# Preliminary
# Traffic Report

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

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# Executive Summary

Gannett Fleming, Inc. was retained by the Florida Department of Transportation (FDOT) District Six (D6) to provide traffic engineering services associated with the Truck Parking and Park-and-Ride Facilities Feasibility Study. The proposed project is located within the area of Tamiami in Miami Dade County, Florida, and it is bound by SR 90/ SW 8th Street to the south, NW 25th Street to the north, SW/NW 137th Avenue to the west, and SW/NW 107th Avenue to the east. This report documents existing traffic conditions of the Base Year (2013), the expected trip generation of the proposed facilities, and the operational analyses of the study intersections and roadway segments under the No-Build and Build scenarios for both the AM and PM peak hours in the Opening (2018) and Design (2038) years.

The traffic data collection effort for this study consisted of obtaining the following: signal timing data, traffic volume data, historical traffic volume data, and traffic design factors. The 72 Hour approach counts with vehicle classification and four-hour Turning Movement Counts (TMCs) were utilized to determine a general AM and PM peak hour for the study and obtain the traffic volumes for conducting the operational analyses. Based upon the TMCs, the most frequent AM and PM peak hours obtained from the TMC's were 7:45 AM to 8:45 AM and 5:00 PM to 6:00 PM, respectively. These peak hours were considered for most of the study intersections. However, conditions on SW/NW 122nd Avenue were different and 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.

Level of Service (LOS) analyses for the study intersections and urban street segments (i.e., static link analyses) were conducted for the Base (2013), Opening (2018), and Design (2038) years under No-Build and Build scenarios. Operational analyses for intersections were performed with Synchro 8.0, and the static link analyses were performed by utilizing FDOT's 2012 Generalized LOS Tables. The Base Year volumes were compared to the maximum traffic volumes for the adopted level of service LOS D.

The operational analyses for the Base Year (2013) indicate 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 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

The analysis of future traffic conditions considered two scenarios: (1) The No-Build scenario considers that the proposed Truck Parking and Park-and-Ride Facilities will not be constructed, and (2) the Build scenario considers that these two facilities will be built out in the year 2018. Thus, the operational analyses of future traffic conditions were performed for both the No-Build and Build scenarios and for the Opening Year (2018) and Design Year (2038).

The future traffic volumes for the Opening and Design years under the No-Build and Build scenarios were developed by applying the recommended growth rates to the base year (2013) Turning Movement Volumes (TMVs) at each intersection. The recommended growth rates were obtained by comparing growth rates derived from historical traffic volume data, and the Southeast Florida Regional Planning Model (SERPM) 2005 and 2035 models. Table A summarizes the growth rates utilized in the study.

| Roadway | Growth Rate | | |
|---|---|---|---|
| | Historical | SERPM | Recommended |
| SR 90/SW 8th Street | 2.03% | - | 2.03% |
| NW 6th Street | - | - | 1.00% |
| NW 12th Street | 2.03% | 0.01% | 2.03% |
| NW 25th Street | 2.03% | 4.08% | 3.06% |
| NW 107th Avenue | -0.22% | 0.43% | 1.00% |
| NW 112th Avenue | - | - | 1.00% |
| NW 114th Avenue | - | - | 1.00% |
| NW 117th Avenue | - | - | 1.00% |
| NW 122nd Avenue | 2.41% | 2.91% | 2.66% |
| NW 124th Path | - | - | 2.35% |
| NW 127th Avenue | 2.41% | 3.96% | 3.19% |
| NW 137th Avenue | 5.87% | 4.38% | 5.13% |

Table A: Recommended Growth Rates

Level of Service (LOS) analyses for the study intersections indicates that the study intersections will not be adversely impacted by the traffic generated by the proposed facilities. Also, it demonstrates that the LOS will be the same for the No-Build and Build scenarios except in the following cases:

- Opening Year:
  - Southbound NW 107th Avenue and westbound SR 836 On-Ramp will be the only intersection to experience a change in LOS, changing from LOS C in the No-Build scenario to LOS B in the Build scenario during the AM peak hour with the construction of the Truck Parking and Park & Ride Facilities
- Design Year:
  - NW 12th Street at southbound SR 821/HEFT will shift from LOS B in the No-Build scenario to LOS C in the Build scenario during the PM peak hour
  - NW 25th Street and NW 121st Court will shift from LOS E in the No-Build scenario to LOS F in the Build scenario during the AM peak hour due to the construction of the Truck Parking and Park & Ride Facilities

It should be noted that when comparing the Base Year (2013) conditions against the No-Build scenario, there will be several intersections where the level of service is expected to deteriorate due to the expected traffic growth in the area. These intersections are:

- Opening Year:
  - NW 12th Street at NW 137th Avenue during the PM peak hour
  - NW 12th Street at NW 127th Avenue during the AM and PM peak hours
  - NW 12th Street at NW 124th Path during the AM peak hour
  - NW 25th Street NW 112th Avenue during the PM peak hour
  - NW 107th Avenue at southbound NW 107th Avenue On-Ramp to westbound SR 836 during the AM peak hour
  - SW 122nd Avenue at SR 90 during the PM peak hour
- Design Year:
  - NW 12th Street at NW 137th Avenue during the AM and PM peak hours
  - NW 12th Street at NW 124th Path during the AM and PM peak hours
  - NW 12th Street at southbound SR 821/HEFT during the AM peak hour
  - NW 12th Street at northbound SR 821/HEFT during the AM and PM peak hours,
  - NW 25th Street NW 112th Avenue during the AM peak hour
  - NW 25th Street at NW 107th Avenue during the AM and PM peak hours,
  - NW 107th Avenue at southbound NW 107th Avenue On-Ramp to westbound SR 836 during the AM and PM peak hours
  - NW 107th Avenue at westbound SR 836 Off-Ramp during the AM and PM peak hours,
  - SW 122nd Avenue at SR 90 during the PM peak hour
  - SW 122nd Avenue at SR 90 during the AM and PM peak hours

Table B summarizes the intersection LOS of the Base, Opening, and Design Years under the No-Build and Build scenarios.

| Intersection | Traffic Control | Peak Hour | Base Year | Opening Year | | Design Year | |
|---|---|---|---|---|---|---|---|
| | | | | No-Build | Build | No-Build | Build |
| NW 12th Street at NW 137th Avenue[2] | Signalized | AM | E | E | E | F | F |
| | | PM | C | D | D | F | F |
| NW 12th Street at NW 127th Avenue[1] | Signalized | AM | E | F | F | F | F |
| | | PM | E | F | F | F | F |
| NW 12th Street at NW 124th Path[2] | Signalized | AM | B | C | C | F | F |
| | | PM | B | B | B | D | D |
| NW 12th Street at Park-and-Ride Facility[2] | Signalized | AM | - | - | A | - | F |
| | | PM | - | - | B | - | F |
| NW 12th Street at SB SR 821/HEFT[1] | Signalized | AM | C | C | C | D | D |
| | | PM | F | B | B | B | C |
| NW 12 Street at NB SR 821/HEFT[1] | Signalized | AM | C | C | C | D | D |
| | | PM | C | C | C | E | E |
| NW 12th Street at NW 107th Avenue[1] | Signalized | AM | F | F | F | F | F |
| | | PM | F | F | F | F | F |
| NW 25th Street at 117th Avenue | Signalized | AM | - | - | - | F | F |
| | | PM | - | - | - | F | F |
| NW 25th Street at NW 114th Avenue | Unsignalized | AM | - | - | - | - | - |
| | | PM | - | - | - | - | - |
| NW 25th Street at NW 121st Court[1] | Signalized | AM | - | - | - | E | F |
| | | PM | - | - | - | C | C |
| NW 25th Street NW 112th Avenue[1] | Signalized | AM | C | C | C | F | F |
| | | PM | D | F | F | F | F |
| NW 25th Street at NW 107th Avenue[1] | Signalized | AM | E | E | E | F | F |
| | | PM | E | E | E | F | F |
| SB NW 107th Avenue On-Ramp to WB SR 836[1] | Signalized | AM | B | C | B | D | D |
| | | PM | C | B | B | C | C |
| NW 107th Avenue at WB SR 836 Off-Ramp[2] | Signalized | AM | F | D | D | F | F |
| | | PM | B | B | B | E | E |
| NW 107th Avenue at EB SR 836 Off-Ramp[2] | Signalized | AM | E | F | F | F | F |
| | | PM | B | B | B | F | F |
| NW 122nd Avenue at NW 6th Street | Unsignalized | AM | - | C | C | F | F |
| | | PM | - | C | C | F | F |
| SW 122nd Avenue at SR 90[2] | Signalized | AM | F | F | F | F | F |
| | | PM | E | F | F | F | F |

Notes:
(1) Operational analysis was based on the HCM 2010 methodology.
(2) Operational analysis was based on the HCM 2000 methodology because the HCM 2010 methodology did not support the laneage or phasing of the intersection.

Table B: Intersection Level of Service Summary Scenarios

The static link analysis suggests that, overall, the urban street segments will operate at the same level of service in the Build and No-Build scenarios. However, when comparing the Base Year conditions against the No-Build scenario, there will be several segments where the level of service is expected to deteriorate from LOS C or LOS D to LOS F due to the expected traffic growth in the area. These urban segments are:

- Opening Year:
  - Southbound NW 122nd Avenue between SW 8th Street and NW 6th Street during the AM and PM peak hours
- Design Year:
  - Westbound NW 12th Street between NW 137th Avenue and NW 127th Avenue during the PM peak hour
  - Eastbound NW 12th Street between northbound SR 821/HEFT and NW 107th Avenue in the AM peak hour
  - Southbound NW 122nd Avenue between SW 8th Street and NW 6th Street during the AM and PM peak hours, and in the northbound during the PM peak hour
  - Eastbound NW 25th Street between NW 121st Court and NW 117th Avenue during the AM peak hour, and in the westbound direction during the PM peak hour
  - Eastbound NW 25th Street between NW 117th Avenue and NW 114th Avenue during the AM PM peak hour
  - Eastbound NW 25th Street between NW 114th Avenue and NW 112th Avenue during the PM peak hour

It appears that roadway capacity improvements would be required to enhance the operations of these urban segments, but those improvement will need to be further analyzed when the proposed facilities are obtaining permits from the different agencies.

Table C presents a comparison of the urban street segment level of service for the Base, Opening, and Design Years under the No-Build and Build scenarios.

| Description | Direction | Base Year (2013) | | Opening Year 2018 | | | | Design Year 2038 | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | No Build | | Build | | No Build | | Build | |
| | | AM LOS | PM LOS | AM LOS | PM LOS | AM LOS | PM LOS | AM LOS | PM LOS | AM LOS | PM LOS |
| NW 12th Street between NW 137th Avenue and NW 127th Avenue | EB | F | C | F | C | F | C | F | C | F | C |
| | WB | C | C | C | C | C | C | C | F | C | F |
| NW 12th Street between NW 127th Avenue and NW 124th Path | EB | F | C | F | C | F | C | F | C | F | C |
| | WB | C | F | C | F | C | F | C | F | C | F |
| NW 12th Street between NW 124th Path and NW 122nd Avenue | EB | F | C | F | C | F | C | F | C | F | C |
| | WB | C | F | C | F | C | F | C | F | C | F |
| NW 12th Street between NW 122nd Avenue and SB SR 821/HEFT | EB | F | C | F | C | F | C | F | C | F | C |
| | WB | C | F | C | F | C | F | C | F | C | F |
| NW 12th Street between SB SR 821/HEFT and NB SR 821/HEFT | EB | F | C | F | C | F | C | F | C | F | C |
| | WB | C | C | C | C | C | C | C | C | C | C |
| NW 12th Street between NB SR 821/HEFT and NW 107th Avenue | EB | C | C | C | C | C | C | F | C | F | C |
| | WB | C | C | C | C | C | C | C | C | C | C |
| NW 122nd Avenue between SW 8th Street and NW 6th Street | NB | F | D | F | D | F | D | F | F | F | F |
| | SB | D | D | F | F | F | F | F | F | F | F |
| NW 107th Avenue between WB SR 836 and NW 12th Street | NB | F | C | F | C | F | C | F | C | F | C |
| | SB | C | F | C | F | C | F | C | F | C | F |
| NW 25th Street between NW 121st Court and 117th Avenue | EB | D | C | F | D | F | D | F | D | F | D |
| | WB | C | D | C | F | C | F | D | F | D | F |
| NW 25th Street between 117th Avenue and 114th Avenue | EB | C | C | C | C | C | C | F | C | F | C |
| | WB | C | C | C | D | C | F | C | F | C | F |
| NW 25th Street between 114th Avenue and 112th Avenue | EB | C | C | C | C | C | C | F | C | F | C |
| | WB | C | C | C | D | C | D | C | F | C | F |
| NW 25th Street between 112th Avenue and 107th Avenue | EB | C | C | C | C | C | C | F | C | F | C |
| | WB | C | C | C | C | C | C | C | F | C | F |

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# 1 Introduction

## 1.1 Objective

The purpose of this report is to document existing and future traffic conditions on the surrounding roadway network when considering that a truck parking facility and a park-and-ride facility are built on the northwest quadrant of the SR 836 and SR 821/Homestead Extension of the Florida's Turnpike (HEFT) interchange. The report presents an inventory of existing conditions and provides preliminary estimates of future traffic volumes and the potential impact on the roadway network.

## 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

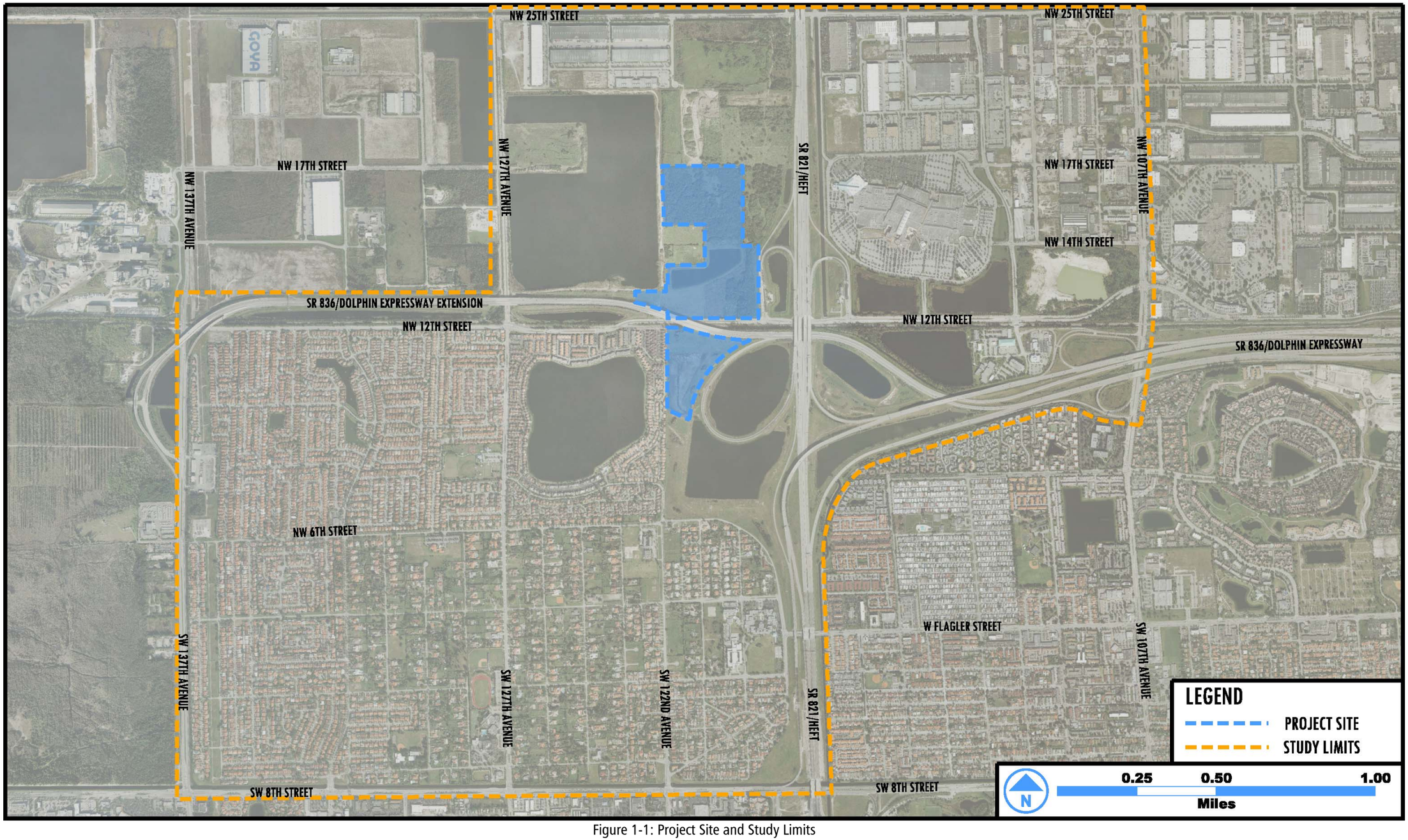



Figure 1-1: Project Site and Study Limits

## 1.5 Programmed Roadway Improvements

A review of the 2014 Transportation Improvement Program for Miami-Dade County was performed. The review did not reveal any roadway improvements for the next five years in the vicinity of the project.

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

The 2040 LRTP was released October 23, 2014 and includes one more project identified within the study area.

- NW 122nd Avenue Extension from NW 12th Street to NW 41st Street – This segment of NW 122nd Avenue is included as a Priority II cost feasible project in the 2040 LRTP. Part of this segment of NW 122nd Avenue (from NW 12th Street to NW 25th Street) is proposed as part of this project; hence, the 2040 LRTP may need to be amended to categorize this segment of NW 122nd Avenue as Priority I, since this segment serve to access both the Truck Parking Facility and the Park and Ride Facility, both of which are expected to open prior to the year 2020.

# 2 Existing Conditions

## 2.1 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.

## 2.2 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 the 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 2-1 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 A.

| Route | Service Day | Direction | Peak | Non-Peak |
|---|---|---|---|---|
| 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. | | | | |

Table 2-1: Study Corridor Bus Routes Average Headways

### 2.2.1 Bus Stop Amenities

Table 2-2 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 122nd 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 2-2: Bus Stop Amenities within Study Area

## 2.3 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.

## 2.4 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.

## 2.5 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

## 2.6 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 B. CSX Railroad and study roadway ROW varies throughout the study area.

## 2.7 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.

## 2.8 Roadway Data

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

### 2.8.1 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 C.

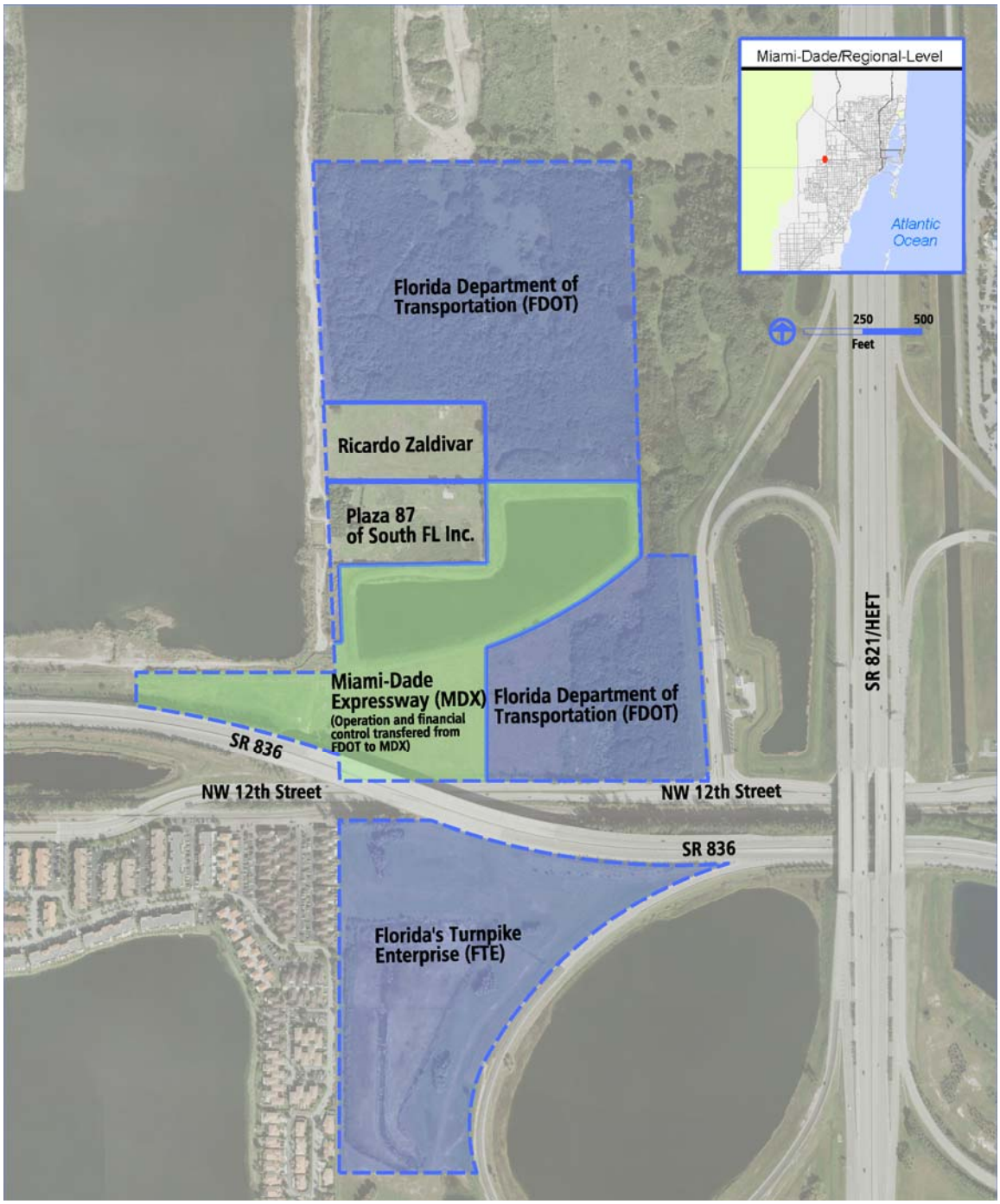
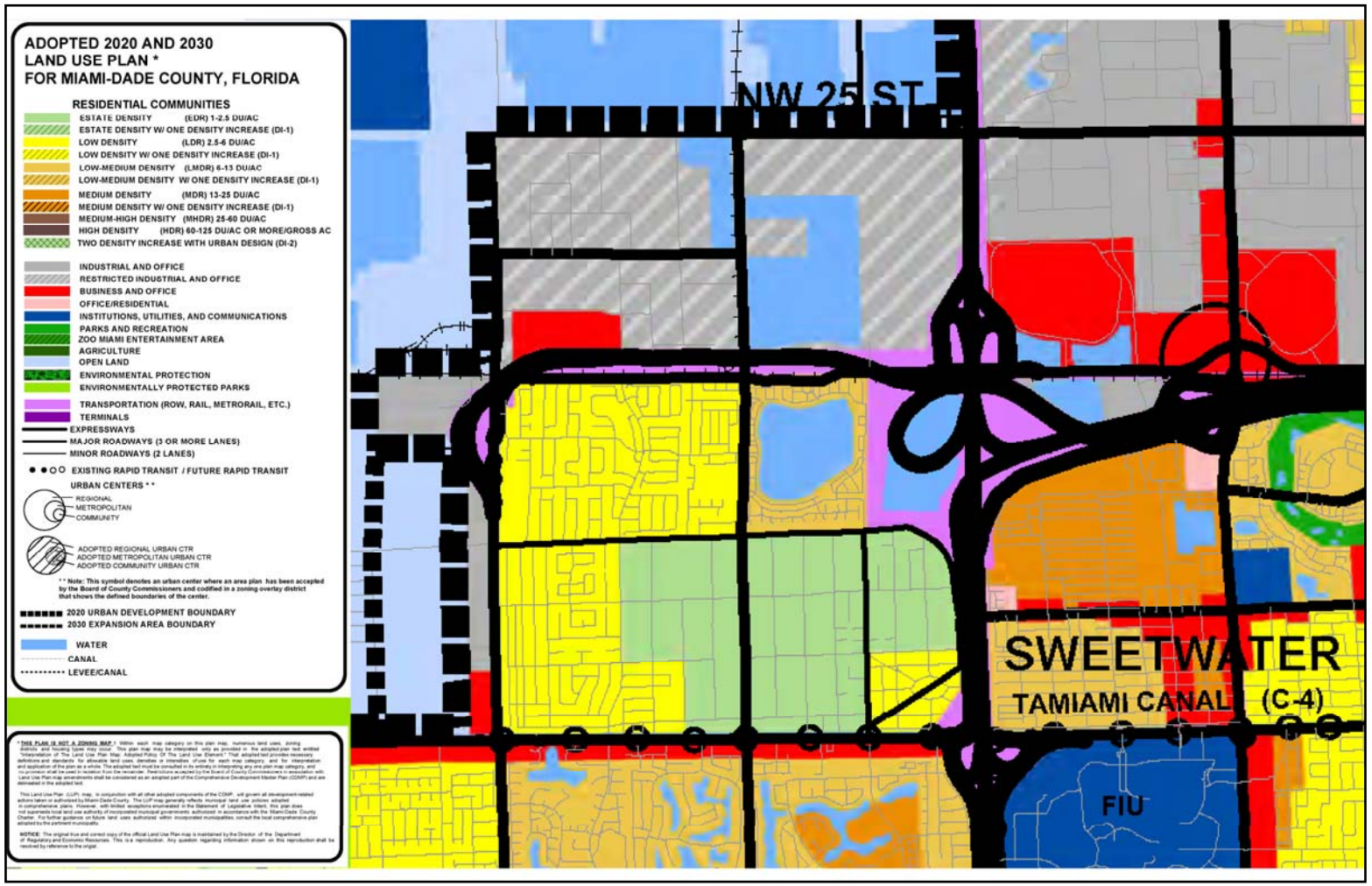



Figure 2-1: Right-of-Way of Proposed Vacant Lots




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

### 2.8.2 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

## 2.9 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 2-3 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 2-3: 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 D.

# 3 Base Year (2013) Conditions

## 3.1 Existing Intersection Geometry

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

## 3.2 Traffic Data Collection

Different traffic data was 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 E.

### 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 E.

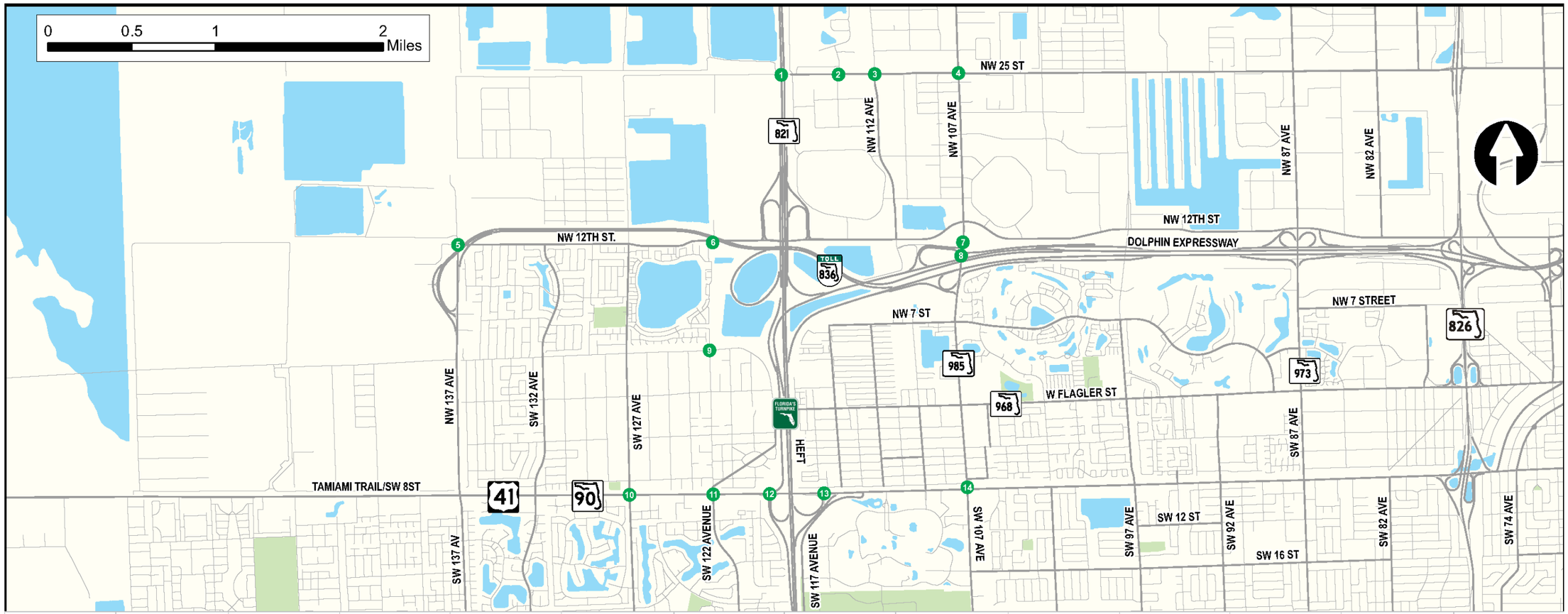



Figure 3-1: Existing Intersection Geometry

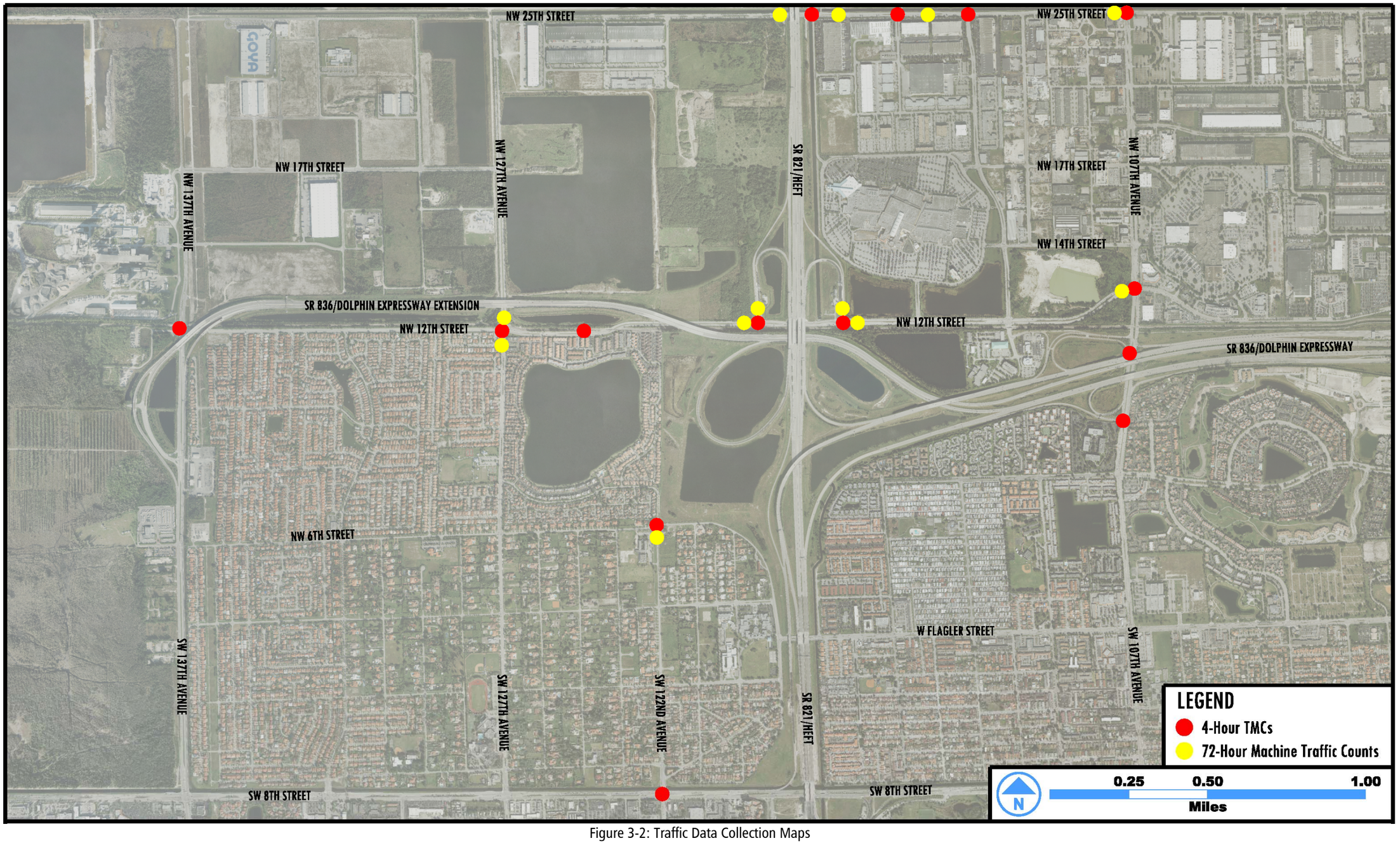



Figure 3-2: Traffic Data Collection Maps

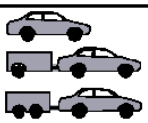
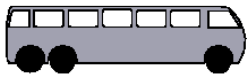
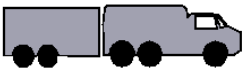
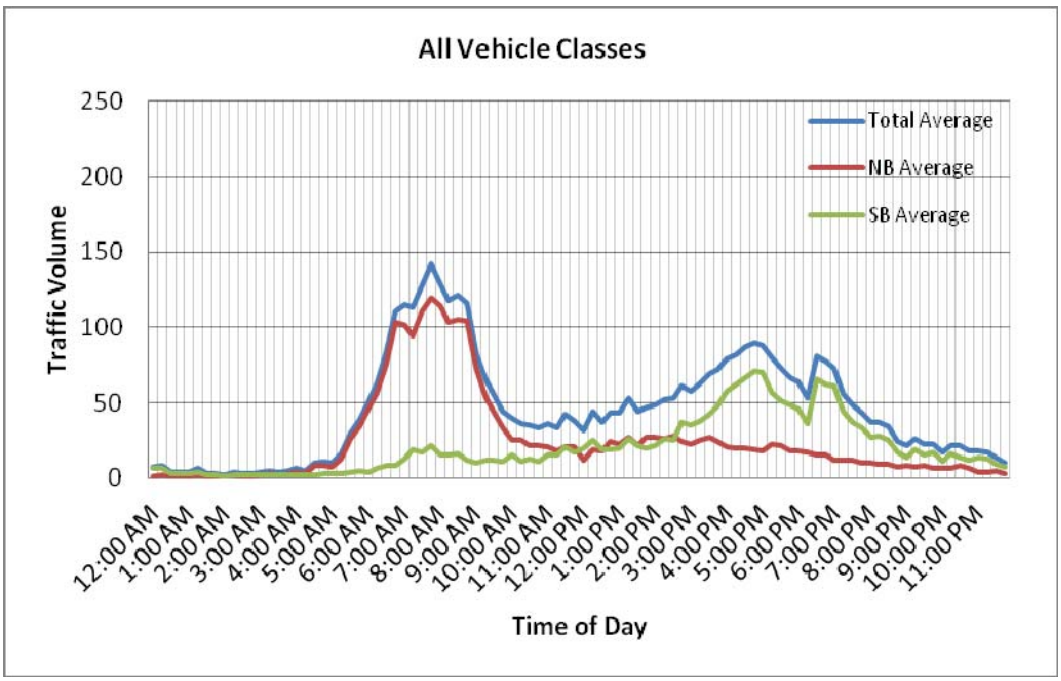
| CLASS GROUP | | DESCRIPTION | NO. OF AXLES |
|---|---|---|---|
| 1 | | MOTORCYCLES | 2 |
| 2 |  | ALL CARS<br>CARS W/ 1-AXLE TRAILER<br>CARS W/ 2-AXLE TRAILER | 2<br>3<br>4 |
| 3 | | PICK-UPS & VANS<br>1 & 2 AXLE TRAILERS | 2, 3, & 4 |
| 4 |  | BUSES | 2 & 3 |
| 5 | | 2-AXLE, SINGLE UNIT | 2 |
| 6 | | 3-AXLE, SINGLE UNIT | 3 |
| 7 | | 4-AXLE, SINGLE UNIT | 4 |
| 8 | <br> <br> | 2-AXLE, TRACTOR,<br>1-AXLE TRAILER (2S1)<br>2-AXLE, TRACTOR,<br>2-AXLE TRAILER (2S2)<br>3-AXLE, TRACTOR,<br>1-AXLE TRAILER (3S1) | 3<br>4<br>4 |
| 9 | <br>  | 3-AXLE, TRACTOR,<br>2-AXLE TRAILER (3S2)<br>3-AXLE, TRUCK,<br>W/ 2-AXLE TRAILER | 5<br>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"



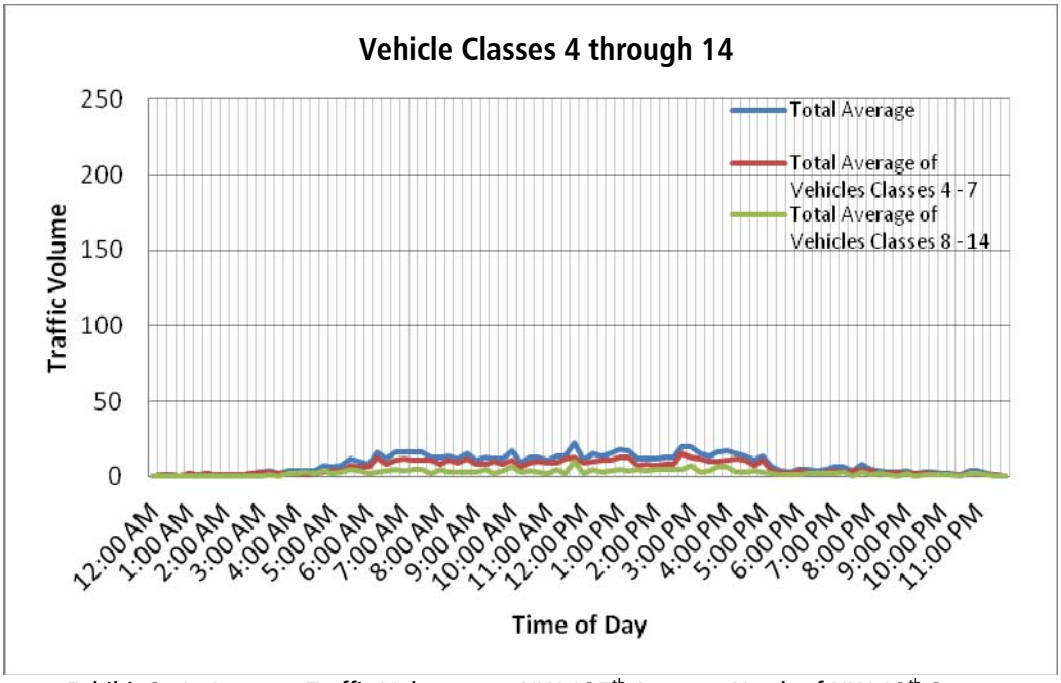
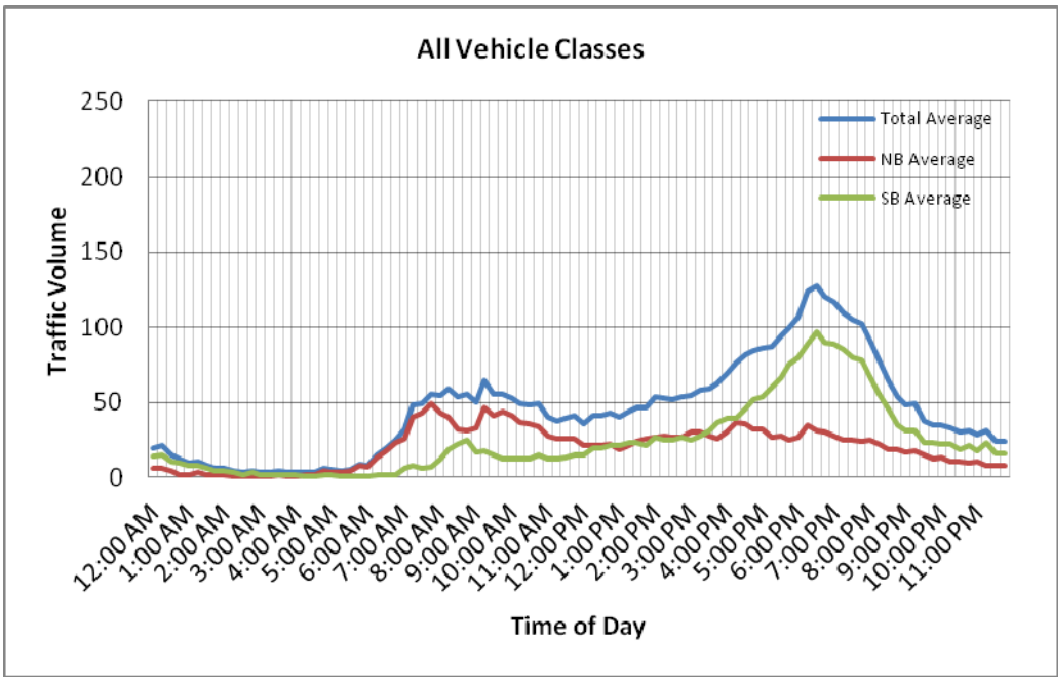




Exhibit 3–1: Average Traffic Volumes on NW 127th Avenue, North of NW 12th Street



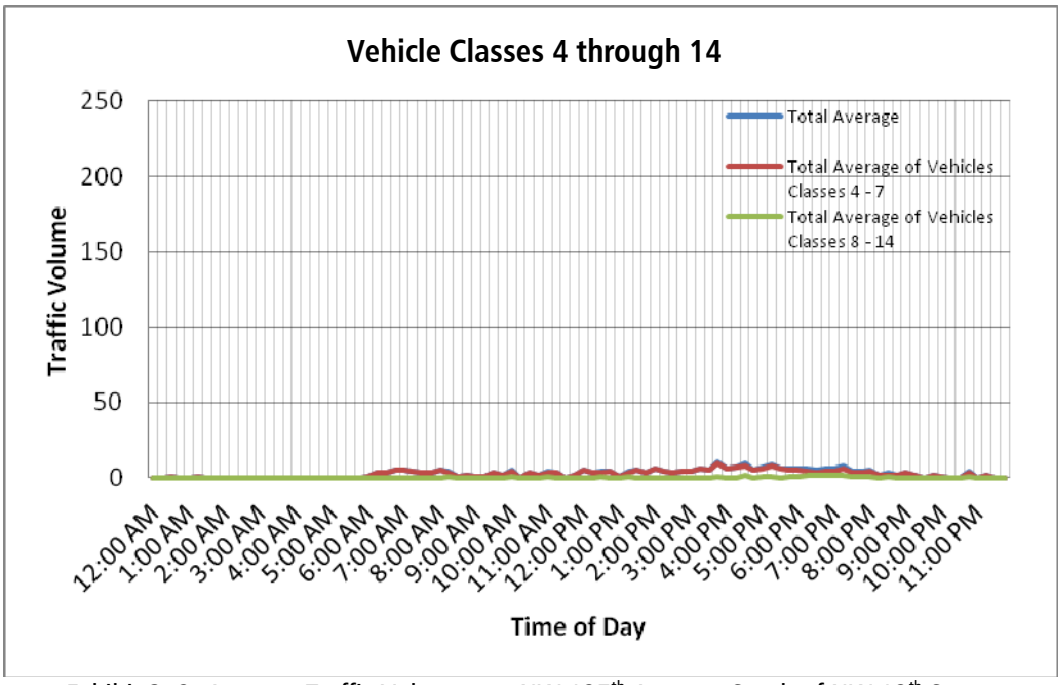
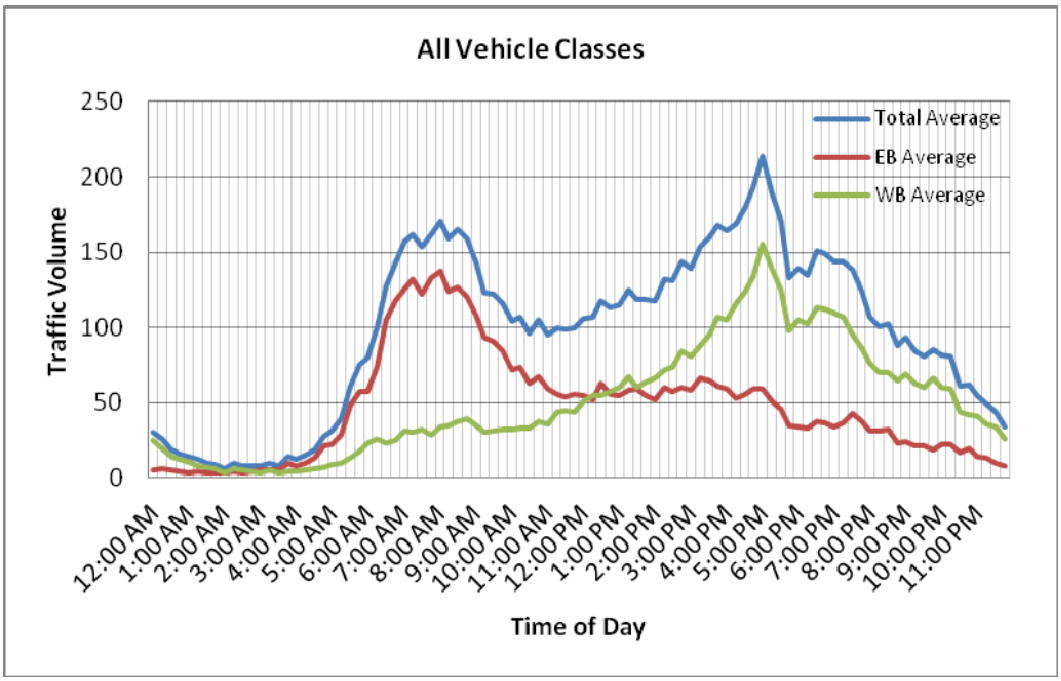




Exhibit 3–2: Average Traffic Volumes on NW 127th Avenue, South of NW 12th Street



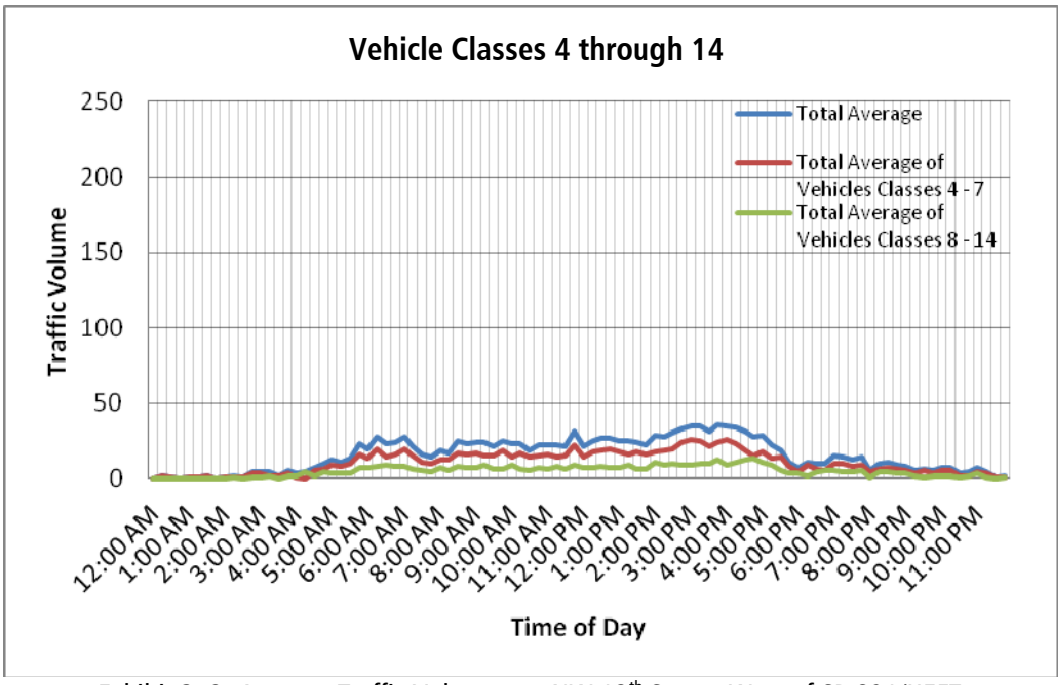
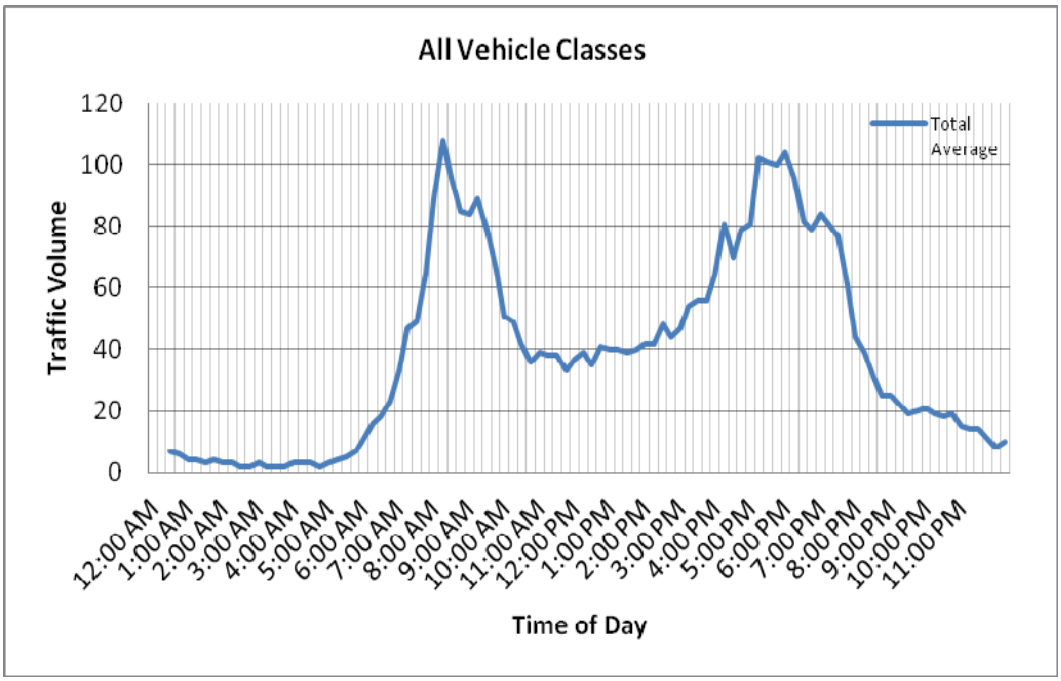




Exhibit 3–3: Average Traffic Volumes on NW 12th Street, West of SR 821/HEFT



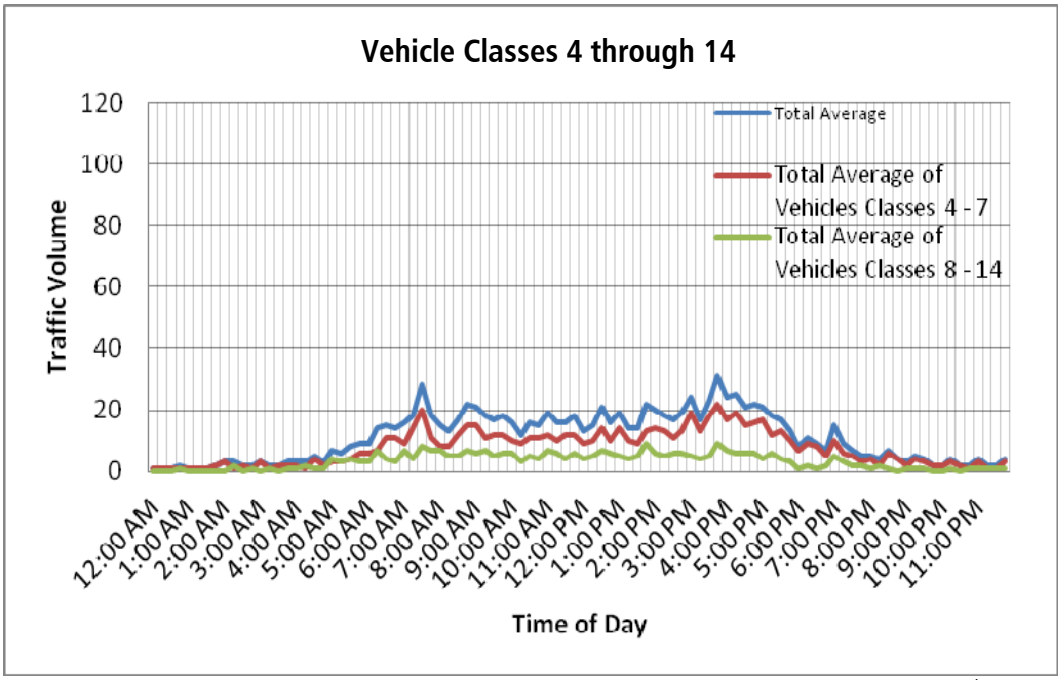
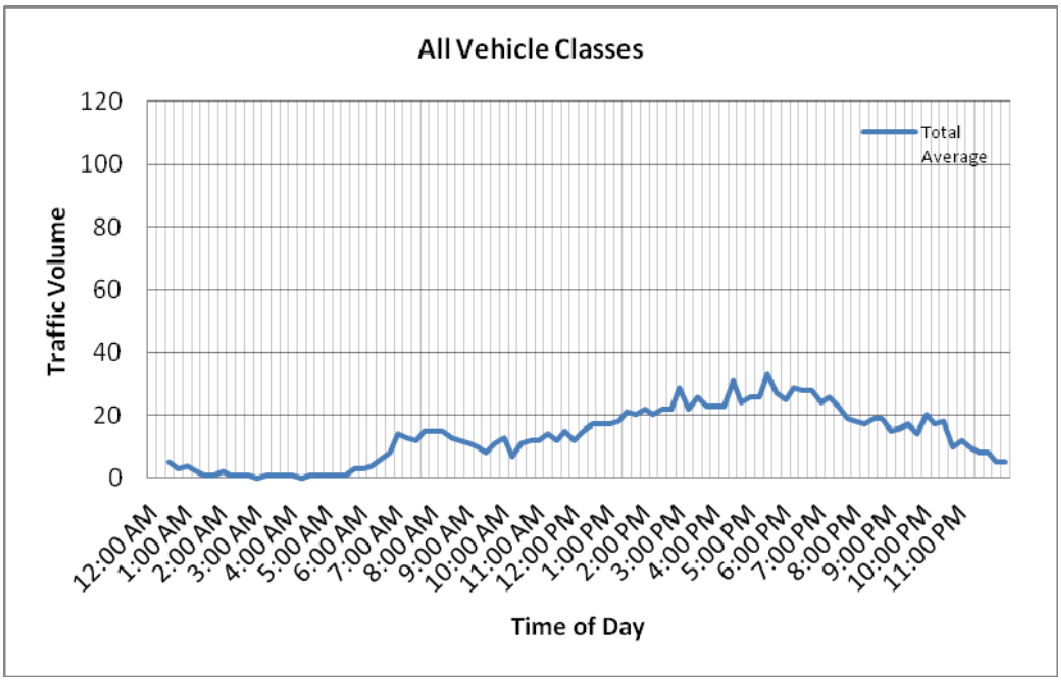




