary construction costs estimates were developed taking into consideration the Truck Parking Facility (including tandem truck parking), the Park-and-Ride Facility, system-to-system ramps, park-and-ride ramps, NW 122nd Avenue segment construction, the NW 12th Street resurfacing and widening, and the potential bus-only connection to Dolphin Mall. The following methodology and/or items were used to develop the costs for each of the elements of the proposed improvements:

Park-and-Ride Facility:

The FDOT Long Range Estimating (LRE) system was used to determine the cost of the site. The estimate was actually performed for the small proposed site (used in Conceptual Alternatives 1 and 3). The costs entered within the LRE system were obtained from a similar facility, recently built, for which construction estimates were prepared. A ratio between the acreage of the constructed facility and the one being proposed in the conceptual alternatives was obtained and unit prices were scaled accordingly. Similarly, once the LRE estimate was obtained for the smaller proposed facility, the cost was scaled based on area for the facility proposed in Conceptual Alternatives 2 and 4.

Ramps:

FDOT Pay Items for earthwork, roadway, and structural (retaining walls and railings). The costs for the potential bridges were obtained from the latest unit costs. Since this stage of the project is too early to determine which type of bridge structure will be used, an average of all the unit costs high values was used as a conservative approach ($175/SF).
(Bridge Costs Source: http://www.dot.state.fl.us/planning/policy/costs/Bridges.pdf)

Truck Parking Facility:

The following tables were obtained from the Miami-Dade MPO Study: *Development of Truck Parking Facilities in Miami-Dade County Phase II: Options for Implementation*.

Site Development Category Costs	
Category	**Description**
General Site Development	Preparing the site for development including clearing and grubbing
Drainage	Provides required drainage on site
Water System	Provides service to proposed structures from offsite locations provided by the County
Sanitary Sewer System	Provides service to proposed structures from offsite locations provided by the County
Building	Includes basic building facilities based on square-foot
Fueling Station	Includes fuel storage tanks, fuel dispensers, and fueling canopy
Electrical Services	Includes fuel storage tanks, fuel dispensers, and fueling canopy
Landscaping and Irrigation	Provides minimal landscaping and irrigation on site
Miscellaneous	Includes site signage, truck washing facility, leaky load containment, and trash receptacles

Table 4-2: Site Development Category

Site Development Costs			
Truck Parking Acreage	Cost with Truck Electrification for all Parking Spaces	Cost with Truck Electrification for 50 Percent of Parking Spaces	Cost with Truck Electrification for 25 Percent of Parking Spaces
5	$ 3,800,000.00	$ 3,400,000.00	$ 3,100,000.00
10	$ 5,600,000.00	$ 4,600,000.00	$ 4,100,000.00
40	$ 16,800,000.00	$ 11,800,000.00	$ 9,400,000.00

Table 4-3: Site Development Cost

As a conservative approach, cost of Truck Electrification for all Parking Spaces was used. The approximate area for all of the parcels where the Truck Parking Facility (including the tandem truck parking area) is being proposed for all four conceptual alternatives is 35 acres. Thus, the interpolated cost used for the proposed Truck Parking Facility is approximately $14,900,000 for all of the conceptual alternatives.

NW 122nd Avenue Segment:

FDOT cost per mile for a "New Construction 4 Lane Urban Road with a 22' Median and 4' Bike Lanes". (source:ftp://ftp.dot.state.fl.us/LTS/CO/Estimates/CPM/U05URBAN_%20New%20Construction%204%20Lane%20Urban%20Road%20with%2022'%20Median%20and%204'%20Bike%20Lanes.PDF)

NW 12th Street Segment:

The improvements on NW 12th Street proposed what can be estimated to be the milling and resurfacing of an existing four lane divided roadway segment and widening for the addition of two lanes turning lanes. Therefore, a combination of the following unit costs per mile was used:

- $1,063,503.27 - Mill & Resurface Four Lane Divided Urban Roadway with 4' Bike Lanes
- (source:ftp://ftp.dot.state.fl.us/LTS/CO/Estimates/CPM/U15URBAN_%20Mill%20+%20Resurface%204%20Lane%20Divided%20Urban%20Roadway%20with%204'%20Bike%20Lanes.PDF)
- $3,840,924.96 - Add Two Lanes to Existing Two-Lane Undivided Arterial (1 Lane Each Side), with 4' Bike Lanes. The additional lanes reduced Conceptual Alternatives 1 and 2 unit cost by half (source:ftp://ftp.dot.state.fl.us/LTS/CO/Estimates/CPM/U19URBAN_%20Add%202%20Lanes%20to%20Existing%202%20Lane%20Undivided%20Arterial%201%20Lane%20Each%20Side%20with%204'%20Bike%20Lanes.PDF)

Dolphin Mall Bus-Only Connection:

This connection only applies to Conceptual Alternatives 3 and 4. FDOT cost per mile for "Add Two Lanes with C&G Out to Existing Four-Lane Urban or Suburban Roadway with C&G Out" was used to estimate the potential cost of this connection. This unit cost was reduced by 50% since it calls for the addition of two lanes and the connection to the mall has only proposed one.
(source:ftp://ftp.dot.state.fl.us/LTS/CO/Estimates/CPM/S04SUBURBAN_%20Add%202%20Lanes%20with%20C+G%20Out%20to%20Existing%204%20Lane%20Urban%20or%20Suburban%20Roadway%20with%20C+G%20Out.PDF)

As a general note, the costs obtained using FDOT Cost per Mile values and LRE values included 10% factors for mobilization and maintenance of traffic (MOT) each. These cost estimates also include for lighting, signing, drainage, etc. For the costs that were obtained using only certain FDOT pay items, such as those for the ramps, a 40% factor was applied to account for mobilization, MOT, lighting, signing, drainage, etc. This assumption was based on relative costs of these items (shown on the LRE and Unit Costs per Mile) as compared to the roadway and earthwork portion. Additionally, because this is a very preliminary stage of the project, a 20% contingency factor was added to all estimates. It recommended that more detailed construction cost estimates be developed during later phases of this project, once conceptual alternatives have been further refined.

Tables 4-4 through 4-7 show a breakdown of the estimated constructions costs for each of the four conceptual alternatives.

Prelminary Construction Costs (Alternative 1)