Exhibit 3–4: Average Traffic Volumes on Southbound SR 821/HEFT Off-Ramp to NW 12th Street



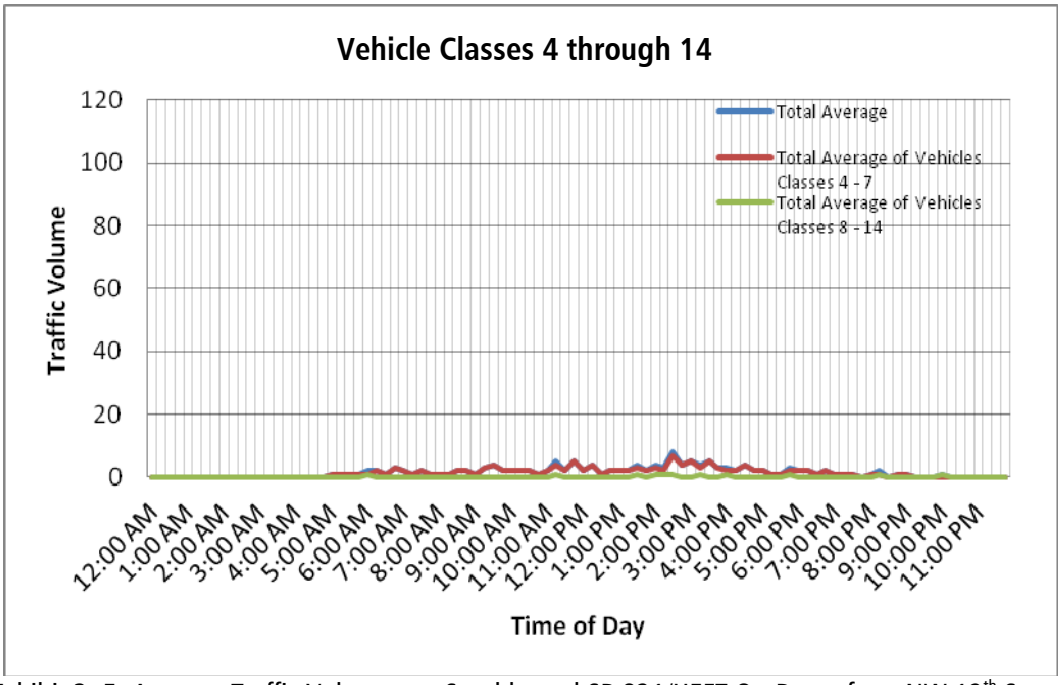
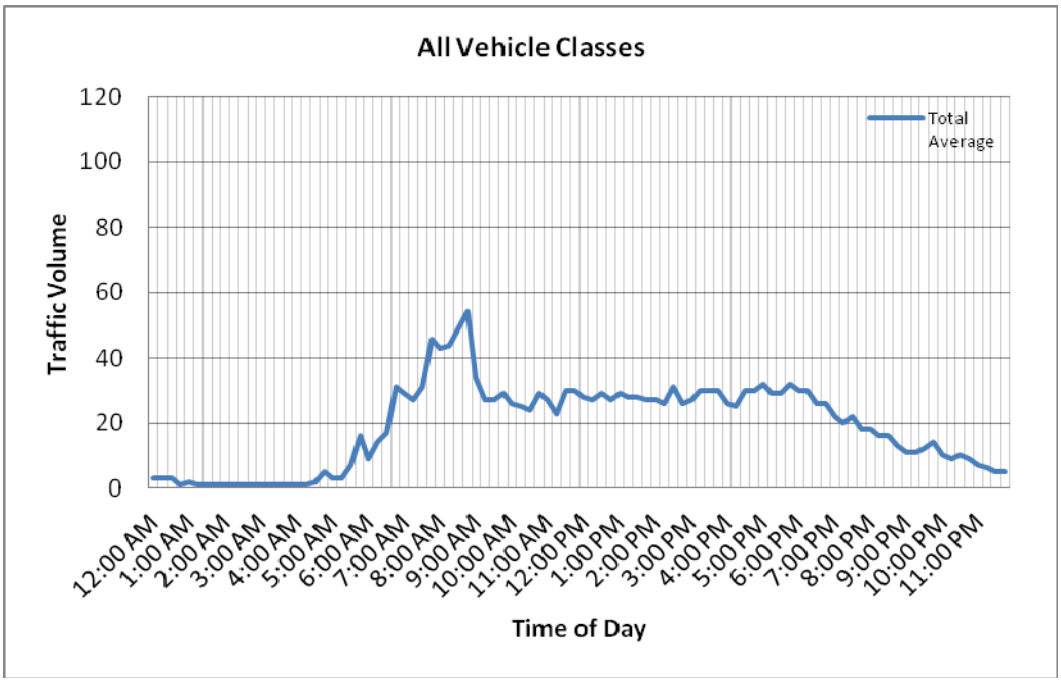




Exhibit 3–5: Average Traffic Volumes on Southbound SR 821/HEFT On-Ramp from NW 12th Street



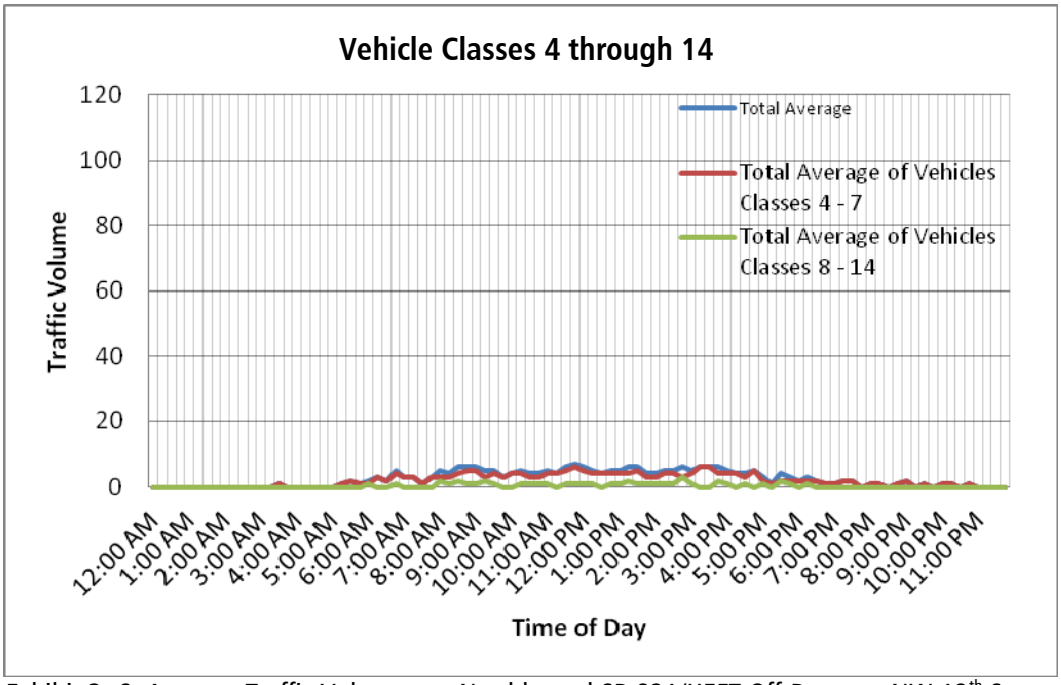
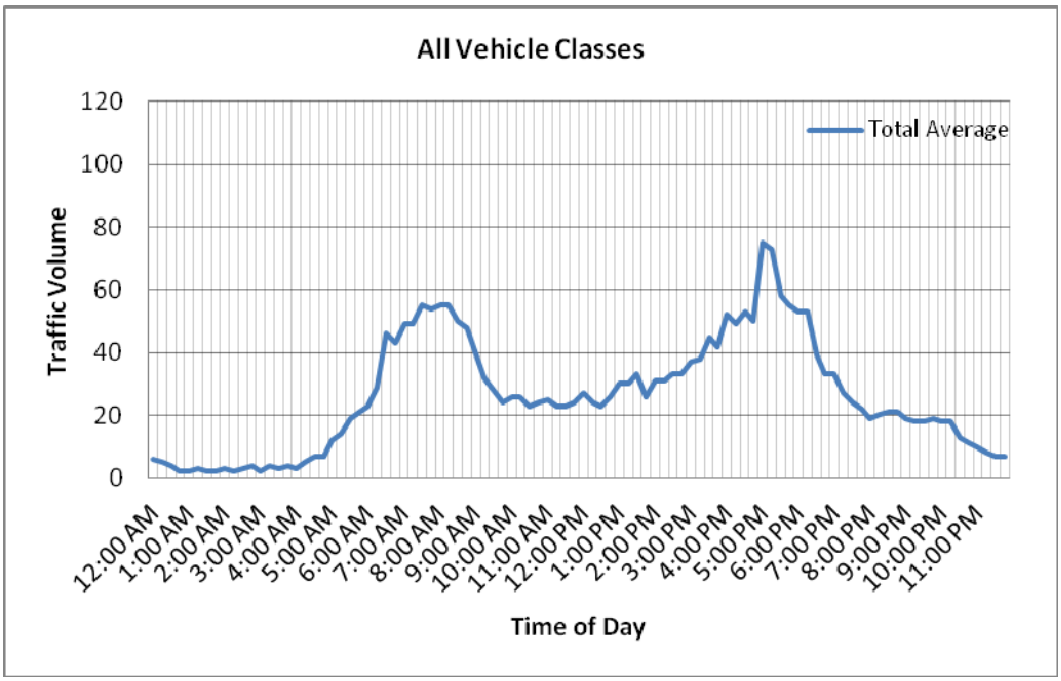




Exhibit 3–6: Average Traffic Volumes on Northbound SR 821/HEFT Off-Ramp to NW 12th Street



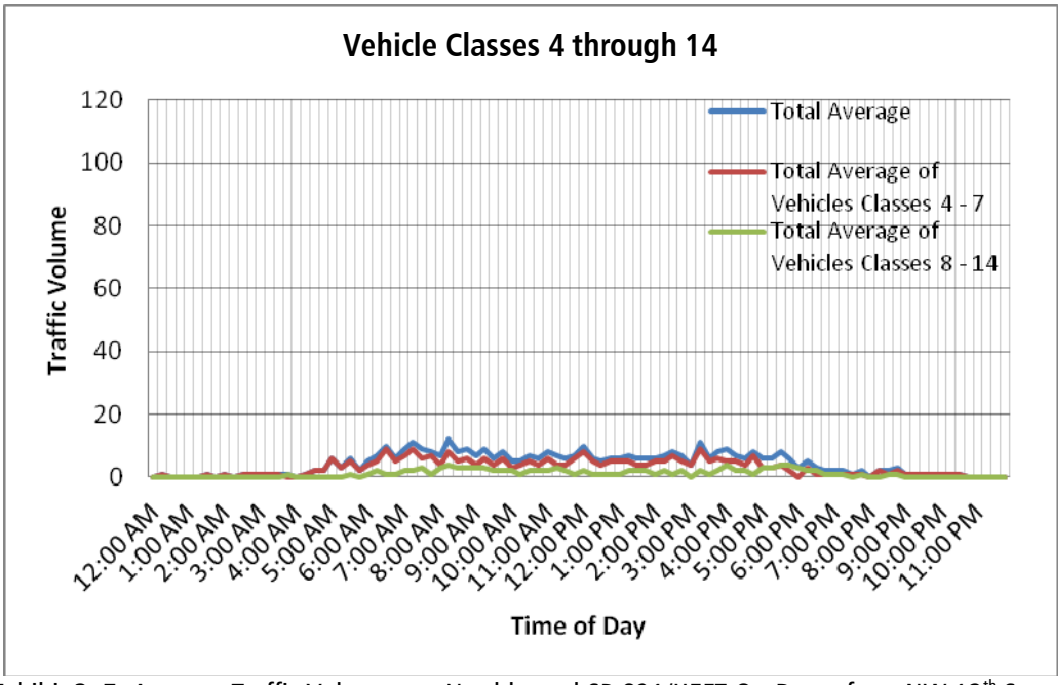
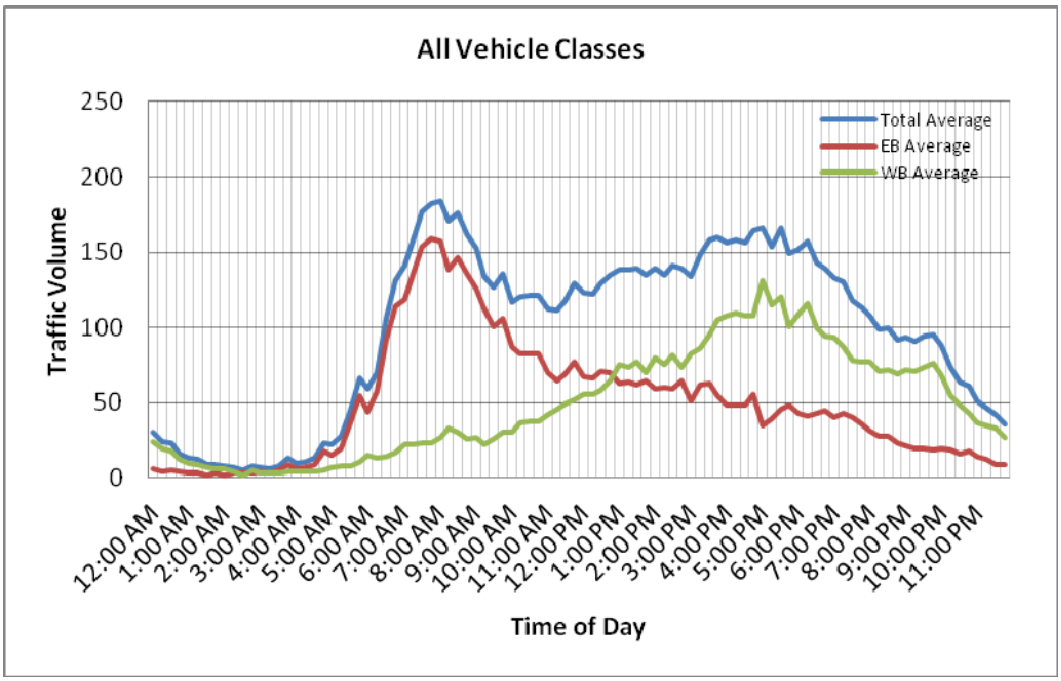




Exhibit 3–7: Average Traffic Volumes on Northbound SR 821/HEFT On-Ramp from NW 12th Street



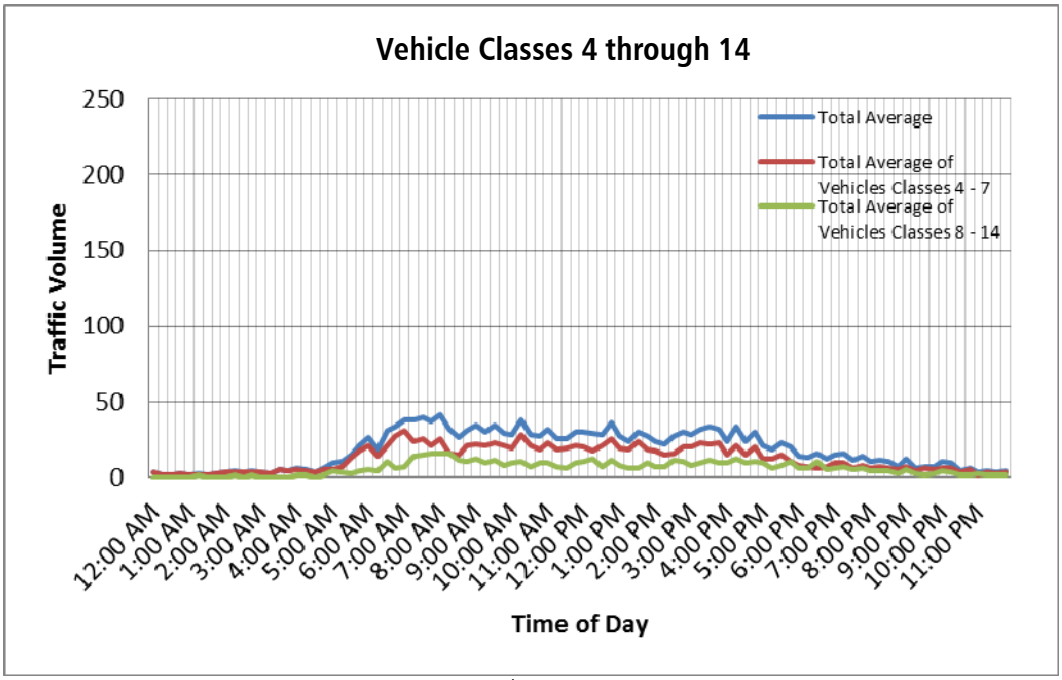
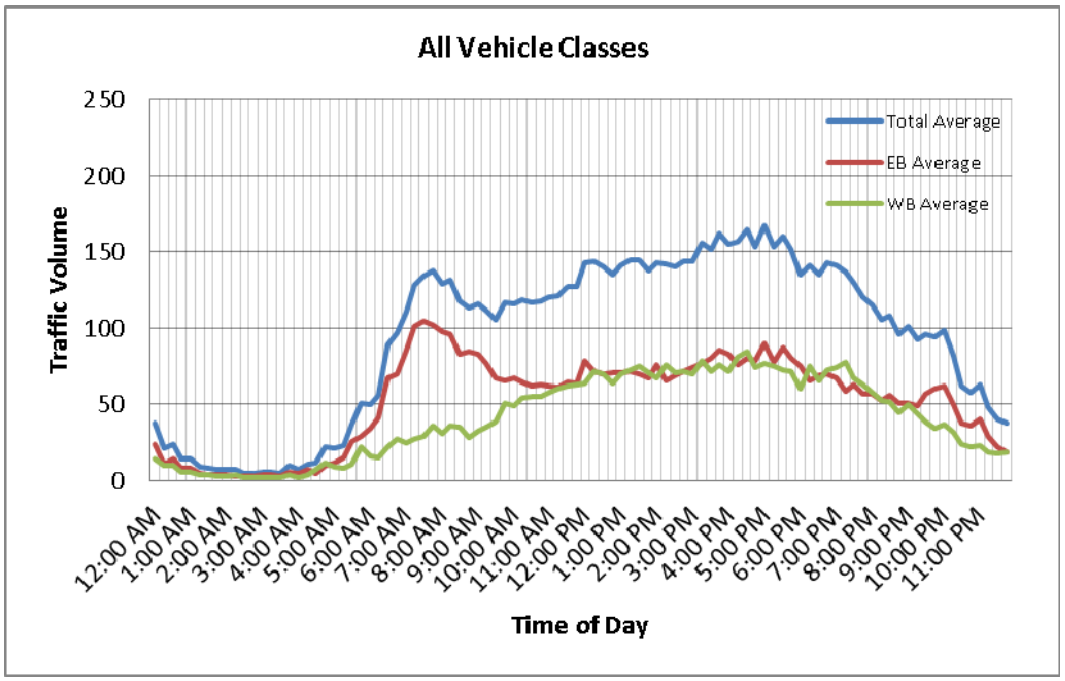




Exhibit 3–8: Average Traffic Volumes on NW 12th Street between SR 821/HEFT and NW 11400 Block



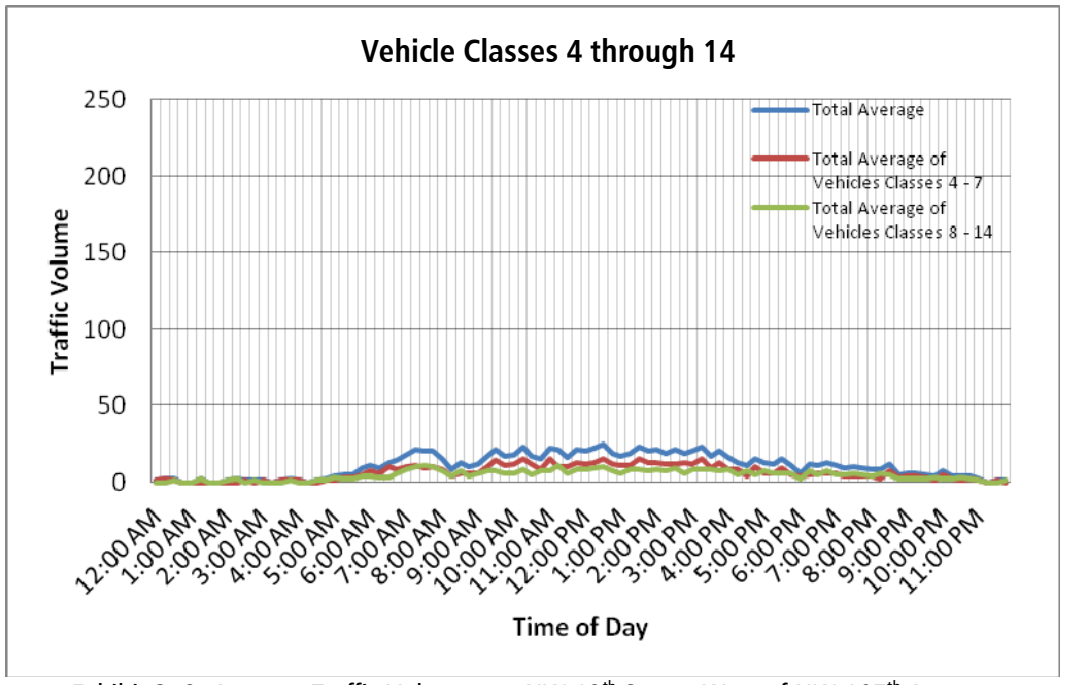
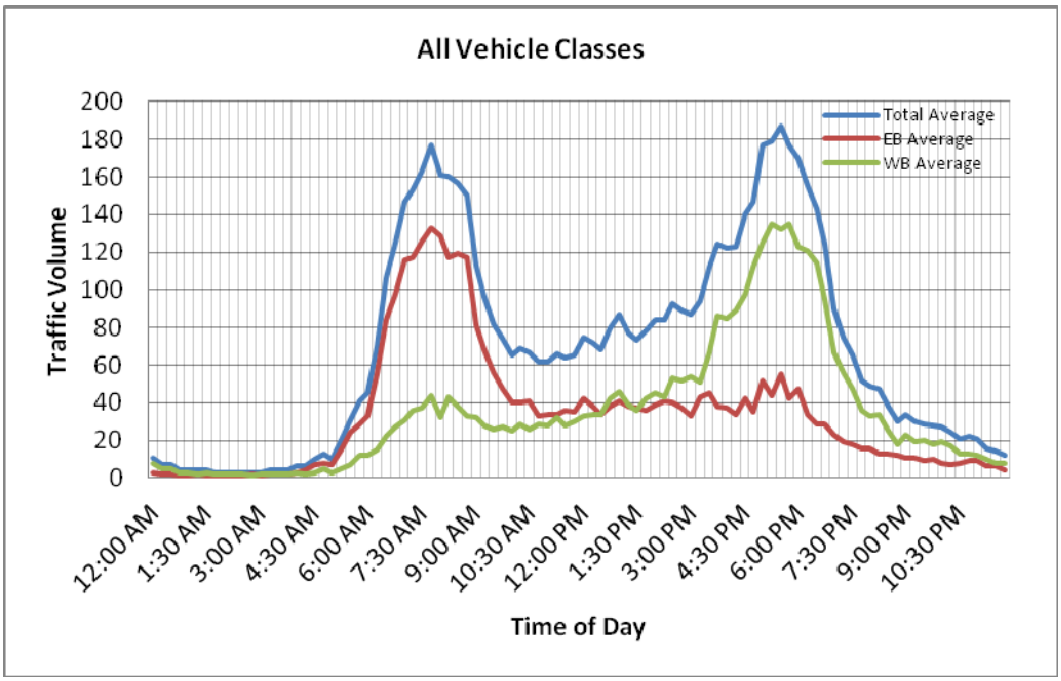




Exhibit 3–9: Average Traffic Volumes on NW 12th Street, West of NW 107th Avenue



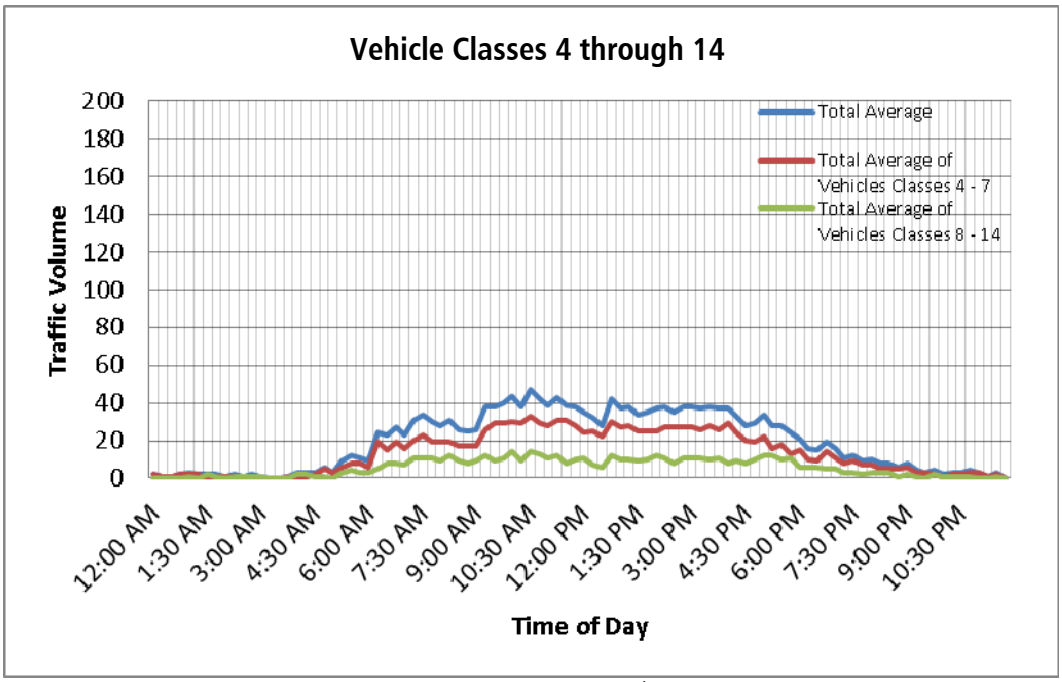
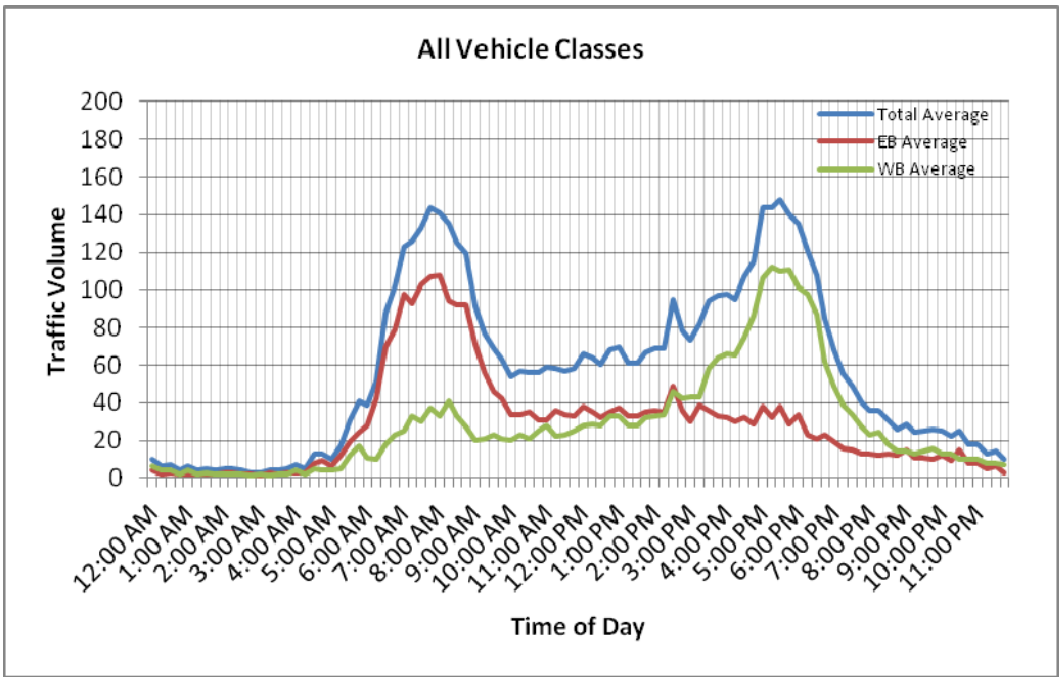




Exhibit 3–10: Average Traffic Volumes on NW 25th Street, West of SR 821/HEFT



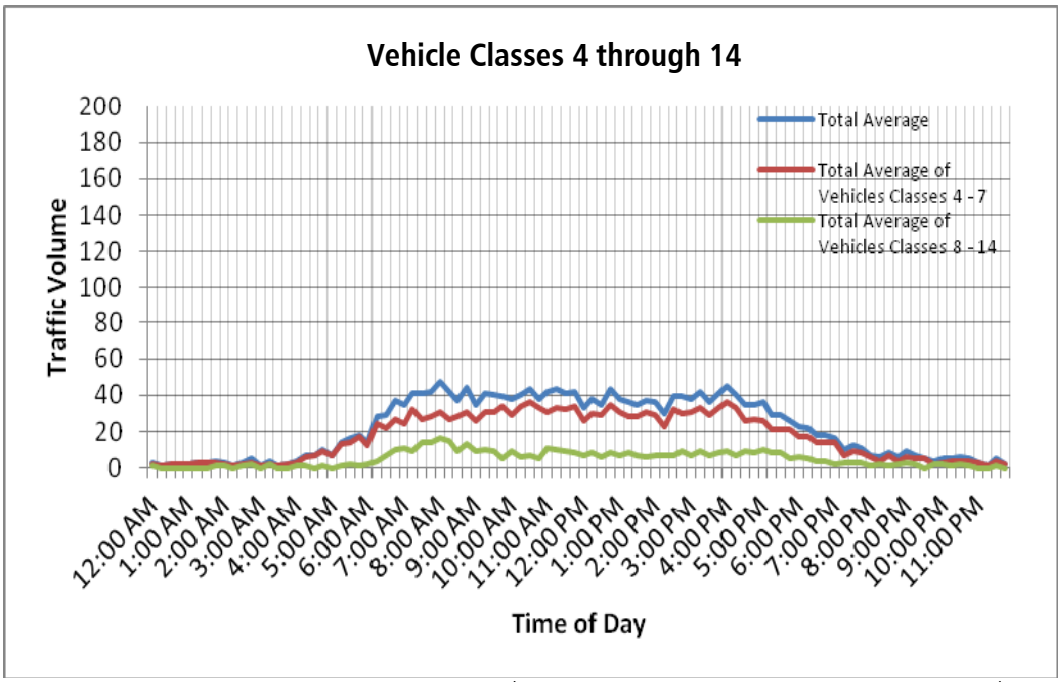
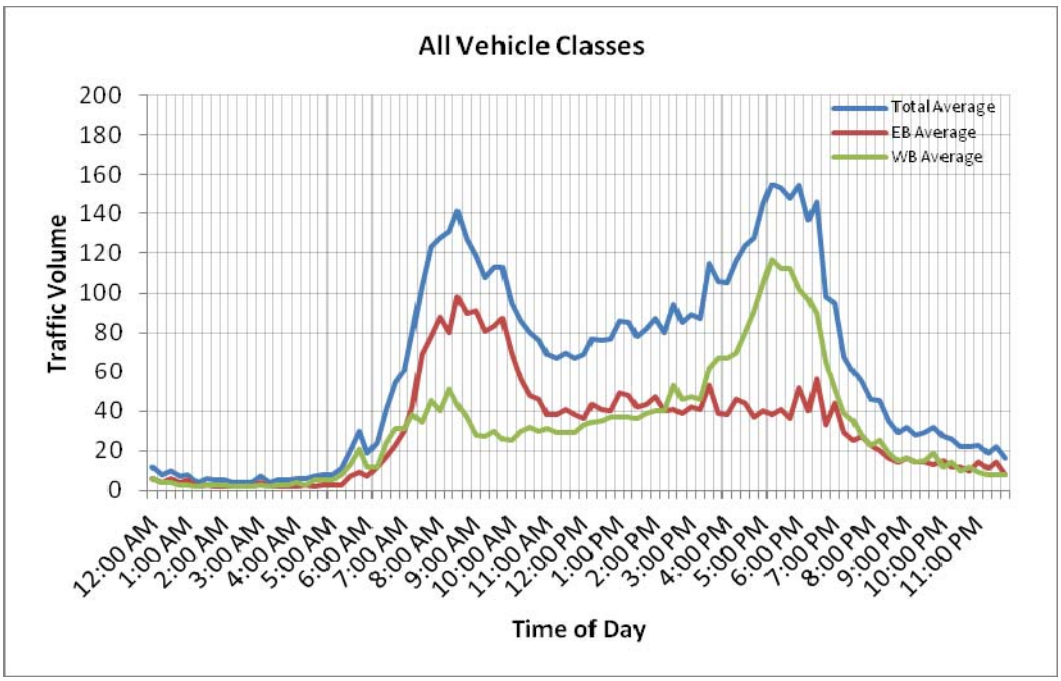




Exhibit 3–11: Average Traffic Volumes on NW 25th Street between SR 821/HEFT and NW 114th Avenue



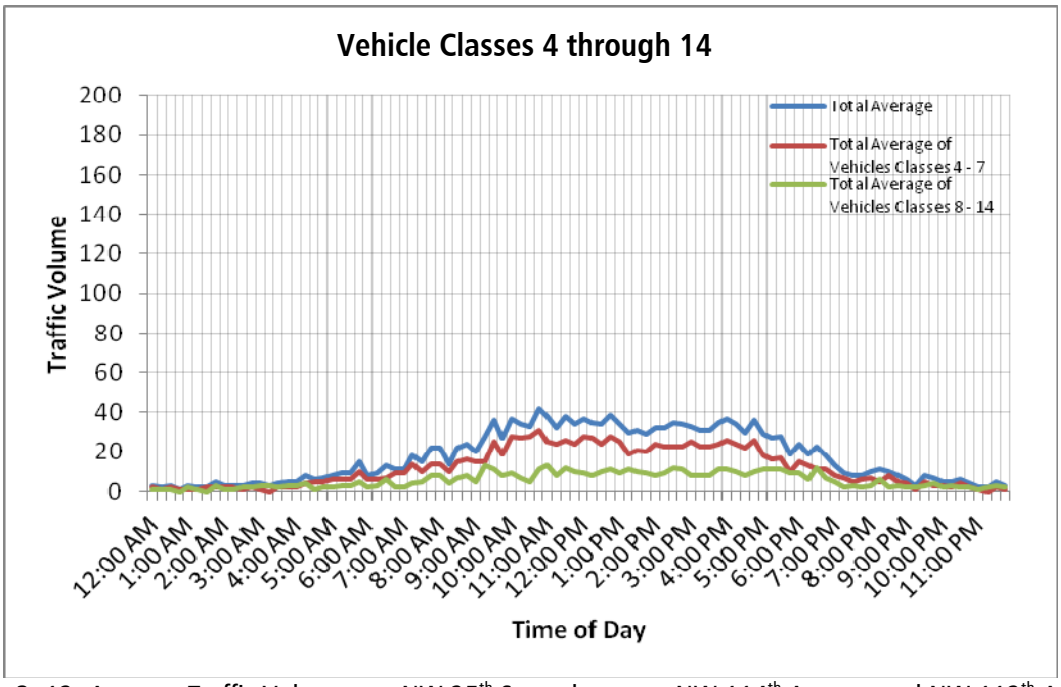
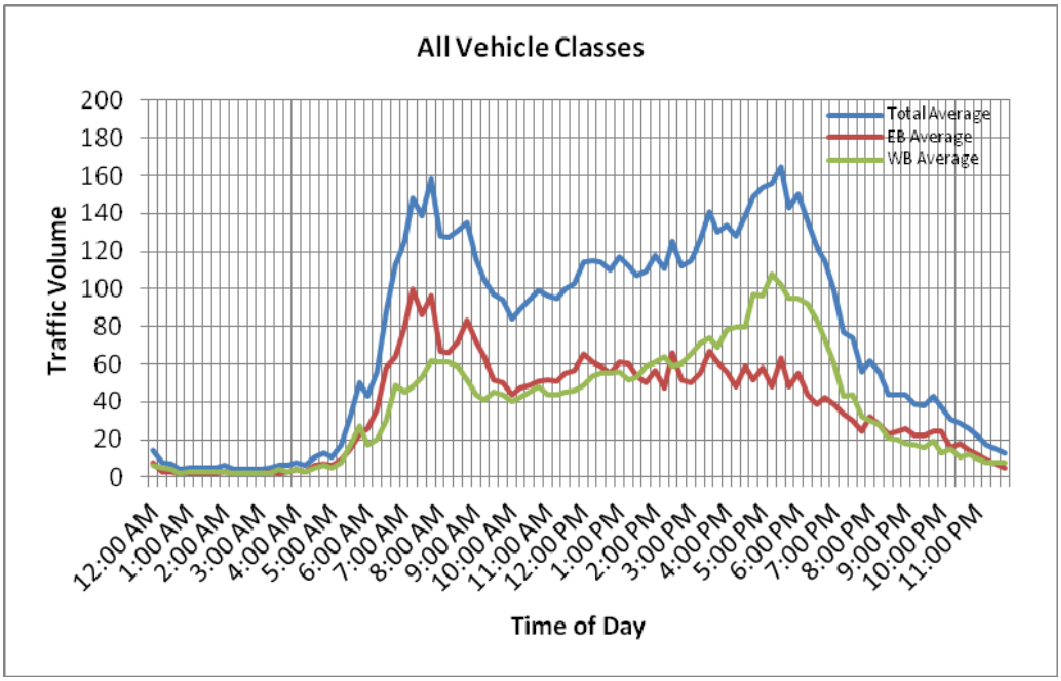




Exhibit 3–12: Average Traffic Volumes on NW 25th Street between NW 114th Avenue and NW 112th Avenue



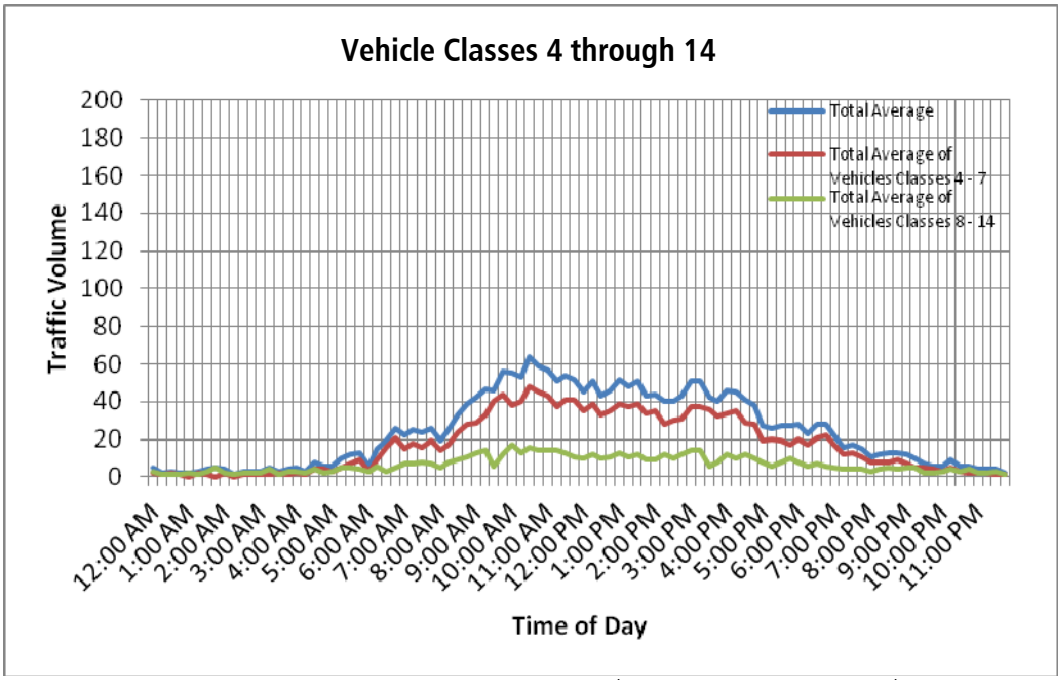
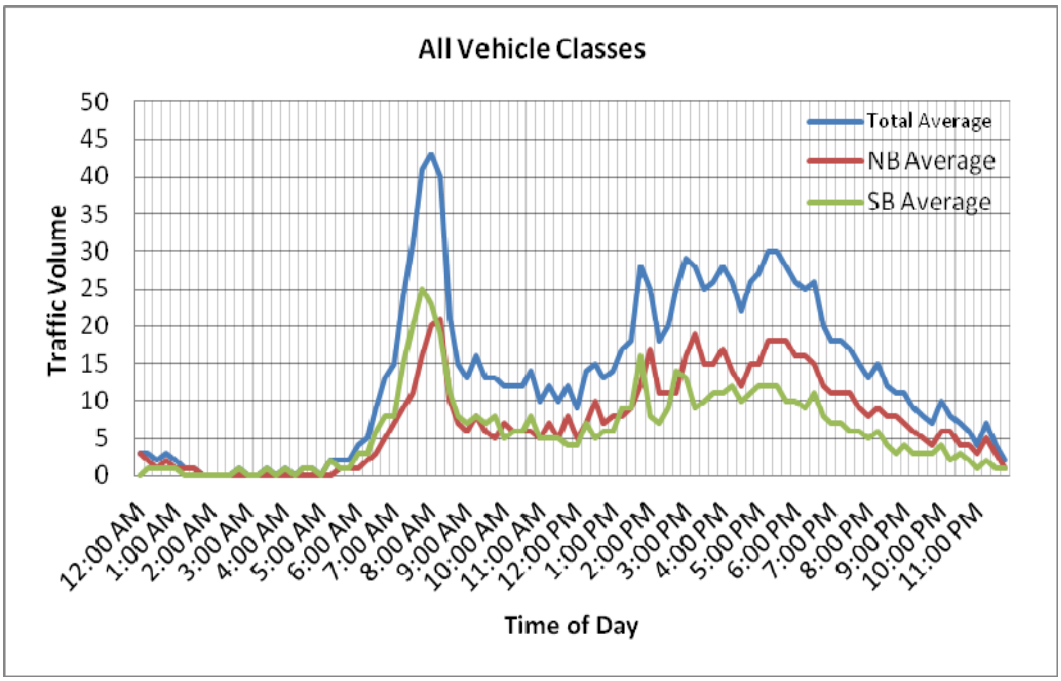




Exhibit 3–13: Average Traffic Volumes on NW 25th Street West of NW 107th Avenue



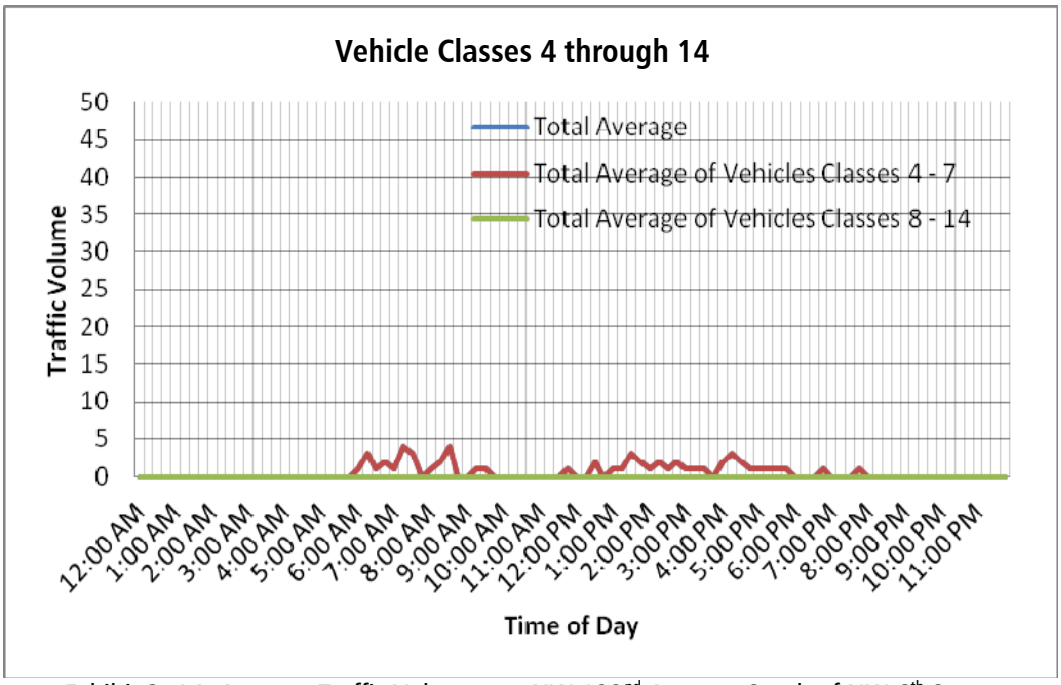




Exhibit 3–14: Average Traffic Volumes on NW 122nd Avenue, South of NW 6th Street

Review of Exhibits 3-1 through 3-14 reveals 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.
- The southbound SR 821/HEFT Off-Ramp to NW 12th Street and the northbound SR 821/HEFT 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, traffic volume of vehicle classes 4 though14 is greater on NW 25th Street than on NW 12th Street. This may be due to adjacent land use and a 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 were collected on a single typical weekday (Wednesday or Thursday) and are included in Appendix E.

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 peak hour 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%). Also, Table 3-1 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 WB SR 836 Off-Ramp | 8:00 | 5:00 |
| NW 107th Avenue at EB SR 836 Off-Ramp | 8:00 | 5:15 |
| NW 122nd Avenue at NW 6th Street | 7:30 | 5:15 |
| NW 122nd 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 E.