Description	Unit	Unit Cost	Quantity	Cost
Eastbound SR 836 to Northbound HEFT Direct Ramp				
Embankment	CY	$ 7.64	310813	$ 2,374,611.04
Friction Course	TN	$ 118.29	1803	$ 213,236.13
Structural Course	TN	$ 83.43	5408	$ 451,186.66
Type B Stabilization	SY	$ 2.86	32776	$ 93,738.09
Optional Base	SY	$ 15.43	32776	$ 505,726.82
Railing	LF	$ 90.85	14827	$ 1,347,032.95
Retaining Wall	SF	$ 32.80	477430	$ 15,659,704.00
Bridges	SF	$ 175.00	70995	$ 12,424,125.00
	Subtotal			$ 33,069,360.68
	Plus 40% (mobilization, MOT, lighting, signing, drainage, etc.)			$ 46,297,104.96
Southbound HEFT to Westbound SR 836 Direct Ramp				
Embankment	CY	$ 7.64	99065	$ 756,855.19
Friction Course	TN	$ 118.29	659	$ 77,962.97
Structural Course	TN	$ 83.43	1977	$ 164,961.97
Type B Stabilization	SY	$ 2.86	11983	$ 34,272.33
Optional Base	SY	$ 15.43	11983	$ 184,902.83
Railing	LF	$ 90.85	6115	$ 555,547.75
Retaining Wall	SF	$ 32.80	151095	$ 4,955,916.00
Bridges	SF	$ 175.00	14740	$ 2,579,500.00
	Subtotal			$ 9,309,919.04
	Plus 40% (mobilization, MOT, lighting, signing, drainage, etc.)			$ 13,033,886.65
Eastbound SR 836 Off-Ramp				
Embankment	CY	$ 7.64	57730	$ 441,054.37
Friction Course	TN	$ 118.29	433	$ 51,216.28
Structural Course	TN	$ 83.43	1299	$ 108,368.62
Type B Stabilization	SY	$ 2.86	7872	$ 22,514.56
Optional Base	SY	$ 15.43	7872	$ 121,468.39
Railing	LF	$ 90.85	4384	$ 398,286.40
Retaining Wall	SF	$ 31.80	96448	$ 3,067,046.40
Bridges	SF	$ 175.00	0	$ -
	Subtotal			$ 4,209,955.02
	Plus 40% (mobilization, MOT, lighting, signing, drainage, etc.)			$ 5,893,937.02
Westbound SR 836 On-Ramp				
Embankment	CY	$ 7.64	25585	$ 195,470.81
Friction Course	TN	$ 118.29	192	$ 22,698.54
Structural Course	TN	$ 83.43	576	$ 48,027.87
Type B Stabilization	SY	$ 2.86	3489	$ 9,978.22
Optional Base	SY	$ 15.43	3489	$ 53,833.56
Railing	LF	$ 90.85	2215	$ 201,232.75
Retaining Wall	SF	$ 31.80	48730	$ 1,549,614.00
Bridges	SF	$ 175.00	0	$ -
	Subtotal			$ 2,080,855.75
	Plus 40% (mobilization, MOT, lighting, signing, drainage, etc.)			$ 2,913,198.05
Tandem Truck Area Northbound HEFT On-Ramp				
Embankment	CY	$ 7.64	73763	$ 563,549.04
Friction Course	TN	$ 118.29	754	$ 89,131.52
Structural Course	TN	$ 83.43	2261	$ 188,593.52
Type B Stabilization	SY	$ 2.86	13700	$ 39,182.00
Optional Base	SY	$ 15.43	13700	$ 211,391.00
Railing	LF	$ 90.85	8068	$ 732,977.80
Retaining Wall	SF	$ 31.80	130981	$ 4,165,195.80
Bridges	SF	$ 175.00	31531	$ 5,517,925.00
	Subtotal			$ 11,507,945.67
	Plus 40% (mobilization, MOT, lighting, signing, drainage, etc.)			$ 16,111,123.93
Tandem Truck Area Southbound HEFT Off-Ramp				
Embankment	CY	$ 7.64	8582	$ 65,568.18
Friction Course	TN	$ 118.29	177	$ 20,938.32
Structural Course	TN	$ 83.43	531	$ 44,303.42
Type B Stabilization	SY	$ 2.86	3218	$ 9,204.43
Optional Base	SY	$ 15.43	3218	$ 49,658.88
Railing	LF	$ 90.85	2089	$ 189,785.65
Retaining Wall	SF	$ 31.80	16712	$ 531,441.60
Bridges	SF	$ 175.00	0	$ -
	Subtotal			$ 910,900.48
	Plus 40% (mobilization, MOT, lighting, signing, drainage, etc.)			$ 1,275,260.67
NW 122nd Avenue				
	MI	$ 6,400,000.00	1.10	$ 7,038,787.88
NW 12th Street				
	MI	$ 3,000,000.00	0.22	$ 660,000.00
Truck Parking Facility				
	EA	$ 14,900,000.00	1	$ 14,900,000.00
Park & Ride Facility				
	SF	$ 15.37	553139	$ 8,501,746.43

Subtotal	$ 116,625,045.59
Contingency (20%)	$ 23,325,009.12
Total	**$ 139,950,054.71**

Table 4-4: Construction Cost Estimate (Conceptual Alternative 1)

Prelminary Construction Costs (Alternative 2)

Description	Unit	Unit Cost	Quantity	Cost
Eastbound SR 836 to Northbound HEFT Direct Ramp				
Embankment	CY	$ 7.64	310813	$ 2,374,611.04
Friction Course	TN	$ 118.29	1803	$ 213,236.13
Structural Course	TN	$ 83.43	5408	$ 451,186.66
Type B Stabilization	SY	$ 2.86	32776	$ 93,738.09
Optional Base	SY	$ 15.43	32776	$ 505,726.82
Railing	LF	$ 90.85	14827	$ 1,347,032.95
Retaining Wall	SF	$ 32.80	477430	$ 15,659,704.00
Bridges	SF	$ 175.00	70995	$ 12,424,125.00
	Subtotal			$ 33,069,360.68
	Plus 40% (mobilization, MOT, lighting, signing, drainage, etc.)			$ 46,297,104.96
Southbound HEFT to Westbound SR 836 Direct Ramp				
Embankment	CY	$ 7.64	84143	$ 642,849.41
Friction Course	TN	$ 118.29	579	$ 68,529.34
Structural Course	TN	$ 83.43	1738	$ 145,001.34
Type B Stabilization	SY	$ 2.86	10533	$ 30,125.33
Optional Base	SY	$ 15.43	10533	$ 162,529.33
Railing	LF	$ 90.85	5280	$ 479,688.00
Retaining Wall	SF	$ 32.80	110880	$ 3,636,864.00
Bridges	SF	$ 175.00	27730	$ 4,852,750.00
	Subtotal			$ 10,018,336.75
	Plus 40% (mobilization, MOT, lighting, signing, drainage, etc.)			$ 14,025,671.46
Eastbound SR 836 Off-Ramp				
Embankment	CY	$ 7.64	44733	$ 341,762.67
Friction Course	TN	$ 118.29	336	$ 39,686.30
Structural Course	TN	$ 83.43	1007	$ 83,972.30
Type B Stabilization	SY	$ 2.86	6100	$ 17,446.00
Optional Base	SY	$ 15.43	6100	$ 94,123.00
Railing	LF	$ 90.85	3900	$ 354,315.00
Retaining Wall	SF	$ 31.80	81900	$ 2,604,420.00
Bridges	SF	$ 175.00	0	$ -
	Subtotal			$ 3,535,725.26
	Plus 40% (mobilization, MOT, lighting, signing, drainage, etc.)			$ 4,950,015.36
Westbound SR 836 On-Ramp				
Embankment	CY	$ 7.64	17747	$ 135,584.53
Friction Course	TN	$ 118.29	133	$ 15,744.40
Structural Course	TN	$ 83.43	399	$ 33,313.60
Type B Stabilization	SY	$ 2.86	2420	$ 6,921.20
Optional Base	SY	$ 15.43	2420	$ 37,340.60
Railing	LF	$ 90.85	1410	$ 128,098.50
Retaining Wall	SF	$ 31.80	29610	$ 941,598.00
Bridges	SF	$ 175.00	0	$ -
	Subtotal			$ 1,298,600.83
	Plus 40% (mobilization, MOT, lighting, signing, drainage, etc.)			$ 1,818,041.16
Tandem Truck Area Northbound HEFT On-Ramp				
Embankment	CY	$ 7.64	73763	$ 563,549.04
Friction Course	TN	$ 118.29	754	$ 89,131.52
Structural Course	TN	$ 83.43	2261	$ 188,593.52
Type B Stabilization	SY	$ 2.86	13700	$ 39,182.00
Optional Base	SY	$ 15.43	13700	$ 211,391.00
Railing	LF	$ 90.85	8068	$ 732,977.80
Retaining Wall	SF	$ 31.80	130981	$ 4,165,195.80
Bridges	SF	$ 175.00	31531	$ 5,517,925.00
	Subtotal			$ 11,507,945.67
	Plus 40% (mobilization, MOT, lighting, signing, drainage, etc.)			$ 16,111,123.93
Tandem Truck Area Southbound HEFT Off-Ramp				
Embankment	CY	$ 7.64	8582	$ 65,568.18
Friction Course	TN	$ 118.29	177	$ 20,938.32
Structural Course	TN	$ 83.43	531	$ 44,303.42
Type B Stabilization	SY	$ 2.86	3218	$ 9,204.43
Optional Base	SY	$ 15.43	3218	$ 49,658.88
Railing	LF	$ 90.85	2089	$ 189,785.65
Retaining Wall	SF	$ 31.80	16712	$ 531,441.60
Bridges	SF	$ 175.00	0	$ -
	Subtotal			$ 910,900.48
	Plus 40% (mobilization, MOT, lighting, signing, drainage, etc.)			$ 1,275,260.67
NW 122nd Avenue				
	MI	$ 6,400,000.00	1.10	$ 7,038,787.88
NW 12th Street				
	MI	$ 3,000,000.00	0.22	$ 660,000.00
Truck Parking Facility				
	EA	$ 14,900,000.00	1	$ 14,900,000.00
Park & Ride Facility				
	SF	$ 15.37	792814	$ 12,185,551.18