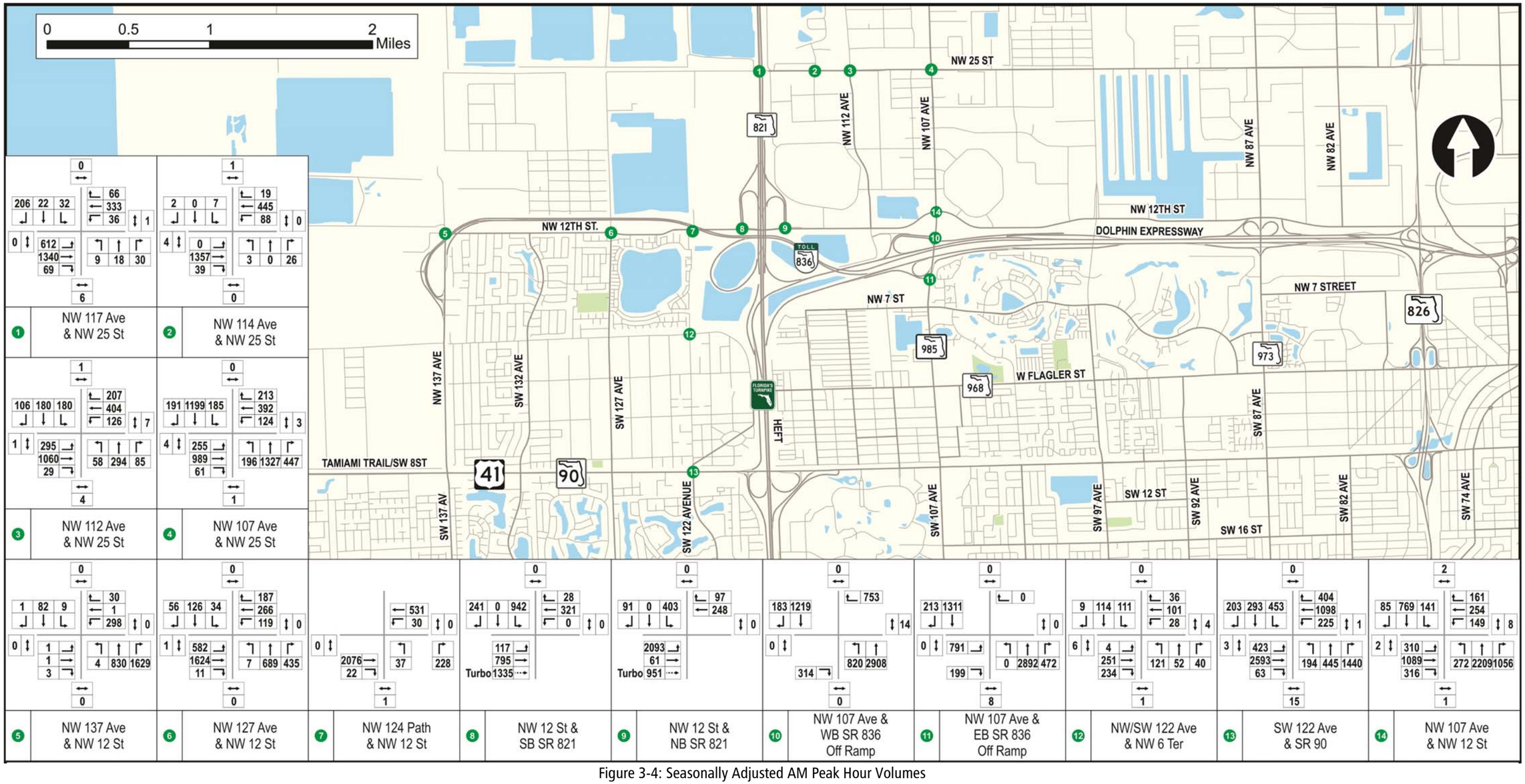



Figure 3-4: Seasonally Adjusted AM Peak Hour Volumes

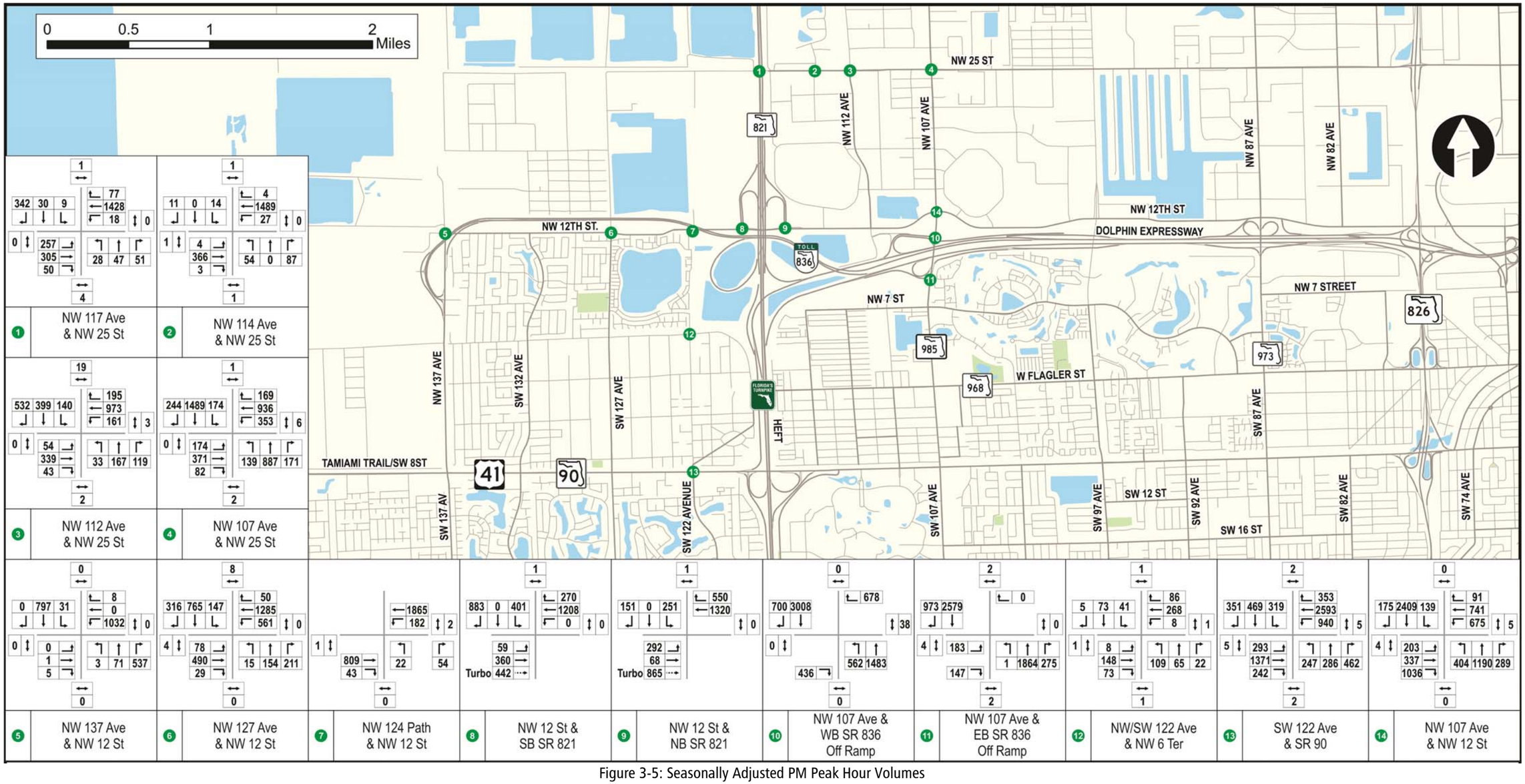



Figure 3-5: Seasonally Adjusted PM Peak Hour Volumes

### 3.2.3 Historical AADT Volume Data

Historical AADT data was obtained from available FDOT stations located in the vicinity of the study area. Table 3-2 summarizes the historical data.

| 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

## 3.3 2013 AADT Volume Data

AADT volume data was 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. Historical AADT volume data reports are included in Appendix E.

| 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

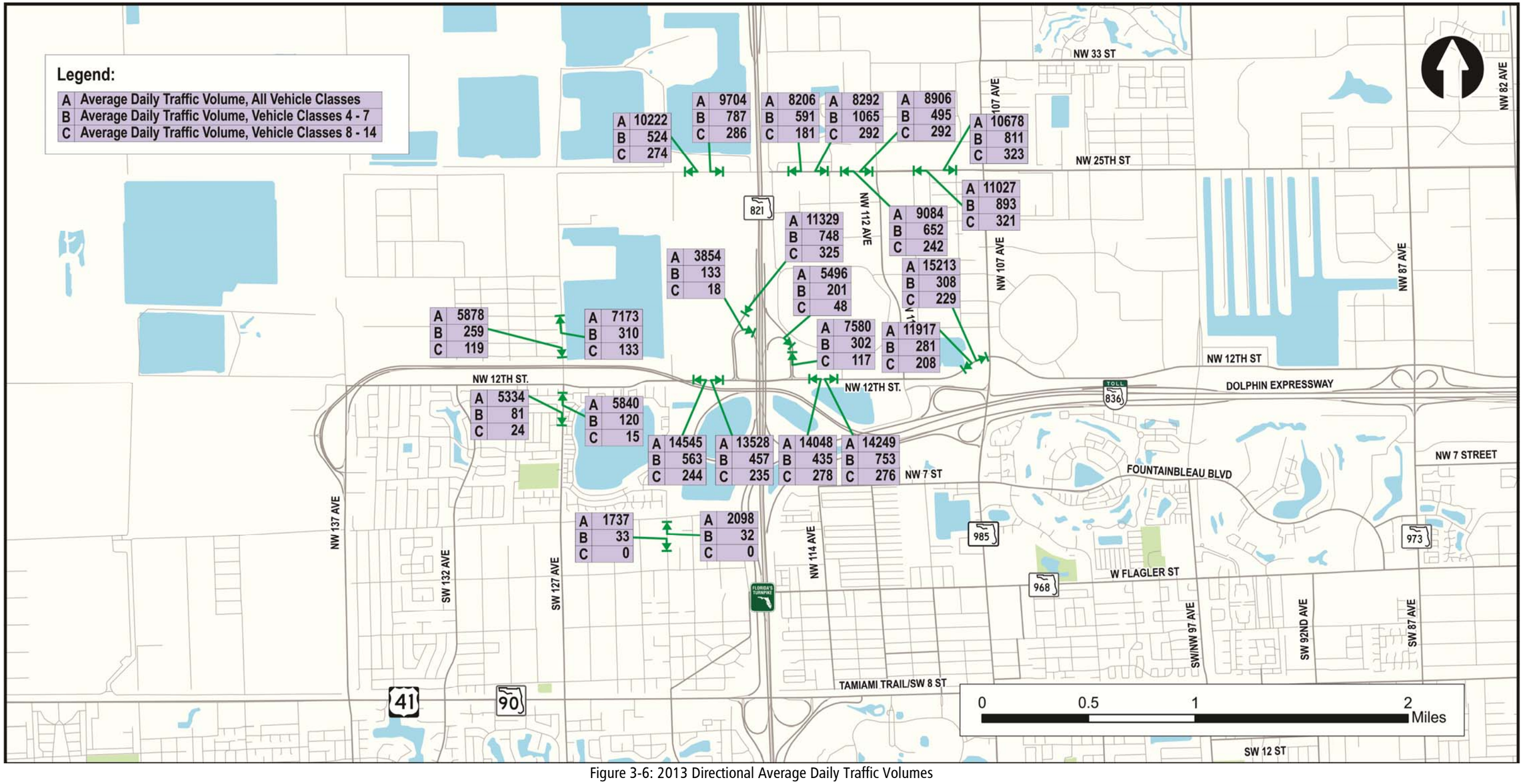



Figure 3-6: 2013 Directional Average Daily Traffic Volumes

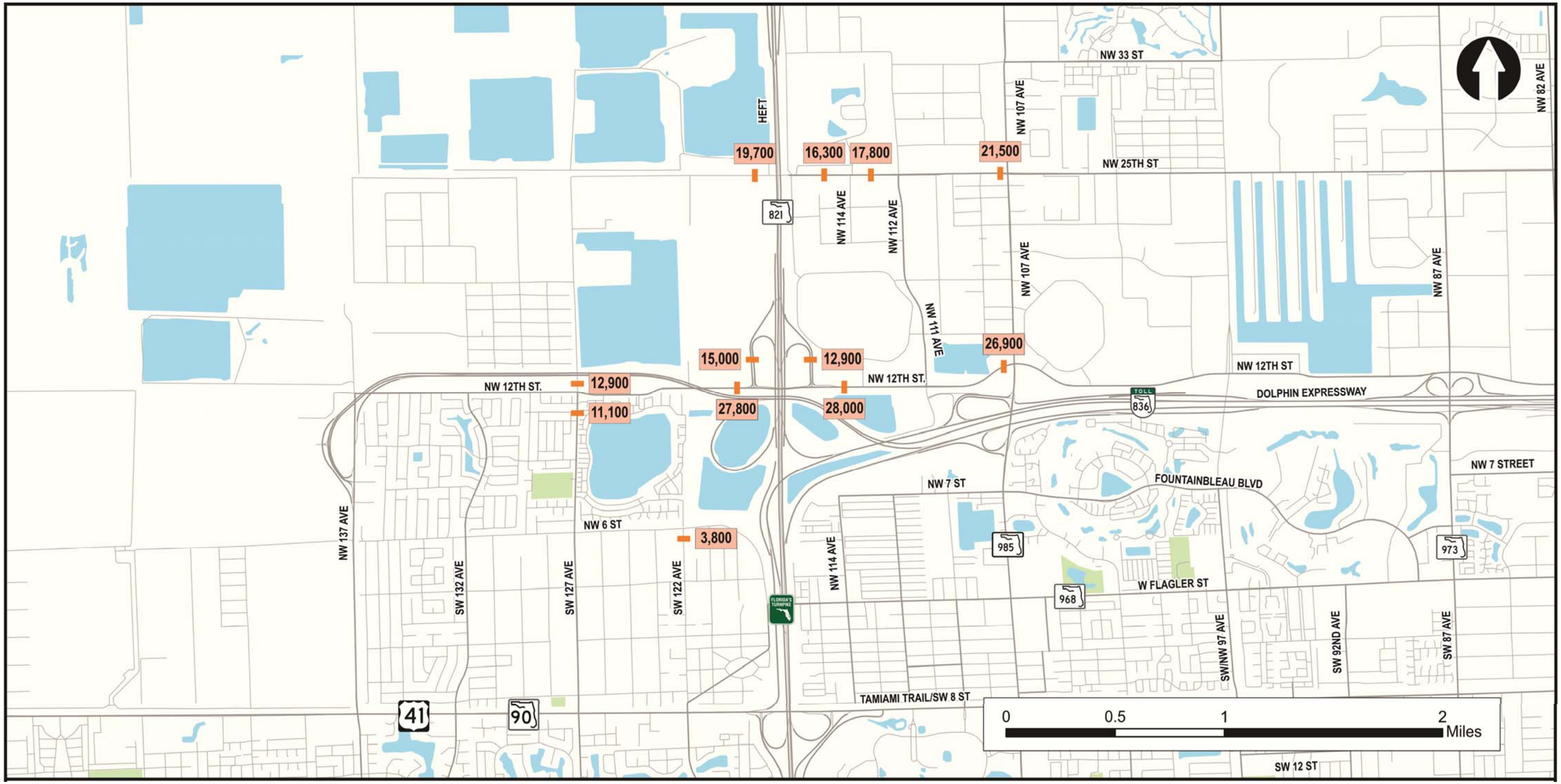



Figure 3-7: 2013 Average Annual Daily Traffic Volumes

### 3.3.1 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 MI W of SW 139th Avenue | 65.74 | 2.98 |
| 872561 | SR 90/US 41/SW 8th Street, 0.25 MI 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 MI 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

## 3.4 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 F.

### 3.4.1 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 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 the AM and PM peak hours
- NW 25th Street and NW 107th Avenue operate at LOS E during 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

### 3.4.2 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 G. 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. The values presented in Table 3-7 show 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 |
| SB NW 107th Avenue On-Ramp to WB SR 836[2] | AM | | | | | | | B | 17.8 | B | 16.5 |
| | PM | | | | | | | A | 8.2 | C | 27.3 |
| NW 107th Avenue at WB SR 836[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 Avenue at EB 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 122nd Avenue at NW 6th Street[1] | AM | | | | | B | 14.5 | C | 15.4 | | |
| | PM | | | | | B | 13.1 | B | 11.5 | | |
| NW 122nd 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.
(3) 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 | Median Type | Adopted LOS | Speed Limit | Max. Service Volume | Non-State Adjustment | Turn Lane Adjustment | Max. Vol. for LOS D | 2013 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | Adjusted AADT | LOS[1] |
| NW 127th Avenue, N of NW 12th Street | 4 | D | D | 40 | 39,800 | -10% | 0% | 35,820 | 12,900 | C or Better |
| NW 127th Avenue, S of NW 12th Street | 4 | D | D | 35 | 32,400 | -10% | 0% | 29,160 | 11,100 | C or Better |
| NW 12th Street, W of SR 821/HEFT | 4 | D | D | 40 | 39,800 | -10% | 0% | 35,820 | 27,800 | C or Better |
| NW 12th Street at SB SR 821/HEFT On/Off-Ramps | 4 | D | D | 40 | 39,800 | -10% | 0% | 35,820 | 15,000 | C or Better |
| NW 12th Street at NB SR 821/HEFT On/Off-Ramps | 6 | D | D | 40 | 59,900 | -10% | 0% | 53,910 | 12,900 | C or Better |
| NW 12th Street between SR 821/HEFT and NW 11400 Block | 6 | D | D | 40 | 59,900 | -10% | 0% | 53,910 | 28,000 | C or Better |
| NW 12th Street, W of NW 107th Avenue | 6 | D | D | 40 | 59,900 | -10% | 0% | 53,910 | 26,900 | C or Better |
| NW 25th Street, W of SR 821/HEFT | 4 | D | D | 35 | 32,400 | -10% | 0% | 29,160 | 19,700 | D |
| NW 25th Street between SR 821/HEFT and NW 114th Avenue | 4 | D | D | 40 | 39,800 | -10% | 0% | 35,820 | 16,300 | C or Better |
| NW 25th Street between NW 114th Avenue and NW 112th Avenue | 4 | U | D | 40 | 39,800 | -10% | -5% | 33,830 | 17,800 | C or Better |
| NW 25th Street, W of NW 107th Avenue | 4 | U | D | 40 | 39,800 | -10% | -5% | 33,830 | 21,500 | C or Better |
| NW 122nd Avenue, S of SW 6th Street | 2 | U | D | 30 | 14,800 | -10% | -20% | 10,360 | 3,800 | C or Better |
| Note: (1) FDOT's Generalized LOS Table cannot achieve LOS B by using table input value defaults. | | | | | | | | | | |

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

# 4 Future Traffic Conditions

The analysis of future traffic conditions considered two scenarios: (1) The No-Build scenario considers that the proposed Truck Parking and Park-and-Ride Facilities will not be constructed, and (2) the Build scenario considers that these two facilities will be built out in the year 2018. Thus, the operational analyses of future traffic conditions were performed for both the No-Build and Build scenarios and for the Opening Year (2018) and Design Year (2038).

The operational analyses of the intersections were performed by utilizing Synchro 8.0, and the static analyses of the roadway segments considered in the study were performed by utilizing FDOT's 2012 Generalized LOS Tables. The following assumptions were made for analyzing both the No Build and Build scenarios:

- Future traffic volumes for the Opening and Design Years under the No-Build scenario were developed by applying the recommended growth rates to the Base Year (2013) Turning Movement Volumes (TMVs) at each intersection.
- Future traffic volumes for the Opening and Design Years under the Build scenario were developed by applying the recommended growth rates to the Base Year (2013) Turning Movement Volumes (TMVs) in addition to the expected traffic that will be generated by the proposed facilities at each intersection.
- The peak hour factors of the Base Year conditions were assumed to be the same for the Opening and Design Years.
- The percentages of heavy vehicles of the Base Year conditions were assumed to be the same for the Opening and Design Years.
- Future traffic volumes for the Opening and Design Years under the Build scenario were developed by estimating the traffic volumes of the proposed facilities with trip generation rates, and adding the background traffic volumes at each intersection.
- The signal timing of the base year was optimized for the Opening and Design Years under the No-Build and Build scenarios.
- The intersection of NW 25$^{th}$ Street and NW 117$^{th}$ Avenue was assumed to be signalized after the Opening Year.
- The access to the Park-and-Ride Facility on NW 12$^{th}$ Street will be signalized.
- The access to the Truck Parking Facility on NW 25$^{th}$ Street will be unsignalized.

Although it was assumed that trucks would access the Truck Parking Facility through NW 25$^{th}$ Street, it should be determined during the PD&E phase of this project whether or not trucks should be able to utilize the proposed segment of NW 122$^{nd}$ Avenue, between NW 12$^{th}$ Street and NW 25$^{th}$ Street, to access the facility from NW 12$^{th}$ Street; since the latter is where on and off access to the HEFT is provided.

## 4.1 Trip Generation of Proposed Facilities

Trip generation rates for the Truck Parking and Park-and-Ride Facilities were utilized to estimate the vehicular traffic generated by the proposed facilities and evaluate the potential impact on the surrounding roadway network.

Trip generation rates for a truck parking facility are not included in the Institute of Transportation Engineers *(ITE) Trip Generation Manual, 9th Edition*. A brief web-based search found trip generation rates for a Traffic Impact Study (TIS) in Utah. Although a truck stop is mainly used for re-fueling trucks and passenger cars, there are other services, such as a restaurant and maintenance services. This description of a truck stop is similar to the proposed Truck Parking Facility with the exception of passenger cars utilizing the site. The trip generation rates developed for trucks, at truck stops, by the aforementioned study, were utilized to estimate the traffic volumes generated by the proposed Truck Parking Facility. By contrast, the trip generation rates for the Park-and-Ride Facility are included in ITE's Trip Generation Manual. An excerpt of the aforementioned TIS and a copy of the trip generation rates for the Park-and-Ride Facility are included in Appendix H.

Table 4-1 shows the expected trip generation for a park-and-ride facility with 950 parking spaces (PKSP), seven diesel fueling positions (VFP) for trucks, and four vehicle fueling positions (VFP) for passenger cars at the Truck Parking Facility. Table 4-1 shows that the proposed facilities are expected to generate a total of 950 trips (692 in and 258 out) in the AM peak hour and 730 trips (219 in and 511 out) in the PM peak hour.

| Land Use | Intensity | | Daily Trips | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | Total | In | Out | Total | In | Out |
| **Proposed Site Traffic** | | | | | | | | | |
| Park-and-Ride Facility w/Bus Service | 950 | PKSP | 3,955 | 748 | 591 | 157 | 590 | 148 | 442 |
| Truck Stop | | | | | | | | | |
| Passenger Cars - Utah | 4 | VFP | | 106 | 54 | 52 | 103 | 52 | 51 |
| Trucks - Utah | 7 | VFP | | 96 | 47 | 49 | 37 | 19 | 18 |
| **Subtotal** | | | | 950 | 692 | 258 | 730 | 219 | 511 |
| **Driveway Volumes** | | | | 950 | 692 | 258 | 730 | 219 | 511 |
| **Net New External** | | | | **950** | **692** | **258** | **730** | **219** | **511** |

Notes:
(1) PKSP=Parking Spaces
(2) VFP=Vehicle Fueling Positions
(3) Trip generation was calculated using the following data:
Daily Traffic Generation
Park-and-Ride Facility w/Bus Service [ITE LUC 90]: T = 4.04 X (Parking Spaces) + 117.33 (50% in, 50% out)
Truck Stop - All Vehicles [Study]:=Not Available
AM Peak Hour Traffic Generation
Park-and-Ride Facility w/Bus Service [ITE LUC 90: T = 0.82 X (Parking Spaces) - 31.49 (79% in, 21% out)
Truck Stop - Passenger Cars [Study]: T = 26.50 X (Vehicle Fueling Positions) (51% in, 49% out)
Truck Stop – Trucks [Study]: T = 13.67 X (Vehicle Fueling Positions)
PM Peak Hour Traffic Generation
Park-and-Ride Facility w/Bus Service [ITE LUC 90]: T = 0.62 X (Parking Spaces) + 1.35 (25% in, 75% out)
Truck Stop - Passenger Cars [Study]: T = 25.63 X (Vehicle Fueling Positions) (50% in, 50% out)
Truck Stop - Trucks [Study]: T = 5.33 X (Vehicle Fueling Positions)

Table 4-1: Potential Trip Generation for Proposed Facilities

## 4.2 Trip Distribution and Assignment

The trip distribution was based on the cardinal trip distribution prepared for the Traffic Analysis Zones (TAZs) where the project is located. The cardinal trip distribution was obtained from the Miami-Dade MPO 2035 LRTP – *Directional Trip Distribution Report*. The project is located in TAZ 831 and TAZ 832. Table 4-2 shows the cardinal trip distribution for the Opening Year (2018). An excerpt of the *Directional Trip Distribution Report* is included in Appendix I.

| Direction | TAZ 831 (%) | TAZ 832 (%) | Average (%) |
|---|---|---|---|
| NNE | 7 | 9 | 8 |
| ENE | 27 | 20 | 23 |
| ESE | 20 | 17 | 18 |
| SSE | 16 | 21 | 18 |
| SSW | 24 | 31 | 27 |
| WSW | 3 | 1 | 2 |
| WNW | 2 | 1 | 2 |
| NNW | 2 | 1 | 2 |

Table 4-2: Cardinal Distribution for TAZ 831and TAZ 832

The cardinal distribution presented in Table 4-2 and the existing traffic volume data were utilized to assign the trips to the surrounding roadway network area for the Opening Year (2018). Figure 4-1 and Figure 4-2 depict the trip distribution for the Truck Parking and Park-and-Ride facilities in decimals (i.e., 0.05 is equal to 5%), respectively. Similarly, Figures 4-3 and Figure 4-4 illustrate the trip assignment for these two facilities in the AM and PM peak hours, respectively.

In a similar manner, for the Design Year (2038), Figures 4-5 through 4-8 show the trip distribution and trip assignments for both facilities. Figures 4-5 and 4-6 depict the trip distribution for the Truck Parking and Park and Ride facilities in decimals (i.e., 0.005 is equal to 5%) while Figures 4-7 and 4-8 illustrate the trip assignment for these two facilities in the AM and PM peak hours, respectively.

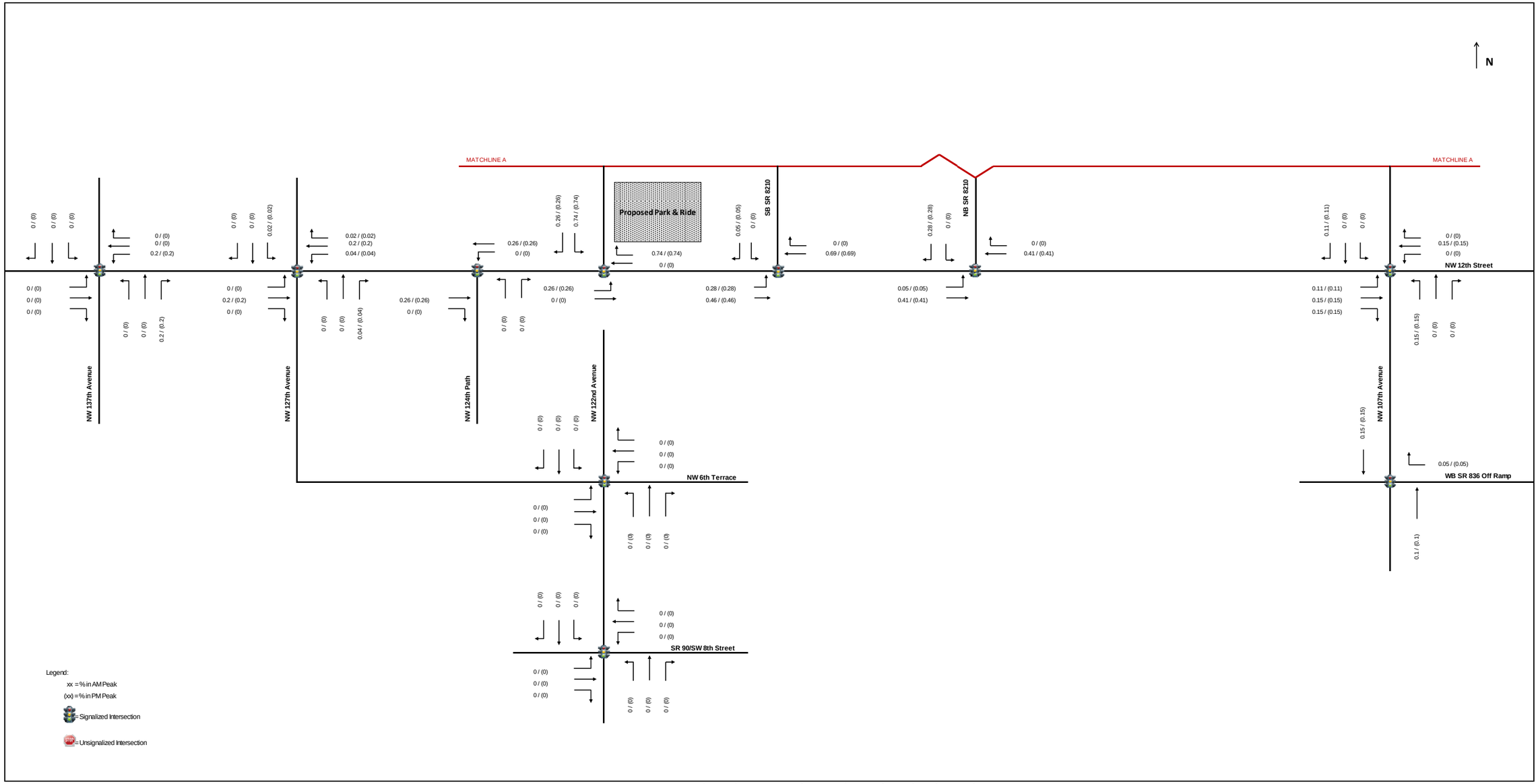



Figure 4-1: Opening Year (2018) Trip Distribution for Park-and-Ride Facility

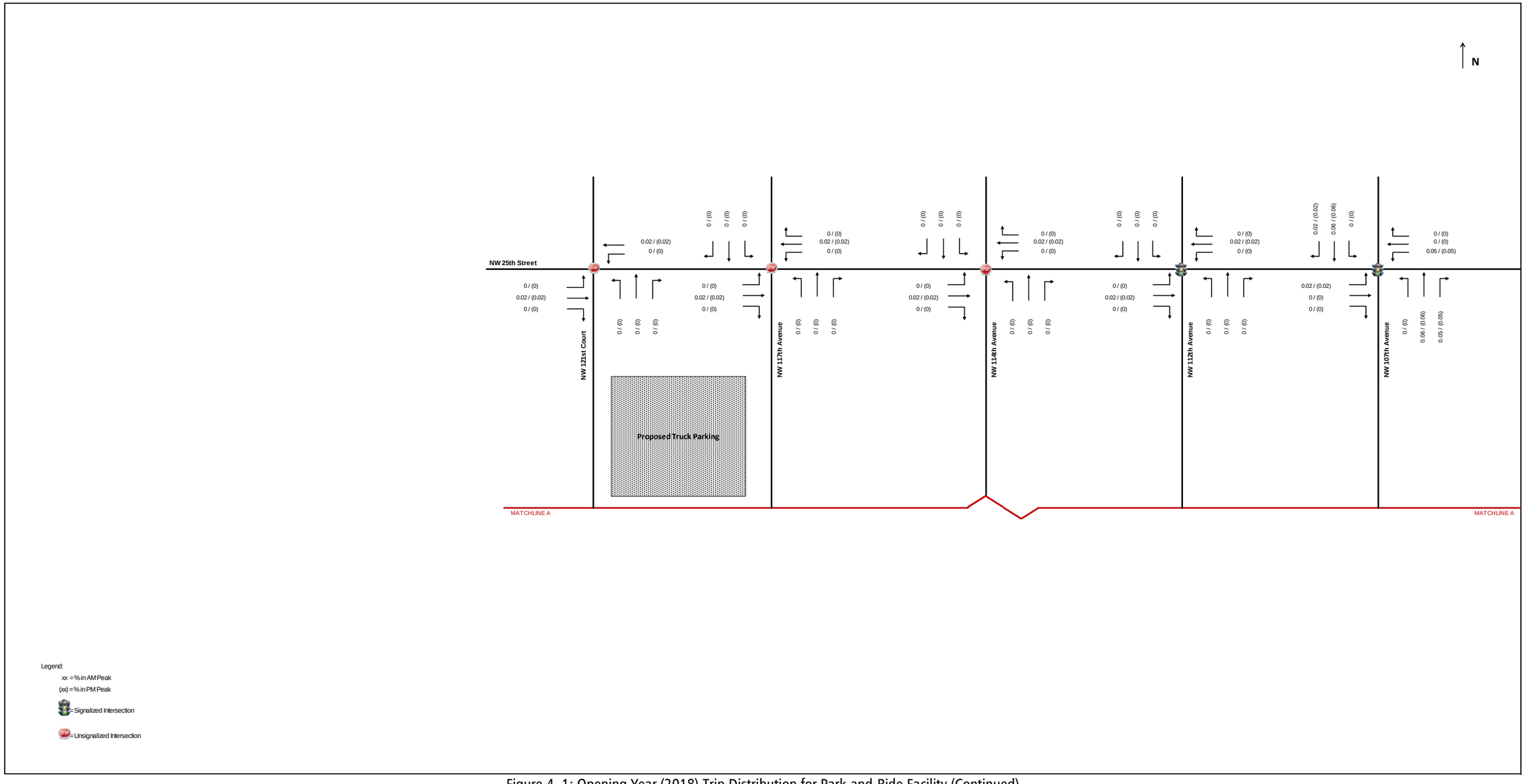



Figure 4–1: Opening Year (2018) Trip Distribution for Park-and-Ride Facility (Continued)

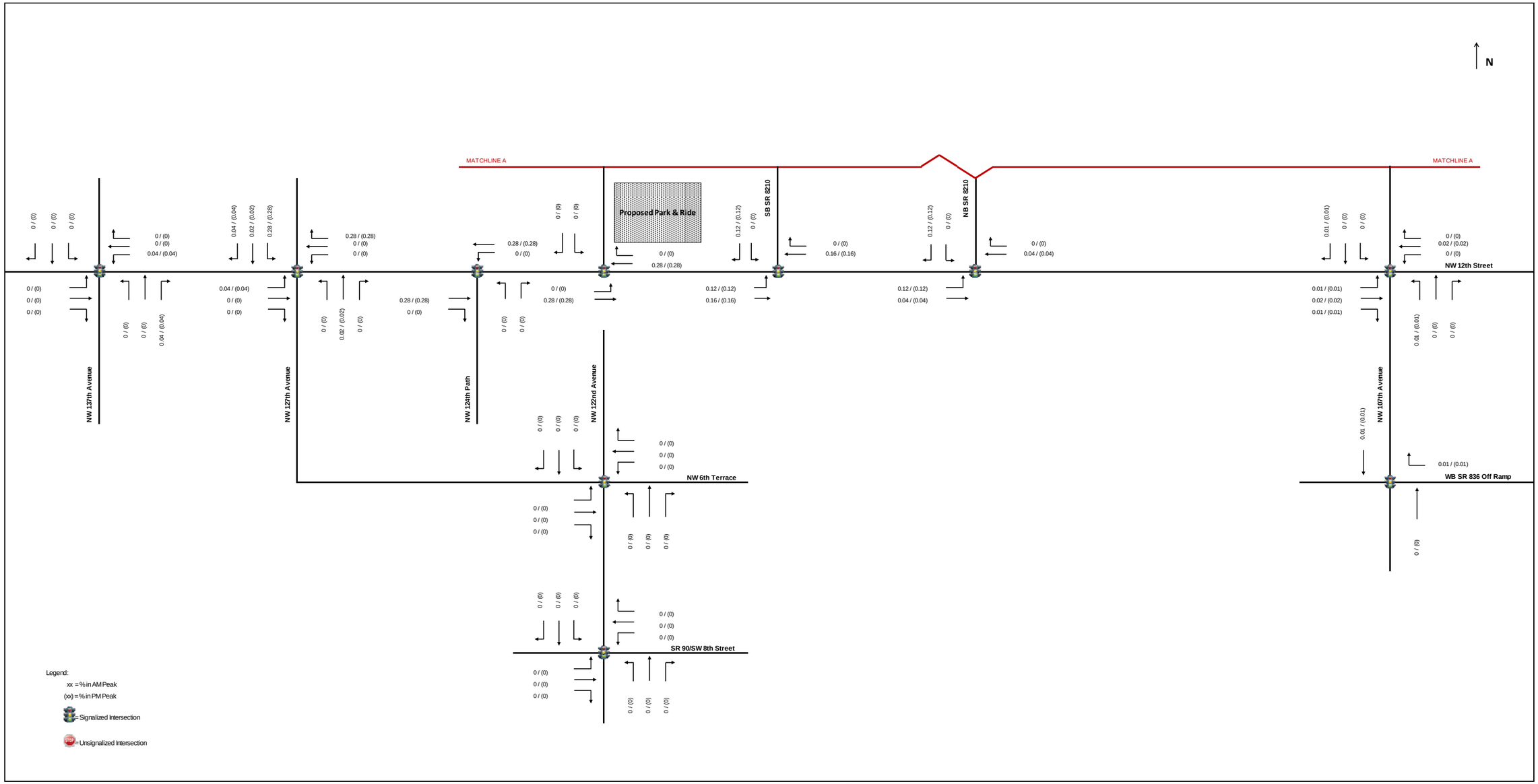



Figure 4-2: Opening Year (2018) Trip Distribution for Truck Parking Facility

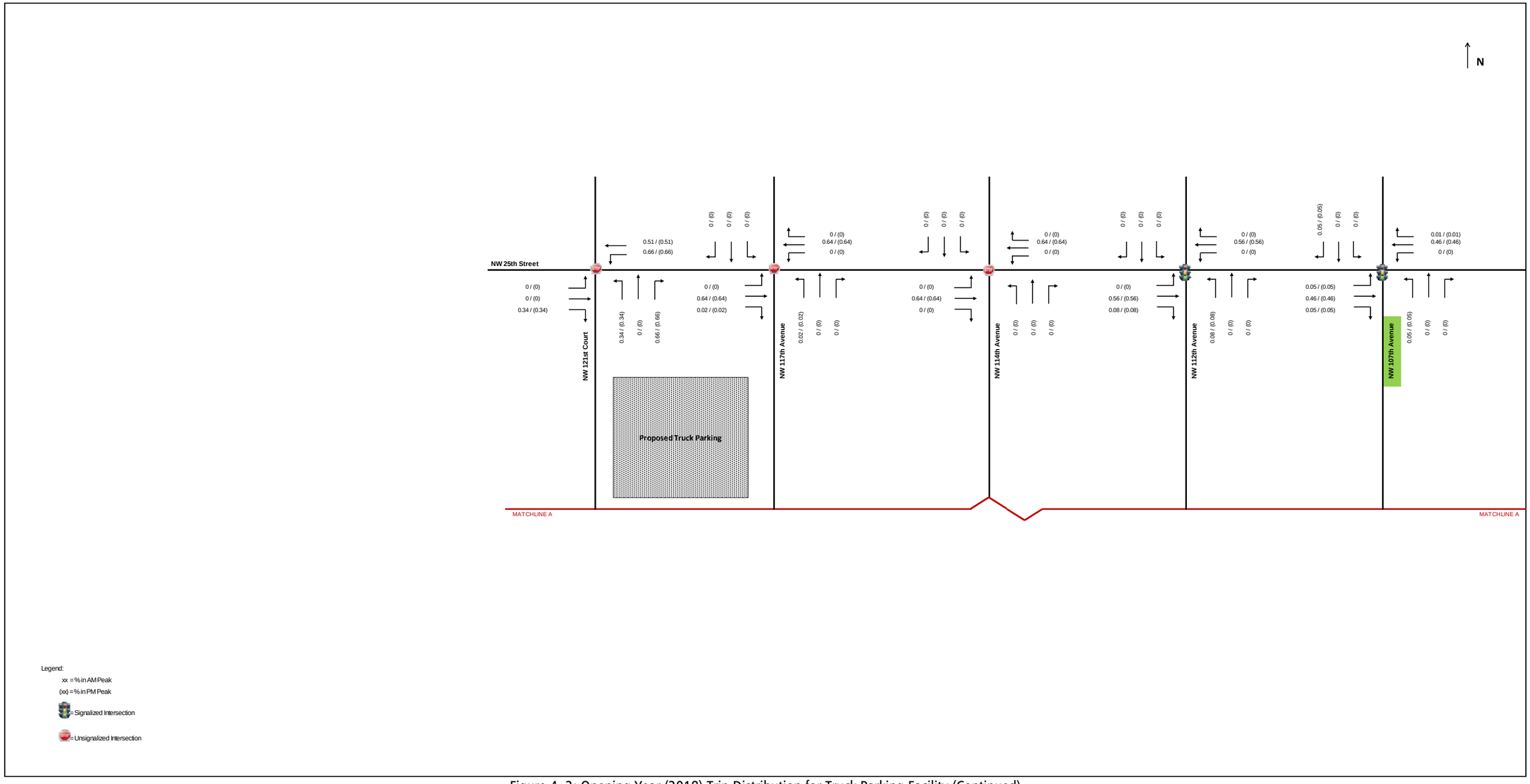



Figure 4–2: Opening Year (2018) Trip Distribution for Truck Parking Facility (Continued)

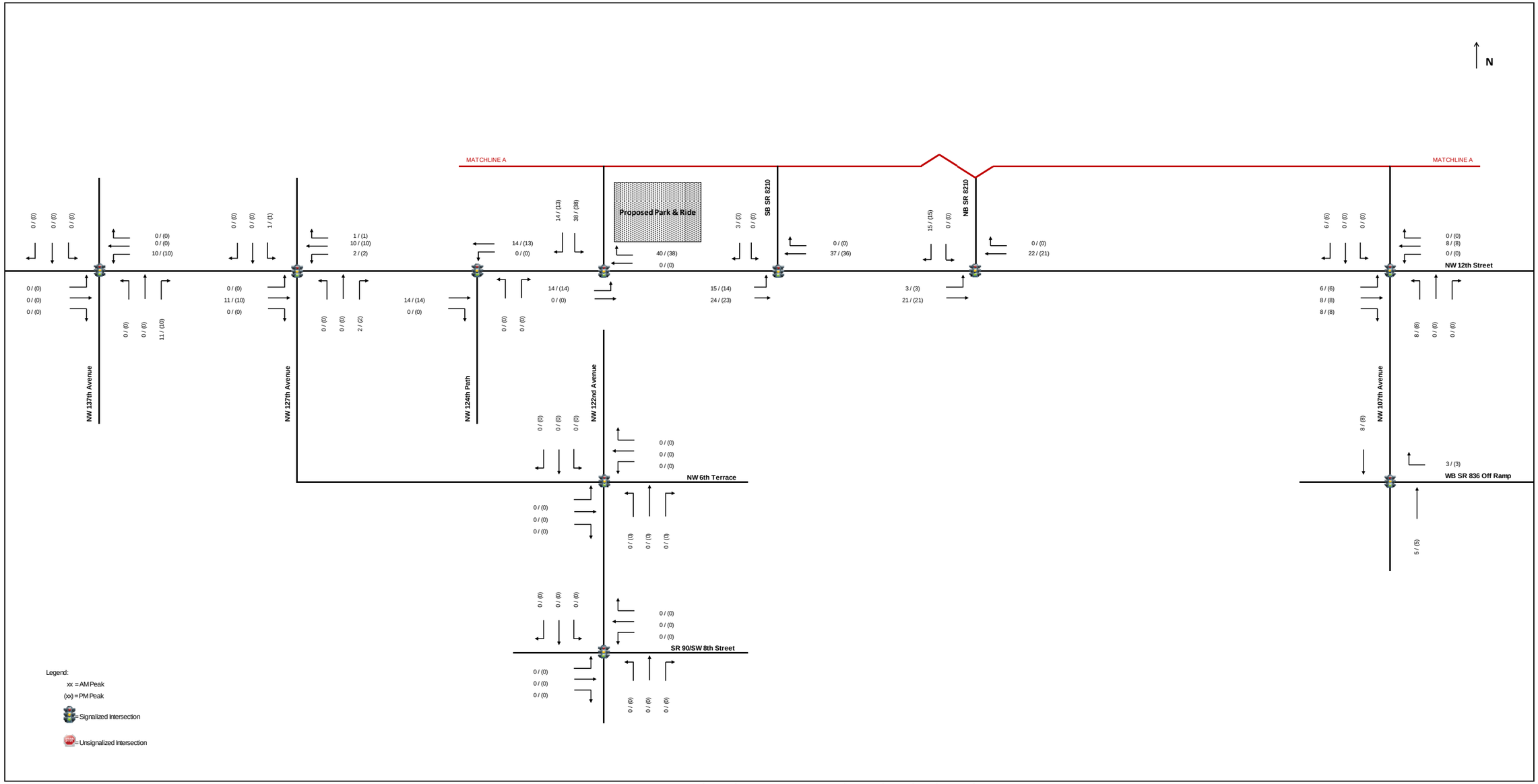



Figure 4-3: Opening Year (2018) Trip Assignment for Park-and-Ride Facility

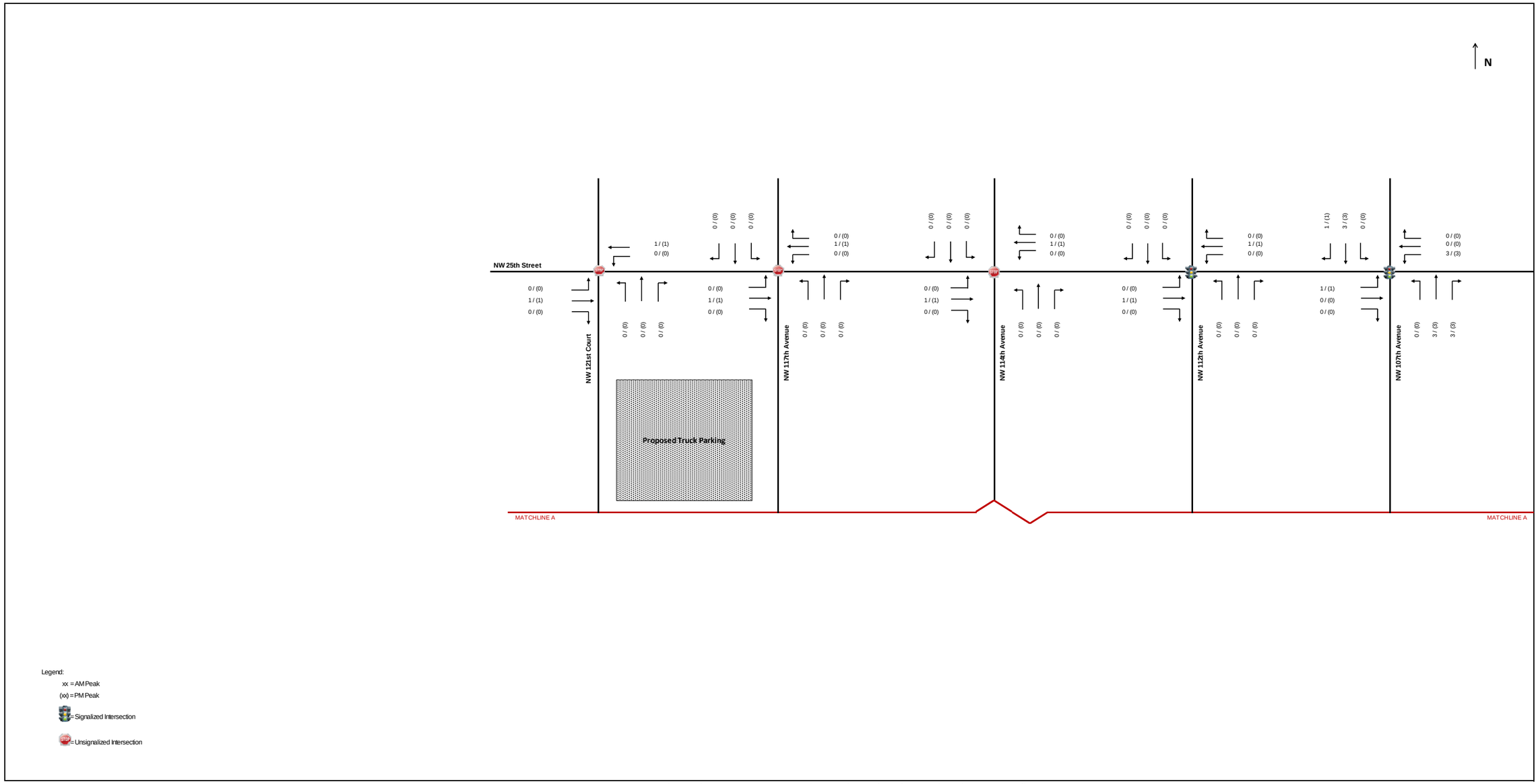



Figure 4–3: Opening Year (2018) Trip Assignment for Park-and-Ride Facility (Continued)

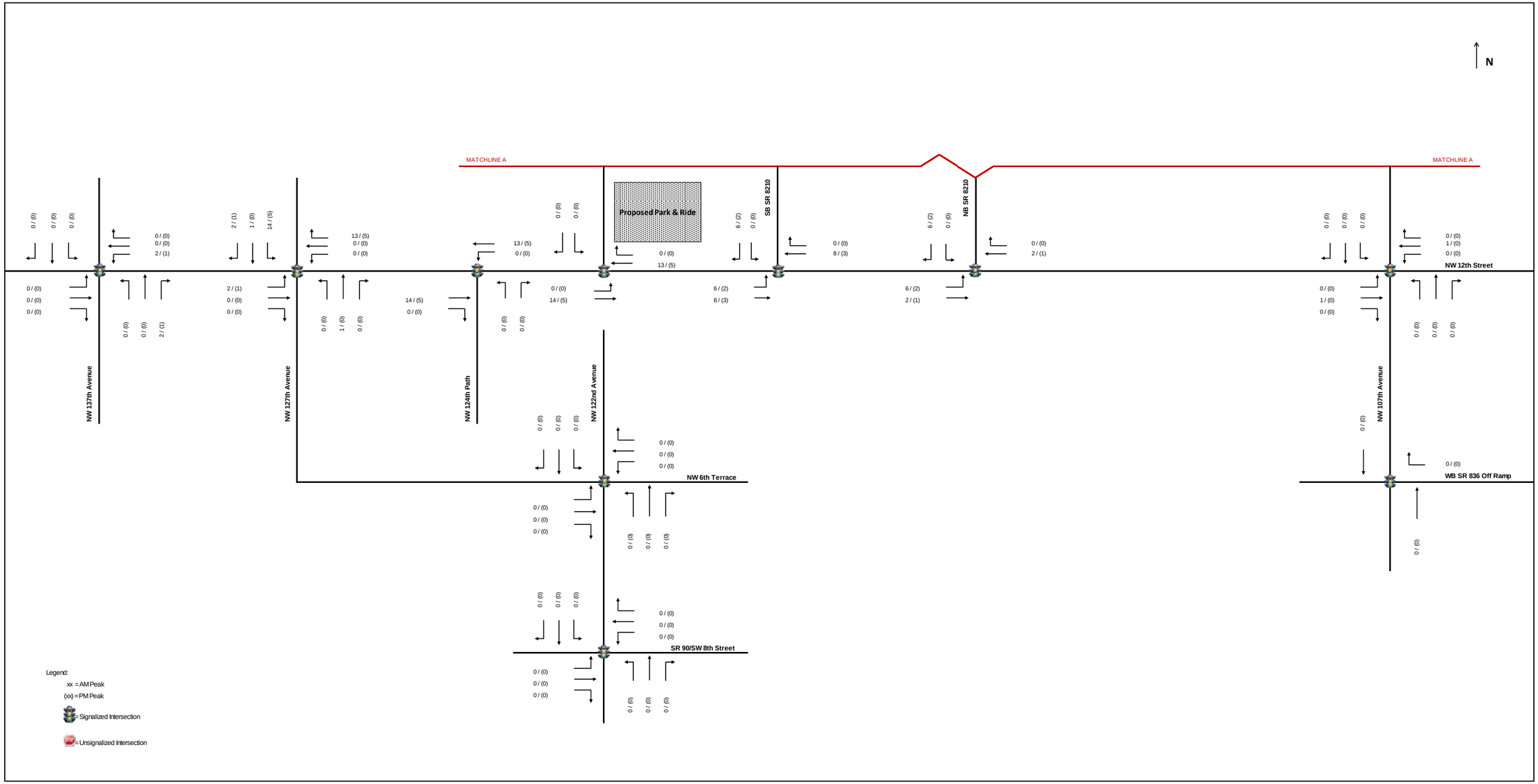



Figure 4-4: Opening Year (2018) Trip Assignment for Truck Parking Facility

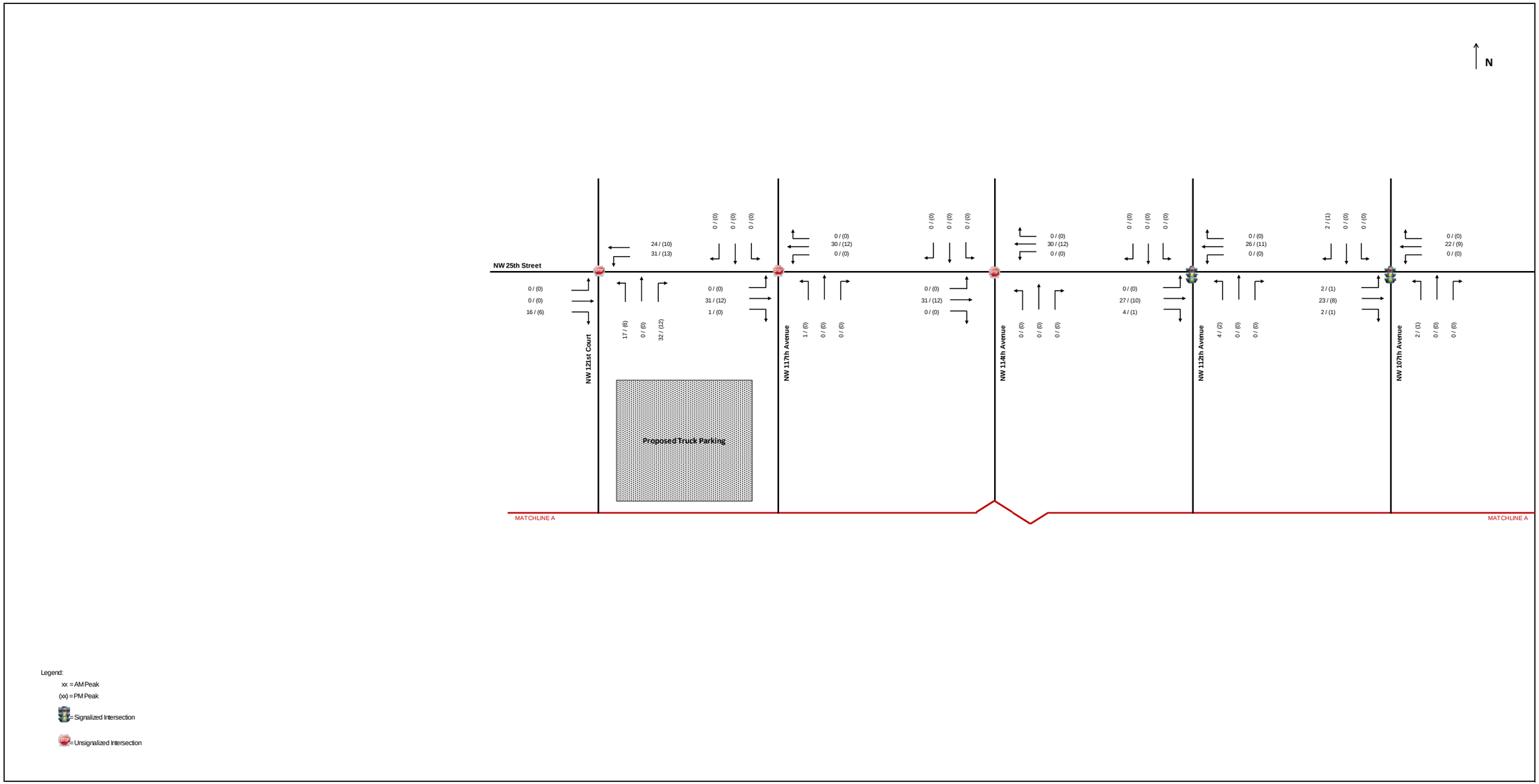



Figure 4–4: Opening Year (2018) Trip Assignment for Truck Parking Facility (Continued)

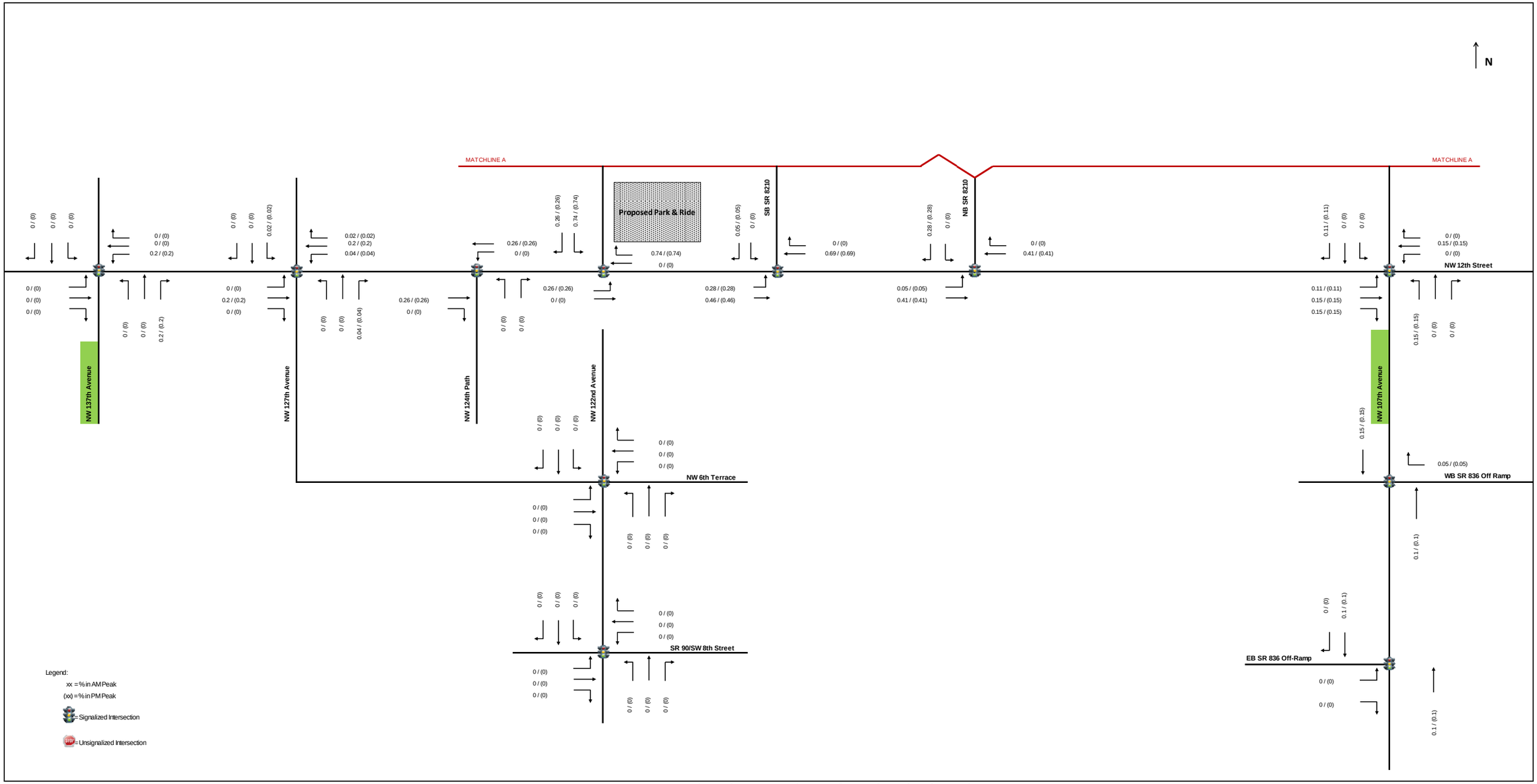



Figure 4-5: Design Year (2038) Trip Distribution for Park-and-Ride Facility

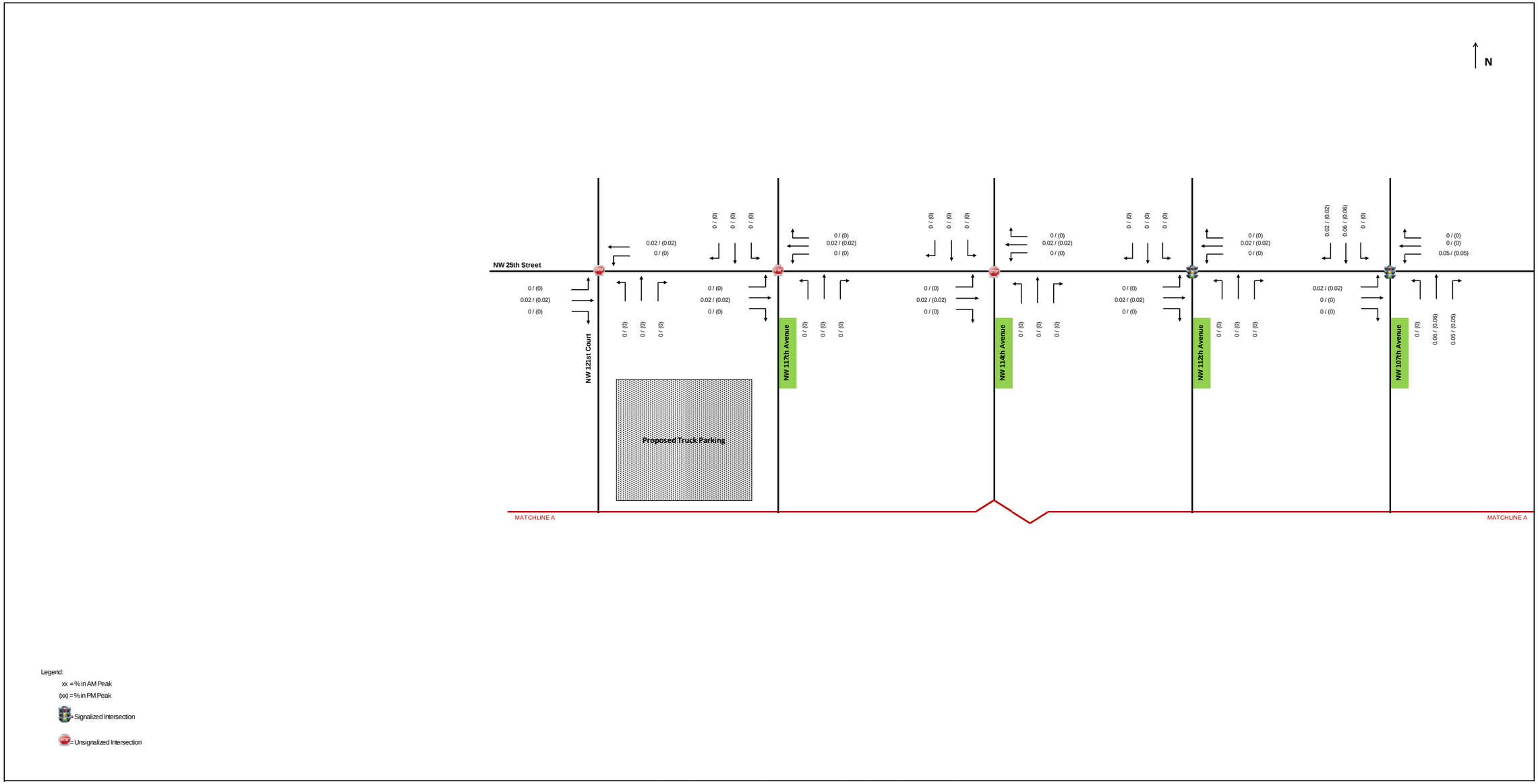



Figure 4-5: Design Year (2038) Trip Distribution for Park-and-Ride Facility (Continued)

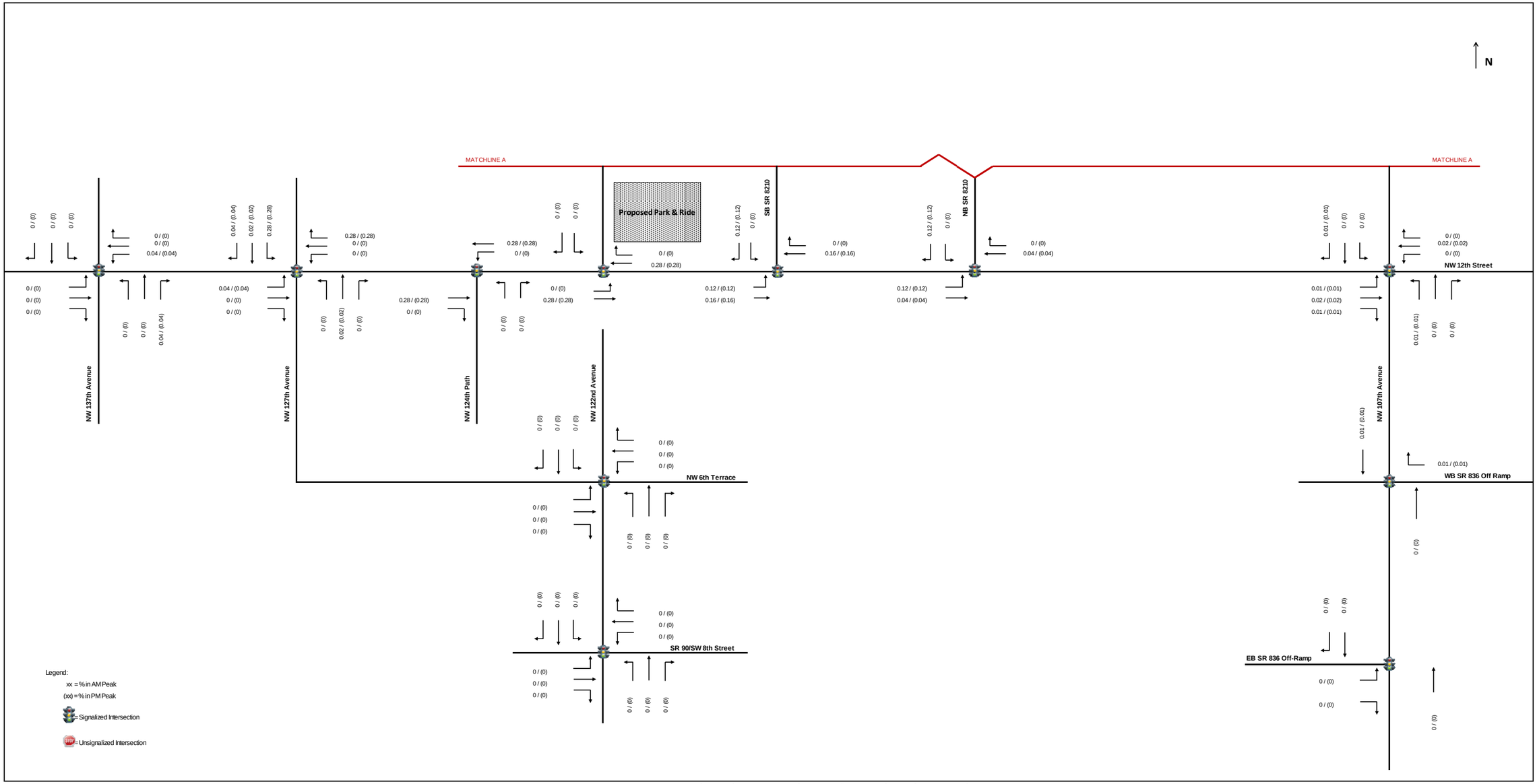



Figure 4-6: Design Year (2038) Trip Distribution for Truck Parking Facility

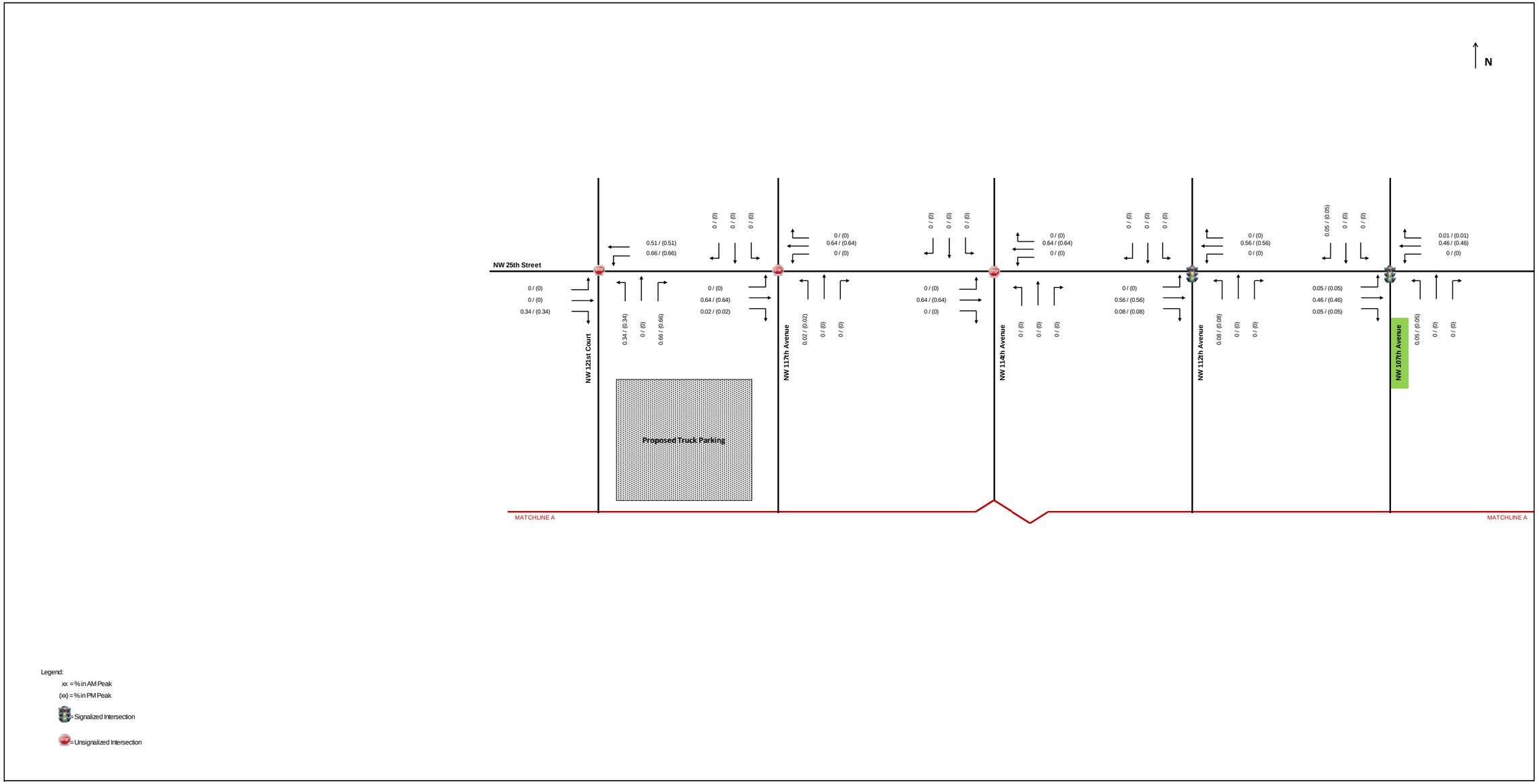



Figure 4-6: Design Year (2038) Trip Distribution for Truck Parking Facility (Continued)

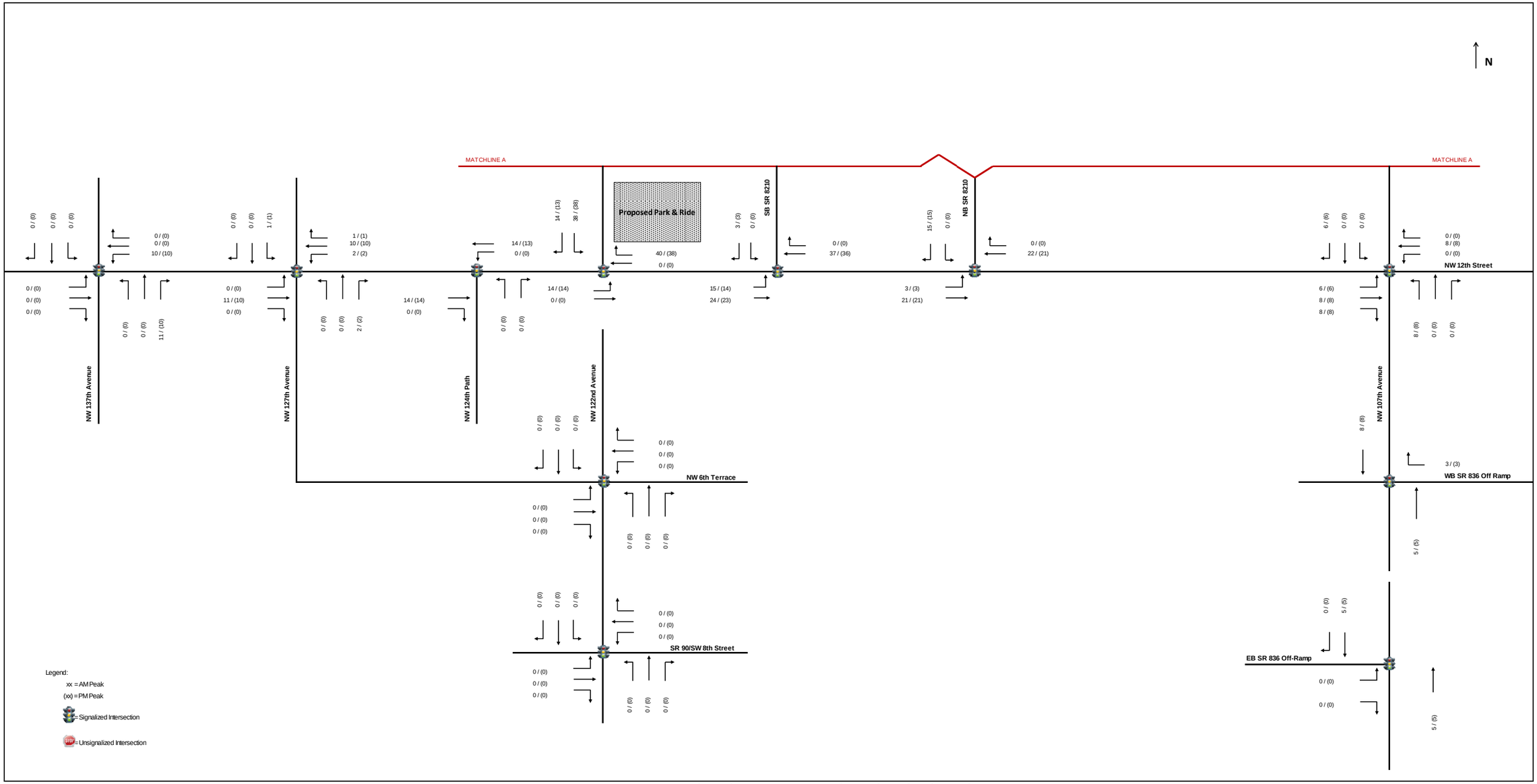



Figure 4-7: Design Year (2038) Trip Assignment for Park-and-Ride Facility

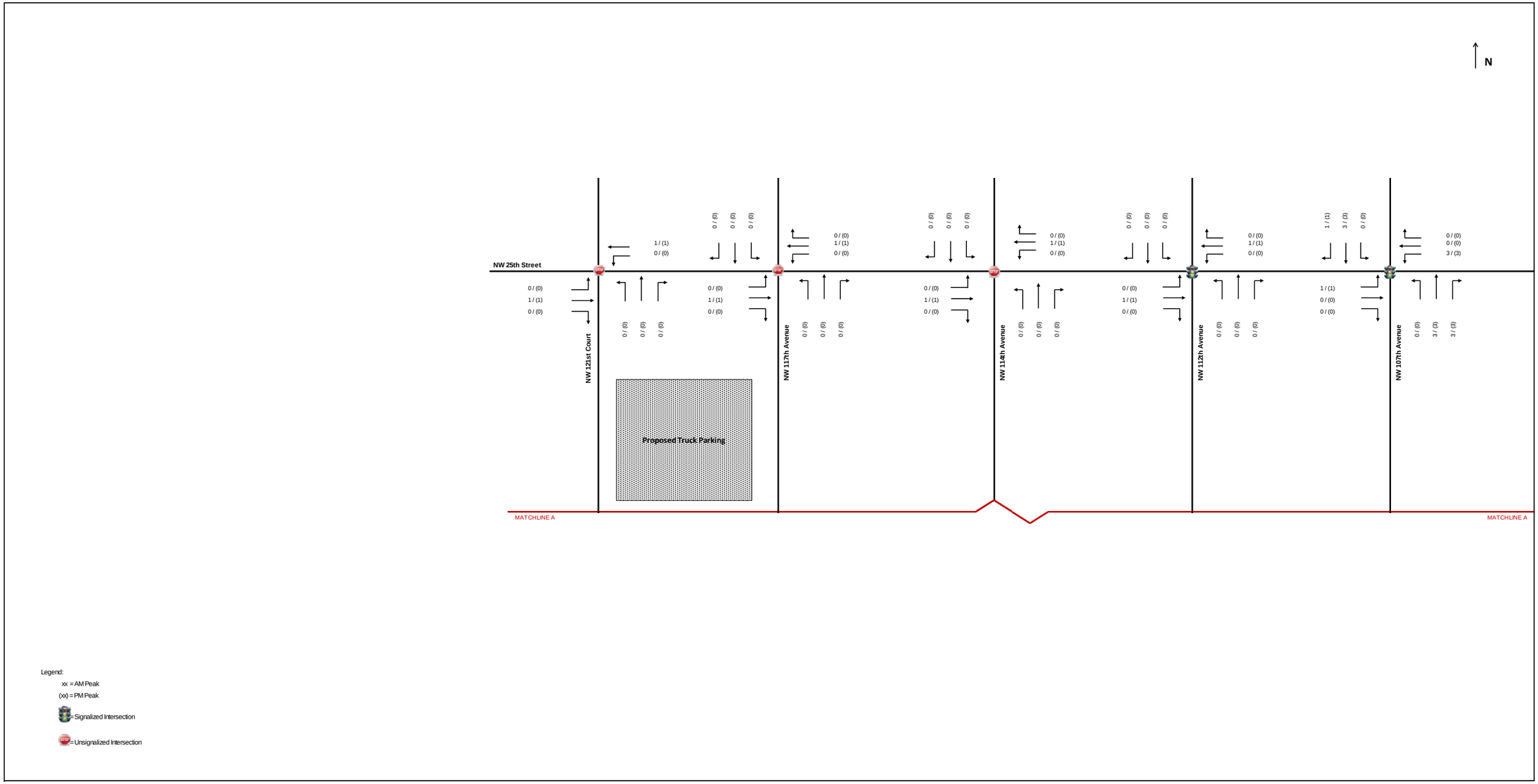



Figure4-7: Design Year (2038) Trip Assignment for Park-and-Ride Facility (Continued)

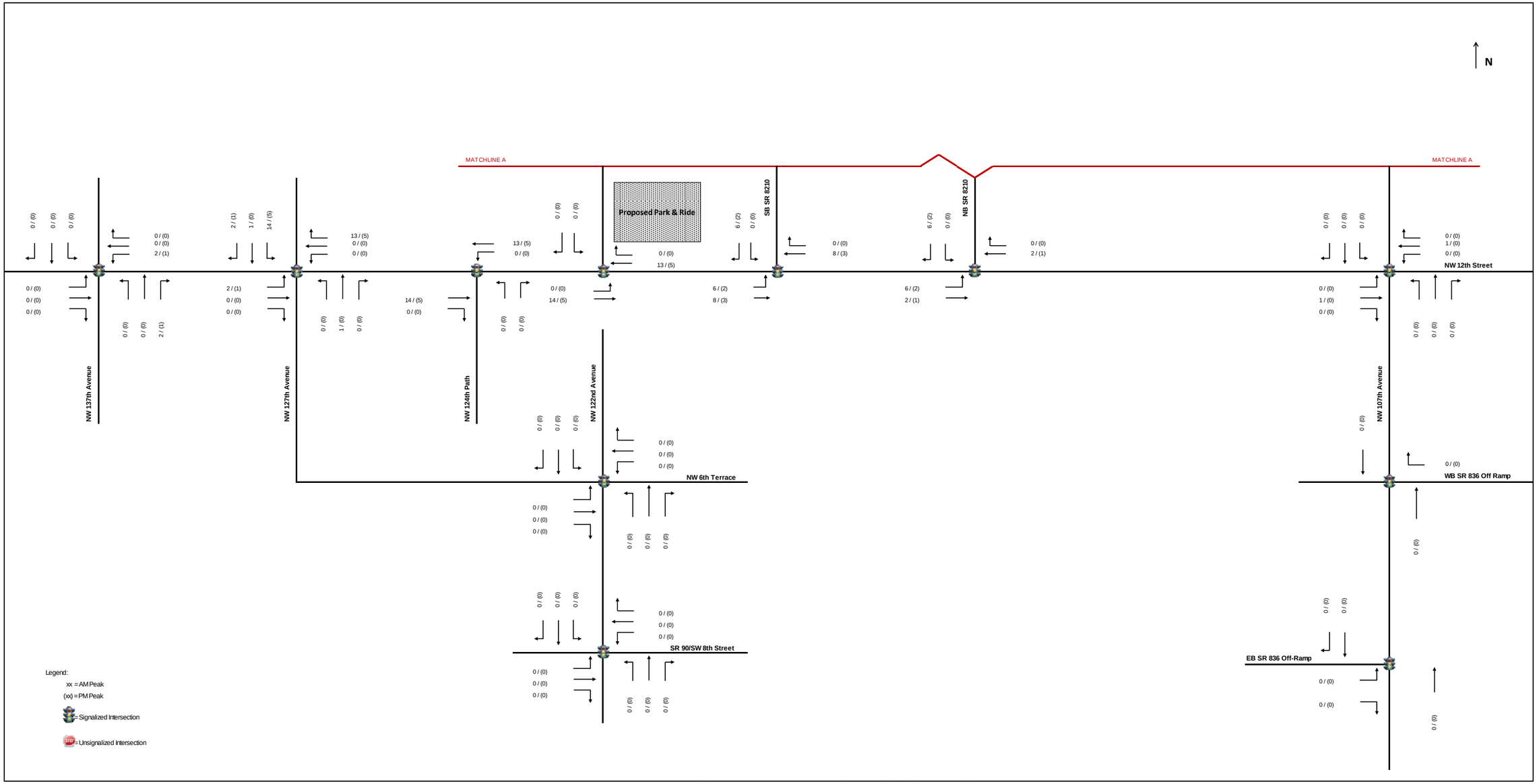



Figure 4-8: Design Year (2038) Trip Assignment for Truck Parking Facility

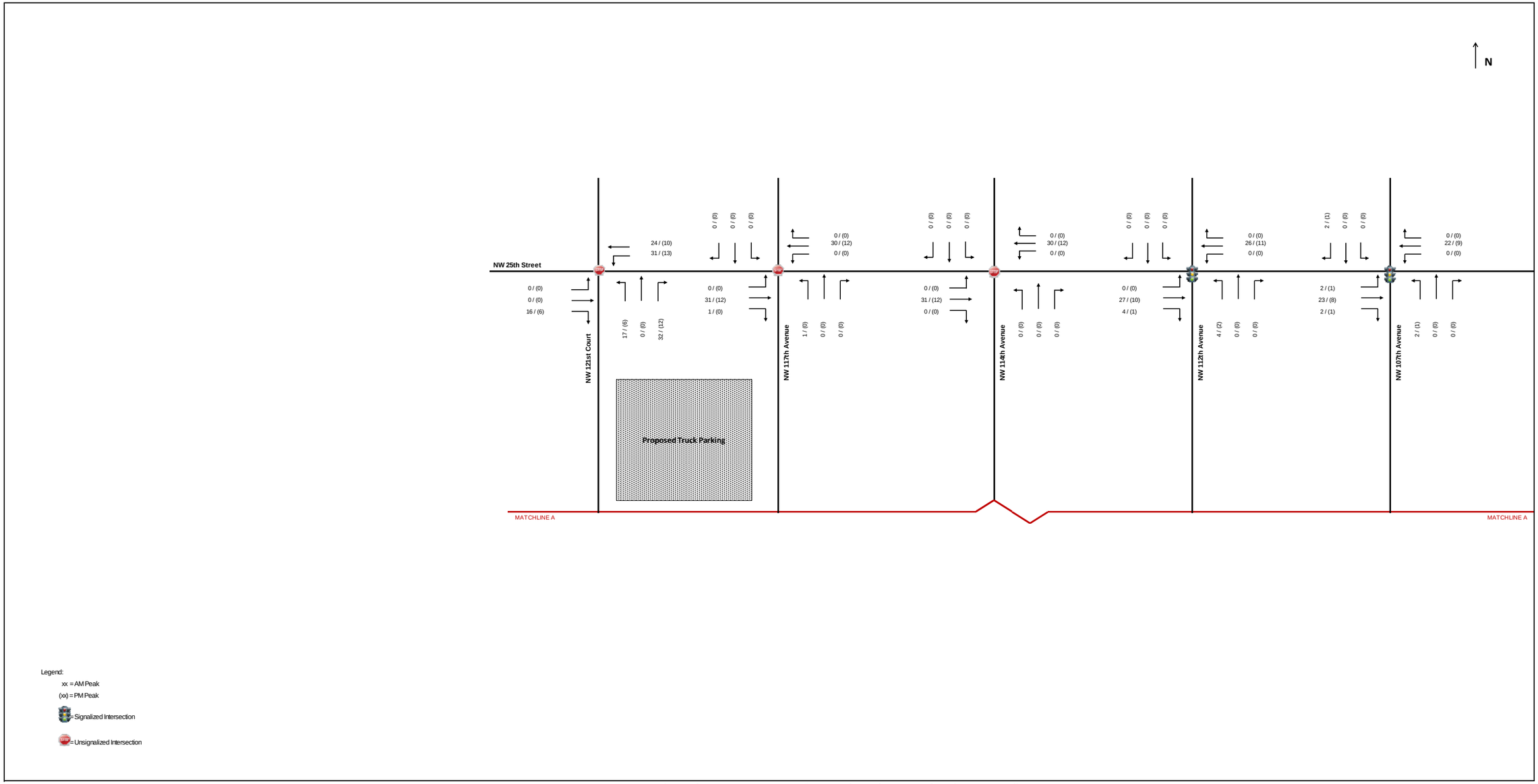



Figure 4-8: Design Year (2038) Trip Assignment for Truck Parking Facility (Continued)

## 4.3 Background Traffic Conditions

Background traffic consists of the traffic volumes forecasted to the Opening Year (2018) or Design (2038) and traffic generated by approved developments in the vicinity. The background traffic will be utilized for both the No-Build and Build scenarios. Please note that Gannett Fleming did not obtain information pertaining to approved developments in the vicinity.

### 4.3.1 Growth Rate Calculations for Traffic Forecasting

#### 4.3.1.1 Historical Traffic Volume Data

Historical traffic volumes on the surrounding roadway network were obtained from FDOT's Florida Traffic Online 2012 data collected through count stations maintained by FDOT. Historical growth rates were calculated by utilizing the Trend Analysis Tool developed by FDOT. The Trend Analysis Tool has three types of historical trend analyses: linear, exponential, and decaying exponential. The growth rate from the best fitted curve (i.e., trend curve with the highest $R^2$ value) was selected for the growth rate calculation. The growth rates were disregarded when the historic trend analyses resulted in negative or zero growth rates. The Trend Analysis Tool output reports are included in Appendix J.

Table 4-3 shows the growth rates generated the regression analyses using the historical traffic volumes. The historical growth rate obtained for SR 90/SW 8$^{th}$ Street is 2.03%. This growth rate may apply for other roadways oriented in the east-west direction. The historical growth rates for NW 137$^{th}$ Avenue and NW 107$^{th}$ Avenue are 5.87% and -0.22%, respectively.

#### 4.3.1.2 Model Traffic Volume Data

Table 4-4 summarizes the compound annual growth rate obtained from the Southeast Florida Regional Planning Model (SERPM) 2005 and 2035 Models. 2005 and 2035 SERPM Model Daily Volumes are included in Appendix J.

#### 4.3.1.3 Recommended Growth Rate

Table 4-5 compares the growth rates from the historical traffic data, and summarizes the compound annual growth rate obtained from the SERPM 2005 and 2035 models. Please note that growth rates were not calculated for some roadway segments and engineering judgment was utilized to provide a growth rate based on either case. Also, please note that an average rate was frequently utilized, except on those instances when the calculated growth rate was negative. A minimum growth rate of 1% was utilized for forecasting traffic volumes for the Opening (2018) and Design (2038) years.

### 4.3.2 Committed Trips

Gannett Fleming did not obtain information pertaining to approved developments in the vicinity.

### 4.3.3 Background Traffic

Traffic volume development worksheets utilized for calculating the background traffic based upon the recommended growth rates are included in Appendix K. Also, exhibits graphically depicting the background traffic volumes (i.e., future traffic without project traffic plus committed trips) in the AM and PM peak hours are included in Appendix K.

| PTMS | Description | Decaying Exponential | | Exponential | | Linear | | Growth Rate Based Upon Highest $R^2$ | Average AADT | Average Growth Rate | Weighted Average Growth Rate |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | $R^2$ | GR | $R^2$ | GR | $R^2$ | GR | | | | |
| 870088 | SR-90/US-41/SW 8th Street, 200' E of SW 137th Avenue | 54.68 | 1.89 | 56.69 | 1.66 | 56.93 | 1.86 | 1.89 | 51,500 | 2.14% | 2.03% |
| 870089 | SR-90/US-41/SW 8th Street, 1,000' W of SW 137th Avenue | 50.10 | 2.90 | 68.54 | 3.18 | 68.82 | 3.57 | 3.57 | 58,000 | | |
| 870266 | SR-90/US-41/SW 8th Street, 0.12miles W of SW 139th Avenue | 87.18 | 3.75 | 70.34 | 3.23 | 70.30 | 3.42 | 3.75 | 48,700 | | |
| 872561 | SR-90/US-41/SW 8th Street, 0.25 miles W of 122nd Avenue | 6.29 | -0.48 | 12.69 | -0.64 | 12.60 | -0.63 | -0.64 | 62,500 | | |
| | | | | | | | | | | | |
| 872509 | SW 137th Avenue, 500' N of SR-90/US-41/SW 8th Street | 94.82 | 5.87 | 82.10 | 5.53 | 83.45 | 5.76 | 5.87 | 44,000 | 2.83% | 2.41% |
| 871218 | SR-985/NW 107th Avenue, 200' N of NW 7th Street | 0.12 | 0.08 | 1.37 | -0.22 | 0.83 | -0.17 | -0.22 | 58,000 | | |

Notes:
(1) Source: FDOT's Florida Traffic Online (2012)
(2) GR=Growth Rate

Table 4-3: Historical Growth Rates per Regression Type, FDOT Count Stations

| Regression Type | NW 87th Avenue, S. of NW 33rd Street (PTMS 877051) | NW 25th Street, W. of NW 84th Avenue (PTMS 877026) |
|---|---|---|
| Linear | 0.95%, R2=53% | 2.85%, R2=52% |
| Exponential | 0.93%, R2=52% | 2.74%, R2=52% |
| Decaying Exponential | 0.80%, R2=35% | 2.84%, R2=54% |

| Annual Growth Rates | | | | | |
|---|---|---|---|---|---|
| Roadway | Segments | 2005 Volume | 2035 Volume | Compound Annual Growth Rates | Averages |
| NW 12th Street | NW 137th Avenue to NW 132nd Avenue | 22,054 | 15,269 | -1.22% | 0.01% |
| | NW 132nd Avenue to NW 127th Avenue | 36,800 | 37,519 | 0.06% | |
| | NW 127th Avenue to SB SR 821/HEFT | 53,620 | 53,838 | 0.01% | |
| | SB SR 821/HEFT to NB SR 821/HEFT | 51,232 | 53,942 | 0.17% | |
| | NB SR 821/HEFT to NW 111th Avenue | 48,502 | 54,597 | 0.40% | |
| | NW 111th Avenue to NW 107th Avenue | 34,476 | 41,498 | 0.62% | |
| NW 25th Street | NW 117th Avenue to NW 112th Avenue | 7,732 | 29,130 | 4.52% | 4.08% |
| | NW 112th Avenue to NW 110th Avenue | 5,723 | 28,021 | 5.44% | |
| | NW 110th Avenue to NW 107th Avenue | 18,889 | 37,041 | 2.27% | |
| | NW 137th Avenue to NW 127th Avenue | - | 33,090 | - | |
| | NW 127th Avenue to NW 117th Avenue | - | 44,770 | - | |
| NW 107th Avenue | EB SR 836 On-Ramp to WB SR 836 Off-Ramp | 74,312 | 85,039 | 0.45% | 0.43% |
| | WB SR 836 Off-Ramp to NW 12th Street | 85,932 | 97,046 | 0.41% | |
| NW 122nd Avenue | SW 2nd Street to NW 6th Street | 3,432 | 8,111 | 2.91% | 2.91% |
| NW 127th Avenue | SW 8th Street to NW 6th Street | 9604 | 21646 | 2.75% | 3.96% |
| | NW 6th Street to NW 12th Street | 22225 | 24720 | 0.36% | |
| | NW 12th Street to NW 25th Street | 1389 | 17349 | 8.78% | |
| NW 137th Avenue | SW 8th Street to SR 836 Extension | 22561 | 81746 | 4.38% | 3.81% |
| | SR 836 Extension to NW 12th Street | 21831 | 56808 | 3.24% | |

Table 4-4: Historical Growth Rates per SERPM

| Roadway | Growth Rate | | |
|---|---|---|---|
| | Historical | SERPM | Recommended |
| SR 90/SW 8th Street | 2.03% | - | 2.03% |
| NW 6th Street | - | - | 1.00% |
| NW 12th Street | 2.03% | 0.01% | 2.03% |
| NW 25th Street | 2.03% | 4.08% | 3.06% |
| NW 107th Avenue | -0.22% | 0.43% | 1.00% |
| NW 112th Avenue | - | - | 1.00% |
| NW 114th Avenue | - | - | 1.00% |
| NW 117th Avenue | - | - | 1.00% |
| NW 122nd Avenue | 2.41% | 2.91% | 2.66% |
| NW 124th Path | - | - | 2.35% |
| NW 127th Avenue | 2.41% | 3.96% | 3.19% |
| NW 137th Avenue | 5.87% | 4.38% | 5.13% |

Table 4-5: Recommended Growth Rates

## 4.4 Total Traffic Conditions

Total traffic consists of the background traffic and the expected traffic to be generated by the project. The total traffic is utilized for analyzing the Build scenario only. Appendix K contains exhibits graphically depicting the total traffic for the Build Scenario in the Opening (2018) and Design (2038) years.

## 4.5 Operational Analyses of Future Traffic Conditions

LOS analyses for the signalized intersections and roadway segments along the study corridor under the No-Build and Build scenarios were conducted by using Synchro 8.0. Synchro output reports for the No-Build and Build scenarios are included in Appendix L and Appendix M, respectively.

### 4.5.1 No-Build Scenario

#### 4.5.1.1 Intersection Level of Service

Tables 4-6 and 4-7 summarize the LOS and delay at the study intersections during the AM and PM peak hours for the No-Build scenario in the opening (2018) and design (2038) years. The following study intersections will operate at LOS E or F:

- Opening Year
  - AM Peak:
    - NW 12th Street at NW 137th Avenue (LOS E)
    - NW 12th Street at NW 127th Avenue (LOS F)
    - NW 12th Street at NW 107th Avenue (LOS F)
    - Stop controlled approaches to the intersection of NW 25th Street with NW 121st Court, NW 117th Avenue and NW 114th Avenue
    - NW 25th Street at NW 107th Avenue (LOS E)
    - NW 107th Avenue at eastbound SR 836 Off-Ramp (LOS F)
    - SR 90 at SW 122nd Avenue (LOS F)

  - PM Peak:
    - NW 12th Street at NW 127th Avenue (LOS F)
    - NW 12th Street at NW 107th Avenue (LOS F)
    - Stop controlled approaches to the intersection of NW 25th Street with NW 117th Avenue and NW 114th Avenue
    - NW 25th Street at NW 112th Avenue (LOS F)
    - NW 25th Street at NW 107th Avenue (LOS E)
    - SR 90 at SW 122nd Avenue (LOS F)

- Design Year
  - AM Peak:
    - NW 12th Street at NW 137th Avenue (LOS F)
    - NW 12th Street at NW 127th Avenue (LOS F)
    - NW 12th Street at NW 124th Path (LOS F)
    - NW 12th Street at NW 107th Avenue (LOS F)
    - NW 25th Street at NW 117th Avenue (LOS F)
    - Stop controlled approaches to the intersection of NW 25th Street with NW 114th Avenue
    - NW 25th Street at NW 121st Court (LOS E)
    - NW 25th Street at NW 112th Avenue (LOS F)
    - NW 25th Street at NW 107th Avenue (LOS F)
    - NW 107th Avenue at westbound and eastbound SR 836 Off-Ramps (LOS F)
    - Stop controlled approaches to NW 122nd Avenue at NW 6th Street
    - SR 90 at SW 122nd Avenue (LOS F)

  - PM Peak:
    - NW 12th Street at NW 137th Avenue (LOS F)
    - NW 12th Street at NW 127th Avenue (LOS F)
    - NW 12th Street at northbound SR 821/HEFT ramps (LOS E)
    - NW 12th Street at NW 107th Avenue (LOS F)
    - NW 25th Street at NW 117th Avenue (LOS F)
    - Stop controlled approaches to the intersection of NW 25th Street with NW 114th Avenue
    - NW 25th Street at NW 112th Avenue (LOS F)
    - NW 25th Street at NW 107th Avenue (LOS F)
    - NW 107th Avenue at westbound SR 836 Off-Ramp (LOS E)
    - Stop controlled approaches to NW 122nd Avenue at NW 6th Street
    - SR 90 at SW 122nd Avenue (LOS F)

| Intersection | Traffic Control | Peak Hour | Approach | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | EB | | WB | | NB | | SB | | INTERSECTION | |
| | | | LOS | DELAY | LOS | DELAY | LOS | DELAY | LOS | DELAY | LOS | DELAY |
| NW 12th Street at NW 137th Avenue[1] | Signalized | AM | F | 86.3 | D | 53.9 | E | 71.1 | B | 17.5 | E | 67.6 |
| | | PM | D | 43.3 | E | 62.3 | B | 17.4 | C | 27.2 | D | 38.5 |
| NW 12th Street at NW 127th Avenue[1] | Signalized | AM | F | 96.8 | E | 79.1 | F | 142.4 | D | 45.0 | F | 104.1 |
| | | PM | C | 27.2 | F | 152.6 | C | 30.6 | F | 85.1 | F | 102.8 |
| NW 12th Street at NW 124th Path[1] | Signalized | AM | B | 19.4 | A | 8.0 | F | 97.3 | - | - | C | 24.4 |
| | | PM | B | 18.7 | B | 13.8 | C | 34.4 | - | - | B | 15.7 |
| NW 12th Street at SB SR 821/HEFT[1] | Signalized | AM | B | 14.8 | C | 29.2 | - | - | C | 30.8 | C | 24.6 |
| | | PM | A | 4.6 | A | 8.1 | - | - | D | 38.9 | B | 12.8 |
| NW 12th Street at NB SR 821/HEFT[1] | Signalized | AM | B | 15.7 | C | 31.6 | - | - | D | 35.4 | C | 23.9 |
| | | PM | D | 36.4 | B | 18.2 | - | - | D | 38.0 | C | 23.7 |
| NW 12th Street at NW 107th Avenue[1] | Signalized | AM | F | 149.3 | E | 63.9 | F | 119.5 | D | 53.5 | F | 113.0 |
| | | PM | F | 477.8 | F | 152.1 | C | 31.3 | D | 42.3 | F | 153.9 |
| NW 25th Street at 117th Avenue | Unsignalized | AM | - | - | - | - | - | - | - | - | - | - |
| | | PM | - | - | - | - | - | - | - | - | - | - |
| NW 25th Street at NW 114th Avenue | Unsignalized | AM | - | - | - | - | E | 35.8 | F | 67.1 | - | - |
| | | PM | - | - | - | - | F | 51.6 | F | 211.6 | - | - |
| NW 25th Street at NW 121st Court[1] | Unsignalized | AM | - | - | - | - | F | 173.8 | - | - | - | - |
| | | PM | - | - | - | - | D | 34.0 | - | - | - | - |
| NW 25th Street NW 112th Avenue[1] | Signalized | AM | C | 34.3 | B | 19.4 | D | 35.4 | D | 36.9 | C | 31.1 |
| | | PM | B | 15.8 | B | 18.3 | C | 31.2 | F | 303.1 | F | 110 |
| NW 25th Street at NW 107th Avenue[1] | Signalized | AM | F | 93.0 | E | 78.5 | E | 58.5 | E | 55.4 | E | 69.1 |
| | | PM | E | 57.0 | F | 140.7 | D | 45.4 | D | 53.2 | E | 78.2 |
| NW 107th Avenue at SB NW 107th Avenue On-Ramp to WB SR 836[1] | Signalized | AM | - | - | - | - | C | 22.2 | B | 18.8 | C | 21.2 |
| | | PM | - | - | - | - | D | 45.1 | A | 0.1 | B | 18.3 |
| NW 107th Avenue at WB SR 836 Off-Ramp[2] | Signalized | AM | - | - | F | 214.0 | B | 19.0 | B | 10.3 | D | 46.9 |
| | | PM | - | - | F | 93.4 | B | 10.8 | A | 5.4 | B | 18.5 |
| NW 107th Avenue at EB SR 836 Off-Ramp[2] | Signalized | AM | D | 43.4 | - | - | F | 319.3 | C | 21.0 | F | 114.4 |
| | | PM | E | 71.3 | - | - | A | 6.2 | B | 11.7 | B | 13.4 |
| NW 122nd Avenue at NW 6th Street[1] | Unsignalized | AM | C | 17.0 | B | 14.5 | C | 17.4 | C | 18.9 | C | 17.1 |
| | | PM | B | 12.1 | C | 22.6 | C | 15.2 | B | 12.7 | C | 17.0 |
| SW 122nd Avenue at SR 90[2] | Signalized | AM | F | 104.1 | D | 45.8 | F | 1347.4 | F | 168.7 | F | 436.4 |
| | | PM | F | 100.4 | F | 134.9 | E | 66.1 | E | 73.1 | F | 108.7 |

Notes:
(1) Operational analysis was based on the HCM 2010 methodology.
(2) Operational analysis was based on the HCM 2000 methodology because the HCM 2010 methodology did not support the laneage or phasing of the intersection.

Table 4-6: Summary of Intersection Level of Service during the AM and PM Peak Hours, No-Build Scenario in Opening Year (2018)

| Intersection | Traffic Control | Peak Hour | Approach | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | EB | | WB | | | | SB | | INTERSECTION | |
| | | | LOS | DELAY | LOS | DELAY | LOS | DELAY | LOS | DELAY | LOS | DELAY |
| NW 12th Street at NW 137th Avenue[1] | Signalized | AM | F | 86.9 | E | 59.3 | F | 652.3 | B | 19.3 | F | 588.9 |
| | | PM | F | 82.3 | F | 124.3 | C | 27.7 | F | 287.6 | F | 161.4 |
| NW 12th Street at NW 127th Avenue[1] | Signalized | AM | F | 353.4 | F | 160.4 | F | 393.8 | E | 57.6 | F | 322.3 |
| | | PM | F | 198.4 | F | 219.9 | F | 88.2 | F | 254.0 | F | 214.8 |
| NW 12th Street at NW 124th Path[1] | Signalized | AM | F | 250.5 | B | 12.2 | F | 231.2 | - | - | F | 203.2 |
| | | PM | B | 14.1 | E | 61.2 | E | 72.2 | - | - | D | 48 |
| NW 12th Street at SB SR 821/HEFT[1] | Signalized | AM | D | 35.9 | D | 38.3 | | | D | 43.3 | D | 39.5 |
| | | PM | B | 11.7 | B | 13.0 | - | - | D | 40.2 | B | 17.5 |
| NW 12th Street at NB SR 821/HEFT[1] | Signalized | AM | C | 29.3 | D | 42.2 | | | E | 67.4 | D | 41.9 |
| | | PM | F | 92.9 | D | 47.6 | - | - | F | 183.8 | E | 74.6 |
| NW 12th Street at NW 107th Avenue[1] | Signalized | AM | F | 328.7 | F | 109.5 | F | 225.8 | D | 39.6 | F | 220.1 |
| | | PM | F | 871.9 | F | 435.6 | D | 52.0 | E | 61.4 | F | 336.2 |
| NW 25th Street at 117th Avenue | Signalized | AM | F | 176.6 | E | 60.9 | D | 53.6 | F | 240 | F | 159.9 |
| | | PM | F | 183.1 | F | 313.3 | E | 58.8 | F | 599.4 | F | 300.6 |
| NW 25th Street at NW 114th Avenue | Unsignalized | AM | - | - | - | - | F | 809.1 | F | 1,999.6 | - | - |
| | | PM | - | - | - | - | F | 2,008.1 | F | 10,502.5 | - | - |
| NW 25th Street at NW 121st Court[1] | Signalized | AM | E | 72.1 | C | 24.3 | F | 82.4 | - | - | E | 62.7 |
| | | PM | A | 3.4 | C | 26.2 | F | 81.8 | - | - | C | 20.2 |
| NW 25th Street NW 112th Avenue[1] | Signalized | AM | F | 170.6 | F | 92.7 | F | 201 | F | 142.3 | F | 148.9 |
| | | PM | C | 25.7 | F | 136.9 | E | 61.0 | F | 264.9 | F | 143.6 |
| NW 25th Street at NW 107th Avenue[1] | Signalized | AM | F | 593.9 | F | 242.2 | F | 91.8 | E | 70.7 | F | 273.7 |
| | | PM | F | 205.4 | F | 600.6 | E | 55.1 | F | 93.9 | F | 294.7 |
| NW 107th Avenue at SB NW 107th Avenue On-Ramp to WB SR 836[1] | Signalized | AM | - | - | - | - | D | 41.8 | B | 16.3 | D | 35.5 |
| | | PM | - | - | - | - | E | 79.0 | A | 1.7 | C | 33.0 |
| NW 107th Avenue at WB SR 836 Off-Ramp[2] | Signalized | AM | - | - | F | 343.2 | D | 49.2 | B | 14.5 | F | 85.9 |
| | | PM | - | - | F | 199.2 | B | 12.2 | D | 54.4 | E | 61.3 |
| NW 107th Avenue at EB SR 836 Off-Ramp[2] | Signalized | AM | F | 235.5 | - | - | F | 753.8 | F | 103.9 | F | 328.4 |
| | | PM | F | 85.9 | - | - | C | 20.4 | F | 148.2 | F | 127.5 |
| NW 122nd Avenue at NW 6th Street[1] | Unsignalized | AM | E | 45.4 | D | 27.4 | F | 73.9 | F | 74.3 | F | 57.9 |
| | | PM | C | 20.4 | F | 71.3 | F | 71.7 | D | 28.3 | F | 53.2 |
| SW 122nd Avenue at SR 90[2] | Signalized | AM | F | 341.7 | F | 81.1 | F | 2,608.5 | F | 551.9 | F | 984.9 |
| | | PM | F | 300.7 | F | 377.8 | F | 205.9 | F | 456.3 | F | 348.5 |

Notes:
(1) Operational analysis was based on the HCM 2010 methodology.
(2) Operational analysis was based on the HCM 2000 methodology because the HCM 2010 methodology did not support the laneage or phasing of the intersection.

Table 4-7: Summary of Intersection Level of Service during the AM and PM Peak Hours, No-Build Scenario in Design Year (2038)

#### 4.5.1.2 Static Link Analyses

Static link analyses for the No-Build scenario were performed by utilizing FDOT's 2012 Generalized Peak Hour Directional LOS Table. The 2012 Generalized LOS Tables are included in Appendix H.