Subtotal	$ 119,261,556.59
Contingency (20%)	$ 23,852,311.32
Total	**$ 143,113,867.91**

Table 4-5: Construction Cost Estimate (Conceptual Alternative 2)

Prelminary Construction Costs (Alternative 3)

Description	Unit	Unit Cost	Quantity	Cost
Eastbound SR 836 to Northbound HEFT Direct Ramp				
Embankment	CY	$ 7.64	244215	$ 1,865,801.19
Friction Course	TN	$ 118.29	1733	$ 204,995.26
Structural Course	TN	$ 83.43	5199	$ 433,749.79
Type B Stabilization	SY	$ 2.86	31509	$ 90,115.42
Optional Base	SY	$ 15.43	31509	$ 486,182.16
Railing	LF	$ 90.85	13820	$ 1,255,547.00
Retaining Wall	SF	$ 32.80	290220	$ 9,519,216.00
Bridges	SF	$ 175.00	81650	$ 14,288,750.00
	Subtotal			$ 28,144,356.81
	Plus 40% (mobilization, MOT, lighting, signing, drainage, etc.)			$ 39,402,099.53
Southbound HEFT to Westbound SR 836 Direct Ramp				
Embankment	CY	$ 7.64	93019	$ 710,661.48
Friction Course	TN	$ 118.29	655	$ 77,493.09
Structural Course	TN	$ 83.43	1965	$ 163,967.76
Type B Stabilization	SY	$ 2.86	11911	$ 34,065.78
Optional Base	SY	$ 15.43	11911	$ 183,788.44
Railing	LF	$ 90.85	6010	$ 546,008.50
Retaining Wall	SF	$ 32.80	126210	$ 4,139,688.00
Bridges	SF	$ 175.00	5250	$ 918,750.00
	Subtotal			$ 6,774,423.06
	Plus 40% (mobilization, MOT, lighting, signing, drainage, etc.)			$ 9,484,192.28
Eastbound SR 836 Off-Ramp				
Embankment	CY	$ 7.64	25870	$ 197,649.63
Friction Course	TN	$ 118.29	194	$ 22,951.55
Structural Course	TN	$ 83.43	582	$ 48,563.21
Type B Stabilization	SY	$ 2.86	3528	$ 10,089.44
Optional Base	SY	$ 15.43	3528	$ 54,433.61
Railing	LF	$ 90.85	1700	$ 154,445.00
Retaining Wall	SF	$ 31.80	35700	$ 1,135,260.00
Bridges	SF	$ 175.00	0	$ -
	Subtotal			$ 1,623,392.44
	Plus 40% (mobilization, MOT, lighting, signing, drainage, etc.)			$ 2,272,749.42
Westbound SR 836 On-Ramp				
Embankment	CY	$ 7.64	44000	$ 336,160.00
Friction Course	TN	$ 118.29	330	$ 39,035.70
Structural Course	TN	$ 83.43	990	$ 82,595.70
Type B Stabilization	SY	$ 2.86	6000	$ 17,160.00
Optional Base	SY	$ 15.43	6000	$ 92,580.00
Railing	LF	$ 90.85	2600	$ 236,210.00
Retaining Wall	SF	$ 31.80	54600	$ 1,736,280.00
Bridges	SF	$ 175.00	0	$ -
	Subtotal			$ 2,540,021.40
	Plus 40% (mobilization, MOT, lighting, signing, drainage, etc.)			$ 3,556,029.96
Tandem Truck Area Northbound HEFT On-Ramp				
Embankment	CY	$ 7.64	20778	$ 158,742.22
Friction Course	TN	$ 118.29	156	$ 18,433.53
Structural Course	TN	$ 83.43	468	$ 39,003.53
Type B Stabilization	SY	$ 2.86	2833	$ 8,103.33
Optional Base	SY	$ 15.43	2833	$ 43,718.33
Railing	LF	$ 90.85	1650	$ 149,902.50
Retaining Wall	SF	$ 31.80	34650	$ 1,101,870.00
Bridges	SF	$ 175.00	13900	$ 2,432,500.00
	Subtotal			$ 3,952,273.44
	Plus 40% (mobilization, MOT, lighting, signing, drainage, etc.)			$ 5,533,182.81
Tandem Truck Area Southbound HEFT Off-Ramp				
Embankment	CY	$ 7.64	9985	$ 76,286.81
Friction Course	TN	$ 118.29	206	$ 24,361.17
Structural Course	TN	$ 83.43	618	$ 51,545.84
Type B Stabilization	SY	$ 2.86	3744	$ 10,709.11
Optional Base	SY	$ 15.43	3744	$ 57,776.78
Railing	LF	$ 90.85	2580	$ 234,393.00
Retaining Wall	SF	$ 31.80	54180	$ 1,722,924.00
Bridges	SF	$ 175.00	0	$ -
	Subtotal			$ 2,177,996.71
	Plus 40% (mobilization, MOT, lighting, signing, drainage, etc.)			$ 3,049,195.39
NW 122nd Avenue				
	MI	$ 6,400,000.00	1.10	$ 7,038,787.88
NW 12th Street				
	MI	$ 3,000,000.00	0.22	$ 660,000.00
Truck Parking Facility				
	EA	$ 14,900,000.00	1	$ 14,900,000.00
Park & Ride Facility				
	SF	$ 15.37	553139	$ 8,501,746.43
Dolphin Mall Bus-Only Connection				
	MI	$ 1,140,700.00	0.45	$ 513,315.00

Subtotal	$ 94,911,298.70
Contingency (20%)	$ 18,982,259.74
Total	**$ 113,893,558.45**