Table 4-8 presents a summary of the link analyses for the No-Build scenario (i.e., background traffic volumes). The static link analyses indicate that most of the roadway segments operate at LOS D or better in the Opening Year (2018), but this level of operations decreases in the Design Year (2038). The following roadway segments exhibit a decrease in the LOS when compared to that of the Base Year:

- Opening Year:
  - Southbound NW 122nd Avenue between SW 8th Street and NW 6th Street during the AM and PM peak hours
  - Westbound NW 25th Street between NW 117th Avenue and NW 114th Avenue during the PM peak hour
  - Westbound NW 25th Street between NW 114th Avenue and NW 112th Avenue during the PM peak hour
- Design Year:
  - Westbound NW 12th Street between NW 137th Avenue and NW 127th Avenue during the PM peak hour
  - Eastbound NW 12th Street between northbound SR 821/HEFT and NW 107th Avenue in the AM peak hour
  - Southbound NW 122nd Avenue between SW 8th Street and NW 6th Street during the AM and PM peak hours, and in the northbound during the PM peak hour
  - Eastbound NW 25th Street between NW 121st Court and NW 117th Avenue during both the AM and PM peak hours, and in the westbound direction during the PM peak hour
  - Eastbound and westbound NW 25th Street between NW 117th Avenue and NW 114th Avenue during the AM and PM peak hours, respectively
  - Eastbound and westbound NW 25th Street between NW 114th Avenue and NW 112th Avenue during the AM and PM peak hours, respectively

| Description | Dir. | Number of Lanes | Speed Limit | FDOT Class | Adopted LOS | Adj. Max. Volume for LOS D | Base Year (2013) | | | | Opening Year (2018) | | | | Design Year (2038) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | AM | PM | AM LOS[1] | PM LOS[1] | AM | PM | AM LOS[1] | PM LOS[1] | AM | PM | AM LOS[1] | PM LOS[1] |
| NW 12th Street between NW 137th Avenue and NW 127th Avenue | EB | 2D | 40 | 1 | D | 1,800 | 1,928 | 583 | F | C | 2,235 | 680 | F | C | 4,146 | 1,297 | F | C |
| | WB | 2D | 40 | 1 | D | 1,800 | 329 | 1328 | C | C | 364 | 1,469 | C | C | 545 | 2,195 | C | F |
| NW 12th Street between NW 127th Avenue and NW 124th Path | EB | 2D | 40 | 1 | D | 1,800 | 2,096 | 850 | F | C | 2,317 | 941 | F | C | 3,463 | 1,405 | F | C |
| | WB | 2D | 40 | 1 | D | 1,800 | 570 | 1,892 | C | F | 631 | 2,092 | C | F | 945 | 3,128 | C | F |
| NW 12th Street between NW 124th Path and NW 122nd Avenue | EB | 2D | 40 | 1 | D | 1,800 | 2,304 | 863 | F | C | 2,550 | 955 | F | C | 3,824 | 1,430 | F | C |
| | WB | 2D | 40 | 1 | D | 1,800 | 562 | 2,069 | C | F | 621 | 2,288 | C | F | 929 | 3,420 | C | F |
| NW 12th Street between NW 122nd Avenue and SB SR 821/HEFT | EB | 2D | 40 | 1 | D | 1,800 | 2,304 | 863 | F | C | 2,548 | 954 | F | C | 3,808 | 1,426 | F | C |
| | WB | 2D | 40 | 1 | D | 1,800 | 562 | 2,091 | C | F | 621 | 2,312 | C | F | 929 | 3,456 | C | F |
| NW 12th Street between SB SR 821/HEFT and NB SR 821/HEFT | EB | 3D | 40 | 1 | D | 2,718 | 3,129 | 1,205 | F | C | 3,461 | 1,332 | F | C | 5,172 | 1,991 | F | C |
| | WB | 3D | 40 | 1 | D | 2,718 | 344 | 1,475 | C | C | 381 | 1,631 | C | C | 569 | 2,437 | C | C |
| NW 12th Street between NB SR 821/HEFT and NW 107th Avenue | EB | 3D | 40 | 1 | D | 2,718 | 2,148 | 1,370 | C | C | 2,376 | 1,515 | C | C | 3,550 | 2,264 | F | C |
| | WB | 3D | 40 | 1 | D | 2,718 | 478 | 1,595 | C | C | 519 | 1,748 | C | C | 724 | 2,529 | C | C |
| NW 122nd Avenue between SW 8th Street and NW 6th Street | NB | 1U | 30 | 2 | D | 675 | 743 | 564 | F | D | 835 | 633 | F | D | 1,334 | 1,009 | F | F |
| | SB | 1U | 30 | 2 | D | 675 | 663 | 647 | D | D | 747 | 737 | F | F | 1,218 | 1,249 | F | F |
| NW 107th Avenue between WB SR 836 and NW 12th Street | NB | 3D | 40 | 1 | D | 2,718 | 3,599 | 2,020 | F | C | 3,783 | 2,123 | F | C | 4,616 | 2,590 | F | C |
| | SB | 3D | 40 | 1 | D | 2,718 | 1,227 | 3,564 | C | F | 1,302 | 3,793 | C | F | 1,659 | 4,888 | C | F |
| NW 25th Street between NW 121st Court and 117th Avenue | EB | 2D | 35 | 2 | D | 1,467 | 1,012 | 307 | D | C | 2,048 | 695 | F | D | 3,845 | 1,298 | F | D |
| | WB | 2D | 35 | 2 | D | 1,467 | 274 | 899 | C | D | 529 | 1,802 | C | F | 919 | 3,263 | D | F |
| NW 25th Street between 117th Avenue and 114th Avenue | EB | 2D | 40 | 1 | D | 1,800 | 1,399 | 369 | C | C | 1,635 | 429 | C | C | 3,054 | 786 | F | C |
| | WB | 2D | 40 | 1 | D | 1,800 | 443 | 1,539 | C | C | 518 | 1,798 | C | D | 973 | 3,360 | C | F |
| NW 25th Street between 114th Avenue and 112th Avenue | EB | 2U | 40 | 1 | D | 1,800 | 1,387 | 452 | C | C | 1,622 | 523 | C | C | 3,041 | 949 | F | C |
| | WB | 2U | 40 | 1 | D | 1,800 | 560 | 1,529 | C | C | 646 | 1,758 | C | D | 1,158 | 3,108 | C | F |
| NW 25th Street between 112th Avenue and 107th Avenue | EB | 2U | 40 | 1 | D | 1,800 | 1,315 | 613 | C | C | 1,524 | 702 | C | C | 2,775 | 1,231 | F | C |
| | WB | 2U | 40 | 1 | D | 1,800 | 758 | 1,324 | C | C | 865 | 1,528 | C | C | 1,492 | 2,741 | C | F |

Note: (1) FDOT's Generalized LOS Table cannot achieve LOS B by using table input value defaults.

Table 4-8: Summary of Static Link Analyses of Peak Hour Directional Volumes, No-Build Scenario

## 4.5.2 Build Scenario

### 4.5.2.1 Intersection Level of Service

Tables 4-9 and 4-10 summarize the LOS and delay at the study intersections during the AM and PM peak hours for the Build scenario in the Opening (2018) and Design (2038) years. The following study intersections will operate at LOS E or F:

- Opening Year
  - AM Peak:
    - NW 12th Street at NW 137th Avenue (LOS E)
    - NW 12th Street at NW 127th Avenue (LOS F)
    - NW 12th Street at NW 107th Avenue (LOS F)
    - NW 25th Street at NW 121st Court (LOS F)
    - NW 25th Street at NW 107th Avenue (LOS E)
    - SR 90 at SW 122nd Avenue (LOS F)
  - PM Peak:
    - NW 12th Street at NW 127th Avenue (LOS F)
    - NW 12th Street at NW 107th Avenue (LOS F)
    - NW 25th Street at NW 121st Court (LOS F)
    - NW 25th Street at NW 112th Avenue (LOS F)
    - NW 25th Street at NW 107th Avenue (LOS E)
    - SR 90 at SW 122nd Avenue (LOS F)

Design Year

- AM Peak:
  - NW 12th Street at NW 137th Avenue (LOS F)
  - NW 12th Street at NW 127th Avenue (LOS F)
  - NW 12th Street at NW 124th Path (LOS F)
  - NW 12th Street at NW 107th Avenue (LOS F)
  - NW 25th Street at NW 117th Avenue (LOS F)
  - NW 25th Street at NW 121st Court (LOS F)
  - NW 25th Street at NW 112th Avenue (LOS F)
  - NW 25th Street at NW 107th Avenue (LOS F)
  - NW 107th Avenue at westbound SR 836 Off-Ramp (LOS F)
  - NW 122nd Avenue at NW 6th Street (LOS F)
  - SR 90 at SW 122nd Avenue (LOS F)
- PM Peak:
  - NW 12th Street at NW 137th Avenue (LOS F)
  - NW 12th Street at NW 127th Avenue (LOS F)
  - NW 12th Street at northbound SR 821/HEFT ramps (LOS E)
  - NW 12th Street at NW 107th Avenue (LOS F)
  - NW 25th Street at NW 117th Avenue (LOS F)
  - NW 25th Street at NW 112th Avenue (LOS F)
  - NW 25th Street at NW 107th Avenue (LOS F)
  - NW 107th Avenue at westbound SR 836 Off-Ramp (LOS E)
  - NW 122nd Avenue at NW 6th Street (LOS F)
  - SR 90 at SW 122nd Avenue (LOS F)

| Intersection | Traffic Control | Peak Hour | Approach | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | EB | | WB | | NB | | SB | | INTERSECTION | |
| | | | LOS | DELAY | LOS | DELAY | LOS | DELAY | LOS | DELAY | LOS | DELAY |
| NW 12th Street at NW 137th Avenue[2] | Signalized | AM | F | 86.3 | D | 54.2 | E | 72 | B | 17.5 | E | 68.4 |
| | | PM | D | 43.3 | E | 64.6 | B | 17.4 | C | 27.2 | D | 39.4 |
| NW 12th Street at NW 127th Avenue[1] | Signalized | AM | F | 95.9 | F | 98.8 | F | 155.2 | D | 47.6 | F | 109.7 |
| | | PM | C | 27.3 | F | 158.6 | C | 30.7 | F | 85.2 | F | 105.6 |
| NW 12th Street at NW 124th Path[2] | Signalized | AM | C | 22.3 | A | 8 | F | 97.7 | - | - | C | 26.3 |
| | | PM | B | 18.7 | B | 14.1 | C | 34.4 | - | - | B | 16 |
| NW 12th Street at Park-and-Ride Facility[2] | Signalized | AM | A | 4.5 | A | 3.0 | - | - | D | 49.7 | A | 4.9 |
| | | PM | A | 2.8 | B | 19.2 | - | - | D | 48.7 | B | 14.9 |
| NW 12th Street at SB SR 821/HEFT[1] | Signalized | AM | B | 14 | C | 33.2 | - | - | C | 33.7 | C | 25.4 |
| | | PM | A | 4.9 | A | 8.2 | - | - | D | 38.9 | B | 12.8 |
| NW 12th Street at NB SR 821/HEFT[1] | Signalized | AM | B | 13.6 | C | 25.1 | - | - | C | 30.7 | C | 20.4 |
| | | PM | D | 36.5 | B | 19.3 | - | - | D | 37.8 | C | 24.6 |
| NW 12th Street at NW 107th Avenue[1] | Signalized | AM | F | 131.3 | E | 68.1 | F | 133.4 | D | 37.3 | F | 113.4 |
| | | PM | F | 484.5 | F | 157.8 | C | 33.4 | D | 42.2 | F | 157.6 |
| NW 25th Street at 117th Avenue[1] | Signalized | AM | - | - | - | - | - | - | - | - | - | - |
| | | PM | - | - | - | - | - | - | - | - | - | - |
| NW 25th Street at NW 114th Avenue | Unsignalized | AM | - | - | - | - | E | 38.3 | F | 74.2 | - | - |
| | | PM | - | - | - | - | F | 53.9 | F | 220.7 | - | - |
| NW 25th Street at NW 121st Court[1] | Signalized | AM | - | - | - | - | F | 357.7 | - | - | - | - |
| | | PM | - | - | - | - | E | 36.9 | - | - | - | - |
| NW 25th Street NW 112th Avenue[1] | Signalized | AM | C | 34.9 | B | 18.3 | D | 38.2 | C | 32.6 | C | 30.8 |
| | | PM | B | 15.9 | B | 18.5 | C | 31.2 | F | 303.1 | F | 109.4 |
| NW 25th Street at NW 107th Avenue[1] | Signalized | AM | E | 73.3 | F | 85.4 | D | 44.3 | D | 53.6 | E | 60.0 |
| | | PM | E | 57.5 | F | 144 | D | 45.7 | D | 53.8 | E | 79.5 |
| NW 107th Avenue at SB NW 107th Avenue On-Ramp to WB SR 836[1] | Signalized | AM | - | - | - | - | B | 11.8 | C | 25.6 | B | 15.2 |
| | | PM | - | - | - | - | D | 45.1 | A | 0.2 | B | 18.3 |
| NW 107th Avenue at WB SR 836 Off-Ramp[2] | Signalized | AM | - | - | F | 216 | B | 19.1 | B | 10.3 | D | 47.3 |
| | | PM | - | - | F | 94.5 | B | 10.9 | A | 5.5 | B | 18.7 |
| NW 107th Avenue at EB SR 836 Off-Ramp[2] | Signalized | AM | F | 43.4 | - | - | F | 322.6 | C | 21.0 | F | 115.5 |
| | | PM | E | 71.3 | - | - | A | 6.2 | B | 11.7 | B | 13.4 |
| NW 122nd Avenue at NW 6th Street | Unsignalized | AM | C | 17 | B | 14.5 | C | 17.4 | C | 18.9 | C | 17.1 |
| | | PM | B | 12.1 | C | 22.6 | C | 15.2 | B | 12.7 | C | 17 |
| SW 122nd Avenue at SR 90[2] | Signalized | AM | F | 104.1 | D | 45.8 | F | 1347.4 | F | 168.7 | F | 436.4 |
| | | PM | F | 100.4 | F | 134.9 | E | 66.1 | E | 73.1 | F | 108.7 |

Notes:
(1) Operational analysis was based on the HCM 2010 methodology.
(2) Operational analysis was based on the HCM 2000 methodology because the HCM 2010 methodology did not support the laneage or phasing of the intersection.

Table 4-9: Summary of Intersection Level of Service during the AM and PM Peak Hours, Build Scenario in Opening Year (2018)

| Intersection | Traffic Control | Peak Hour | Approach | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | EB | | WB | | NB | | SB | | INTERSECTION | |
| | | | LOS | DELAY | LOS | DELAY | LOS | DELAY | LOS | DELAY | LOS | DELAY |
| NW 12th Street at NW 137th Avenue[2] | Signalized | AM | F | 86.9 | E | 60.1 | F | 656.4 | B | 19.3 | F | 591.6 |
| | | PM | F | 82.3 | F | 128.4 | C | 27.8 | F | 287.6 | F | 162.0 |
| NW 12th Street at NW 127th Avenue[1] | Signalized | AM | F | 363.1 | F | 162.0 | F | 395.8 | E | 73.2 | F | 327.3 |
| | | PM | F | 206.1 | F | 225.4 | F | 89.5 | F | 254.2 | F | 218.6 |
| NW 12th Street at NW 124th Path[2] | Signalized | AM | F | 258.4 | B | 12.3 | F | 231.2 | - | - | F | 207.7 |
| | | PM | B | 14.5 | E | 64.9 | E | 72.2 | - | - | D | 50.6 |
| NW 12th Street at Park-and-Ride Facility[2] | Signalized | AM | F | 203.0 | A | 5.4 | - | - | D | 48.3 | F | 160.2 |
| | | PM | A | 4.1 | F | 206.2 | - | - | D | 48.4 | F | 145.6 |
| NW 12th Street at SB SR 821/HEFT[1] | Signalized | AM | D | 40.8 | D | 39.6 | - | - | D | 43.3 | D | 41.6 |
| | | PM | B | 14.8 | B | 17.7 | - | - | D | 40.2 | C | 20.9 |
| NW 12th Street at NB SR 821/HEFT[1] | Signalized | AM | C | 31.2 | D | 43.3 | - | - | E | 66.9 | D | 43.0 |
| | | PM | F | 92.2 | D | 50.4 | - | - | F | 201.3 | E | 79.5 |
| NW 12th Street at NW 107th Avenue[1] | Signalized | AM | F | 333.3 | F | 111.9 | F | 226.0 | D | 39.4 | F | 221.9 |
| | | PM | F | 882.5 | F | 440.6 | E | 55.2 | E | 61.3 | F | 341.8 |
| NW 25th Street at 117th Avenue[1] | Signalized | AM | F | 186.8 | E | 65.7 | D | 53.6 | F | 239.9 | F | 167.6 |
| | | PM | F | 180.0 | F | 318.6 | E | 58.8 | F | 599.4 | F | 302.7 |
| NW 25th Street at NW 114th Avenue | Unsignalized | AM | - | - | - | - | F | 813.4 | F | 1999.6 | - | - |
| | | PM | - | - | - | - | F | 2367.1 | F | 10502.5 | - | - |
| NW 25th Street at NW 121st Court[1] | Signalized | AM | F | 110.6 | D | 37.0 | E | 79.8 | - | - | F | 94.0 |
| | | PM | A | 3.9 | C | 32.4 | F | 80.2 | - | - | C | 24.9 |
| NW 25th Street NW 112th Avenue[1] | Signalized | AM | F | 181.1 | F | 105.8 | F | 199.9 | F | 142.3 | F | 157.8 |
| | | PM | C | 25.3 | F | 141.6 | E | 61.0 | F | 264.9 | F | 145.4 |
| NW 25th Street at NW 107th Avenue[1] | Signalized | AM | F | 614.2 | F | 257.9 | F | 93.1 | E | 70.9 | F | 284.8 |
| | | PM | F | 212.8 | F | 607.5 | E | 55.3 | F | 94.9 | F | 299.1 |
| NW 107th Avenue at SB NW 107th Avenue On-Ramp to WB SR 836[1] | Signalized | AM | - | - | - | - | D | 42.1 | B | 16.4 | D | 35.7 |
| | | PM | - | - | - | - | E | 78.9 | A | 1.8 | C | 33.0 |
| NW 107th Avenue at WB SR 836 Off-Ramp[2] | Signalized | AM | - | - | F | 346.1 | D | 49.6 | B | 14.5 | F | 86.7 |
| | | PM | - | - | F | 202.3 | B | 12.2 | E | 55.4 | E | 62.3 |
| NW 107th Avenue at EB SR 836 Off-Ramp[2] | Signalized | AM | F | 235.5 | - | - | F | 759.2 | F | 105.5 | F | 331.0 |
| | | PM | F | 85.9 | - | - | C | 20.8 | F | 148.7 | F | 127.9 |
| NW 122nd Avenue at NW 6th Street | Unsignalized | AM | E | 45.4 | D | 27.4 | F | 73.9 | F | 74.3 | F | 57.9 |
| | | PM | C | 20.4 | F | 71.3 | F | 71.7 | D | 28.3 | F | 53.2 |
| SW 122nd Avenue at SR 90[2] | Signalized | AM | F | 341.7 | F | 81.1 | F | 2608.5 | F | 551.9 | F | 984.9 |
| | | PM | F | 300.7 | F | 377.8 | F | 205.9 | F | 456.3 | F | 348.5 |

Notes:
(1) Operational analysis was based on the HCM 2010 methodology.
(2) Operational analysis was based on the HCM 2000 methodology because the HCM 2010 methodology did not support the laneage or phasing of the intersection.

Table 4-10: Summary of Intersection Level of Service during the AM and PM Peak Hours, Build Scenario in Design Year (2038)

#### 4.5.2.2 Static Link Analyses

Table 4-11 presents a summary of the link analyses for the No-Build scenario (i.e., background traffic volumes). The static link analyses indicate that most of the roadway segments operate at LOS D of better in the Opening Year (2018), but this level of operations decreases in the Design Year (2038). The following roadway segments exhibit a decrease in the level of service when compared to that of the Base Year:

- Opening Year:
  - Southbound NW 122nd Avenue between SW 8th Street and NW 6th Street during the AM and PM peak hours
  - Westbound NW 25th Street between NW 117th Avenue and NW 114th Avenue during the PM peak hour
  - Westbound NW 25th Street between NW 114th Avenue and NW 112th Avenue during the PM peak hour

- Design Year:
  - Westbound NW 12th Street between NW 137th Avenue and NW 127th Avenue during the PM peak hour
  - Eastbound NW 12th Street between northbound SR 821/HEFT and NW 107th Avenue in the AM peak hour
  - Southbound NW 122nd Avenue between SW 8th Street and NW 6th Street during the AM and PM peak hours, and in the northbound during the PM peak hour
  - Eastbound NW 25th Street between NW 121st Court and NW 117th Avenue during both the AM and PM peak hours, and in the westbound direction during the PM peak hour
  - Eastbound and westbound NW 25th Street between NW 117th Avenue and NW 114th Avenue during the AM and PM peak hours, respectively
  - Eastbound and westbound NW 25th Street between NW 114th Avenue and NW 112th Avenue during the AM and PM peak hours, respectively

| Description | Dir. | Number of Lanes | Speed Limit | FDOT Class | Adopted LOS | Adj. Max. Volume for LOS D | Base Year (2013) | | | | Opening Year (2018) | | | | Design Year (2038) | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | AM | PM | AM LOS[1] | PM LOS[1] | AM | PM | AM LOS[1] | PM LOS[1] | AM | PM | AM LOS[1] | PM LOS[1] |
| NW 12th Street between NW 137th Avenue and NW 127th Avenue | EB | 2D | 40 | 1 | D | 1,800 | 1,928 | 583 | F | C | 2,248 | 691 | F | C | 4,170 | 1,317 | F | C |
| | WB | 2D | 40 | 1 | D | 1,800 | 329 | 1,328 | C | C | 376 | 1,480 | C | C | 563 | 2,212 | C | F |
| NW 12th Street between NW 127th Avenue and NW 124th Path | EB | 2D | 40 | 1 | D | 1,800 | 2,096 | 850 | F | C | 2,345 | 959 | F | C | 3,506 | 1,433 | F | C |
| | WB | 2D | 40 | 1 | D | 1,800 | 570 | 1,892 | C | F | 658 | 2,110 | C | F | 985 | 3,155 | C | F |
| NW 12th Street between NW 124th Path and NW 122nd Avenue | EB | 2D | 40 | 1 | D | 1,800 | 2,304 | 863 | F | C | 2,578 | 974 | F | C | 3,866 | 1,458 | F | C |
| | WB | 2D | 40 | 1 | D | 1,800 | 562 | 2,069 | C | F | 648 | 2,306 | C | F | 969 | 3,446 | C | F |
| NW 12th Street between NW 122nd Avenue and SB SR 821/HEFT | EB | 2D | 40 | 1 | D | 1,800 | 2,304 | 863 | F | C | 2,600 | 997 | F | C | 3,886 | 1,490 | F | C |
| | WB | 2D | 40 | 1 | D | 1,800 | 562 | 2,091 | C | F | 675 | 2,356 | C | F | 1,007 | 3,519 | C | F |
| NW 12th Street between SB SR 821/HEFT and NB SR 821/HEFT | EB | 3D | 40 | 1 | D | 2,718 | 3,129 | 1,205 | F | C | 3,492 | 1,359 | F | C | 5,219 | 2,031 | F | C |
| | WB | 3D | 40 | 1 | D | 2,718 | 344 | 1,475 | C | C | 426 | 1,670 | C | C | 631 | 2,491 | C | C |
| NW 12th Street between NB SR 821/HEFT and NW 107th Avenue | EB | 3D | 40 | 1 | D | 2,718 | 2,148 | 1,370 | C | C | 2,398 | 1,537 | C | C | 3,584 | 2,297 | F | C |
| | WB | 3D | 40 | 1 | D | 2,718 | 478 | 1,595 | C | C | 542 | 1,770 | C | C | 757 | 2,560 | C | C |
| NW 122nd Avenue between SW 8th Street and NW 6th Street | NB | 1U | 30 | 2 | D | 675 | 743 | 564 | F | D | 835 | 633 | F | D | 1,334 | 1,009 | F | F |
| | SB | 1U | 30 | 2 | D | 675 | 663 | 647 | D | D | 747 | 737 | F | F | 1,218 | 1,249 | F | F |
| NW 107th Avenue between WB SR 836 and NW 12th Street | NB | 3D | 40 | 1 | D | 2,718 | 3,599 | 2,020 | F | C | 3,791 | 2,131 | F | C | 4,625 | 2,599 | F | C |
| | SB | 3D | 40 | 1 | D | 2,718 | 1,227 | 3,564 | C | F | 1,310 | 3,801 | C | F | 1,669 | 4,898 | C | F |
| NW 25th Street between NW 121st Court and 117th Avenue | EB | 2D | 35 | 2 | D | 1,467 | 1,012 | 307 | D | C | 2,081 | 708 | F | D | 3,897 | 1,319 | F | D |
| | WB | 2D | 35 | 2 | D | 1467 | 274 | 899 | C | D | 573 | 1,820 | C | F | 1,001 | 3,297 | D | F |
| NW 25th Street between 117th Avenue and 114th Avenue | EB | 2D | 40 | 1 | D | 1,800 | 1,399 | 369 | C | C | 1,667 | 442 | C | C | 3,114 | 810 | F | C |
| | WB | 2D | 40 | 1 | D | 1,800 | 443 | 1,539 | C | C | 549 | 1,811 | C | F | 1,031 | 3,384 | C | F |
| NW 25th Street between 114th Avenue and 112th Avenue | EB | 2U | 40 | 1 | D | 1,800 | 1,387 | 452 | C | C | 1,654 | 535 | C | C | 3,101 | 972 | F | C |
| | WB | 2U | 40 | 1 | D | 1,800 | 560 | 1,529 | C | C | 677 | 1,771 | C | D | 1,215 | 3,133 | C | F |
| NW 25th Street b/w 112th Avenue and 107th Avenue | EB | 2U | 40 | 1 | D | 1,800 | 1,315 | 613 | C | C | 1,552 | 713 | C | C | 2,828 | 1,252 | F | C |
| | WB | 2U | 40 | 1 | D | 1,800 | 758 | 1,324 | C | C | 892 | 1,540 | C | C | 1,541 | 2,763 | C | F |

Note: (1) FDOT's Generalized LOS Table cannot achieve LOS B by using table input value defaults.

Table 4-11: Summary of Static Link Analyses of Peak Hour Directional Volumes, Build Scenario

# 5 Summary of Findings

This report documents the Base Year (2013) conditions, and future conditions under both the No-Build and Build scenarios for the Opening (2018) and Design (2038) years. The signal timing of the base year was optimized for the Opening (2018) and Design (2038) years under the No-Build and Build scenarios.

Table 5-1 summarizes the intersection LOS of the No-Build and Build scenarios. Table 5-1 indicates that the LOS of the study intersections will not be adversely impacted by the traffic generated by the proposed facilities. Table 5-1 also shows that the LOS will be the same for the No-Build and Build scenarios except in the following cases:

- Opening Year:
  - Southbound NW 107th Avenue and westbound SR 836 On-Ramp will be the only intersection to experience a change in LOS. It goes from LOS C in the No-Build Scenario to LOS B in the Build scenario during the AM peak hour with the construction of the Truck Parking and Park & Ride/Truck Facilities

- Design Year:
  - NW 12th Street at southbound SR 821/HEFT will go from LOS B in the No-Build scenario to LOS C in the Build scenario during the PM peak hour
  - NW 25th Street and NW 121st Court will go from LOS E in the No-Build scenario to LOS F in the Build scenario during the AM peak hour due to the construction of the Truck Parking and Park & Ride/Truck Facilities

When comparing the Base Year conditions against the No-Build scenarios, there will be several intersections where the LOS is expected to deteriorate due to the expected traffic growth in the area. These intersections are:

- Opening Year:
  - NW 12th Street at NW 137th Avenue during the PM peak hour
  - NW 12th Street at NW 127th Avenue during the AM and PM peak hours
  - NW 12th Street at NW 124th Path during the AM peak hour
  - NW 25th Street NW 112th Avenue during the PM peak hour
  - NW 107th Avenue at southbound NW 107th Avenue On-Ramp to westbound SR 836 during the AM peak hour
  - SW 122nd Avenue at SR 90 during the PM peak hour

- Design Year:
  - NW 12th Street at NW 137th Avenue during the AM and PM peak hours
  - NW 12th Street at NW 124th Path during the AM and PM peak hours
  - NW 12th Street at southbound SR 821/HEFT during the AM peak hour
  - NW 12th Street at northbound SR 821/HEFT during the AM and PM peak hours
  - NW 25th Street NW 112th Avenue during the AM peak hour
  - NW 25th Street at NW 107th Avenue during the AM and PM peak hours
  - NW 107th Avenue at southbound NW 107th Avenue On-Ramp to westbound SR 836 during the AM and PM peak hours
  - NW 107th Avenue at westbound SR 836 Off-Ramp during the AM and PM peak hours,
  - SW 122nd Avenue at SR 90 during the PM peak hour
  - SW 122nd Avenue at SR 90 during the AM and PM peak hours

Tables 5-2 and 5-3 present a comparison of the urban street segment LOS between the No-Build and Build scenarios for both the Opening and Design Years, respectively. Overall, the urban street segments will operate at the same LOS of the No-Build scenario as that of the Build scenario. However, when comparing the base year conditions against the No-Build scenario, there will be several segments where LOS is expected to deteriorate from LOS C/D to LOS F due to the expected traffic growth in the area. These urban segments are:

- Opening Year:
  - Southbound NW 122nd Avenue between SW 8th Street and NW 6th Street during the AM and PM peak hours

- Design Year:
  - Westbound NW 12th Street between NW 137th Avenue and NW 127th Avenue during the PM peak hour
  - Eastbound NW 12th Street between northbound SR 821/HEFT and NW 107th Avenue in the AM peak hour
  - Southbound NW 122nd Avenue between SW 8th Street and NW 6th Street during the AM and PM peak hours, and in the northbound during the PM peak hour
  - Eastbound NW 25th Street between NW 121st Court and NW 117th Avenue during the AM peak hour, and in the westbound direction during the PM peak hour
  - Eastbound NW 25th Street between NW 117th Avenue and NW 114th Avenue during the AM PM peak hour
  - Eastbound NW 25th Street between NW 114th Avenue and NW 112th Avenue during the PM peak hour

It appears that roadway capacity improvements would be required to enhance the operations of these urban segments, but those improvements will need to be further analyzed when the proposed facilities are obtaining permits from the different agencies.

| Intersection | Traffic Control | Peak Hour | Base Year | Opening Year | | Design Year | |
|---|---|---|---|---|---|---|---|
| | | | | No-Build | Build | No-Build | Build |
| NW 12th Street at NW 137th Avenue [2] | Signalized | AM | E | E | E | F | F |
| | | PM | C | D | D | F | F |
| NW 12th Street at NW 127th Avenue[1] | Signalized | AM | E | F | F | F | F |
| | | PM | E | F | F | F | F |
| NW 12th Street at NW 124th Path[2] | Signalized | AM | B | C | C | F | F |
| | | PM | B | B | B | D | D |
| NW 12th Street at Park-and-Ride Facility[2] | Signalized | AM | - | - | A | - | F |
| | | PM | - | - | B | - | F |
| NW 12th Street at SB SR 821/HEFT[1] | Signalized | AM | C | C | C | D | D |
| | | PM | F | B | B | B | C |
| NW 12th Street at NB SR 821/HEFT[1] | Signalized | AM | C | C | C | D | D |
| | | PM | C | C | C | E | E |
| NW 12th Street at NW 107th Avenue[1] | Signalized | AM | F | F | F | F | F |
| | | PM | F | F | F | F | F |
| NW 25th Street at 117th Avenue | Signalized | AM | - | - | - | F | F |
| | | PM | - | - | - | F | F |
| NW 25th Street at NW 114th Avenue | Unsignalized | AM | - | - | - | - | - |
| | | PM | - | - | - | - | - |
| NW 25th Street at NW 121st Court[1] | Signalized | AM | - | - | - | E | F |
| | | PM | - | - | - | C | C |
| NW 25th Street NW 112th Avenue[1] | Signalized | AM | C | C | C | F | F |
| | | PM | D | F | F | F | F |
| NW 25th Street at NW 107th Avenue[1] | Signalized | AM | E | E | E | F | F |
| | | PM | E | E | E | F | F |
| NW 107th Avenue at SB NW 107th Avenue On-Ramp to WB SR 836[1] | Signalized | AM | B | C | B | D | D |
| | | PM | C | B | B | C | C |
| NW 107th Avenue at WB SR 836 Off-Ramp[2] | Signalized | AM | F | D | D | F | F |
| | | PM | B | B | B | E | E |
| NW 107th Avenue at EB SR 836 Off-Ramp[2] | Signalized | AM | E | F | F | F | F |
| | | PM | B | B | B | F | F |
| NW 122nd Avenue at NW 6th Street | Unsignalized | AM | - | C | C | F | F |
| | | PM | - | C | C | F | F |
| SW 122nd Avenue at SR 90[2] | Signalized | AM | F | F | F | F | F |
| | | PM | E | F | F | F | F |

Notes:
(1) Operational analysis was based on the HCM 2010 methodology.
(2) Operational analysis was based on the HCM 2000 methodology because the HCM 2010 methodology did not support the laneage or phasing of the intersection.

Table 5-1: Summary of Intersection Level of Service for Base Year, Opening, and Design Years

| Description | Direction | Adj. Max. Volume for LOS D | Base Year (2013) | | | | No Build | | | | Build | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM Peak | PM Peak | AM LOS | PM LOS | AM Peak | PM Peak | AM LOS | PM LOS | AM Peak | PM Peak | AM LOS | PM LOS |
| NW 12th Street b/w NW 137th Avenue and NW 127th Avenue | EB | 1,800 | 1,928 | 583 | F | C | 2,235 | 680 | F | C | 2,248 | 691 | F | C |
| | WB | 1,800 | 329 | 1,328 | C | C | 364 | 1,469 | C | C | 376 | 1,480 | C | C |
| NW 12th Street b/w NW 127th Avenue and NW 124th Path | EB | 1,800 | 2,096 | 850 | F | C | 2,317 | 941 | F | C | 2,345 | 959 | F | C |
| | WB | 1,800 | 570 | 1,892 | C | F | 631 | 2,092 | C | F | 658 | 2,110 | C | F |
| NW 12th Street b/w NW 124th Path and NW 122nd Avenue | EB | 1,800 | 2,304 | 863 | F | C | 2,550 | 955 | F | C | 2,578 | 974 | F | C |
| | WB | 1,800 | 562 | 2,069 | C | F | 621 | 2,288 | C | F | 648 | 2,306 | C | F |
| NW 12th Street b/w NW 122nd Avenue and SB SR 821/HEFT | EB | 1,800 | 2,304 | 863 | F | C | 2,548 | 954 | F | C | 2,600 | 997 | F | C |
| | WB | 1,800 | 562 | 2,091 | C | F | 621 | 2,312 | C | F | 675 | 2,356 | C | F |
| NW 12th Street b/w SB SR 821/HEFT and NB SR 821/HEFT | EB | 2,718 | 3,129 | 1,205 | F | C | 3,461 | 1,332 | F | C | 3,492 | 1,359 | F | C |
| | WB | 2,718 | 344 | 1,475 | C | C | 381 | 1,631 | C | C | 426 | 1,670 | C | C |
| NW 12th Street b/w NB SR 821/HEFT and NW 107th Avenue | EB | 2,718 | 2,148 | 1,370 | C | C | 2,376 | 1,515 | C | C | 2,398 | 1,537 | C | C |
| | WB | 2,718 | 478 | 1,595 | C | C | 519 | 1,748 | C | C | 542 | 1,770 | C | C |
| NW 122nd Avenue b/w SW 8th Street and NW 6th Street | NB | 675 | 743 | 564 | F | D | 835 | 633 | F | D | 835 | 633 | F | D |
| | SB | 675 | 663 | 647 | D | D | 747 | 737 | F | F | 747 | 737 | F | F |
| NW 107th Avenue b/w WB SR 836 and NW 12th Street | NB | 2,718 | 3,599 | 2,020 | F | C | 3,783 | 2,123 | F | C | 3,791 | 2,131 | F | C |
| | SB | 2,718 | 1,227 | 3,564 | C | F | 1,302 | 3,793 | C | F | 1,310 | 3,801 | C | F |
| NW 25th Street b/w NW 121st Court and 117th Avenue | EB | 1,467 | 1,012 | 307 | D | C | 2048 | 695 | F | D | 2081 | 708 | F | D |
| | WB | 1,467 | 274 | 899 | C | D | 529 | 1802 | C | F | 573 | 1820 | C | F |
| NW 25th Street b/w 117th Avenue and 114th Avenue | EB | 1,800 | 1,399 | 369 | C | C | 1,635 | 429 | C | C | 1,667 | 442 | C | C |
| | WB | 1,800 | 443 | 1,539 | C | C | 518 | 1,798 | C | D | 549 | 1,811 | C | F |
| NW 25th Street b/w 114th Avenue and 112th Avenue | EB | 1,800 | 1,387 | 452 | C | C | 1,622 | 523 | C | C | 1,654 | 535 | C | C |
| | WB | 1,800 | 560 | 1,529 | C | C | 646 | 1,758 | C | D | 677 | 1,771 | C | D |
| NW 25th Street b/w 112th Avenue and 107th Avenue | EB | 1,800 | 1,315 | 613 | C | C | 1,524 | 702 | C | C | 1,552 | 713 | C | C |
| | WB | 1,800 | 758 | 1,324 | C | C | 865 | 1,528 | C | C | 892 | 1,540 | C | C |

Table 5-2: Peak Hour Directional Volumes Static Link Analysis for Opening Year (2018)

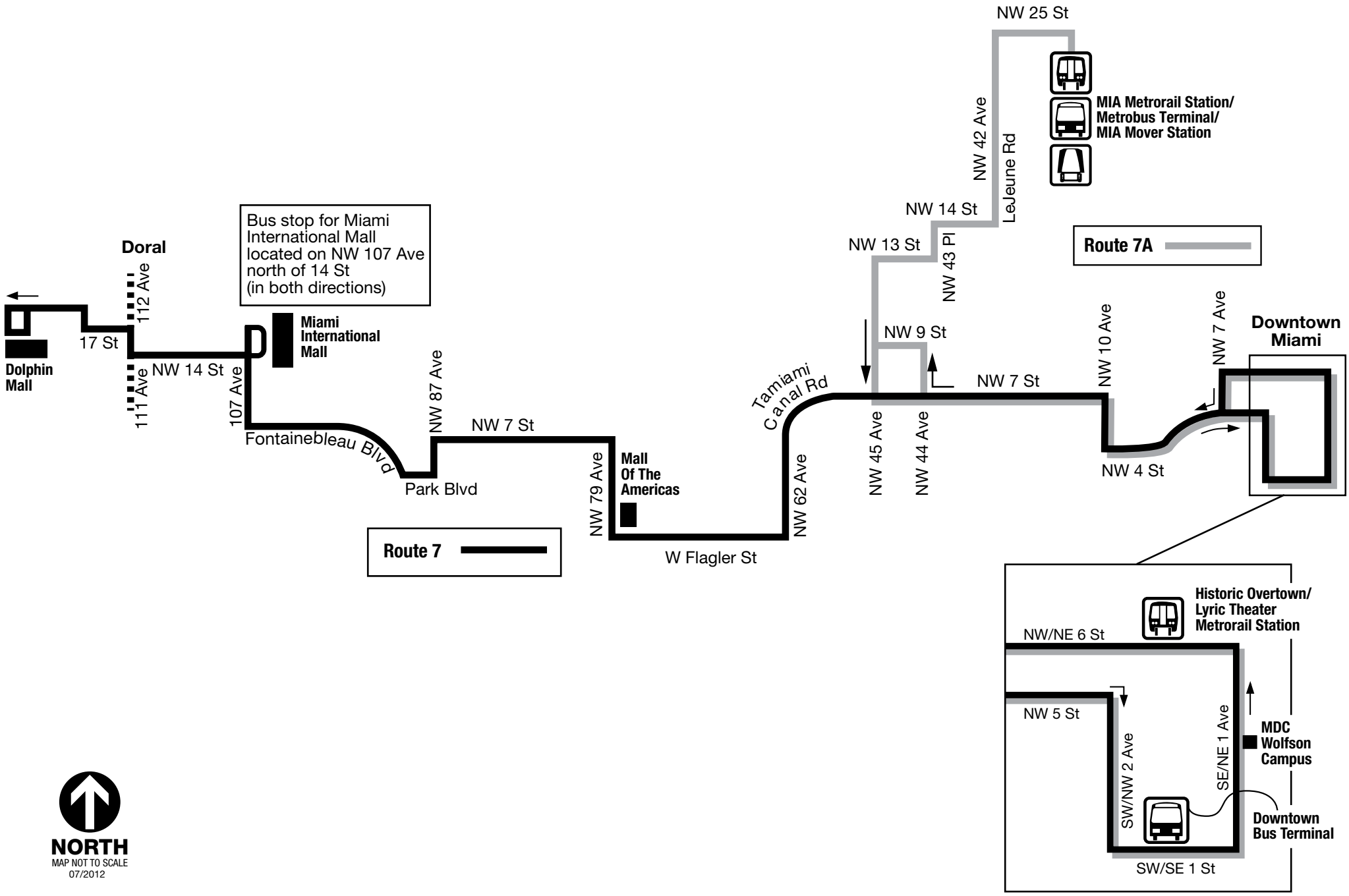
| Description | Direction | Adj. Max. Volume for LOS D | Base Year (2013) | | | | No Build | | | | Build | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | AM Peak Season Volume | PM Peak Season Volume | AM LOS | PM LOS | AM Peak Season Volume | PM Peak Season Volume | AM LOS | PM LOS | AM Peak Season Volume | PM Peak Season Volume | AM LOS | PM LOS |
| NW 12th Street b/w NW 137th Avenue and NW 127th Avenue | EB | 1,800 | 1,928 | 583 | F | C | 4,146 | 1,297 | F | C | 4,170 | 1,317 | F | C |
| | WB | 1,800 | 329 | 1,328 | C | C | 545 | 2,195 | C | F | 563 | 2,212 | C | F |
| NW 12th Street b/w NW 127th Avenue and NW 124th Path | EB | 1,800 | 2,096 | 850 | F | C | 3,463 | 1,405 | F | C | 3,506 | 1,433 | F | C |
| | WB | 1,800 | 570 | 1,892 | C | F | 945 | 3,128 | C | F | 985 | 3,155 | C | F |
| NW 12th Street b/w NW 124th Path and NW 122nd Avenue | EB | 1,800 | 2,304 | 863 | F | C | 3,824 | 1,430 | F | C | 3,866 | 1,458 | F | C |
| | WB | 1,800 | 562 | 2,069 | C | F | 929 | 3,420 | C | F | 969 | 3,446 | C | F |
| NW 12th Street b/w NW 122nd Avenue and SB SR 821/HEFT | EB | 1,800 | 2,304 | 863 | F | C | 3,808 | 1,426 | F | C | 3,886 | 1,490 | F | C |
| | WB | 1,800 | 562 | 2,091 | C | F | 929 | 3,456 | C | F | 1,007 | 3,519 | C | F |
| NW 12th Street b/w SB SR 821/HEFT and NB SR 821/HEFT | EB | 2,718 | 3,129 | 1,205 | F | C | 5,172 | 1,991 | F | C | 5,219 | 2,031 | F | C |
| | WB | 2,718 | 344 | 1,475 | C | C | 569 | 2,437 | C | C | 631 | 2,491 | C | C |
| NW 12th Street b/w NB SR 821/HEFT and NW 107th Avenue | EB | 2,718 | 2,148 | 1,370 | C | C | 3,550 | 2,264 | F | C | 3,584 | 2,297 | F | C |
| | WB | 2,718 | 478 | 1,595 | C | C | 724 | 2,529 | C | C | 757 | 2,560 | C | C |
| NW 122nd Avenue b/w SW 8th Street and NW 6th Street | NB | 675 | 743 | 564 | F | D | 1,334 | 1,009 | F | F | 1,334 | 1,009 | F | F |
| | SB | 675 | 663 | 647 | D | D | 1,218 | 1,249 | F | F | 1,218 | 1,249 | F | F |
| NW 107th Avenue b/w WB SR 836 and NW 12th Street | NB | 2,718 | 3,599 | 2,020 | F | C | 4,616 | 2,590 | F | C | 4,625 | 2,599 | F | C |
| | SB | 2,718 | 1,227 | 3,564 | C | F | 1,659 | 4,888 | C | F | 1,669 | 4,898 | C | F |
| NW 25th Street b/w NW 121st Court and 117th Avenue | EB | 1,467 | 1,012 | 307 | D | C | 3845 | 1298 | F | D | 3,897 | 1,319 | F | D |
| | WB | 1,467 | 274 | 899 | C | D | 919 | 3263 | D | F | 1,001 | 3,297 | D | F |
| NW 25th Street b/w 117th Avenue and 114th Avenue | EB | 1,800 | 1,399 | 369 | C | C | 3054 | 786 | F | C | 3,114 | 810 | F | C |
| | WB | 1,800 | 443 | 1,539 | C | C | 973 | 3360 | C | F | 1,031 | 3,384 | C | F |
| NW 25th Street b/w 114th Avenue and 112th Avenue | EB | 1,800 | 1,387 | 452 | C | C | 3041 | 949 | F | C | 3,101 | 972 | F | C |
| | WB | 1,800 | 560 | 1,529 | C | C | 1158 | 3108 | C | F | 1,215 | 3,133 | C | F |
| NW 25th Street b/w 112th Avenue and 107th Avenue | EB | 1,800 | 1,315 | 613 | C | C | 2775 | 1231 | F | C | 2,828 | 1,252 | F | C |
| | WB | 1,800 | 758 | 1,324 | C | C | 1492 | 2741 | C | F | 1,541 | 2,763 | C | F |

Table 5-3: Peak Hour Directional Volumes Static Link Analysis for Design Year (2038)

# Appendix A

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 |
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| 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 |
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| 10:16AM | 10:22AM | 10:40AM | 10:45AM | : | 11:02AM | 11:14AM | 11:32AM | 11:38AM |
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| : | : | : | : | 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 |

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| 12:51PM | 12:57PM | 01:15PM | 01:20PM | : | 01:37PM | 01:49PM | 02:07PM | 02:13PM |
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| 01:16PM | 01:22PM | 01:40PM | 01:45PM | : | 02:02PM | 02:14PM | 02:32PM | 02:38PM |
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| 02:16PM | 02:23PM | 02:42PM | 02:49PM | : | 03:07PM | 03:19PM | 03:37PM | 03:43PM |
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| 02:46PM | 02:53PM | 03:13PM | 03:20PM | : | 03:38PM | 03:50PM | 04:08PM | 04:13PM |
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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 |
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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

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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 |
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| 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 |
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| : | : | : | : | 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 |
| 03:27PM | 03:34PM | 03:50PM | 03:55PM | : | 04:09PM | 04:19PM | 04:33PM | 04:38PM |
| : | : | : | : | 04:16PM | 04:29PM | 04:39PM | 04:53PM | 04:58PM |
| 04:07PM | 04:14PM | 04:30PM | 04:35PM | : | 04:49PM | 04:59PM | 05:13PM | 05:18PM |
| : | : | : | : | 04:56PM | 05:09PM | 05:19PM | 05:33PM | 05:38PM |
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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 |
| 07:56PM | 08:03PM | 08:18PM | 08:22PM | : | 08:34PM | 08:42PM | 08:54PM | 08:58PM |
| 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

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**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 | : | : | : | : |
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| 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 |
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| 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 |

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| : | : | : | : | 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 |
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| 04:29PM | 04:36PM | 04:52PM | 04:57PM | : | 05:10PM | 05:19PM | 05:33PM | 05:38PM |
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| 05:29PM | 05:36PM | 05:52PM | 05:57PM | : | 06:10PM | 06:19PM | 06:33PM | 06:38PM |
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| 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 |
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| 11:20AM | 11:23AM | 11:36AM | 11:48AM | : | 12:04PM | 12:10PM | 12:23PM | 12:30PM |
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| 12:40PM | 12:43PM | 12:56PM | 01:08PM | : | 01:24PM | 01:30PM | 01:43PM | 01:50PM |
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| 01:40PM | 01:43PM | 01:56PM | 02:08PM | 02:18PM | : | : | : | : |
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| 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 | . | : | : | . |

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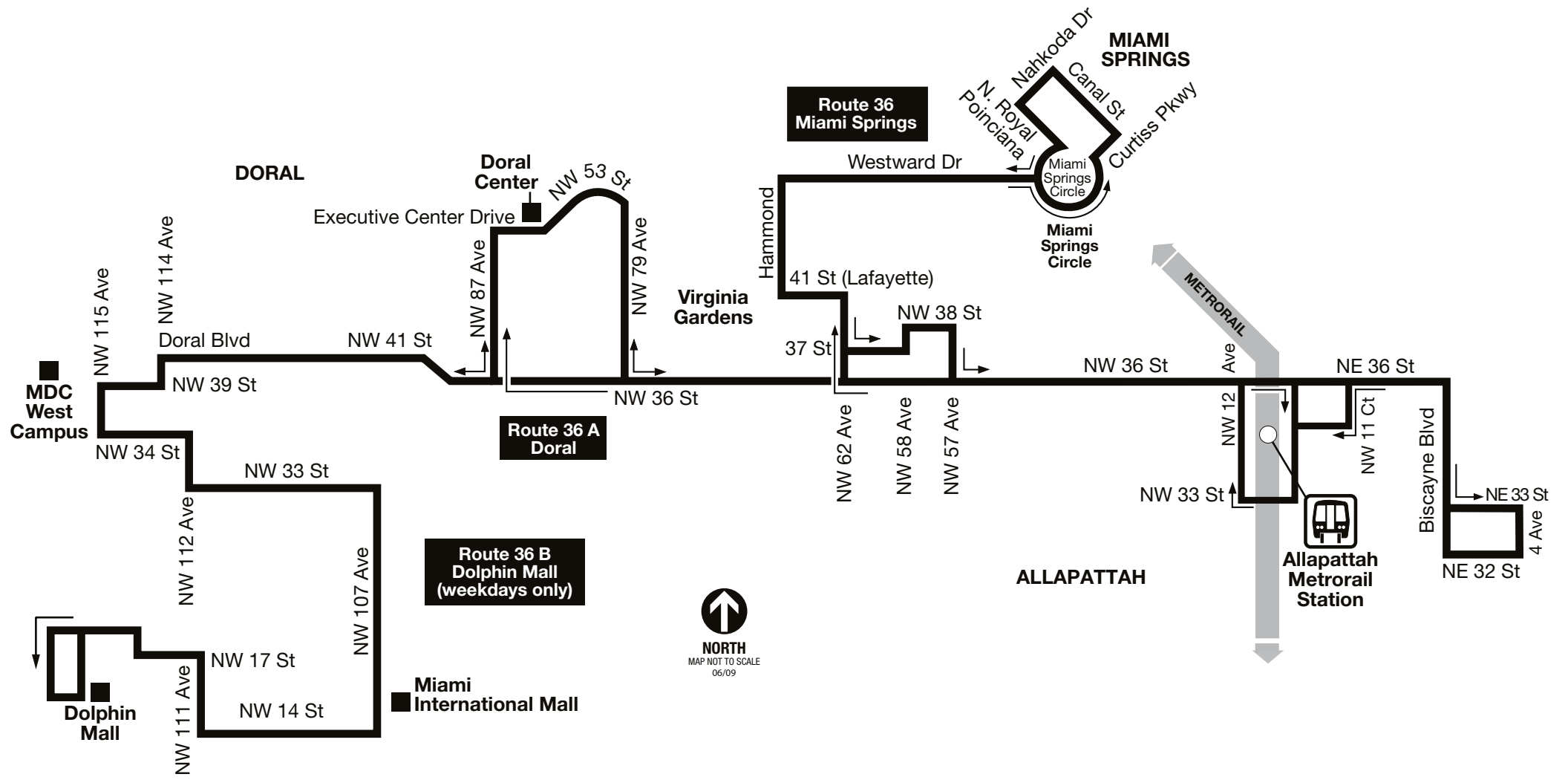
*(http://www.centerdigitalgov.com/survey/88/2012 )*

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 |

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| : | : | : | 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 | : | : | : | : |
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| 06:36PM | 06:51PM | 06:58PM | 07:08PM | : | 07:23PM | 07:29PM | 07:33PM | 07:34PM | 07:36PM | 07:42PM | 07:51PM | 07:52PM |
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| 07:35PM | 07:49PM | 07:54PM | 08:04PM | : | 08:17PM | 08:21PM | 08:25PM | 08:26PM | 08:28PM | 08:34PM | 08:43PM | 08:44PM |
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| 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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*(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