Table 4-6: Construction Cost Estimate (Conceptual Alternative 3)

Prelminary Construction Costs (Alternative 4)

Description	Unit	Unit Cost	Quantity	Cost
Eastbound SR 836 to Northbound HEFT Direct Ramp				
Embankment	CY	$ 7.64	339080	$ 2,590,568.37
Friction Course	TN	$ 118.29	2046	$ 242,021.34
Structural Course	TN	$ 83.43	6138	$ 512,093.34
Type B Stabilization	SY	$ 2.86	37200	$ 106,392.00
Optional Base	SY	$ 15.43	37200	$ 573,996.00
Railing	LF	$ 90.85	17245	$ 1,566,708.25
Retaining Wall	SF	$ 32.80	512152	$ 16,798,585.60
Bridges	SF	$ 175.00	70300	$ 12,302,500.00
	Subtotal			$ 34,692,864.90
	Plus 40% (mobilization, MOT, lighting, signing, drainage, etc.)			$ 48,570,010.86
Southbound HEFT to Westbound SR 836 Direct Ramp				
Embankment	CY	$ 7.64	94481	$ 721,838.52
Friction Course	TN	$ 118.29	669	$ 79,155.73
Structural Course	TN	$ 83.43	2008	$ 167,485.73
Type B Stabilization	SY	$ 2.86	12167	$ 34,796.67
Optional Base	SY	$ 15.43	12167	$ 187,731.67
Railing	LF	$ 90.85	6383	$ 579,895.55
Retaining Wall	SF	$ 32.80	147325	$ 4,832,260.00
Bridges	SF	$ 175.00	19000	$ 3,325,000.00
	Subtotal			$ 9,928,163.85
	Plus 40% (mobilization, MOT, lighting, signing, drainage, etc.)			$ 13,899,429.39
Eastbound SR 836 Off-Ramp				
Embankment	CY	$ 7.64	48938	$ 373,884.62
Friction Course	TN	$ 118.29	367	$ 43,416.37
Structural Course	TN	$ 83.43	1101	$ 91,864.77
Type B Stabilization	SY	$ 2.86	6673	$ 19,085.73
Optional Base	SY	$ 15.43	6673	$ 102,969.53
Railing	LF	$ 90.85	3795	$ 344,775.75
Retaining Wall	SF	$ 32.80	83490	$ 2,738,472.00
Bridges	SF	$ 175.00	0	$ -
	Subtotal			$ 3,714,468.78
	Plus 40% (mobilization, MOT, lighting, signing, drainage, etc.)			$ 5,200,256.30
Westbound SR 836 On-Ramp				
Embankment	CY	$ 7.64	16296	$ 124,503.70
Friction Course	TN	$ 118.29	122	$ 14,457.67
Structural Course	TN	$ 83.43	367	$ 30,591.00
Type B Stabilization	SY	$ 2.86	2222	$ 6,355.56
Optional Base	SY	$ 15.43	2222	$ 34,288.89
Railing	LF	$ 90.85	1194	$ 108,474.90
Retaining Wall	SF	$ 32.80	26268	$ 861,590.40
Bridges	SF	$ 175.00	0	$ -
	Subtotal			$ 1,180,262.11
	Plus 40% (mobilization, MOT, lighting, signing, drainage, etc.)			$ 1,652,366.96
Tandem Truck Area Northbound HEFT On-Ramp				
Embankment	CY	$ 7.64	20757	$ 158,586.59
Friction Course	TN	$ 118.29	156	$ 18,415.45
Structural Course	TN	$ 83.43	467	$ 38,965.29
Type B Stabilization	SY	$ 2.86	2831	$ 8,095.39
Optional Base	SY	$ 15.43	2831	$ 43,675.47
Railing	LF	$ 90.85	1643	$ 149,266.55
Retaining Wall	SF	$ 32.80	36146	$ 1,185,588.80
Bridges	SF	$ 175.00	15400	$ 2,695,000.00
	Subtotal			$ 4,297,593.54
	Plus 40% (mobilization, MOT, lighting, signing, drainage, etc.)			$ 6,016,630.96
Tandem Truck Area Southbound HEFT Off-Ramp				
Embankment	CY	$ 7.64	9985	$ 76,286.81
Friction Course	TN	$ 118.29	206	$ 24,361.17
Structural Course	TN	$ 83.43	618	$ 51,545.84
Type B Stabilization	SY	$ 2.86	3744	$ 10,709.11
Optional Base	SY	$ 15.43	3744	$ 57,776.78
Railing	LF	$ 90.85	2500	$ 227,125.00
Retaining Wall	SF	$ 32.80	20000	$ 656,000.00
Bridges	SF	$ 175.00	0	$ -
	Subtotal			$ 1,103,804.71
	Plus 40% (mobilization, MOT, lighting, signing, drainage, etc.)			$ 1,545,326.59
NW 122nd Avenue				
	MI	$ 6,400,000.00	0.98	$ 6,293,333.33
NW 12th Street				
	MI	$ 4,900,000.00	0.22	$ 1,078,000.00
Truck Parking Facility				
	EA	$ 14,900,000.00	1	$ 14,900,000.00
Park & Ride Facility				
	SF	$ 15.37	792814	$ 12,185,551.18
Dolphin Mall Bus-Only Connection				
	MI	$ 1,140,700.00	0.45	$ 513,315.00

Subtotal	$ 111,854,220.58
Contingency (20%)	$ 22,370,844.12
Total	**$ 134,225,064.69**

Table 4-7: Construction Cost Estimate (Conceptual Alternative 4)

4.3 Alternatives Screening

The four conceptual alternatives were comparatively screened in an effort to provide recommendations from this feasibility study. It should be noted, that although this preliminary screening yielded a "preferred" alternative based on numerically weighted values, this alternative should not be viewed as final, and as this project moves forward to later phases, improvements and /or modifications to this alternative should be considered and if deemed feasible, implemented. Any other valuable conceptual alternatives that may arise during later phases of the project should also be considered, if deemed appropriate.

Tables 4-8 and 4-9 show a numerical/descriptive matrix, which describes and evaluates the features of Conceptual Alternatives 1 and 2 and Conceptual Alternatives 3 and 4, respectively. The criteria used in the preparation of the matrix involved five different parameters: engineering, environmental, socio-economic, cost, and inter-agency support. For the first four criteria, a total of eight sub-criteria were used and each one was given a weighted numerical value. Inter-agency support was also given a weighted numerical value. The individual weight of these values was established based on a perceived degree of importance agreed upon by the study team, based on related project experience and overall professional judgement. The criteria/sub-criteria was weighted as follows:

1. The highest attainable weight was given a numerical value of 12. As is the case with any engineering project in which the FDOT is involved, safety is, and should always be, the first priority; therefore, safety was assigned the highest weighted numerical value. Additionally, as this study progressed, it became clear how many stakeholders were involved and how crucial their support is for the realization of this project. The involvement of various parties with differing interests proved that mutual support was essential for the project to move forward, thus inter-agency support was given the second highest numerical value. The rest of the weighted numerical values were assigned based on the perceived significance of the sub-criteria to the overall project.

2. The performance of the conceptual alternatives was measured with respect to the overall effect they were perceived to have in relation to each individual parameter and/or to each other.