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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 | : | : | : |
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| 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 | : | : | : |
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| 08:47AM | 08:49AM | 09:00AM | 09:09AM | 09:11AM | 09:12AM | 09:19AM | 09:23AM | : | : | 09:39AM | 09:51AM | 09:55AM | 10:08AM |
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| 12:25PM | 12:27PM | 12:38PM | 12:47PM | 12:49PM | 12:50PM | 12:57PM | 01:01PM | 01:12PM | : | : | : | : | : |
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| 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 |
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| 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 |
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| 07:58AM | 08:03AM | 08:13AM | 08:29AM | 08:44AM | 09:05AM | 09:18AM |
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| 02:17PM | 02:21PM | 02:28PM | 02:42PM | 02:55PM | 03:14PM | 03:28PM |
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| 03:16PM | 03:20PM | 03:28PM | 03:42PM | 03:55PM | 04:14PM | 04:28PM |
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| 04:16PM | 04:20PM | 04:28PM | 04:42PM | 04:55PM | 05:14PM | 05:28PM |
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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 |
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| 07:05AM | 07:16AM | 07:31AM | 07:44AM | 07:57AM | 08:05AM | 08:11AM |
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| 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 |
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| 09:40AM | 09:52AM | 10:09AM | 10:22AM | 10:35AM | 10:43AM | 10:46AM |
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| 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 |
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| 04:15PM | 04:30PM | 04:52PM | 05:10PM | 05:24PM | 05:33PM | 05:37PM |
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| 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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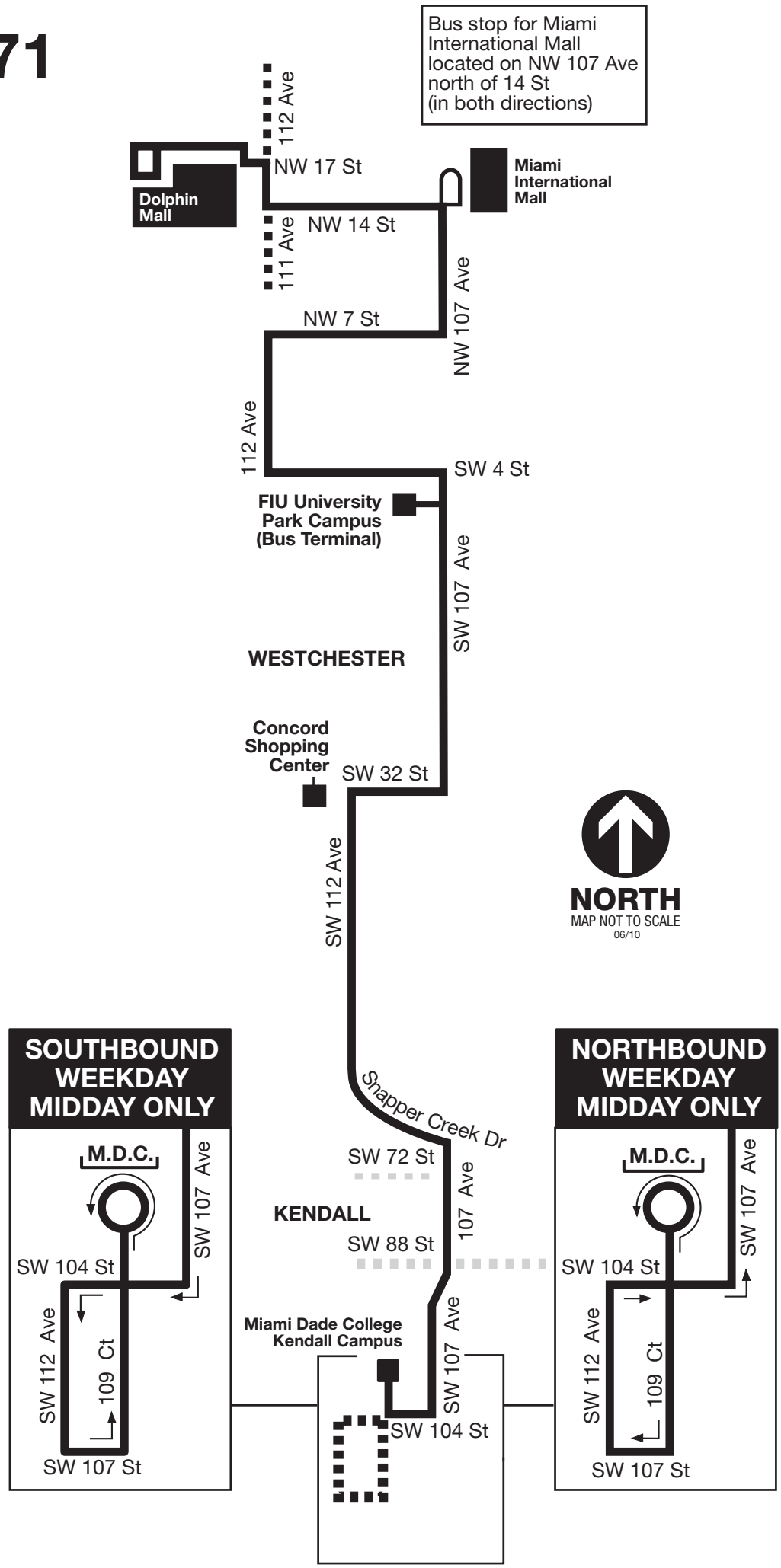
MIAMI-DADE COUNTY

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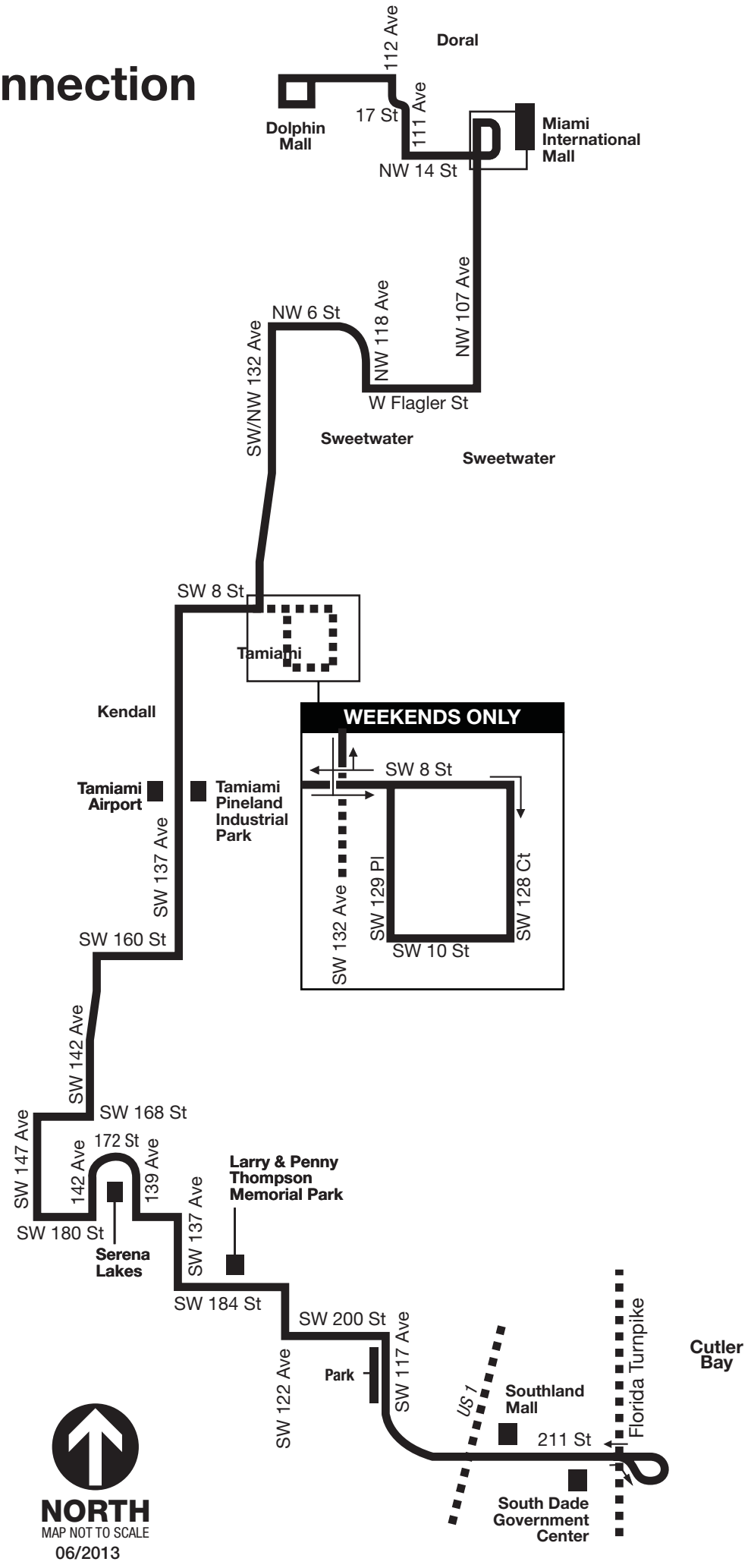
*(http://www.centerdigitalgov.com/survey/88/2012 )*

# 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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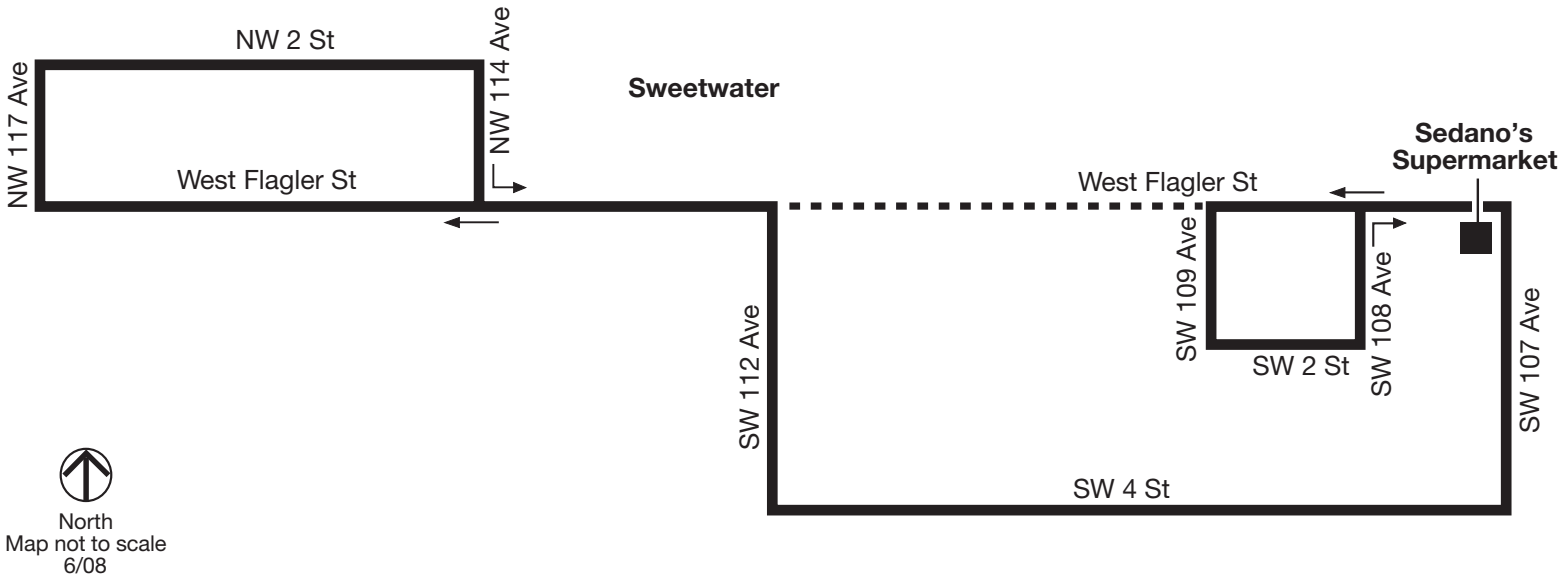
# Route 212
## Sweetwater Circulator

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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*(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

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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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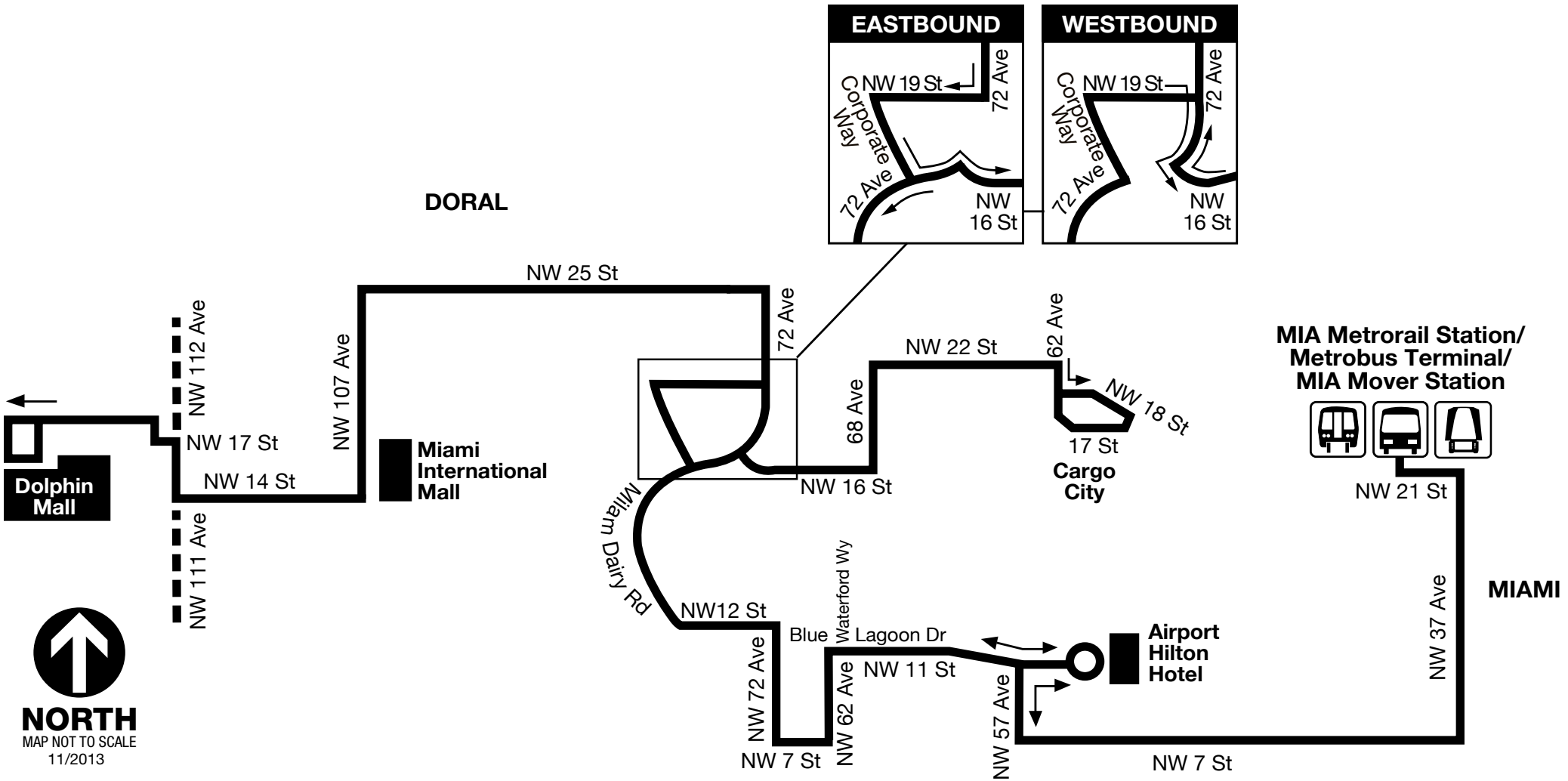
MIAMI-DADE COUNTY

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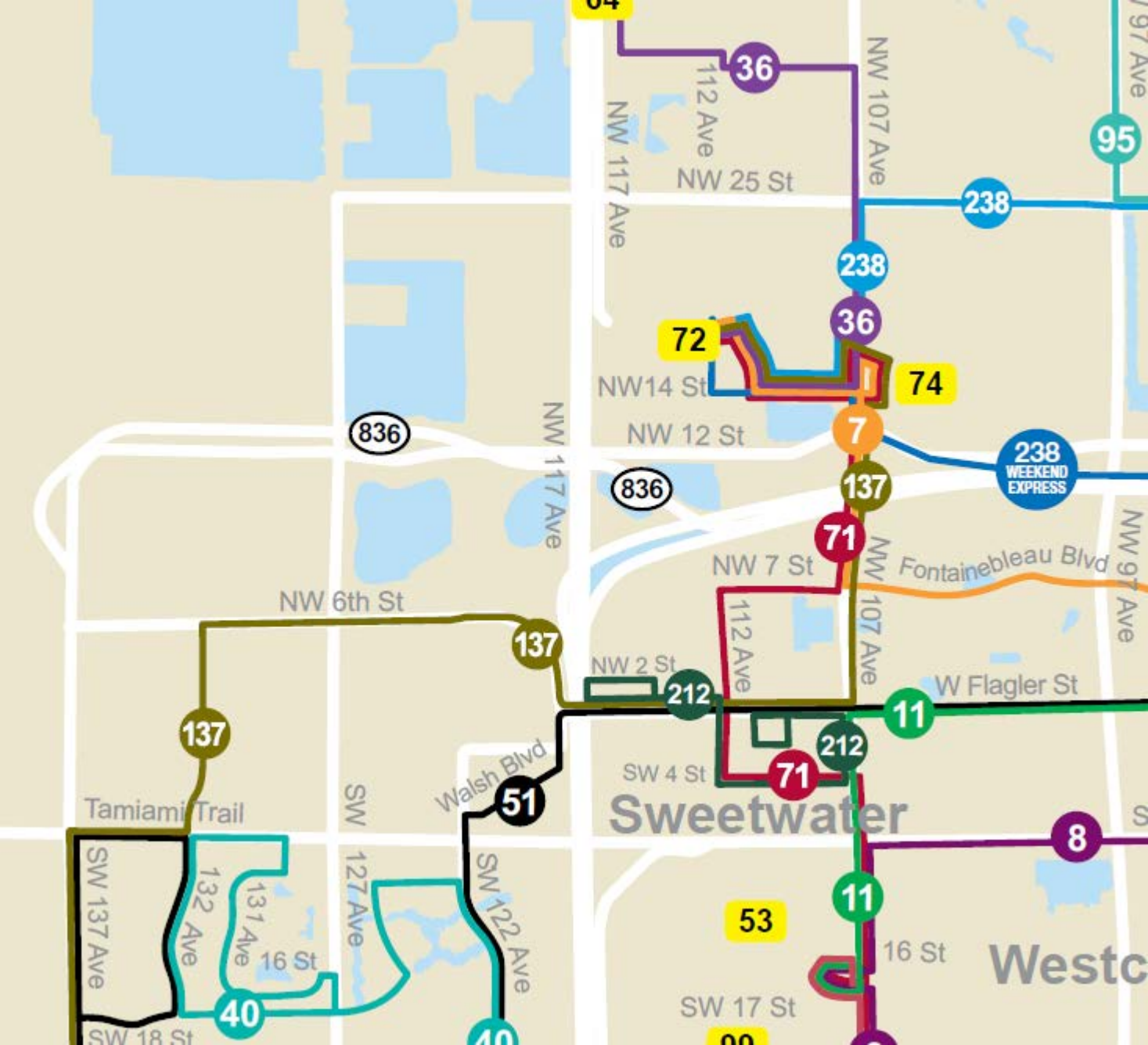
*(http://www.centerdigitalgov.com/survey/88/2012 )*

MIAMI-DADE COUNTY

BEST OF THE WEB 2012 WINNER


36
112 Ave
NW 107 Ave
NW 117 Ave
NW 25 St
95
238
238
36
72
74
NW14 St
836
NW 12 St
7
NW 117 Ave
836
238
WEEKEND
EXPRESS
137
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
71
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
40
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)

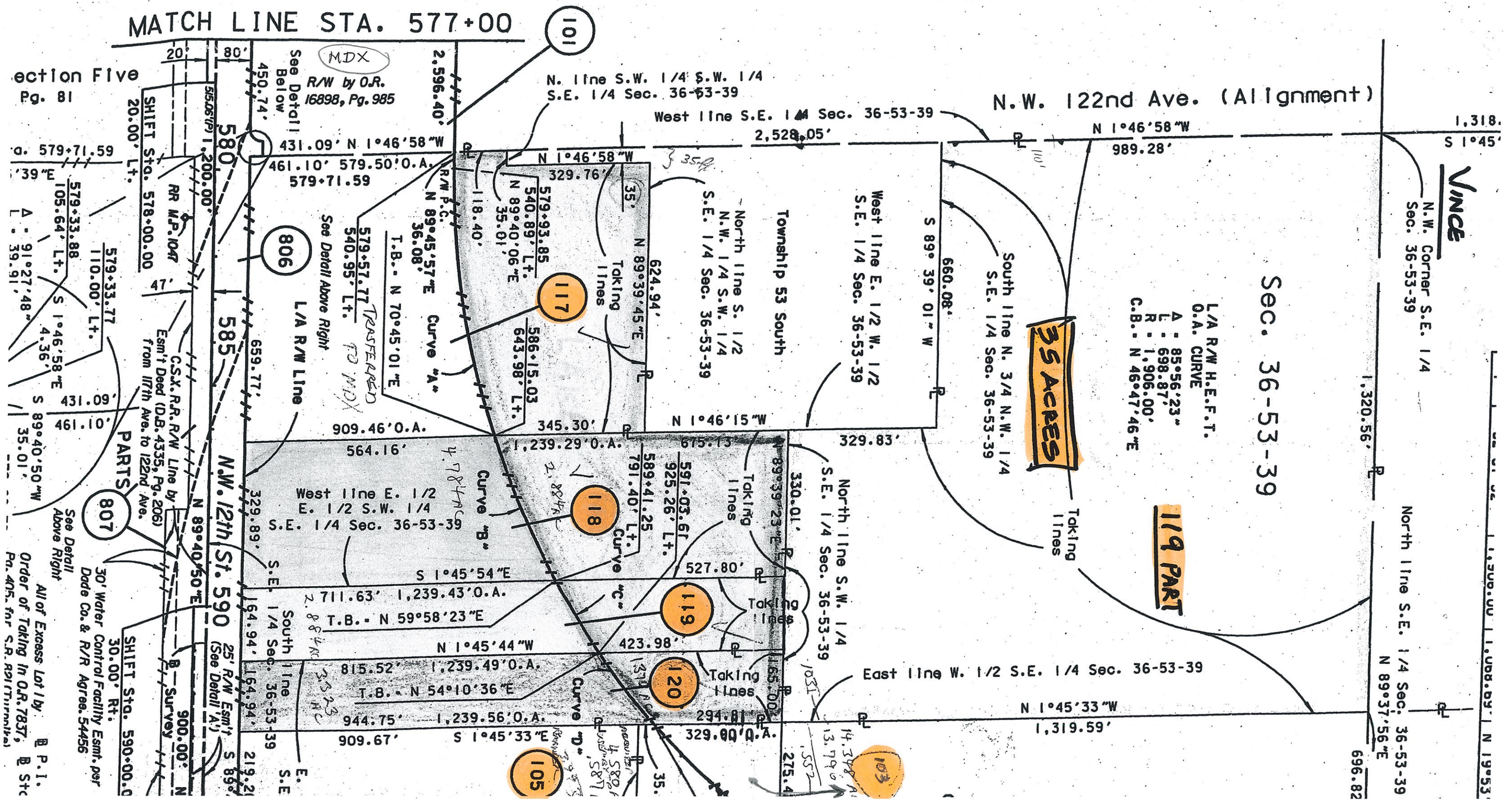
## Legend

208 B METROBUS ROUTES

# Appendix B

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
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580
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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'
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N 1°45'33"W
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## My Home

miamidade.gov

**Show Me:**

Property Information

**Search By:**

Select Item

**Search By:** Address, Owner, or Folio Number.

Text only version

NO INFORMATION

CHECK W/ TURNPIKE

ACTIVE TOOL: SELECT

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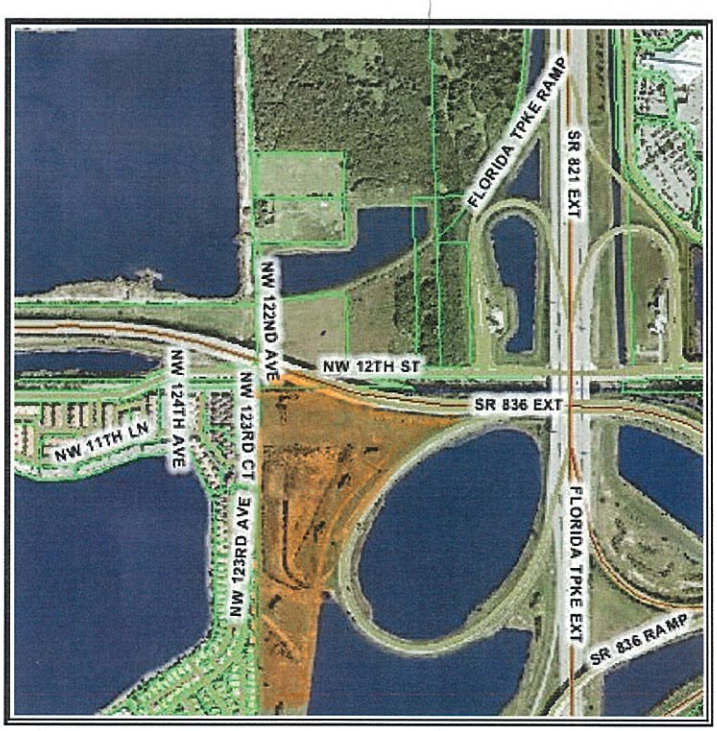


**Legend**

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

N W E S

Aerial Photography - 2012

0 499 ft

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

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Web Site
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## My Home

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ACTIVE TOOL: SELECT

MIAMI-DADE

**Show Me:**

Property Information

**Search By:**

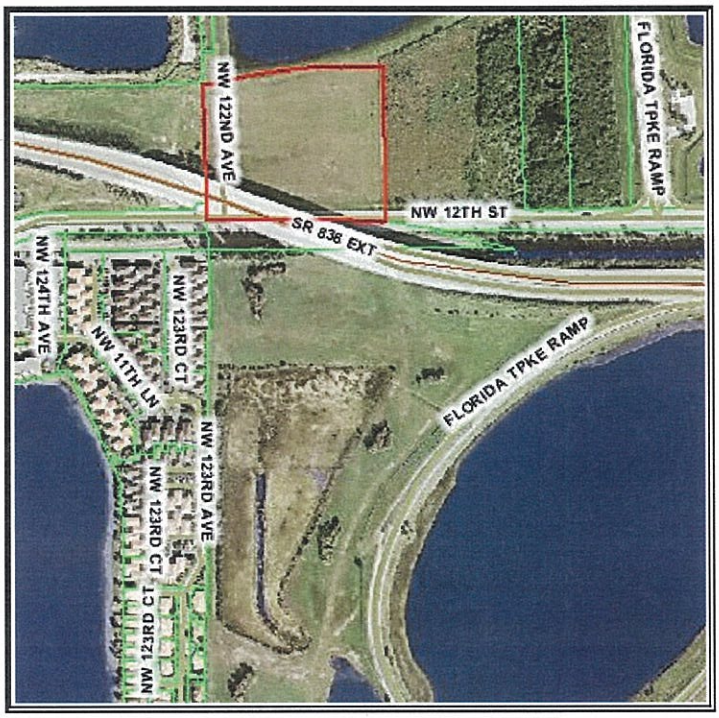
Select Item

Text only

Report Homestead Fraud

Property Appraiser Tax Estimator

Property Appraiser Tax Comparison




Aerial Photography - 2012

0 249 ft

**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<br>DOT<br>1000 NW 111 AVE MIAMI FL<br>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

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**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

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**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.

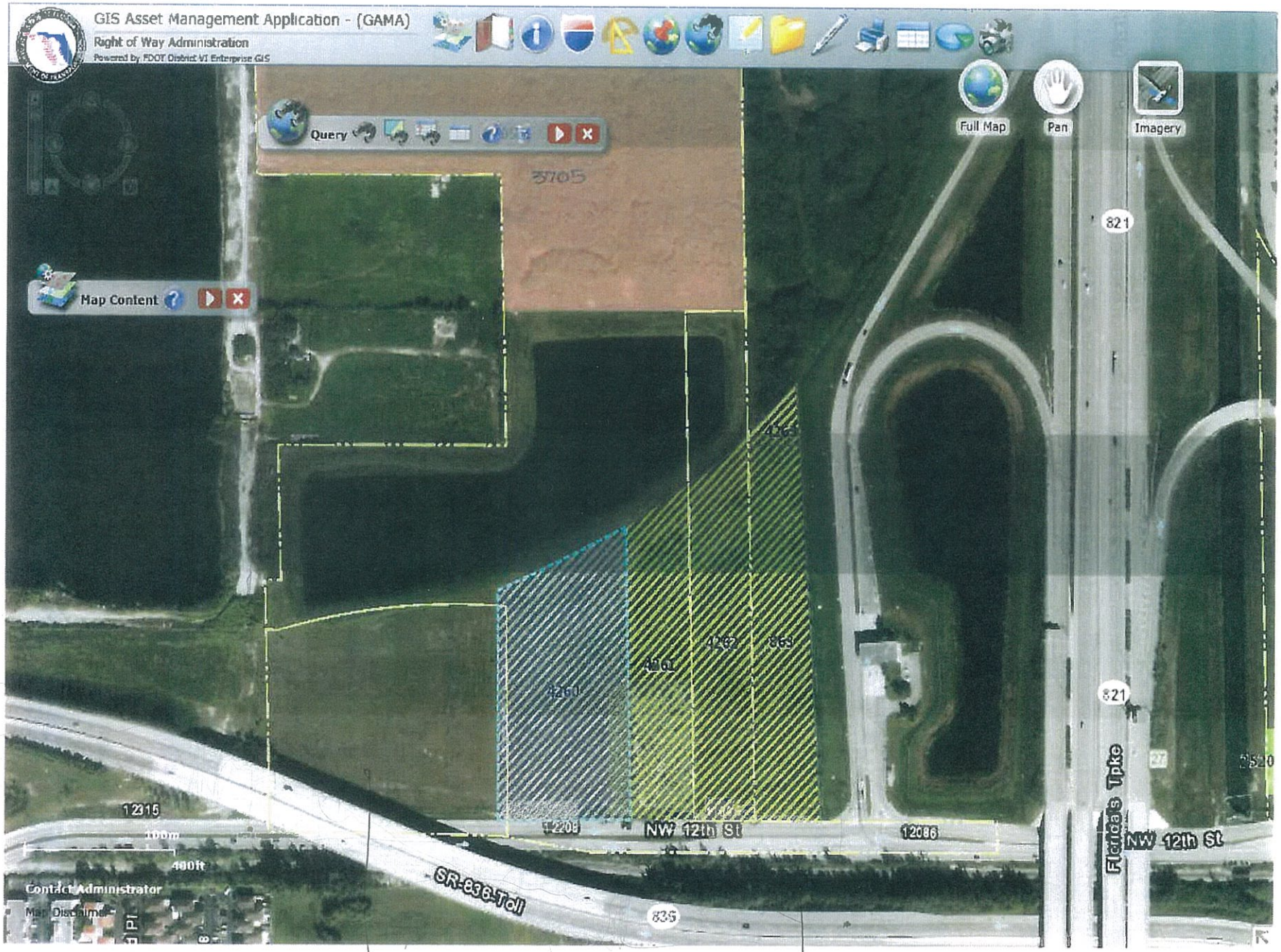
RR ROW

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
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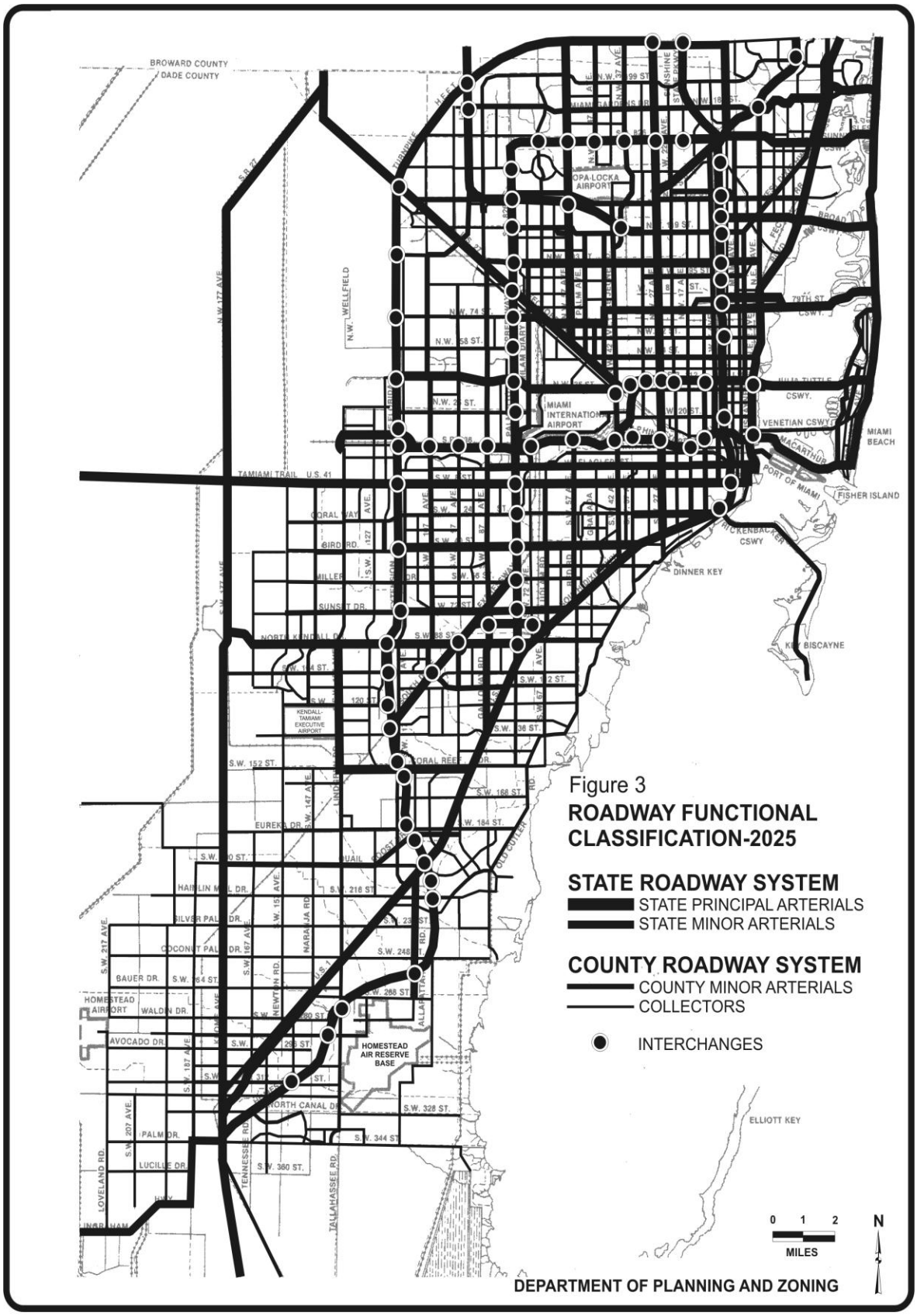
RR ROW

# Appendix C

Roadway Functional Classification-2025




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

# Appendix D

Miami-Dade County Standard Details for Driveways

METROPOLITAN DADE COUNTY
PUBLIC WORKS DEPARTMENT

APPROVED 6/5/61

REVISED 5/17/72
6/4/86

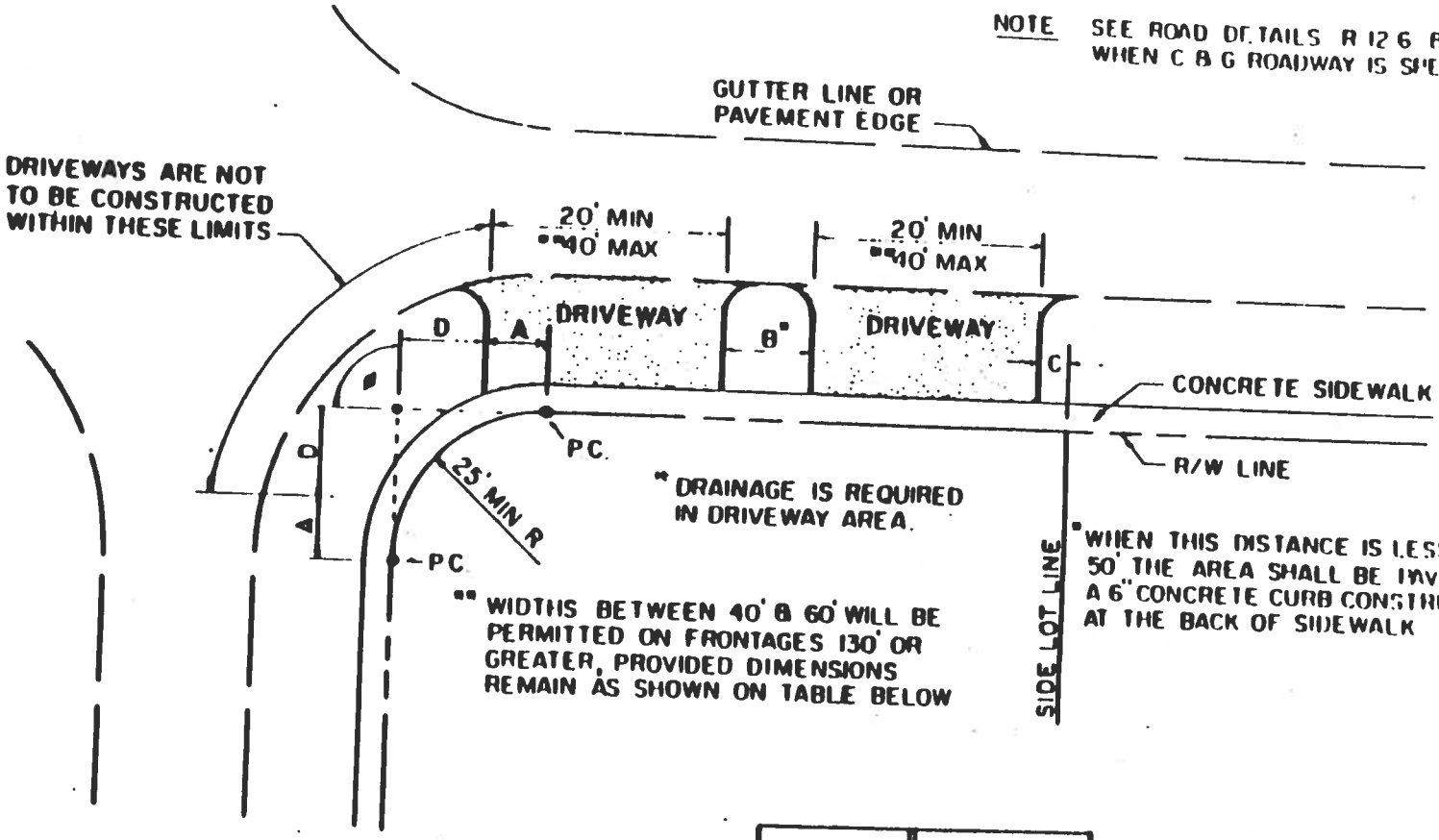
STANDARD ROAD DETAIL

# 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

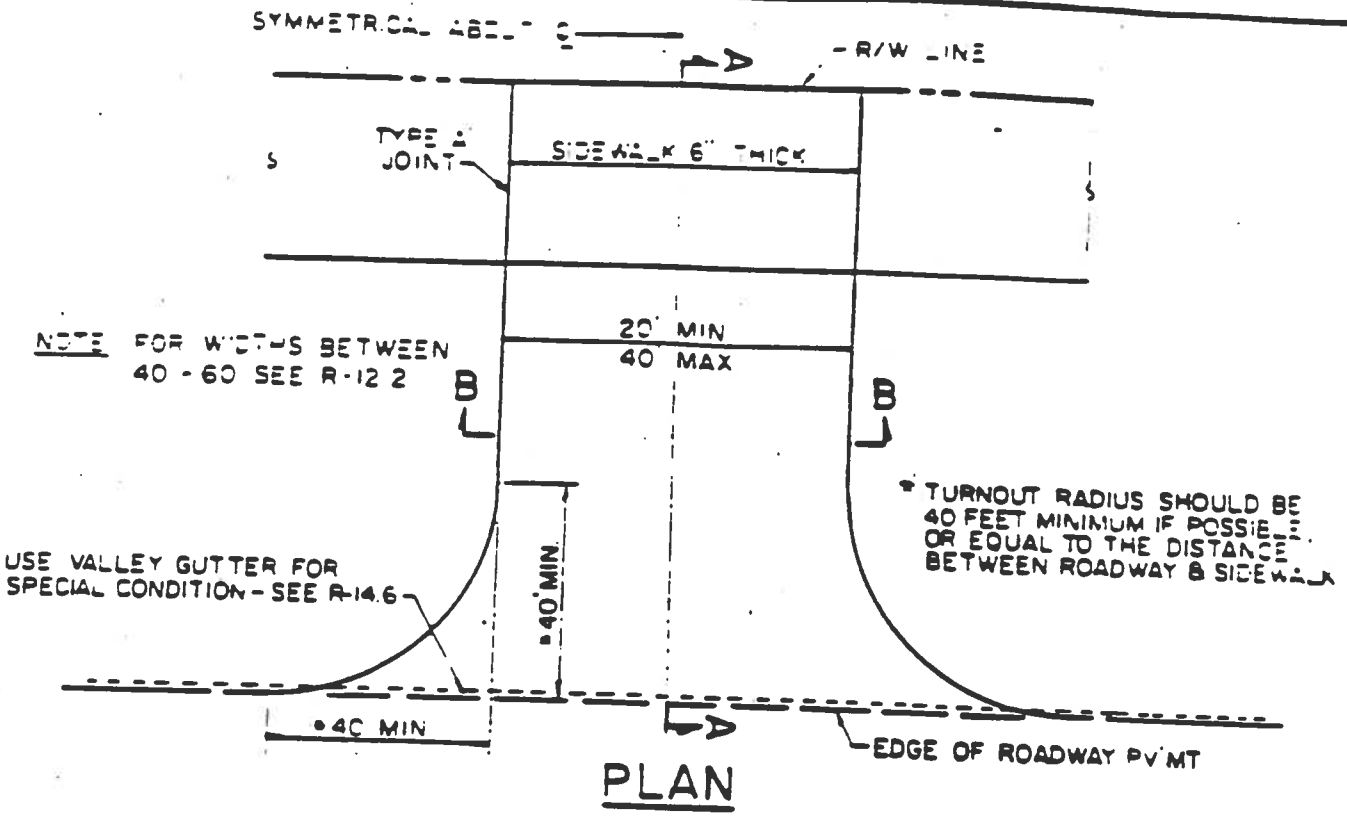



**NOTE:**

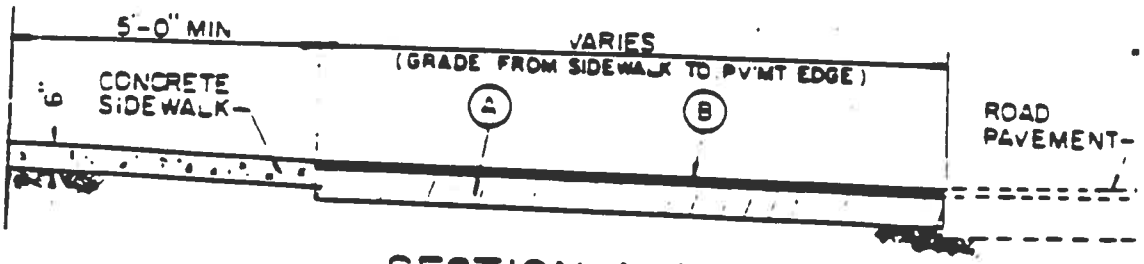
1. WHERE THE INTERSECTION ANGLE ∅ IS 90° OR LESS, DIMENSION "A" CONTROLS
2. WHERE THE INTERSECTION ANGLE ∅ IS OVER 90°, DIMENSION "D" CONTROLS

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

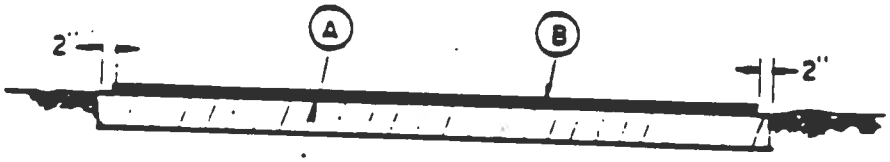
| ITEM | CROSS REF. | SPEC. REF |
|---|---|---|
| C BASIN LOCATION | SD 2 4 | |
| CONCRETE DRIVEWAY | R-12 6 | |
| ASPHALT DRIVEWAY | R-12 5 | |




PLAN




SECTION A-A




SECTION B-B

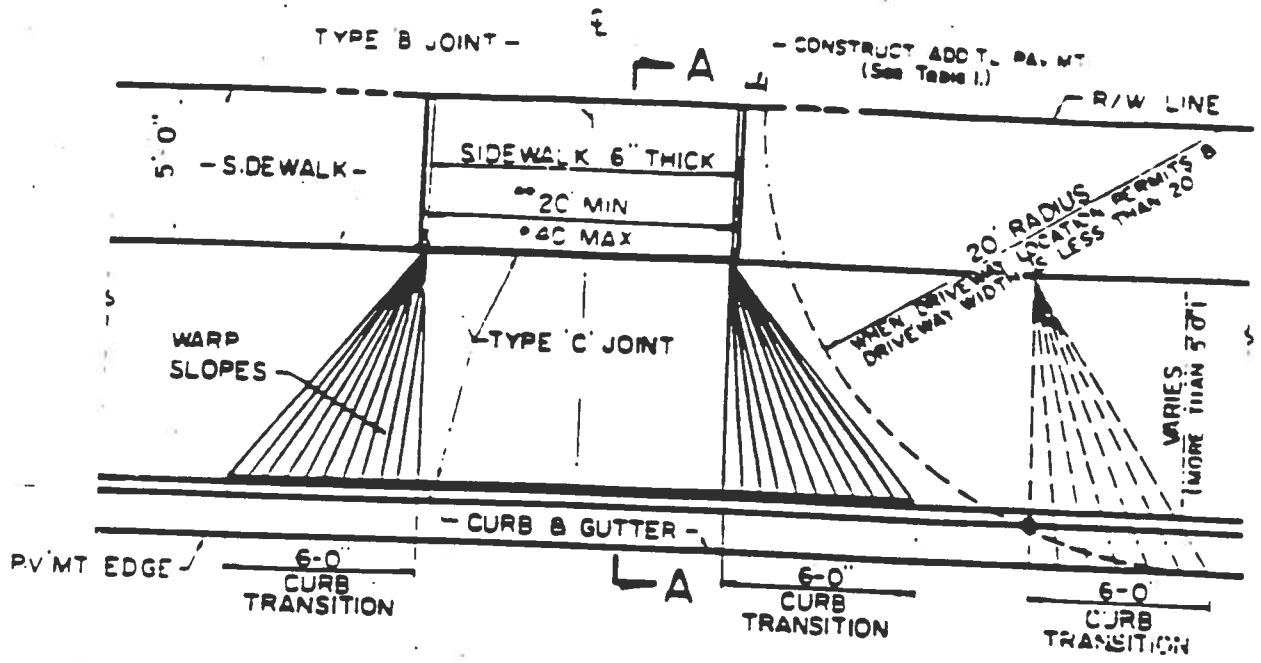
(A) BASE COURSE 6" THICK

(B) ASPHALTIC CONCRETE SURFACE COURSE 1" THICK

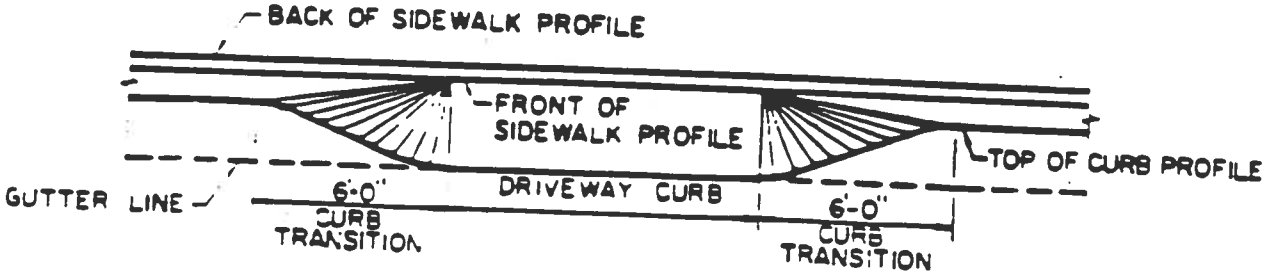
| ITEM | CROSS REF | SPEC. REF. |
|---|---|---|
| DRIVEWAY SPACING | R-12 2 | |
| CONCRETE SIDEWALK | R 13 1 | SEC 105 |
| ASPHALTIC CONCRETE | | SEC 133 |
| BASE COURSE | | SEC 911-34 |