EVALUATION CRITERIA								
ENGINEERING			ENVIRONMENTAL		SOCIO-ECONOMIC	COST		INTER-AGENCY SUPPORT
Traffic Service	Safety	Access Considerations	Wetland Impacts	Wildlife and Habitat	Controversy Potential	Right-of-Way	Construction	
10	12	10	8	8	8	8	10	11

The general effect of each criterion received one of the three following factors:

EVALUATION FACTORS		
+	0	-
1.0	0.65	0.30
POSITIVE overall effect as relative to the criterion and/or the other conceptual alternatives	**NEUTRAL** overall effect as relative to the criterion and/or the other conceptual alternatives. When comparing all four conceptual alternatives in relation to one criterion, the alternative perceived to have the most neutral effect was assigned this factor. Also, if all conceptual alternatives were perceived to have the same effect for one criterion, then this value was applied to all for that particular measure.	**NEGATIVE** overall effect as relative to the criterion and/or the other conceptual alternatives

These factors were assigned qualitatively to each criterion, and the overall score of each alternative is equal to the sum of all criteria once the factors were individually applied.

Alternative	EVALUATION CRITERIA										
	ENGINEERING			ENVIRONMENTAL		SOCIO-ECONOMIC	COST		INTERAGANCY SUPPORT (11)	OVERALLSCORE	RANK
	TRAFFIC SERVICE (10)	SAFETY (12)	ACCESS CONSIDERATIONS (10)	WETLAND IMPACTS (8)	WILDLIFE AND HABITAT (8)	CONTROVERSY POTENTIAL (8)	RIGHT-OF-WAY (8)	CONSTRUCTION (10)			
1	- The addition of the SB HEFT to WB SR 836 would relief some of the traffic exiting onto WB NW 12th Street. - The addition of NW 122nd Avenue provides a new link to the overall traffic network of the area - Proximity of the proposed intersection of NW 122nd Avenue and NW 12th Street and the intersection of the HEFT on/off ramp and NW 12th Street may lead to operational issues	- Proposed intersections increase the risk of rear end crashes - The off ramp from EB SR 836 to NW 122nd Avenue proposes a left hand exit and and its close proximity to the gore area may cause driver expectation issue and essentially create a weaving condition - Proximity of the proposed right-turn lane on WB NW 12th Street to the HEFT on/off ramp may lead to weaving issues	- Addition of EB SR 836 to NB HEFT ramp provides direct system to system access - Addition of tandem truck area ramps to and from the HEFT provide direct access for tandem trucks - Provision of NW 122nd Avenue provides access to the proposed truck parking and park-and-ride facilities from NW 12th Street and NW 25th Street - Provision of on and off ramp to SR 836 on the new segment of NW 122nd Avenue provide direct access to and from the freeway for mixed traffic as well as transit vehicles - Provision of NW 122nd Avenue also improves the access to the HEFT for the warehouse area to the northwest of the project area - Provision of an exclusive bus lane on the west leg of the intersection of the EB SR 836 off ramp and NW 122nd Avenue facilitates the access of transit vehicles to the park-and-ride facility	- No impacts to existing wetlands are anticipated	- No impacts to wildlife or habitat are anticipated	- While the alternative proposes right-of-way acquisition for the addition of ramps, there is no perceived significant controversy potential	- Requires minor right-of-way acquisition for the construction of a portion of the proposed NW 122nd Avenue and the direct ramps from the HEFT to the tandem truck area (Most of the improvements are proposed within public agency right-of-way) - Potential ROW costs were relatively similar for all alternatives	- In comparison to the other alternatives, construction costs are relatively high. The construction of the EB SR 836 to NB HEFT direct ramp flyover over the HEFT increases costs significantly - Also, the continuation to NW 41st Street of the on ramp from the tandem truck area to NB HEFT increases the costs.	- While the Miami-Dade Transit (MDT) agency favored the proposed layout of the park-and-ride on this alternative, the agency expressed that direct transit access to Dolphin Mall was necessary - The Miami-Dade Expressway Authority (MDX) expressed concerns with the significant increase in construction costs implied by the proposed EB SR 836 to NB HEFT flyover ramp	51.05	3
FACTOR	-	0	0	0	0	+	0	-	0		
FACTORED WEIGHTED VALUE	3.0	7.8	6.5	5.2	5.2	8.0	5.2	3.0	7.2		
2	- The addition of the SB HEFT to WB SR 836 would relief some of the traffic exiting onto WB NW 12th Street. - The addition of NW 122nd Avenue provides a new link to the overall traffic network of the area	- Proposed intersections increase the risk of rear end crashes - The off ramp from EB SR 836 to NW 122nd Avenue proposes a left hand exit and and its close proximity to the gore area may cause driver expectation issue and essentially create a weaving condition. Also the curves needed for this ramp to go between the columns under SR 836 and reach the intersection with NW 122nd Avenue are near minimum criteria and have the potential of creating undesirable deceleration conditions - Proximity of the proposed intersection of NW 122nd Avenue and NW 12th Street to one of the existing SR 836 support columns may lead to sight distance issues	- Addition of EB SR 836 to NB HEFT ramp provides direct system to system access - Addition of tandem truck area ramps to and from the HEFT provide direct access for tandem trucks - Provision of NW 122nd Avenue provides access to the proposed truck parking and park-and-ride facilities from NW 12th Street and NW 25th Street - Provision of on and off ramp to SR 836 on the new segment of NW 122nd Avenue provide direct access to and from the freeway for mixed traffic as well as transit vehicles - Provision of NW 122nd Avenue also improves the access to the HEFT for the warehouse area to the northwest of the project area	- No impacts to existing wetlands are anticipated	- No impacts to wildlife or habitat are anticipated	- While the alternative proposes right-of-way acquisition for the addition of ramps, there is no perceived significant controversy potential	- Requires minor right-of-way acquisition for the construction of a portion of the proposed NW 122nd Avenue and the direct ramps from the HEFT to the tandem truck area (Most of the improvements are proposed within public agency right-of-way) - Potential ROW costs were relatively similar for all alternatives	- In comparison to the other alternatives, construction costs are the highest. The construction of the EB SR 836 to NB HEFT direct ramp flyover over the HEFT increases costs significantly - Also, the continuation to NW 41st Street of the on ramp from the tandem truck area to NB HEFT increases the costs	- Although the proposed layout of the park-and-ride facility on this alternative provides more spaces, MDT did not favor the configuration, and also expressed that direct transit access to Dolphin Mall was necessary - The Miami-Dade Expressway Authority (MDX) expressed concerns with the significant increase in construction costs implied by the proposed EB SR 836 to NB HEFT flyover ramp	46.5	4
FACTOR	0	-	0	0	0	+	0	-	-		
FACTORED WEIGHTED VALUE	6.5	3.6	6.5	5.2	5.2	8.0	5.2	3.0	3.3		