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

R
12.5
SHEET 1 OF 1




## PLAN

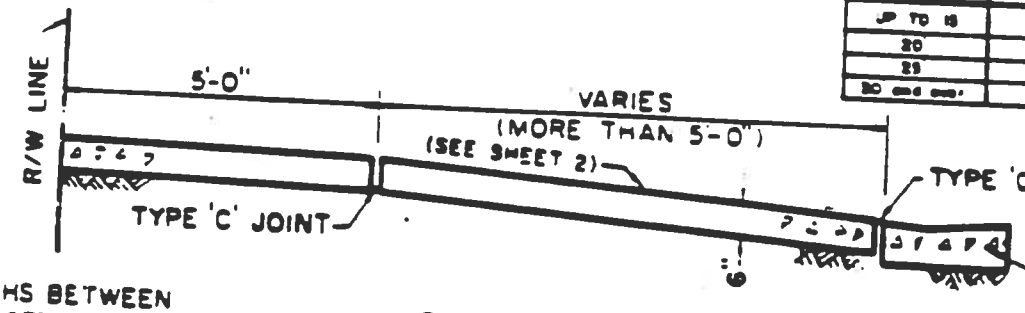



## PROFILE

** 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

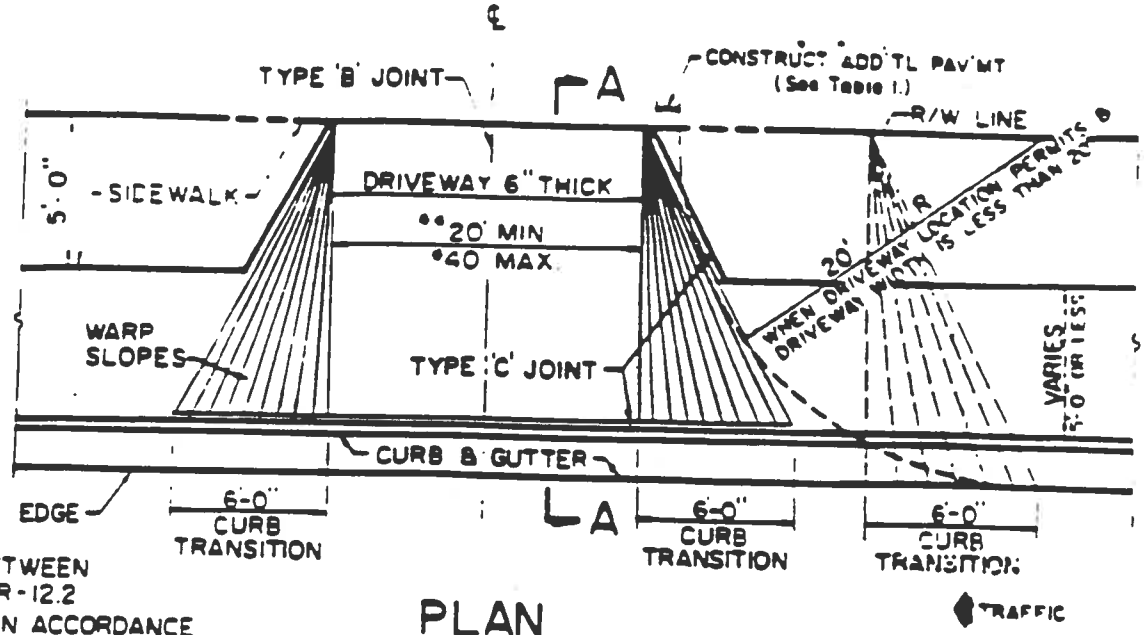
REVISED 4/5/74
9/22/86

STANDARD ROAD DETAIL

# CONCRETE DRIVEWAY

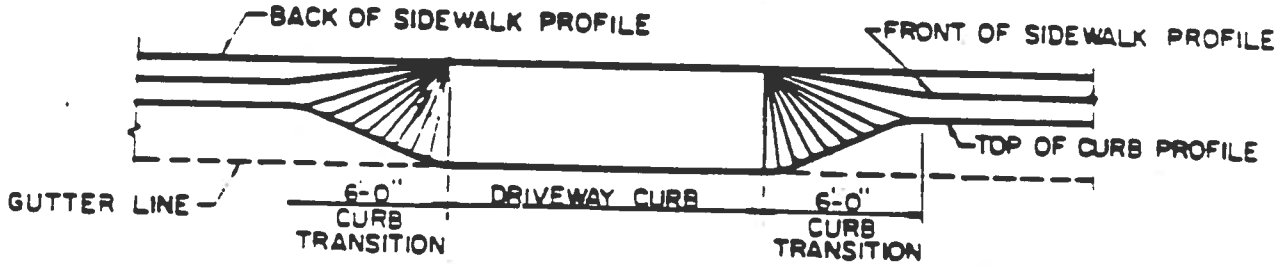
R 12.6

SHEET 1 OF 2




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

## PLAN

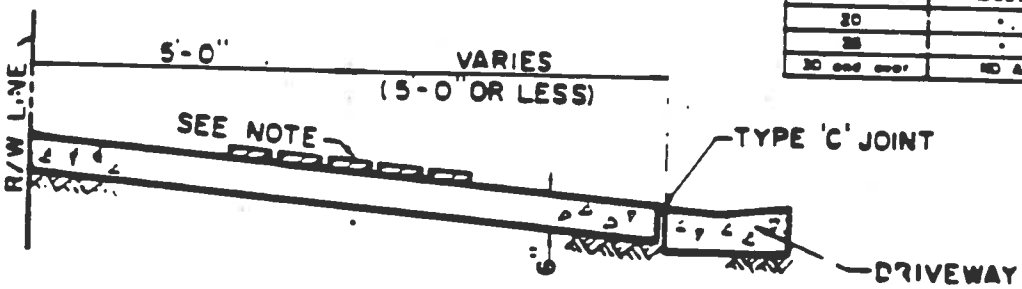



## PROFILE

** 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

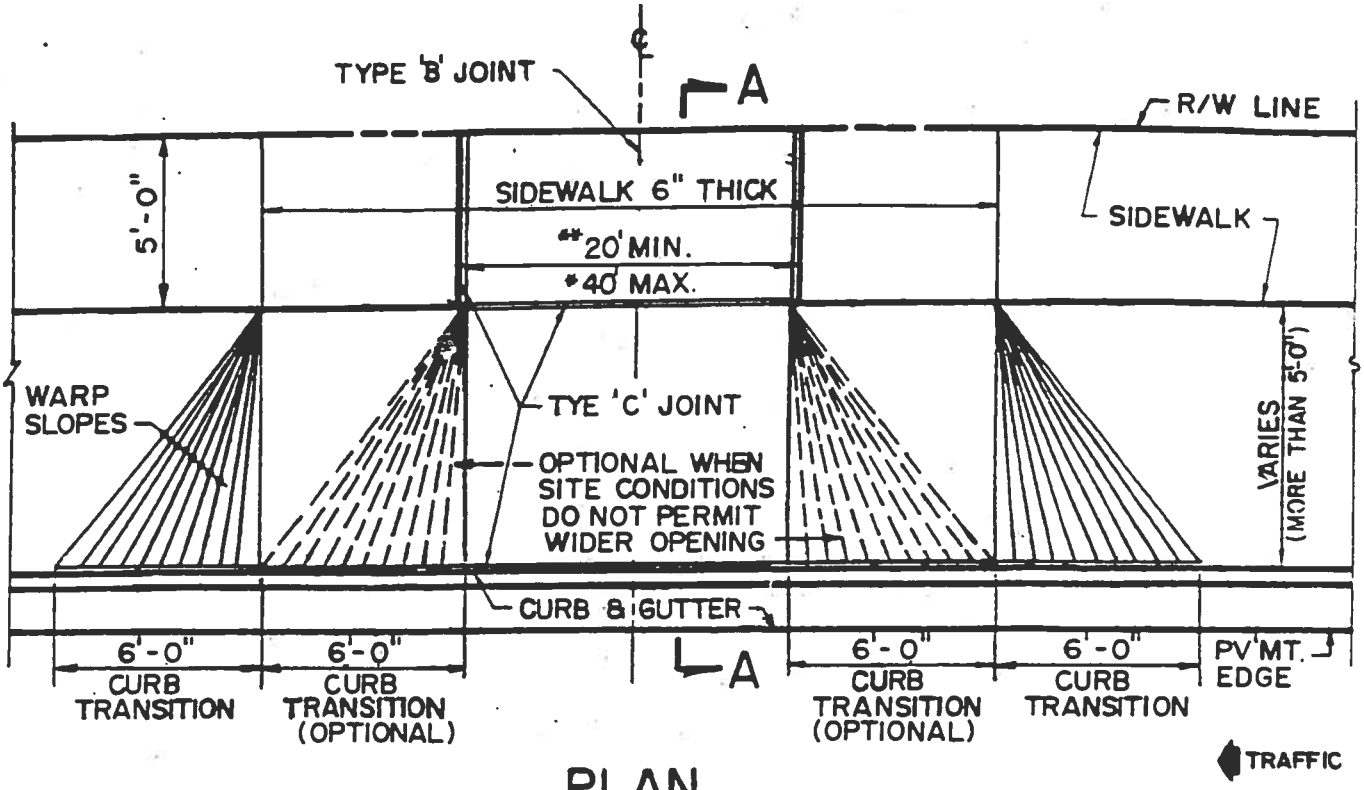
REVISED 4/5/74
9/22/86

STANDARD ROAD DETAIL

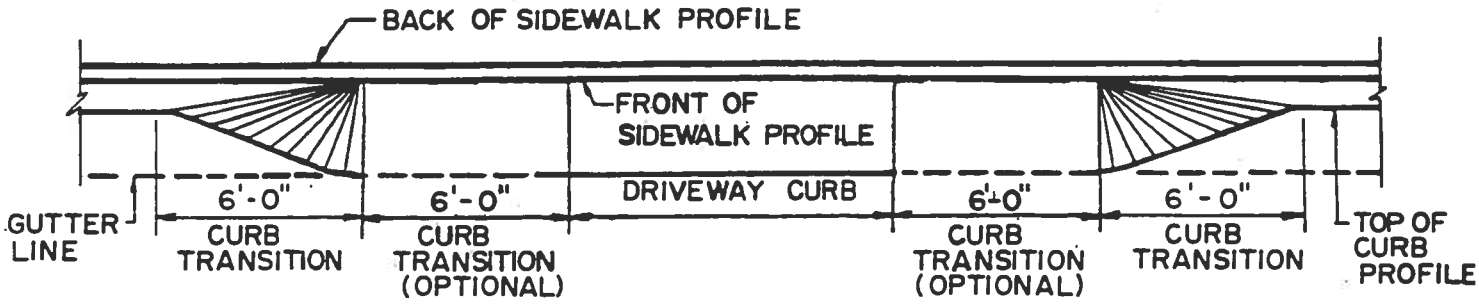
# CONCRETE DRIVEWAY

R 12.6

SHEET 2 OF 2




## PLAN

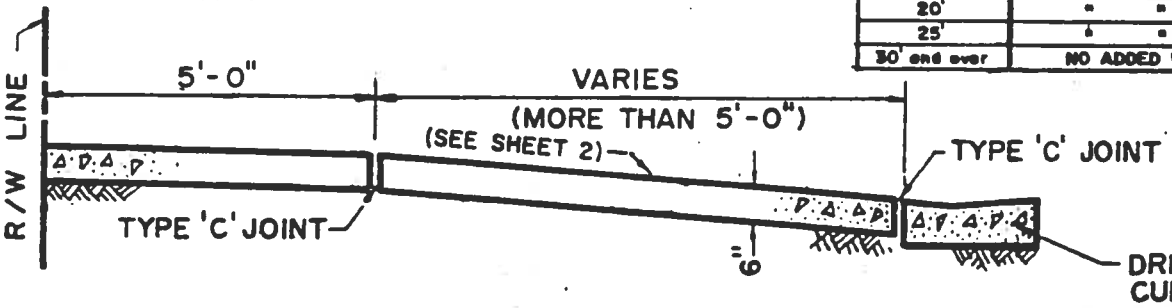



## PROFILE

** 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 |



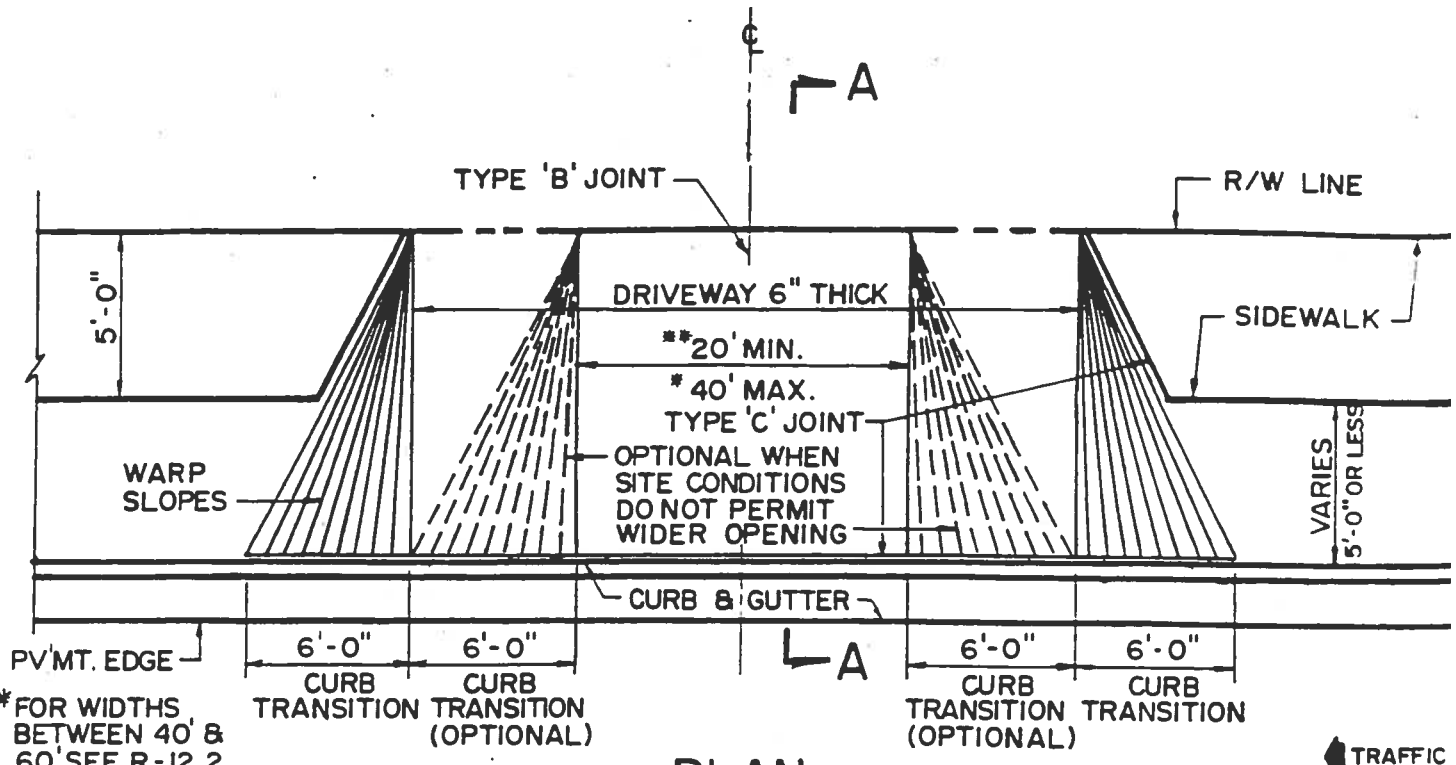

## SECTION A-A

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

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

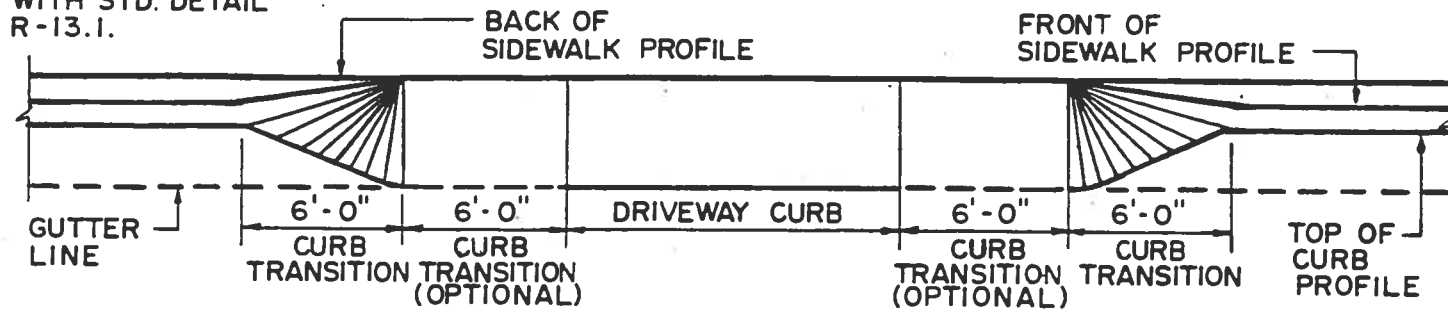
| ITEM | CROSS REF. | SPEC. REF. |
|---|---|---|
| DRIVEWAY CURB | R-14.1 | |
| CURB & GUTTER | R-14.1 | |
| CONC. SIDEWALK | R-13.1 | SEC. 46 |

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




PLAN

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

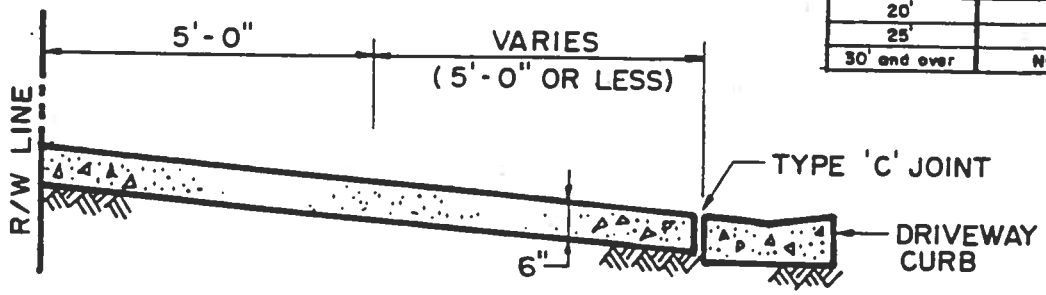



PROFILE

**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<br>PUBLIC WORKS DEPARTMENT | APPROVED 6/5/61 | REVISED 4/5/74<br>9/22/86<br>2/9/99 | STANDARD ROAD DETAIL<br>CONCRETE DRIVEWAY |

R 12.6

SHEET 2 OF 2

# Appendix E

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

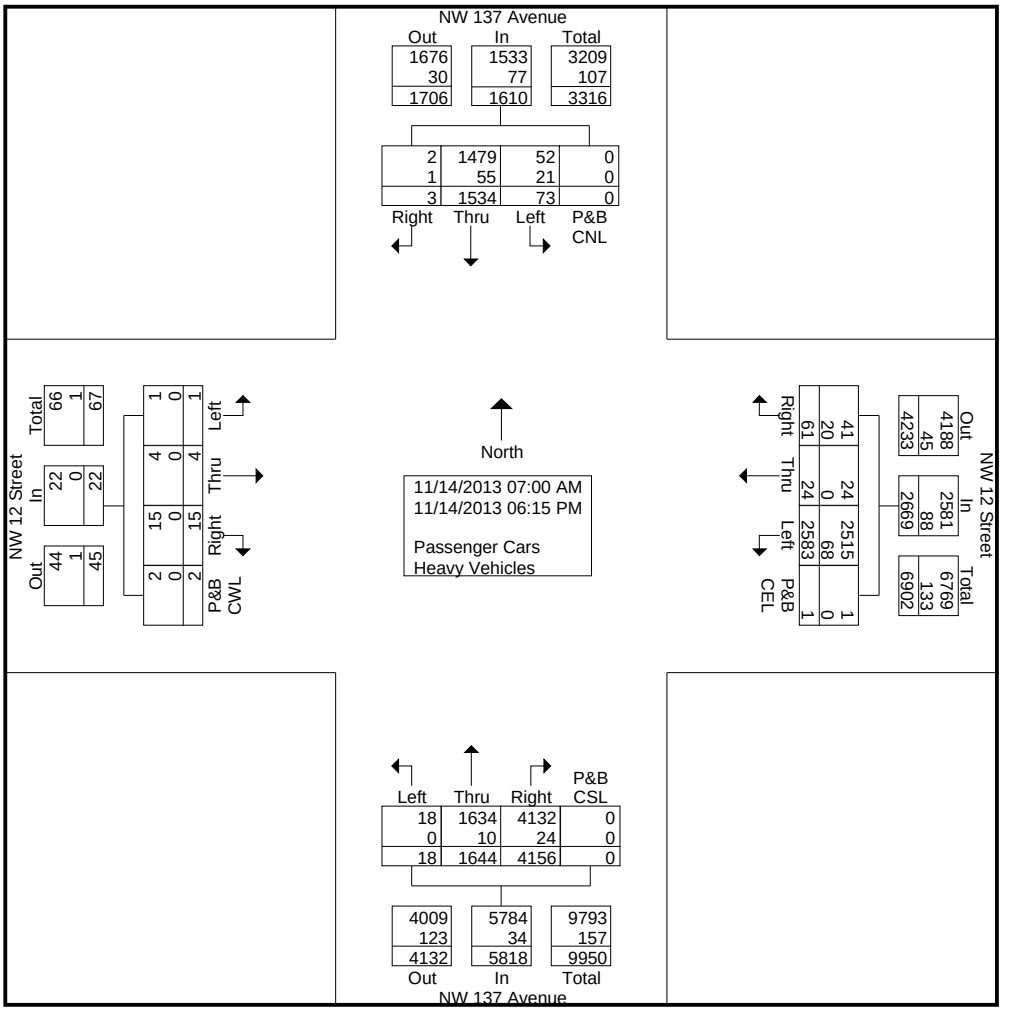
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

# 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



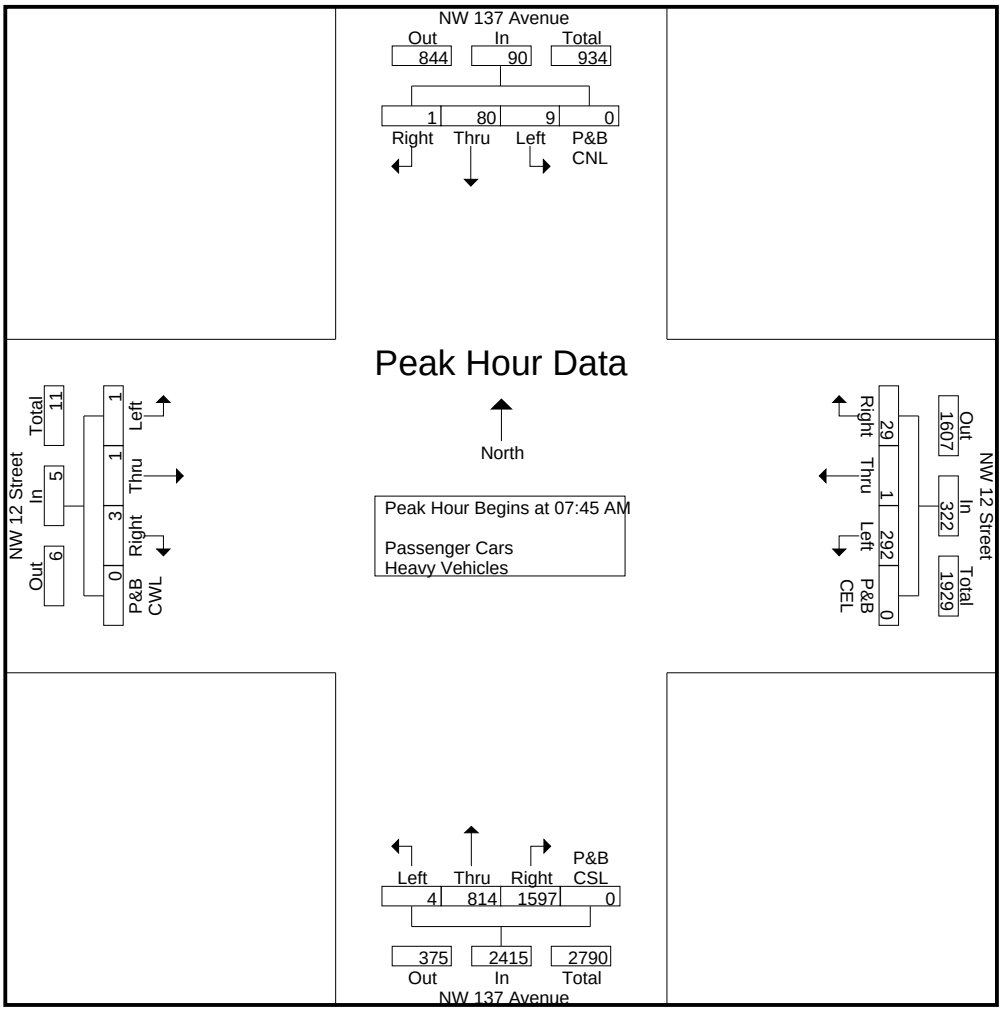
# CH Perez and Associates Consulting Engineers Inc.

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 |

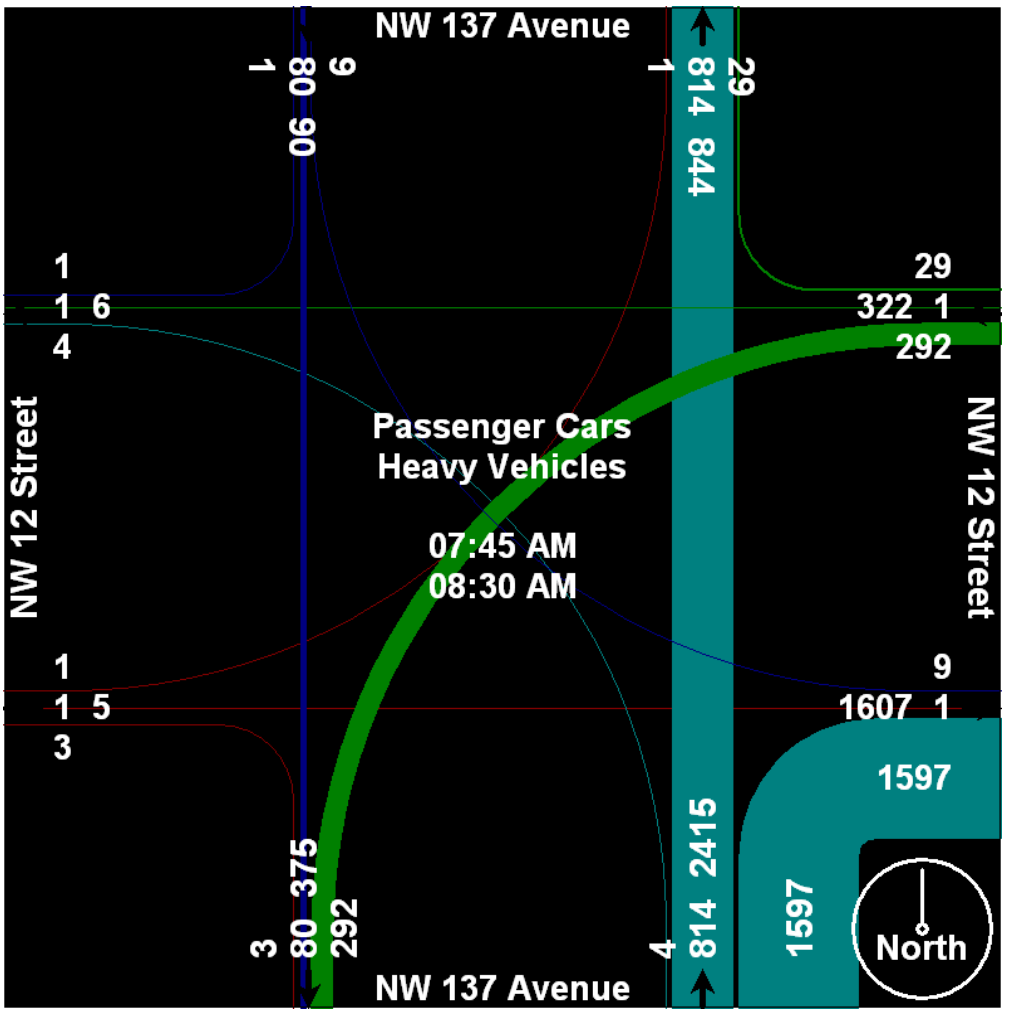


# CH Perez and Associates Consulting Engineers Inc.

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
Page No : 4



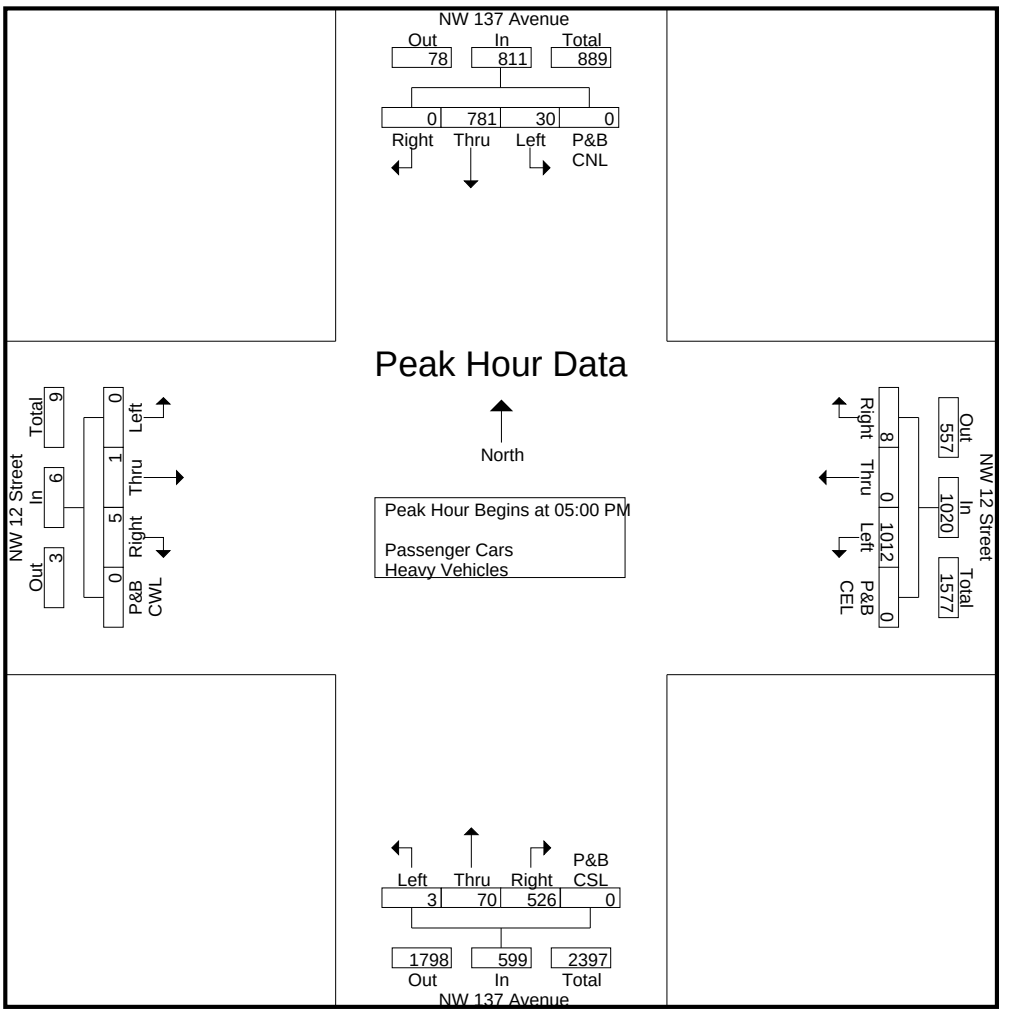
# CH Perez and Associates Consulting Engineers Inc.

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

Turning Movement Count
NW 12 Street at NW 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 |

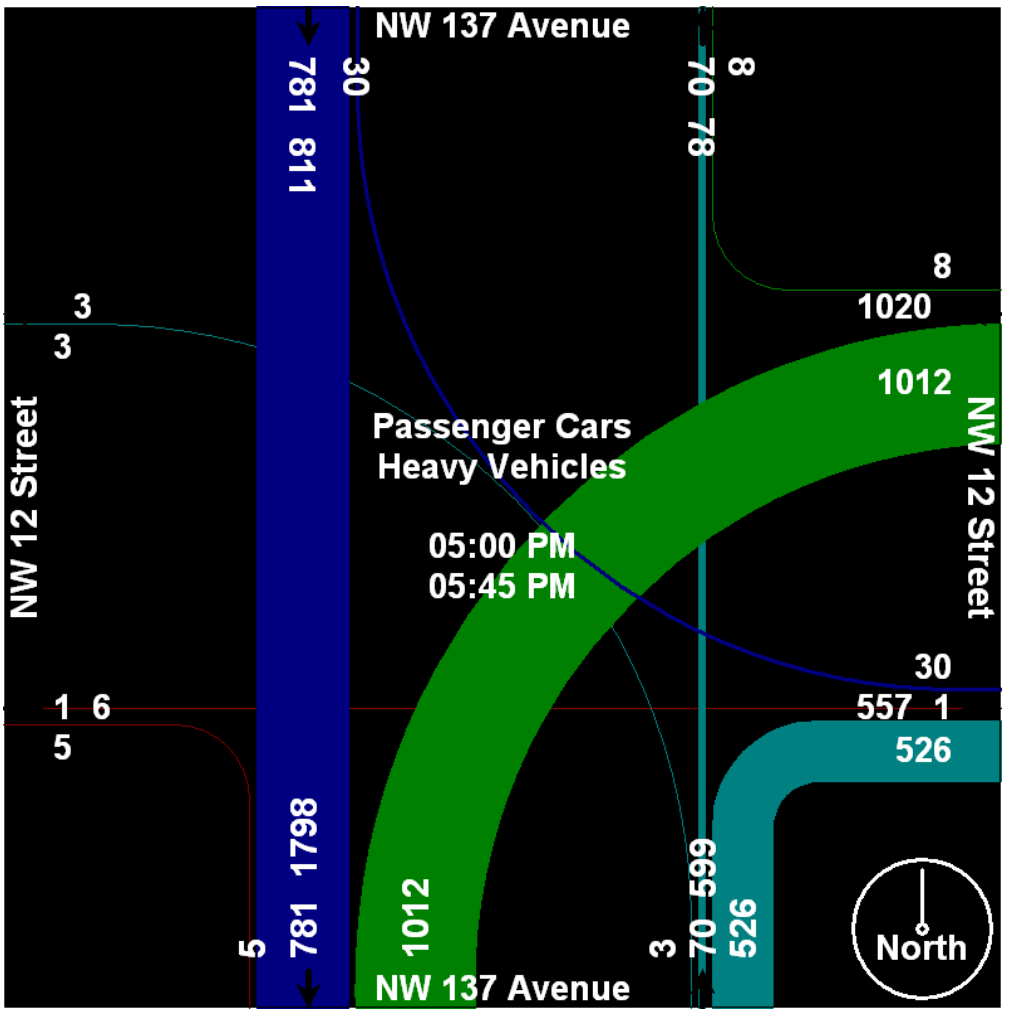


# CH Perez and Associates Consulting Engineers Inc.

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
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 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

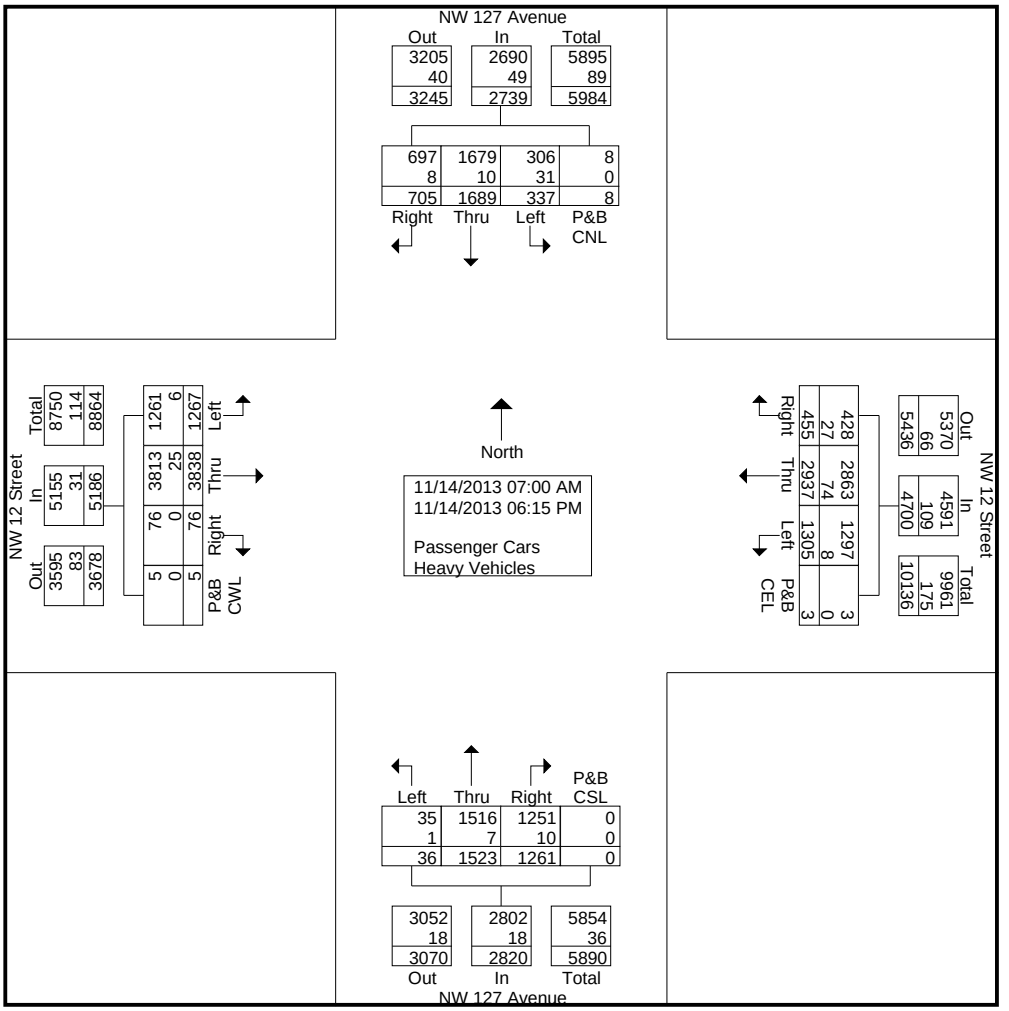
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

# 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



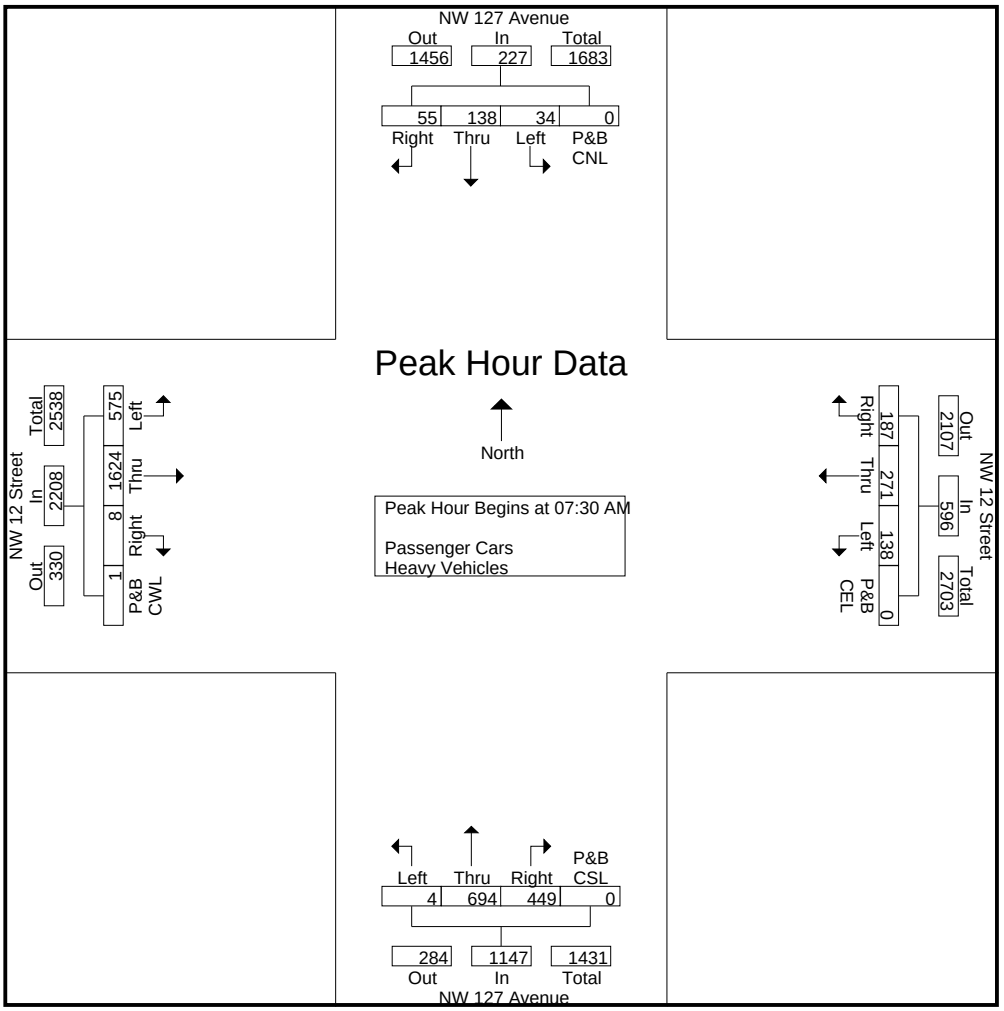
# CH Perez and Associates Consulting Engineers Inc.

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 |

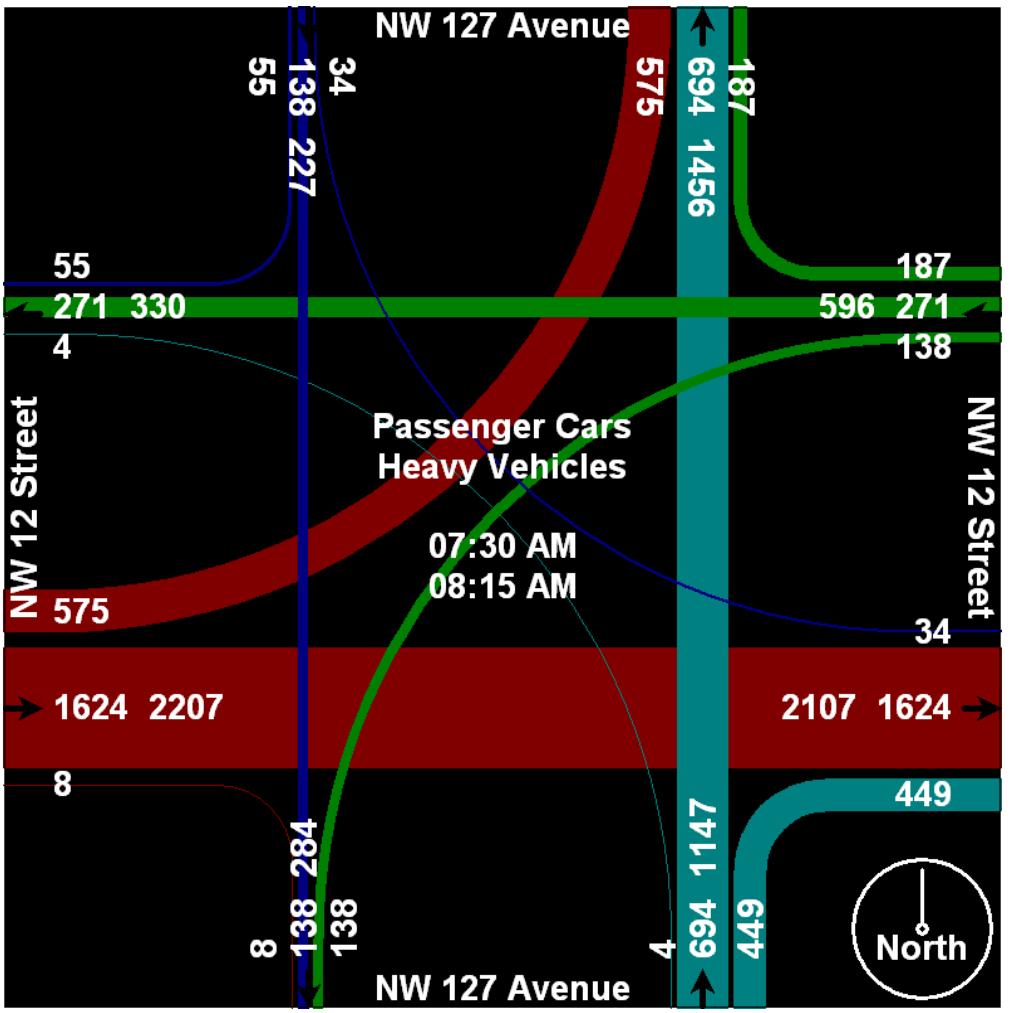


# CH Perez and Associates Consulting Engineers Inc.

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



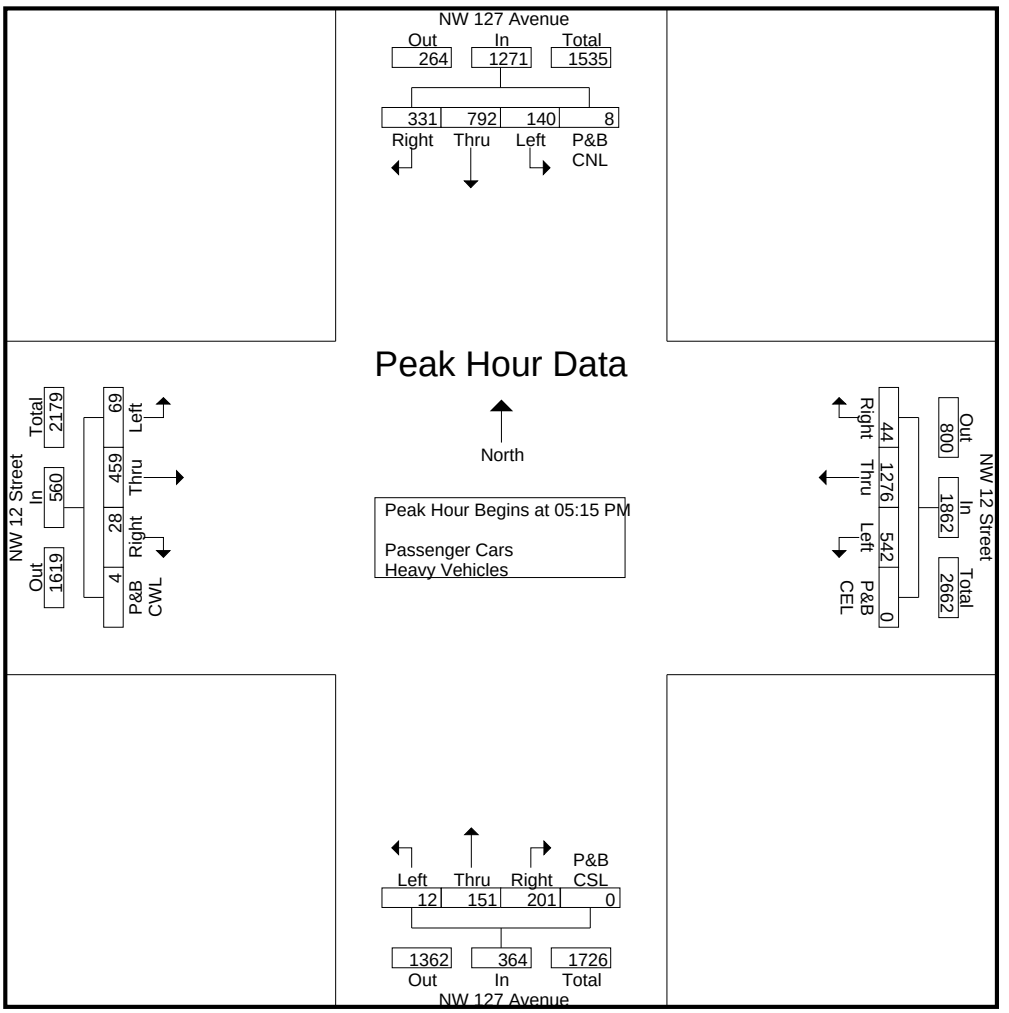
# CH Perez and Associates Consulting Engineers Inc.

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 |

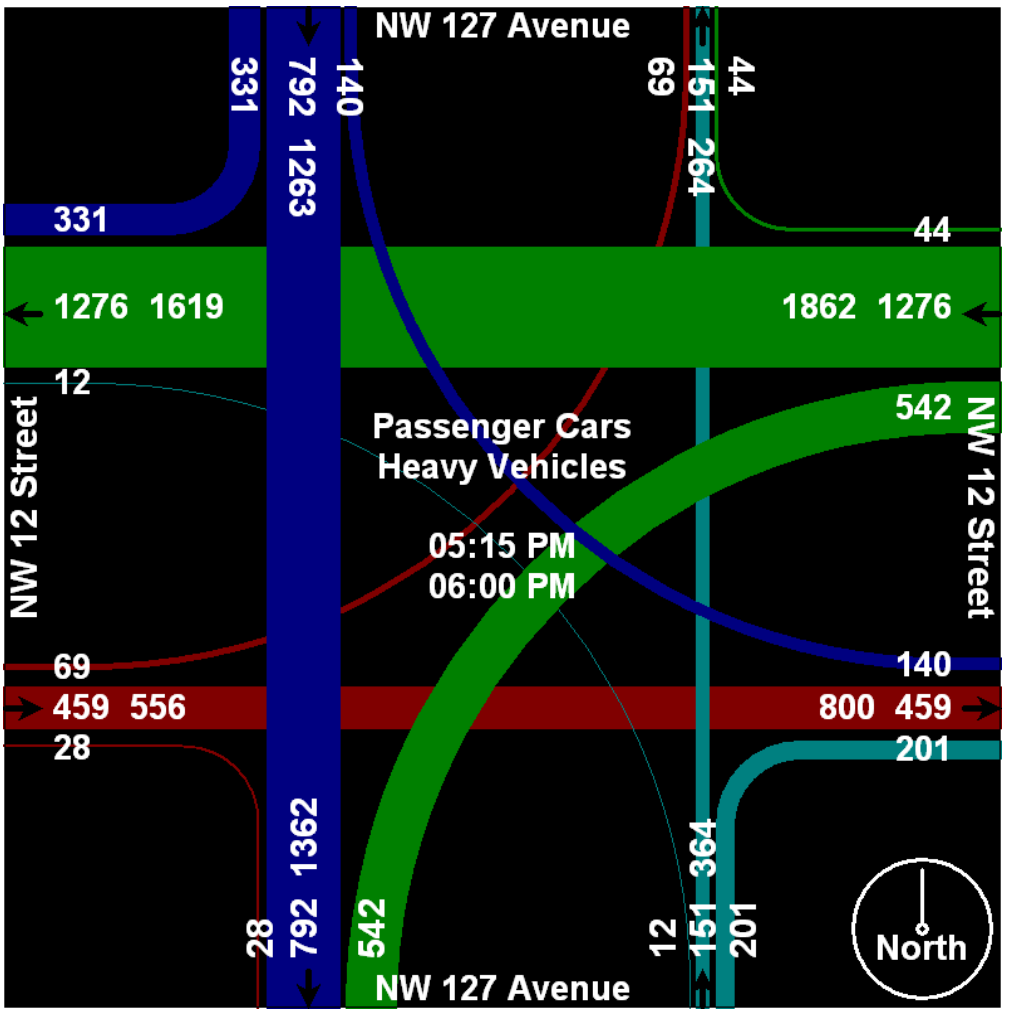


# CH Perez and Associates Consulting Engineers Inc.

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

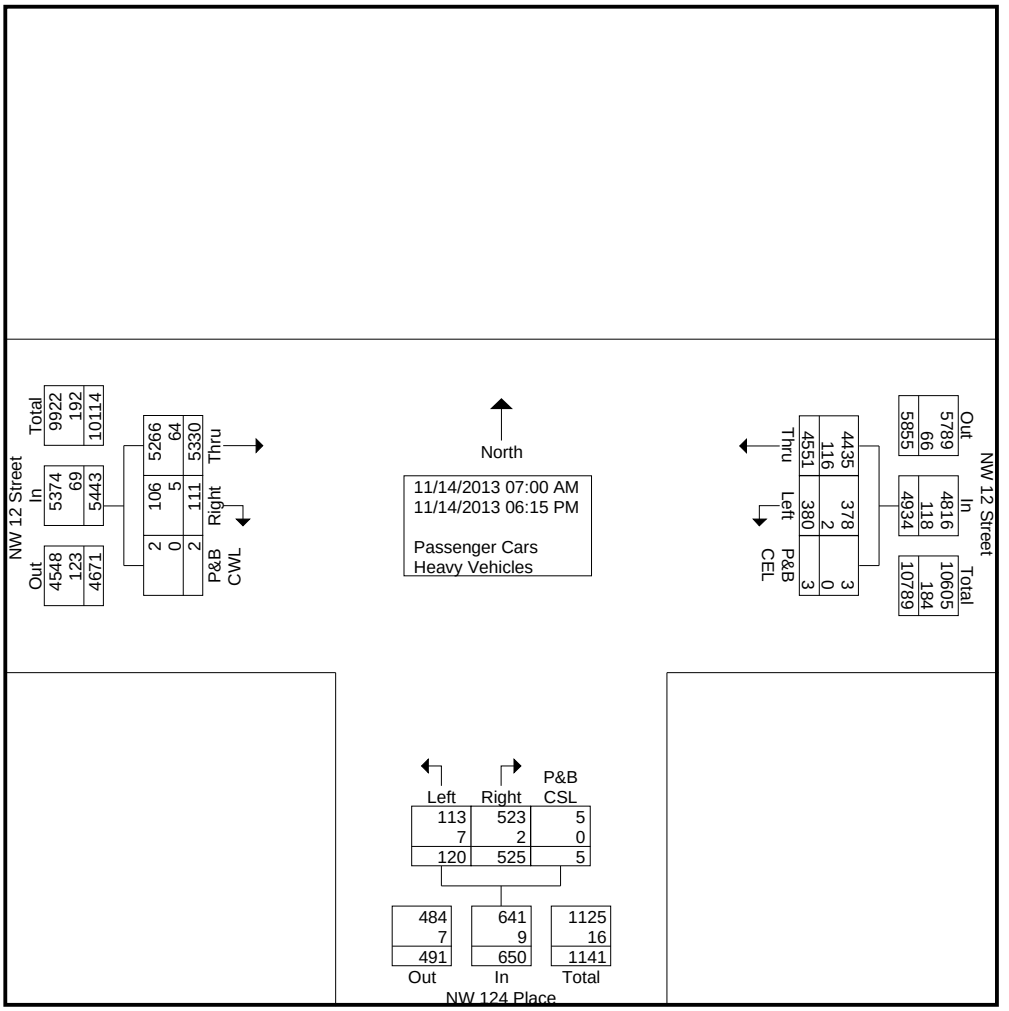
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

# 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



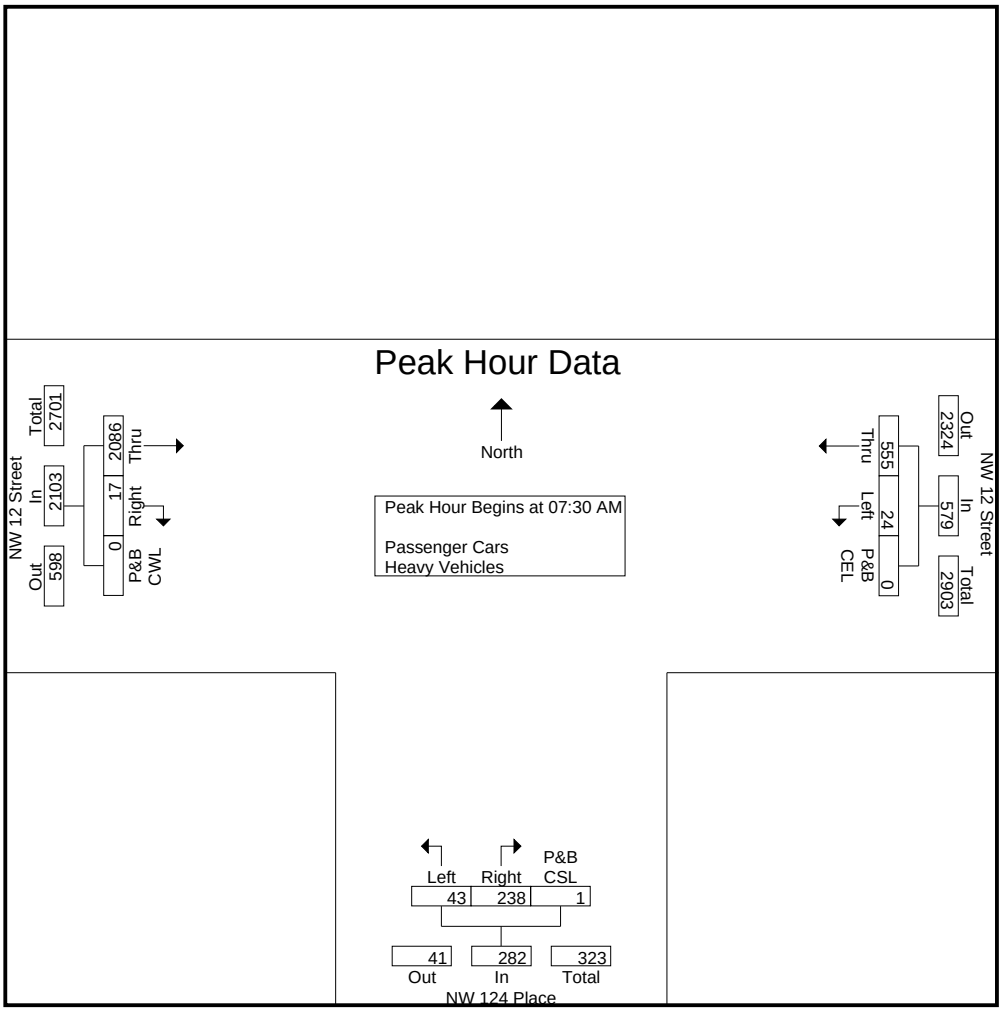
# CH Perez and Associates Consulting Engineers Inc.