Table 4-8: Screening Matrix

Alternative	EVALUATION CRITERIA										
	ENGINEERING			ENVIRONMENTAL		SOCIO-ECONOMIC	COST		INTERAGANCY SUPPORT (11)	OVERALLSCORE	RANK
	TRAFFIC SERVICE (10)	SAFETY (12)	ACCESS CONSIDERATIONS (10)	WETLAND IMPACTS (8)	WILDLIFE AND HABITAT (8)	CONTROVERSY POTENTIAL (8)	RIGHT-OF-WAY (8)	CONSTRUCTION (10)			
3	- The addition of the SB HEFT to WB SR 836 would relief some of the traffic exiting onto WB NW 12th Street. - The addition of NW 122nd Avenue provides a new link to the overall traffic network of the area - Proximity of the proposed intersection of NW 122nd Avenue and NW 12th Street and the intersection of the HEFT on/off ramp and NW 12th Street may lead to operational issues - Provision of transit-only lanes without while maintaining the existing number of lanes on NW 12th Street could improve the operations of the intersection by separating the buses/heavy vehicles from mixed traffic	- Proposed intersections increase the risk of rear end crashes - Proximity of proposed right turn lane on WB 12th Street to HEFT on/off ramp may lead to weaving issues	- Addition of EB SR 836 to NB HEFT ramp provides direct system to system access - Addition of tandem truck area ramps to and from the HEFT provide direct access for tandem trucks - Provision of NW 122nd Avenue provides access to the proposed truck parking and park-and-ride facilities from NW 12th Street and NW 25th Street - Provision of on and off ramp to SR 836 on the new segment of NW 122nd Avenue provide direct access to and from the freeway for mixed traffic as well as transit vehicles - Provision of NW 122nd Avenue also improves the access to the HEFT for the warehouse area to the northwest of the project area - The merging of the EB SR 836 to NB HEFT ramp and the tandem truck area access ramp to NB HEFT creates only a single access point to the freeway facility - Provision of bus-only turn lanes on the future NW 122nd Avenue and NW 12th Street would facilitate the access of transit vehicles to the HEFT and EB SR 836 - Provision of bus-only access to Dolphin Mall is perceived to improve the access to/from this current transit convergence area for public transportation vehicles - Provision of an exclusive bus lane on the west leg of the intersection of the EB SR 836 off ramp and NW 122nd Avenue facilitates the access of transit vehicles to the park-and-ride facility	- No impacts to existing wetlands are anticipated	- No impacts to wildlife or habitat are anticipated	- While the alternative proposes right-of-way acquisition for the addition of ramps, there is no perceived significant controversy potential. (Close and constant coordination should take place with all involved stakeholders to ensure ease of implementation, especially regarding any proposed access to the mall)	- Requires minor right-of-way acquisition for the construction of a portion of the proposed NW 122nd Avenue and the direct ramps from the HEFT to the tandem truck area (Most of the improvements are proposed within public agency right-of-way) - Provision of transit only connection within the area surrounding the mall through the limited access HEFT on ramp would require close coordination - Potential ROW costs were relatively similar for all alternatives	- In comparison to the other alternatives, construction costs are the lowest	- This alternative received the most support from the public agencies involved during the feasibility process. Mostly because the layout of the park-and-ride facility was preferred by MDT and the conceptual geometry of the ramps from SR 836 to/from the HEFT was preferred by MDX. Additionally, the provision of transit only access to Dolphin Mall was preferred by MDT.	66.1	1
FACTOR	0	0	+	0	0	0	0	+	+		
FACTORED WEIGHTED VALUE	6.5	7.8	10.0	5.2	5.2	5.2	5.2	10.0	11.0		
4	- The addition of the SB HEFT to WB SR 836 would relief some of the traffic exiting onto WB NW 12th Street. - The addition of NW 122nd Avenue provides a new link to the overall traffic network of the area - Provision of transit-only lanes without while maintaining the existing number of lanes on NW 12th Street could improve the operations of the intersection by separating the buses/heavy vehicles from mixed traffic	- Proposed intersections increase the risk of rear end crashes - The off ramp from EB SR 836 to NW 122nd Avenue proposes a left hand exit and and its close proximity to the gore area may cause driver expectation issue and essentially create a weaving condition. Also the curves needed for this ramp to go between the columns under SR 836 and reach the intersection with NW 122nd Avenue are near minimum criteria and have the potential of creating undesirable deceleration conditions - Proximity of the proposed intersection of NW 122nd Avenue and NW 12th Street to one of the existing SR 836 support columns may lead to sight distance issues	- Addition of EB SR 836 to NB HEFT ramp provides direct system to system access - Addition of tandem truck area ramps to and from the HEFT provide direct access for tandem trucks - Provision of NW 122nd Avenue provides access to the proposed truck parking and park-and-ride facilities from NW 12th Street and NW 25th Street - Provision of on and off ramp to SR 836 on the new segment of NW 122nd Avenue provide direct access to and from the freeway for mixed traffic as well as transit vehicles - Provision of NW 122nd Avenue also improves the access to the HEFT for the warehouse area to the northwest of the project area - The merging of the EB SR 836 to NB HEFT ramp and the tandem truck area access ramp to NB HEFT creates only a single access point to the freeway facility - Provision of bus-only turn lanes on the future NW 122nd Avenue and NW 12th Street would facilitate the access of transit vehicles to the HEFT and EB SR 836 - Provision of bus-only access to Dolphin Mall is perceived to improve the access to/from this current transit convergence area for public transportation vehicles - Provision of an exclusive bus lane on the west leg of the intersection of the EB SR 836 off ramp and NW 122nd Avenue facilitates the access of transit vehicles to the park-and-ride facility	- No impacts to existing wetlands are anticipated	- No impacts to wildlife or habitat are anticipated	- While the alternative proposes right-of-way acquisition for the addition of ramps, there is no perceived significant controversy potential. (Close and constant coordination should take place with all involved stakeholders to ensure ease of implementation, especially regarding any proposed access to the mall)	- Requires minor right-of-way acquisition for the construction of a portion of the proposed NW 122nd Avenue and the direct ramps from the HEFT to the tandem truck area (Most of the improvements are proposed within public agency right-of-way) - Provision of transit only connection within the area surrounding the mall through the limited access HEFT on ramp would require close coordination - Potential ROW costs were relatively similar for all alternatives	- While in comparison to other alternatives, construction costs are not as high, they still rank substantially higher than the least costly alternative	- Although the proposed layout of the park-and-ride facility on this alternative provides more spaces, MDT did not favor the configuration, and also expressed that direct transit access to Dolphin Mall was necessary - The Miami-Dade Expressway Authority (MDX) expressed concerns with the significant increase in construction costs implied by the proposed EB SR 836 to NB HEFT flyover ramp	54.2	2
FACTOR	+	-	+	0	0	0	0	0	-		
FACTORED WEIGHTED VALUE	10.0	3.6	10.0	5.2	5.2	5.2	5.2	6.5	3.3		

Table 4-9: Screening Matrix

5 Recommendations

Overall, the screening process ranked Conceptual Alternative 3 above all other conceptual alternatives. This was mostly due to the construction costs and fewer potential safety issues when compared to the others. Though the screening process yielded a "preferred" alternative based on numerically weighted values, Conceptual Alternative 3 should not be viewed as final, and as this project moves forward to later phases, improvements and /or modifications to this alternative may be considered and if deemed feasible, implemented. Any other valuable conceptual alternatives that may arise during later phases of the project should also be considered if deemed appropriate.

Nonetheless, all major stakeholders, especially MDT and MDX, that were part of the interagency outreach effort and participated in PAT meetings and other coordination meetings, agreed with Conceptual Alternative 3 being the "preferred" alternative. The agencies agreed that, although this alternative did not meet each specific requirement, it met the majority of the needs from which the project originated and those expressed during this study. All agencies were in concurrence that the concepts proposed in Alternative 3 would help to provide a much needed increase in the supply of truck parking spaces within Miami-Dade County; they would enhance the current transit operations and provide a logical terminus for planned routes; and would improve the overall mobility and accessibility for different modes of transportation within the area as well as the region, especially with the provision of system to system ramps.

Additionally, because of all the agencies and stakeholders involved with the development of this project, it is recommended that sufficient and constant coordination take place and that this coordination is properly documented.

Appendix A

Truck Parking and Park and Ride Facilities Conceptual Alternatives 1 through 4

LEGEND

- Ultimate HEFT Configuration
- Park & Ride and Truck Parking and Access
- SR 836 and HEFT Connection
- Direct Bus Only Park & Ride Access to/from Dolphin Mall
- Existing Parcel Lines

N

1" = 700'

NW 25th Street

SR 821 Florida's Turnpike

Future NW 122nd Avenue

NW 12th Street

SR 836

PARKING

Truck Parking

Short-Term	=	9
Long-Term	=	164
Tandem	=	20

Park & Ride

Short-Term	=	30
Long-Term	=	887
Disabled	=	21

Truck Parking and Park & Ride Site Feasibility Study
Alternative 1

LEGEND

- Ultimate HEFT Configuration
- Park & Ride and Truck Parking and Access
- SR 836 and HEFT Connection
- Direct Bus Only Park & Ride Access to/from Dolphin Mall
- Existing Parcel Lines

N

1" = 700'

NW 25th Street

SR 821 Florida s Turnpike

Future NW 122nd Avenue

Tandem Truck Parking

NW 12th Street

SR 836

PARKING

Truck Parking

Short-Term	=	9
Long-Term	=	175
Tandem	=	20

Park & Ride

Short-Term	=	35
Long-Term	=	1110
Disabled	=	45

Truck Parking and Park & Ride Site Feasibility Study
Alternative 2

LEGEND

- Ultimate HEFT Configuration
- Park & Ride and Truck Parking and Access
- SR 836 and HEFT Connection
- Direct Bus Only Park & Ride Access to/from Dolphin Mall
- Existing Parcel Lines

N

1" = 700'

NW 25th Street

SR 821 Florida's Turnpike

Future NW 122nd Avenue

NW 12th Street

SR 836

PARKING

Truck Parking

Short-Term	=	9
Long-Term	=	164
Tandem	=	20

Park & Ride

Short-Term	=	30
Long-Term	=	887
Disabled	=	21

Truck Parking and Park & Ride Site Feasibility Study
Alternative 3

LEGEND

- Ultimate HEFT Configuration
- Park & Ride and Truck Parking and Access
- SR 836 and HEFT Connection
- Direct Bus Only Park & Ride Access to/from Dolphin Mall
- Existing Parcel Lines

N

1" = 700'

NW 25th Street

SR 821 Florida's Turnpike

Future NW 122nd Avenue

Tandem Truck Parking

NW 12th Street

SR 836

PARKING

Truck Parking

Short-Term	=	9
Long-Term	=	175
Tandem	=	20

Park & Ride

Short-Term	=	35
Long-Term	=	1110
Disabled	=	45

Truck Parking and Park & Ride Site Feasibility Study
Alternative 4

Appendix B

IPaC Trust Resource Report

U.S. Fish & Wildlife Service

Site Feasibility Study for Truck Parking and Park-and-Ride Lot

IPaC Trust Resource Report

Generated July 17, 2015 10:12 AM MDT

US Fish & Wildlife Service

IPaC Trust Resource Report

Project Description

NAME

Site Feasibility Study for Truck Parking and Park-and-Ride Lot

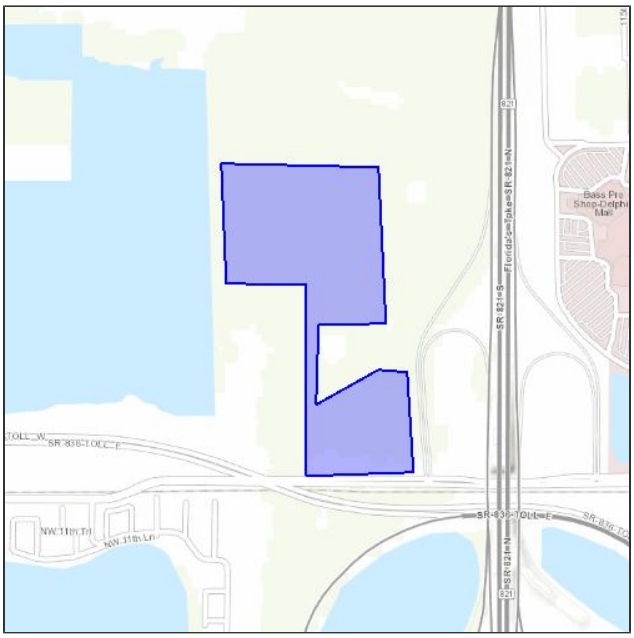
PROJECT CODE

I4QKY-42D3F-GNZLB-VLUF5-JKWBKE

LOCATION

Miami-Dade County, Florida

DESCRIPTION



The purpose of this study is to conduct a site feasibility analysis for alternatives and potential layouts of a new truck parking facility and park-and-ride facility in Miami-Dade County. The resulting alternatives and layouts will be developed, evaluated, and recommended for further analysis. These facilities are to be located on the northwest quadrant of SR 836/Dolphin Expressway and SR 821/Homestead Extension of the Florida's Turnpike (HEFT) interchange.

U.S. Fish & Wildlife Contact Information

Species in this report are managed by:

South Florida Ecological Services Field Office
1339 20th Street
Vero Beach, FL 32960-3559
(772) 562-3909

Endangered Species

Proposed, candidate, threatened, and endangered species that are managed by the Endangered Species Program and should be considered as part of an effect analysis for this project.

This unofficial species list is for informational purposes only and does not fulfill the requirements under Section 7 of the Endangered Species Act, which states that Federal agencies are required to "request of the Secretary of Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action." This requirement applies to projects which are conducted, permitted or licensed by any Federal agency.

A letter from the local office and a species list which fulfills this requirement can be obtained by returning to this project on the IPaC website and requesting an Official Species List from the regulatory documents section.

Birds

Audubon's Crested Caracara Polyborus plancus audubonii — **Threatened**

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B06Q

Bachman's Warbler (=wood) Vermivora bachmanii — **Endangered**

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B03G

Cape Sable Seaside Sparrow Ammodramus maritimus mirabilis — **Endangered**

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B00Q

Everglade Snail Kite Rostrhamus sociabilis plumbeus — **Endangered**

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B00F

Florida Grasshopper Sparrow Ammodramus savannarum floridanus — **Endangered**

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B07G

Florida Scrub-jay Aphelocoma coerulescens — **Threatened**

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B082

Ivory-billed Woodpecker Campephilus principalis **Endangered**

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B03Q

Kirtland's Warbler Setophaga kirtlandii (= Dendroica kirtlandii) **Endangered**

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B03I

Piping Plover Charadrius melodus **Threatened**

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B079

Red Knot Calidris canutus rufa **Threatened**

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0DM

Red-cockaded Woodpecker Picoides borealis **Endangered**

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B04F

Wood Stork Mycteria americana **Threatened**

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B06O

Corals

Elkhorn Coral Acropora palmata **Threatened**

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=P001

Staghorn Coral Acropora cervicornis **Threatened**

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=P000

Ferns and Allies

Florida Bristle Fern Trichomanes punctatum ssp. floridanum **Proposed Endangered**

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=S02G

Fishes

Atlantic Sturgeon (gulf Subspecies) Acipenser oxyrinchus (=oxyrhynchus) desotoi

Threatened

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=E04W

Smalltooth Sawfish Pristis pectinata

Endangered

CRITICAL HABITAT

No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=E0A9

Flowering Plants

Beach Jacquemontia Jacquemontia reclinata — Endangered

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=Q2BZ

Blodgett's Silverbush Argythamnia blodgettii — Candidate

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=Q045

Cape Sable Thoroughwort Chromolaena frustrata — Endangered

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=Q3HJ

Carter's Mustard Warea carteri — Endangered

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=Q2MA

Carter's Small-flowered Flax Linum carteri carteri — Endangered

CRITICAL HABITAT
There is **proposed** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=Q14I

Crenulate Lead-plant Amorpha crenulata — Endangered

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=Q2RI

Deltoid Spurge Chamaesyce deltoidea ssp. deltoidea — Endangered

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=Q26X

Everglades Bully Sideroxylon reclinatum ssp. austrofloridense — Candidate

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=Q3IM

Florida Brickell-bush Brickellia mosieri — Endangered

CRITICAL HABITAT
There is **proposed** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=Q09E

Florida Pineland Crabgrass Digitaria pauciflora **Candidate**

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=Q1VG

Florida Prairie-clover Dalea carthagenensis floridana **Candidate**

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=Q3HL

Florida Semaphore Cactus Consolea corallicola **Endangered**

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=Q3HT

Garber's Spurge Chamaesyce garberi **Threatened**

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=Q1U9

Johnson's Seagrass Halophila johnsonii **Threatened**

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=Q3AL

Okeechobee Gourd Cucurbita okeechobeensis ssp. okeechobeensis **Endangered**

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=Q280

Pineland Sandmat Chamaesyce deltoidea pinetorum **Candidate**

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=Q3HI

Sand Flax Linum arenicola **Candidate**

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=Q14H

Small's Milkpea Galactia smallii **Endangered**

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=Q2RJ

Tiny Polygala Polygala smallii **Endangered**

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=Q2GW

Insects

Bartram's Hairstreak Butterfly Strymon acis bartrami **Endangered**

CRITICAL HABITAT
There is **proposed** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=I07G

Florida Leafwing Butterfly Anaea troglodyta floridalis **Endangered**

CRITICAL HABITAT
There is **proposed** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=I087

Miami Blue Butterfly Cyclargus (=Hemiargus) thomasi bethunebakeri **Endangered**

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=I02Q

Schaus Swallowtail Butterfly Heraclides aristodemus ponceanus **Endangered**

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=I016

Mammals

Florida Bonneted Bat Eumops floridanus — Endangered

CRITICAL HABITAT

No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=A0JB

Florida Panther Puma (=Felis) concolor coryi — Endangered

CRITICAL HABITAT

No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=A008

Puma (=mountain Lion) Puma (=Felis) concolor (all subsp. except coryi) — Similarity of Appearance (Threatened)

CRITICAL HABITAT

No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=A0G0

West Indian Manatee Trichechus manatus — Endangered

CRITICAL HABITAT

There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=A007

Reptiles

American Alligator Alligator mississippiensis **Similarity of Appearance (Threatened)**

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=C000

American Crocodile Crocodylus acutus **Threatened**

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=C02J

Eastern Indigo Snake Drymarchon corais couperi **Threatened**

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=C026

Green Sea Turtle Chelonia mydas **Endangered**

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=C00S

Hawksbill Sea Turtle Eretmochelys imbricata **Endangered**

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=C00E

Leatherback Sea Turtle Dermochelys coriacea **Endangered**

CRITICAL HABITAT
There is **final** critical habitat designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=C00F

Snails

Stock Island Tree Snail Orthalicus reses (not incl. nesodryas) **Threatened**

CRITICAL HABITAT
No critical habitat has been designated for this species.

https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=G00Y

Critical Habitats

Potential effects to critical habitat(s) within the project area must be analyzed along with the endangered species themselves.

There is no critical habitat within this project area

Migratory Birds

Birds are protected by the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act.

Any activity which results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish and Wildlife Service (1). There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

You are responsible for complying with the appropriate regulations for the protection of birds as part of this project. This involves analyzing potential impacts and implementing appropriate conservation measures for all project activities.

American Kestrel Falco sparverius paulus — **Bird of conservation concern**
Year-round

American Oystercatcher Haematopus palliatus — **Bird of conservation concern**
Year-round
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0G8

American Bittern Botaurus lentiginosus — **Bird of conservation concern**
Season: Wintering
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0F3

Bald Eagle Haliaeetus leucocephalus — **Bird of conservation concern**
Year-round
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B008

Black Rail Laterallus jamaicensis — **Bird of conservation concern**
Season: Breeding
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B09A

Brown Booby Sula leucogaster — **Bird of conservation concern**
Season: Wintering

Chuck-will's-widow Caprimulgus carolinensis — **Bird of conservation concern**
Year-round

Common Ground-dove Columbina passerina exigua — **Bird of conservation concern**
Year-round

Least Bittern Ixobrychus exilis — **Bird of conservation concern**
Year-round

Lesser Yellowlegs Tringa flavipes — **Bird of conservation concern**
Season: Wintering

Limpkin Aramus guarauna — **Bird of conservation concern**
Year-round

Loggerhead Shrike Lanius ludovicianus — **Bird of conservation concern**
Year-round
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0FY

Marbled Godwit Limosa fedoa — **Bird of conservation concern**
Season: Wintering

Painted Bunting Passerina ciris — **Bird of conservation concern**
Season: Wintering

Peregrine Falcon Falco peregrinus **Bird of conservation concern**
Season: Wintering
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0FU

Prairie Warbler Dendroica discolor **Bird of conservation concern**
Season: Wintering

Red Knot Calidris canutus rufa **Bird of conservation concern**
Season: Wintering
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0DM

Reddish Egret Egretta rufescens **Bird of conservation concern**
Year-round
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B06U

Roseate Spoonbill Platalea ajaja **Bird of conservation concern**
Year-round

Smooth-billed Ani Crotophaga ani **Bird of conservation concern**
Year-round
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0DS

Swainson's Warbler Limnothlypis swainsonii **Bird of conservation concern**
Season: Migrating

Swallow-tailed Kite Elanoides forficatus **Bird of conservation concern**
Season: Breeding
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0GB

Whimbrel Numenius phaeopus **Bird of conservation concern**
Season: Wintering

Worm Eating Warbler Helmitheros vermivorum **Bird of conservation concern**
Season: Migrating

Yellow Rail Coturnicops noveboracensis **Bird of conservation concern**
Season: Wintering

Short-tailed Hawk Buteo brachyurus **Bird of conservation concern**
Year-round
https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0FQ

Refuges

Any activity proposed on National Wildlife Refuge lands must undergo a 'Compatibility Determination' conducted by the Refuge. If your project overlaps or otherwise impacts a Refuge, please contact that Refuge to discuss the authorization process.

There are no refuges within this project area

Wetlands

Impacts to NWI wetlands and other aquatic habitats from your project may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal Statutes.

Project proponents should discuss the relationship of these requirements to their project with the Regulatory Program of the appropriate U.S. Army Corps of Engineers District.

DATA LIMITATIONS

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

DATA EXCLUSIONS

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tuberficid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

DATA PRECAUTIONS

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

Wetland data is unavailable at this time.