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 |

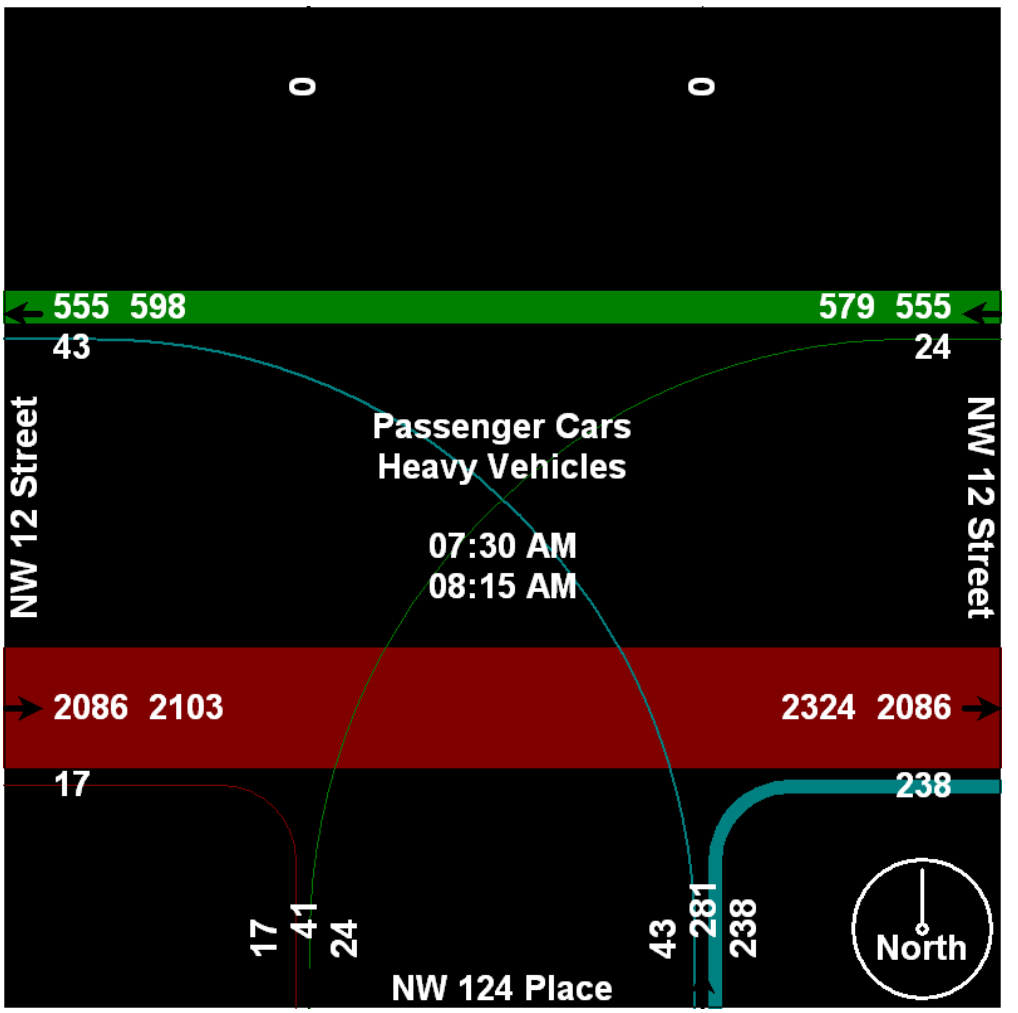


# CH Perez and Associates Consulting Engineers Inc.

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



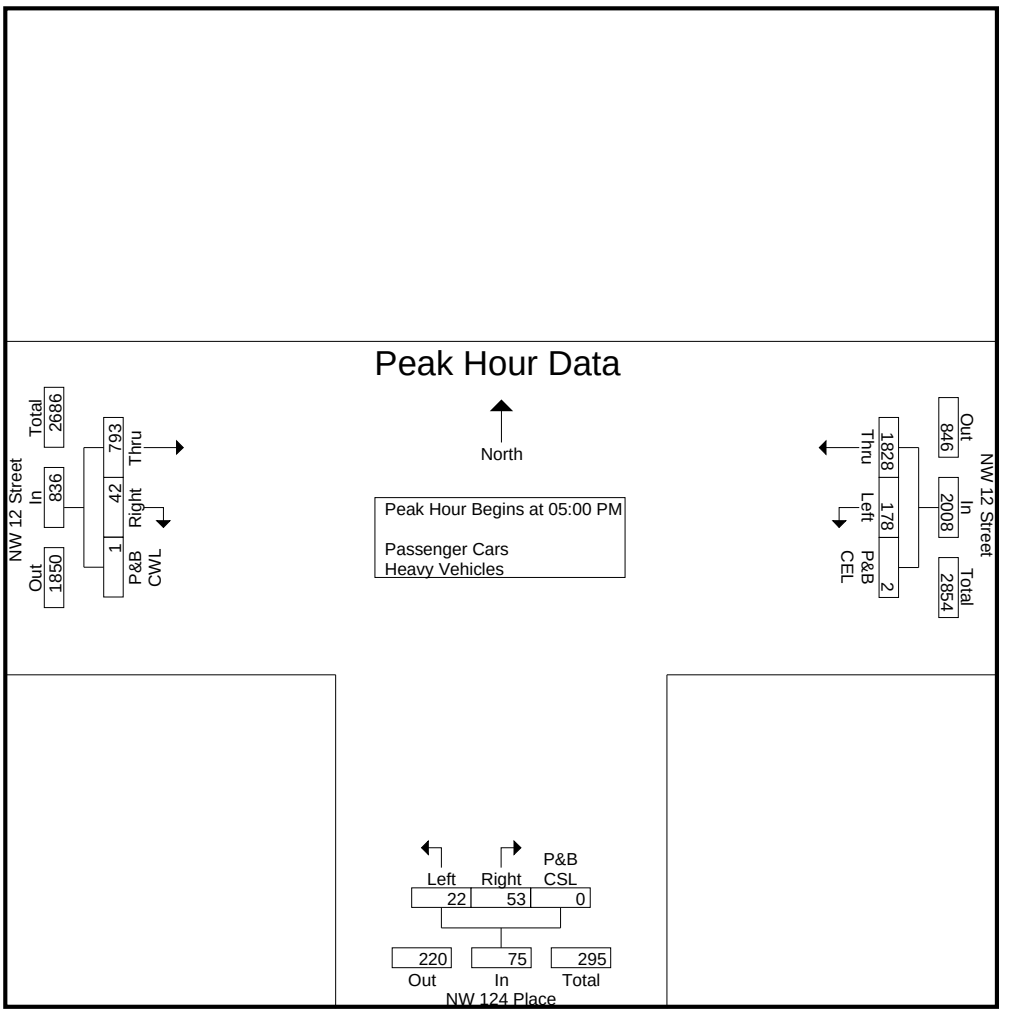
# CH Perez and Associates Consulting Engineers Inc.

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 |

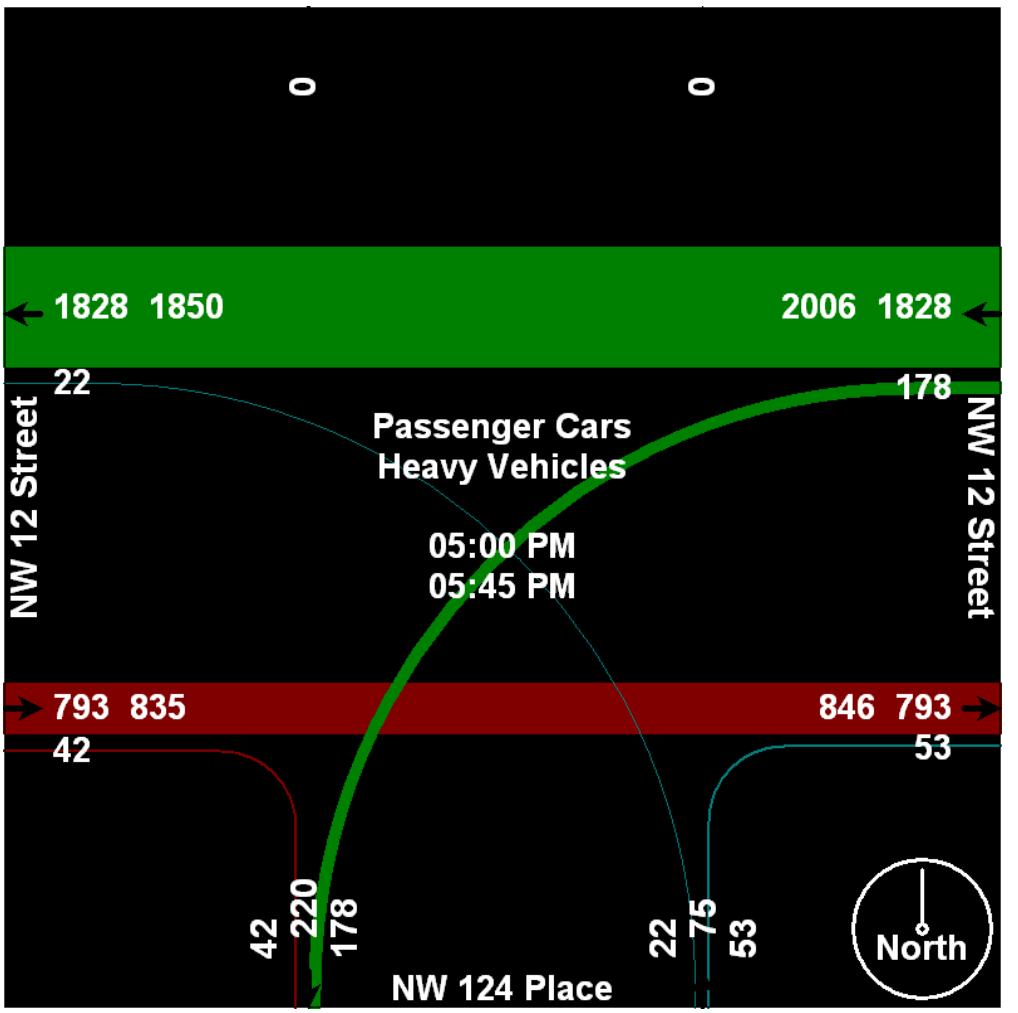


# CH Perez and Associates Consulting Engineers Inc.

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

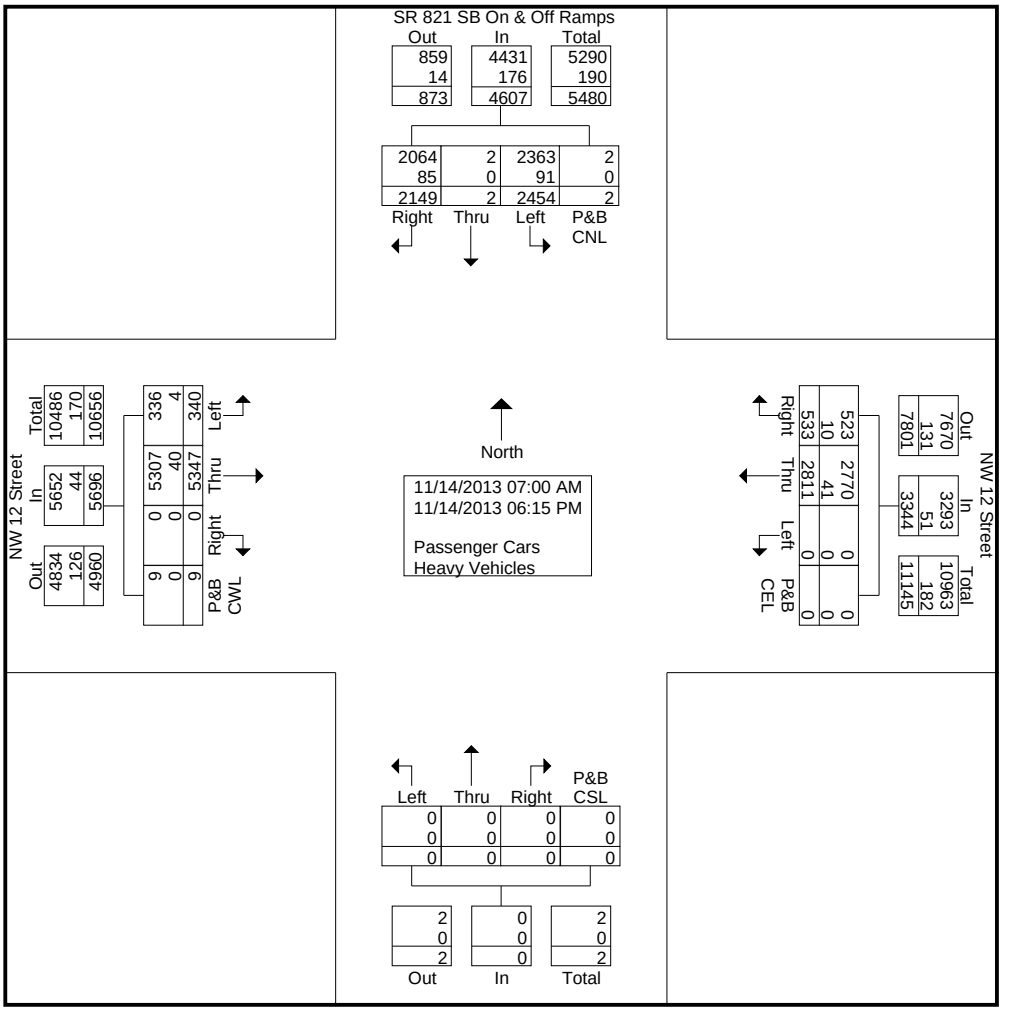
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

# 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



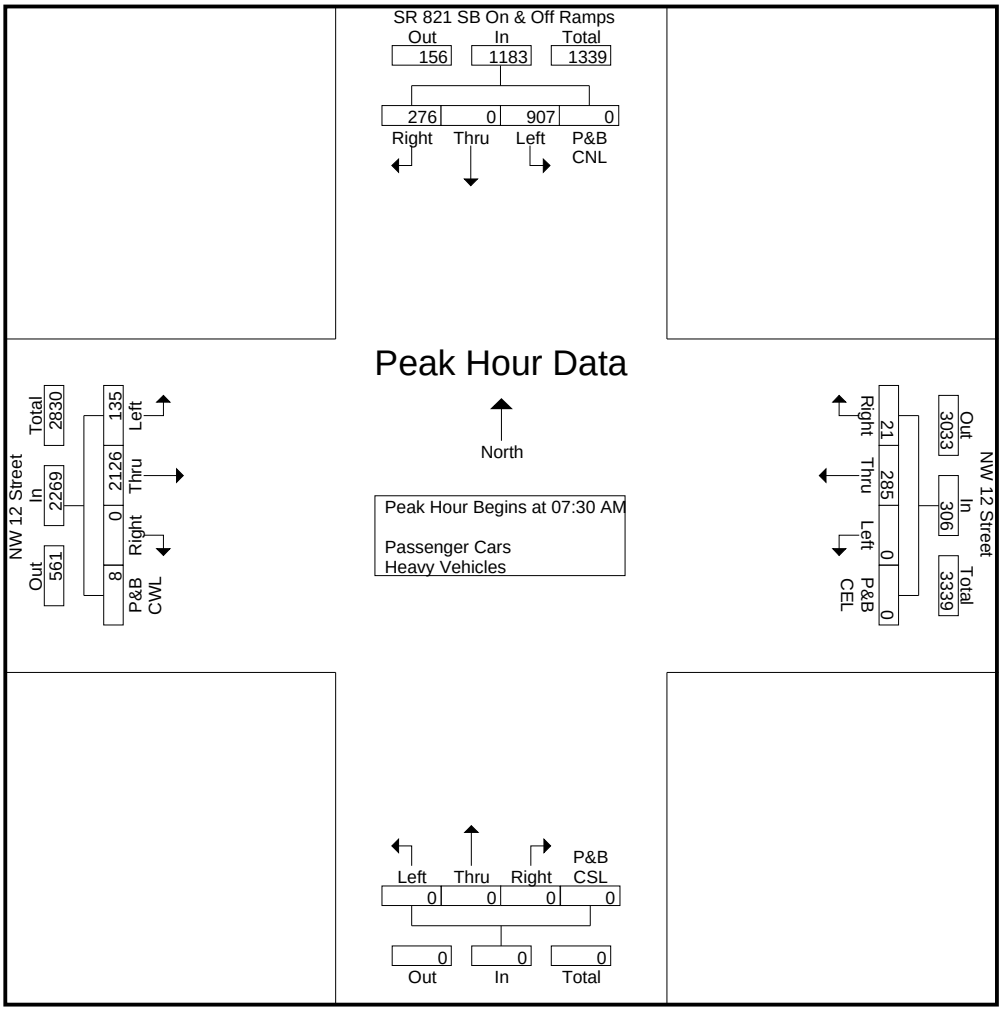
# CH Perez and Associates Consulting Engineers Inc.

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 |

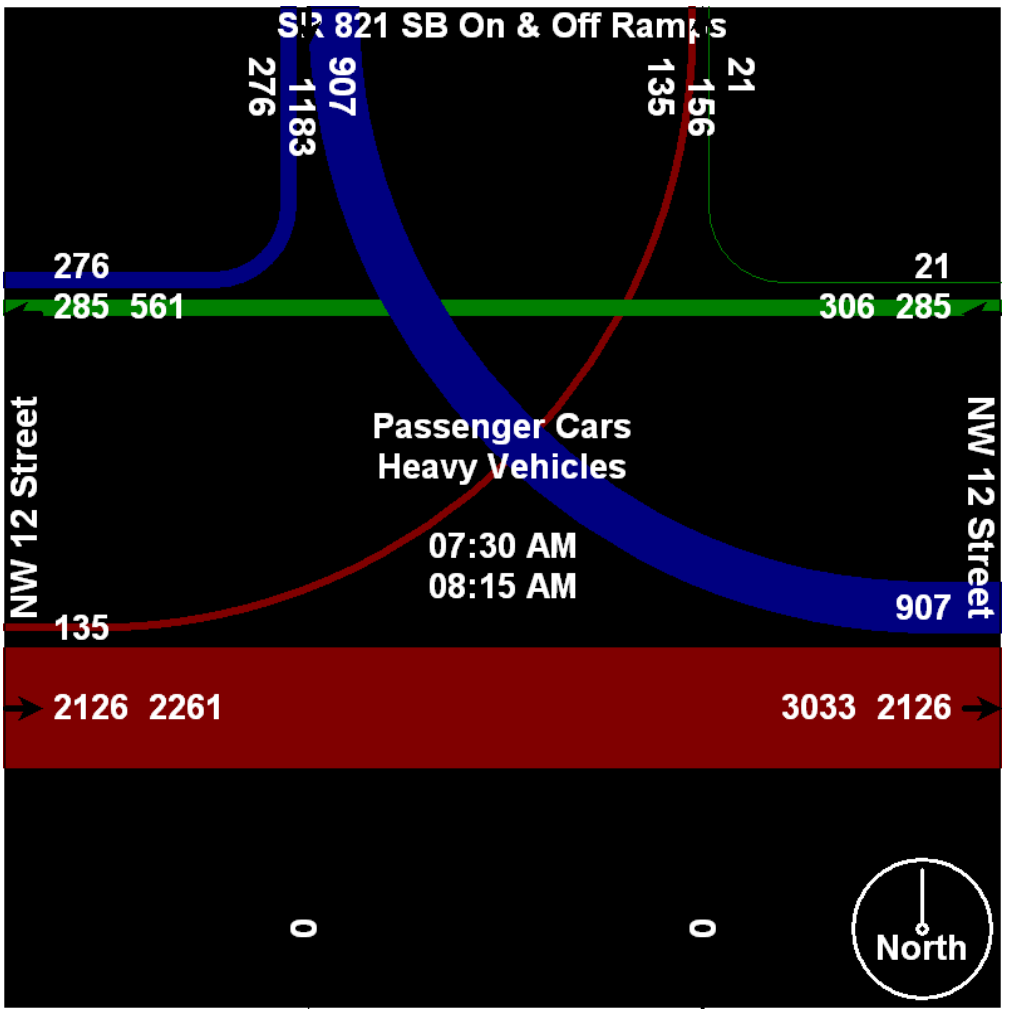


# CH Perez and Associates Consulting Engineers Inc.

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



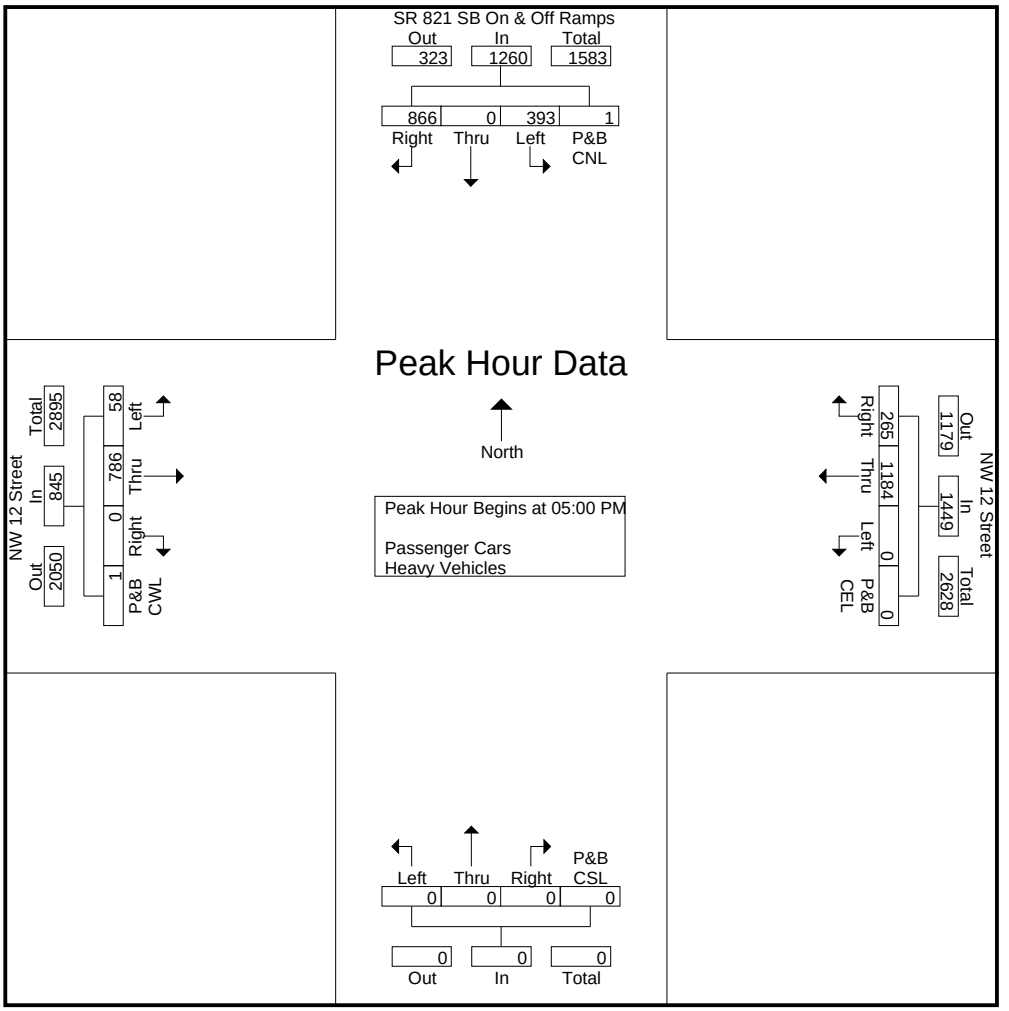
# CH Perez and Associates Consulting Engineers Inc.

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 |

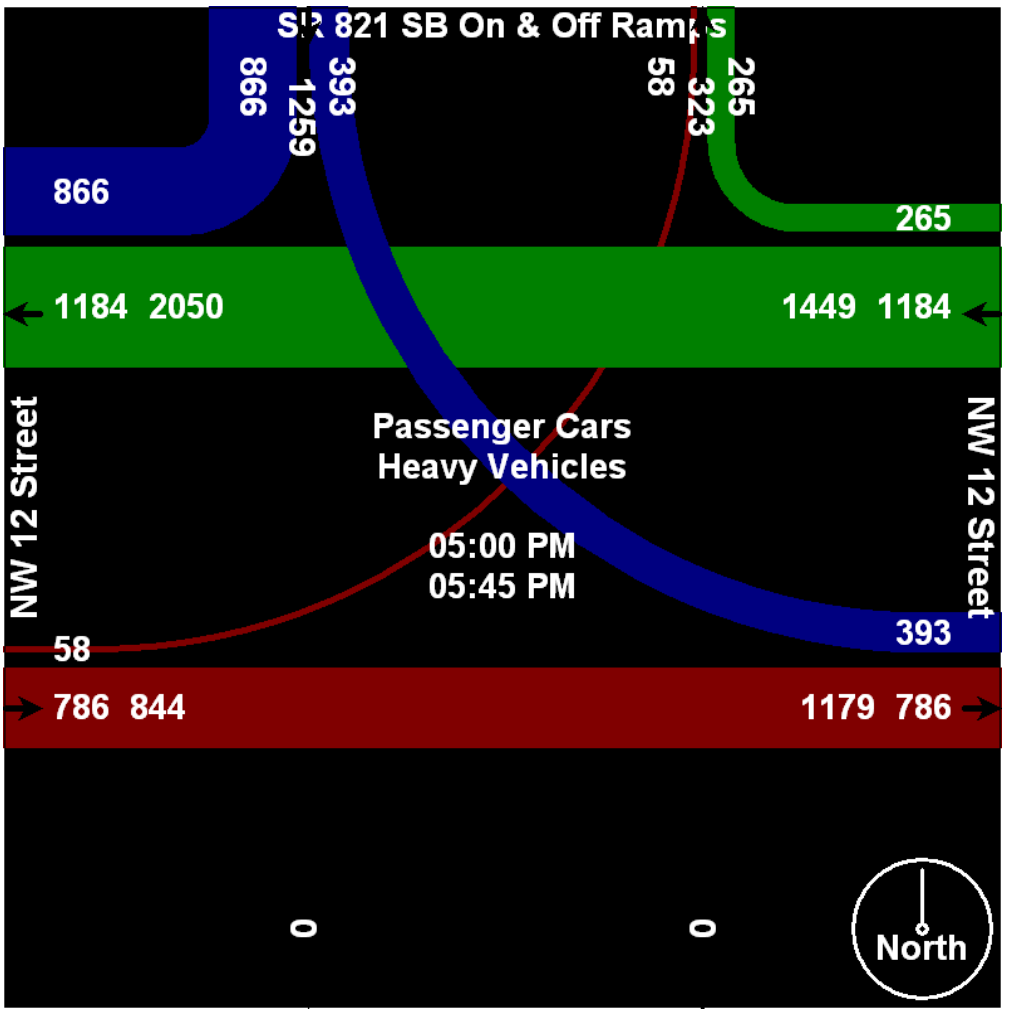


# CH Perez and Associates Consulting Engineers Inc.

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

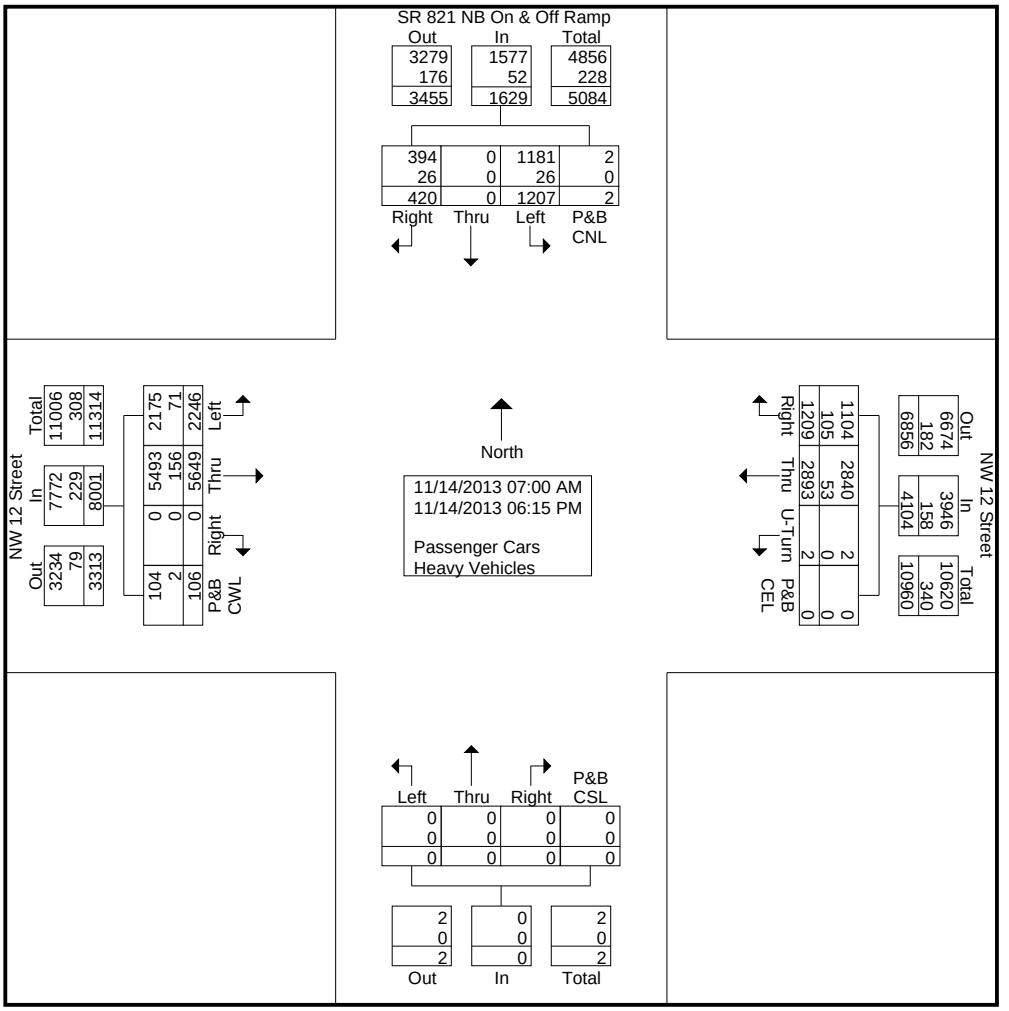
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

# 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



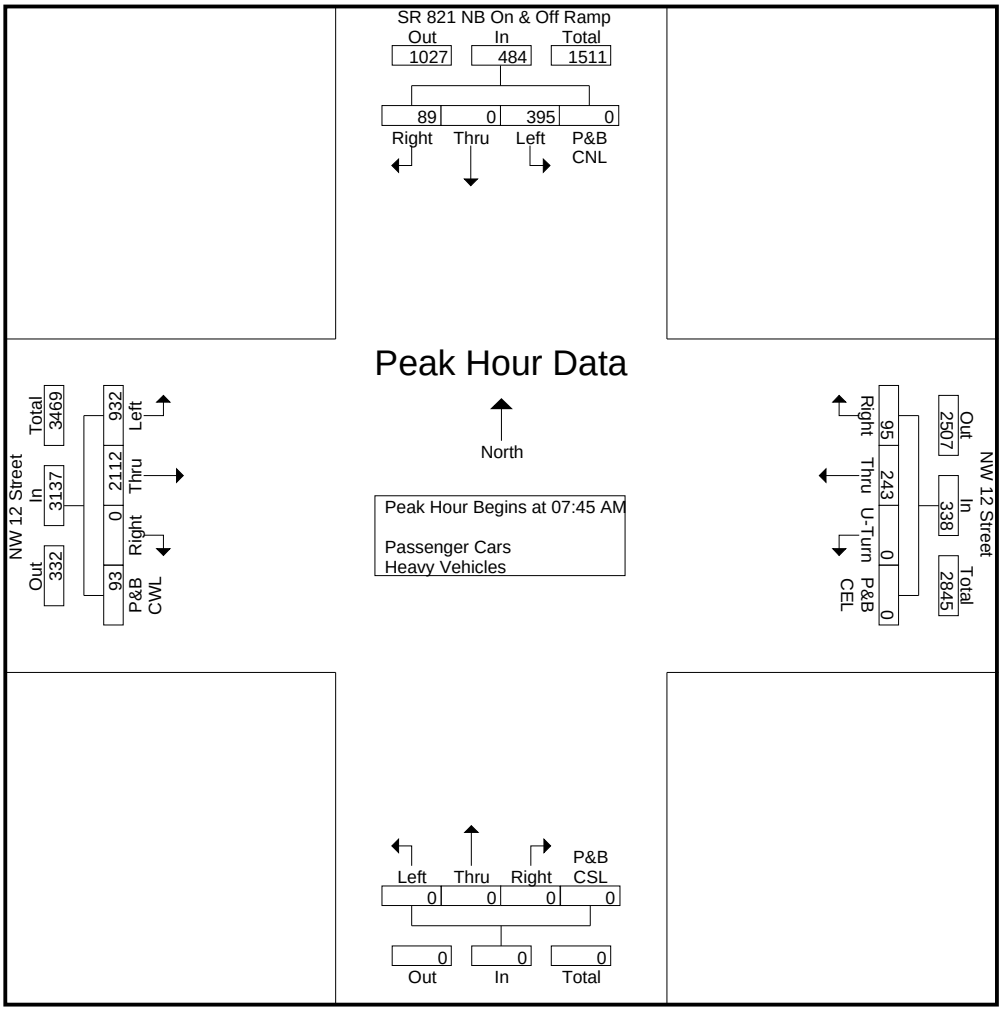
# CH Perez and Associates Consulting Engineers Inc.

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 |

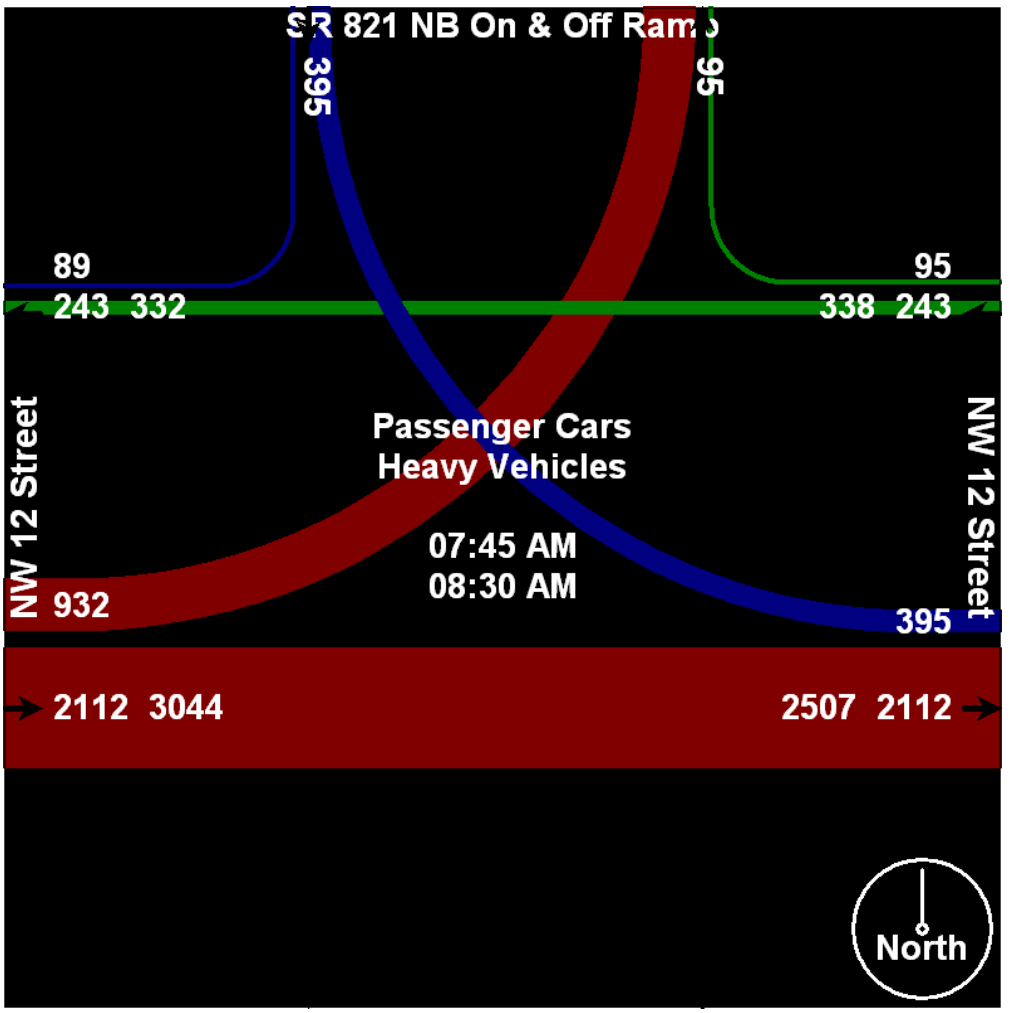


# CH Perez and Associates Consulting Engineers Inc.

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



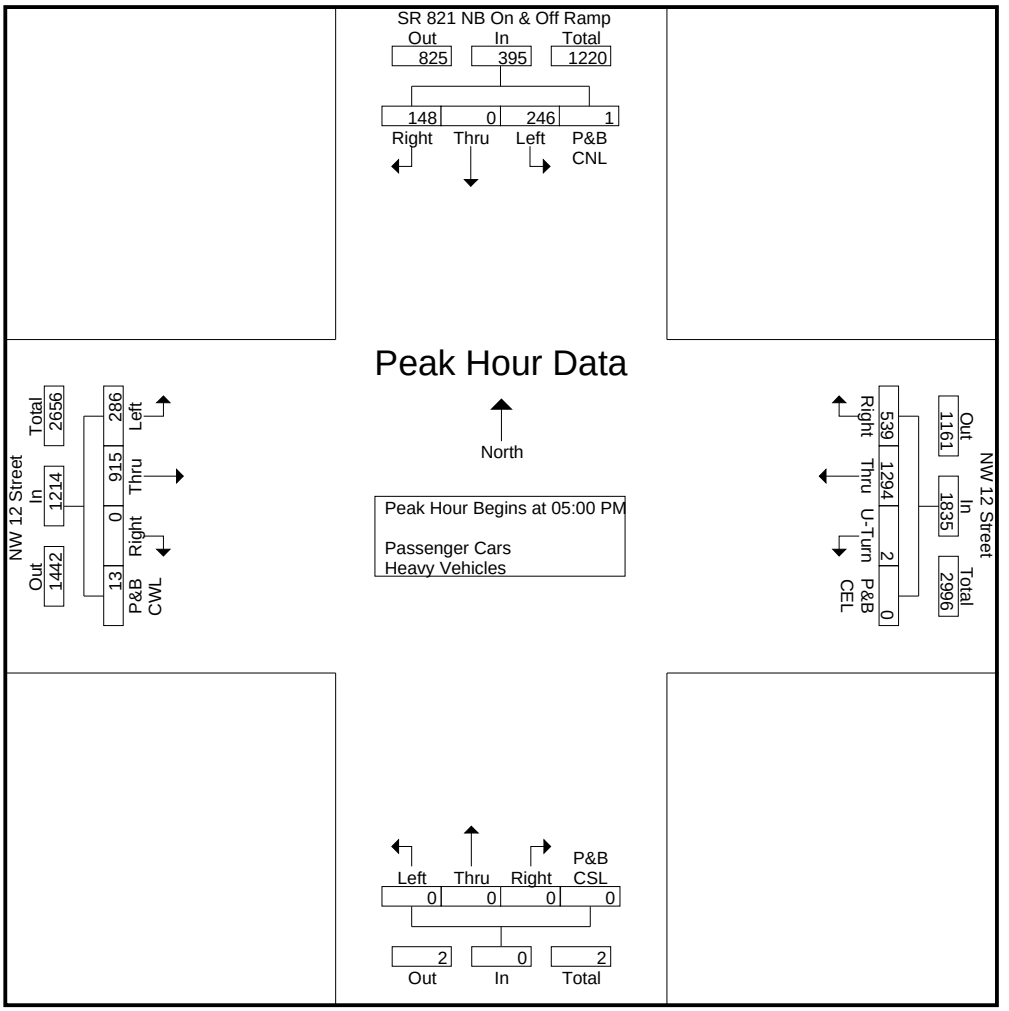
# CH Perez and Associates Consulting Engineers Inc.

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 |

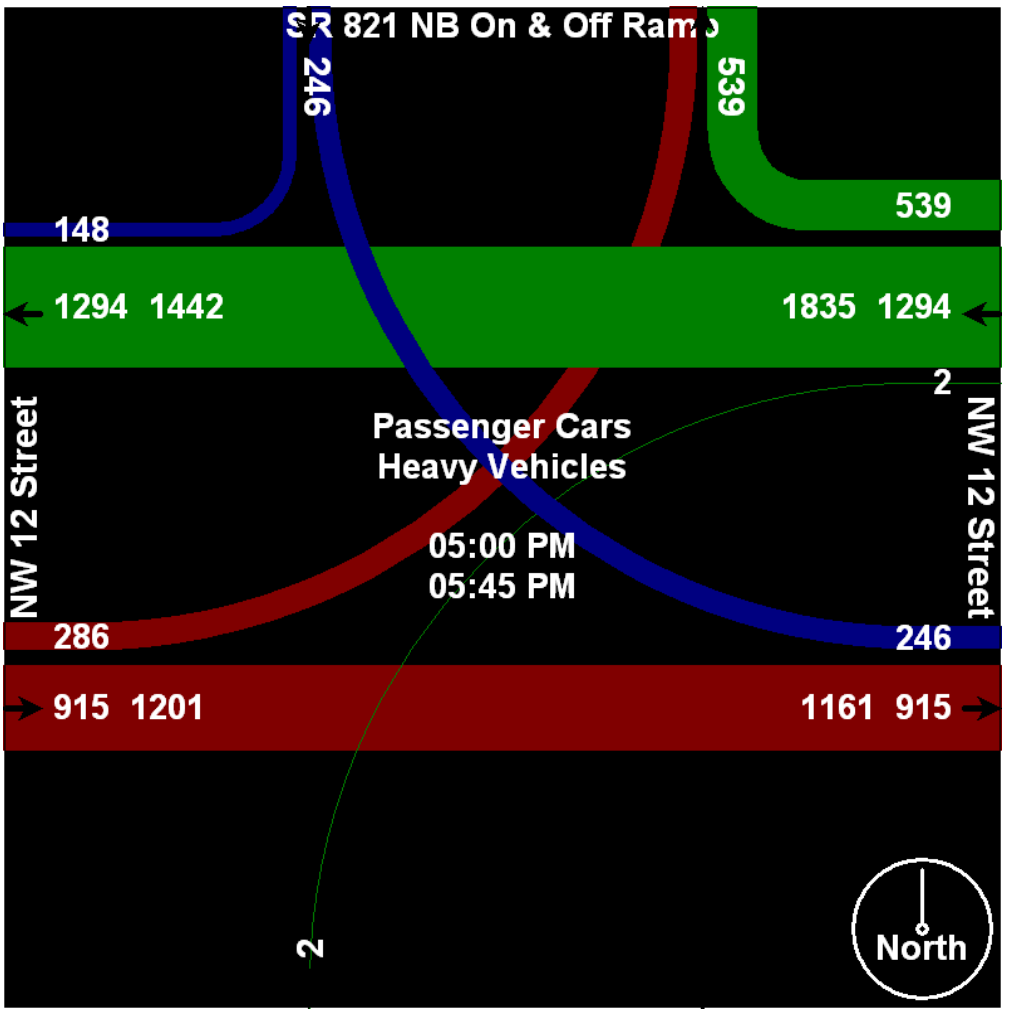


# CH Perez and Associates Consulting Engineers Inc.

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

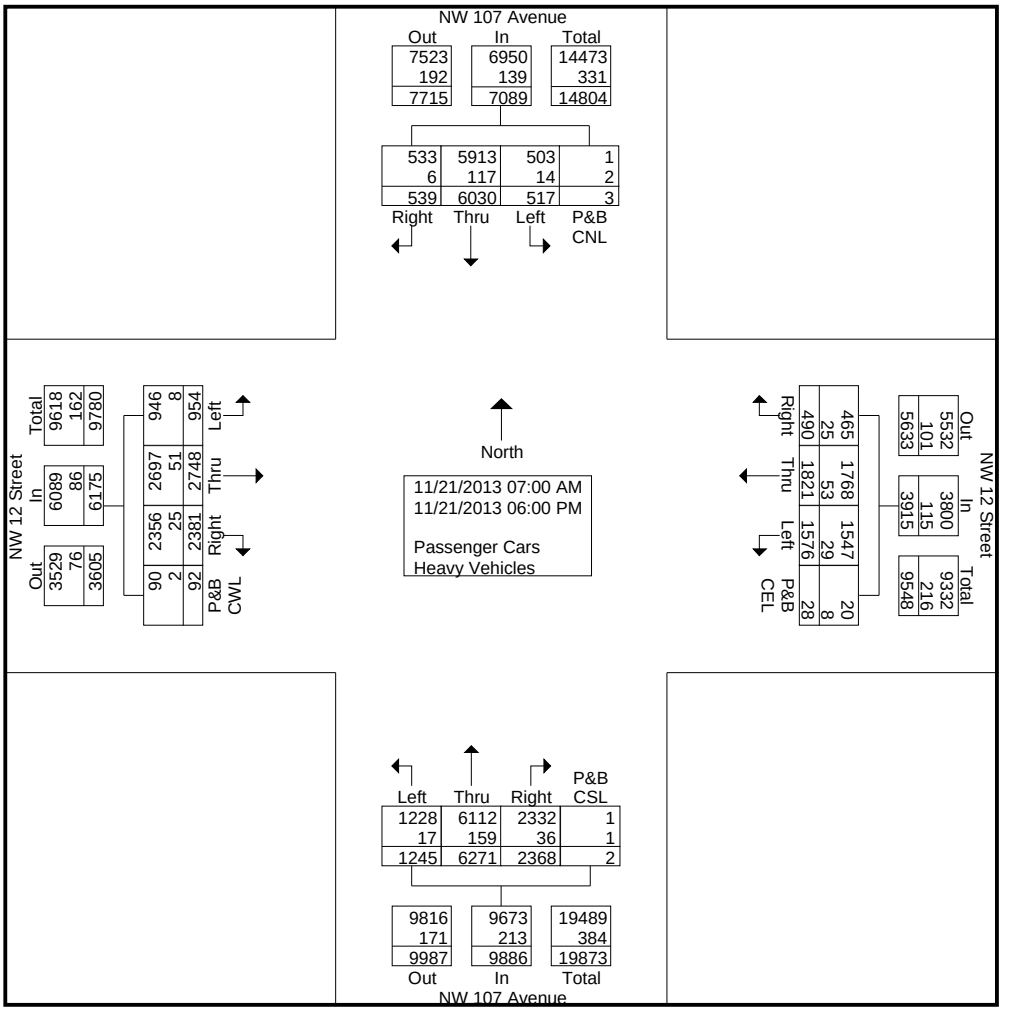
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

# 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



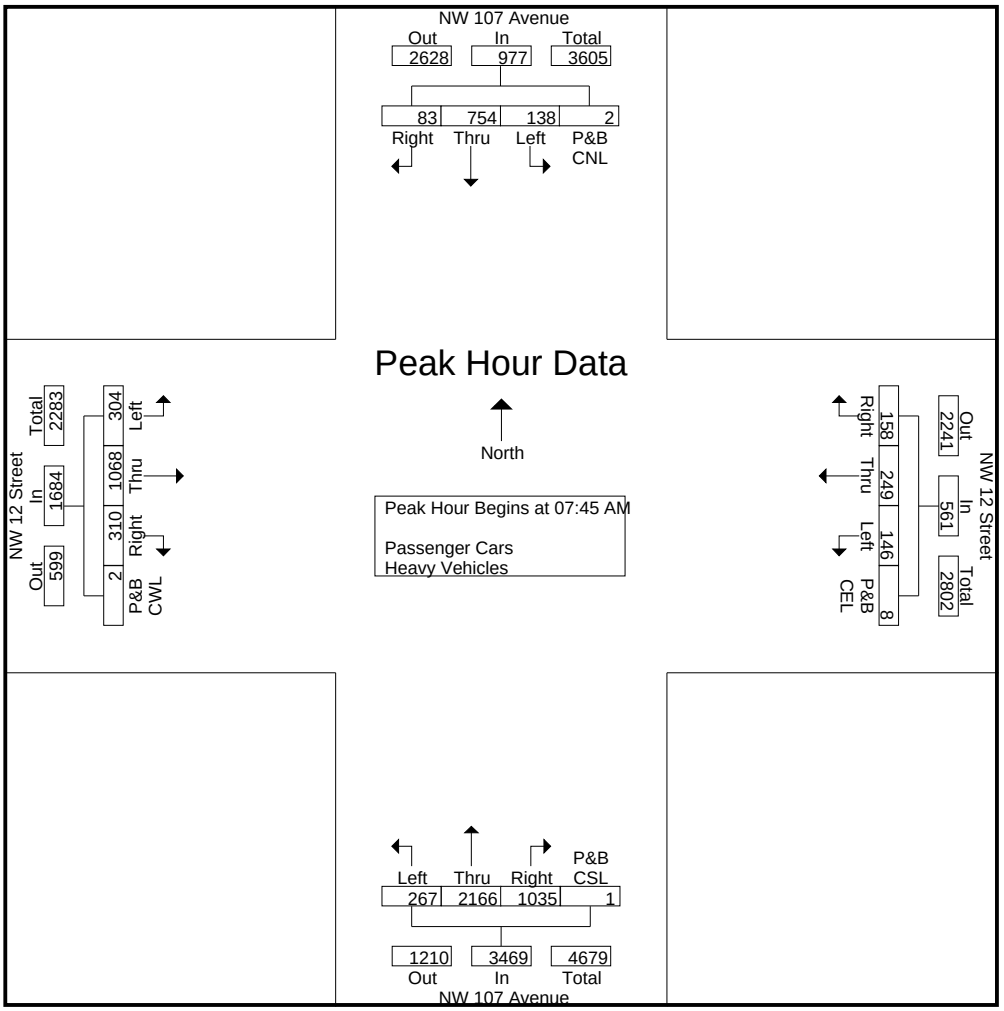
# CH Perez and Associates Consulting Engineers Inc.

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 |

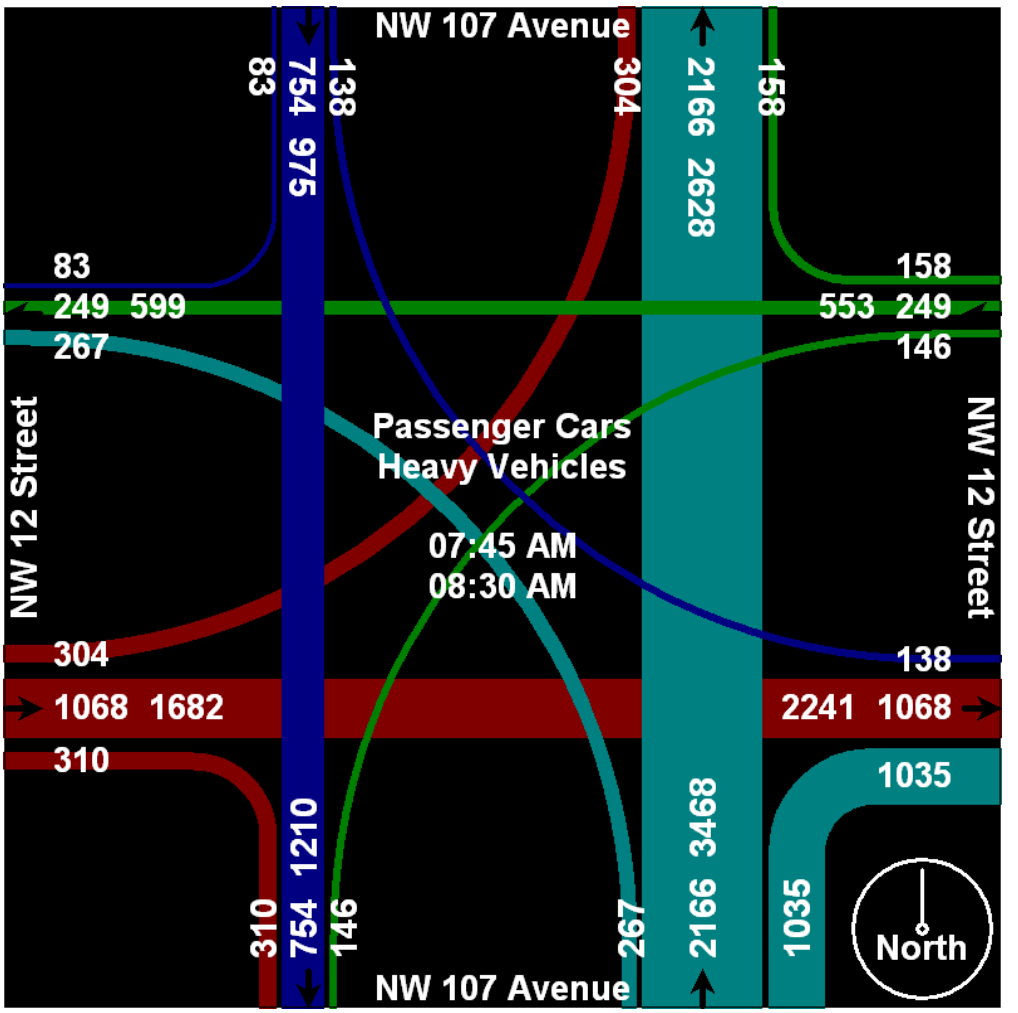


# CH Perez and Associates Consulting Engineers Inc.

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



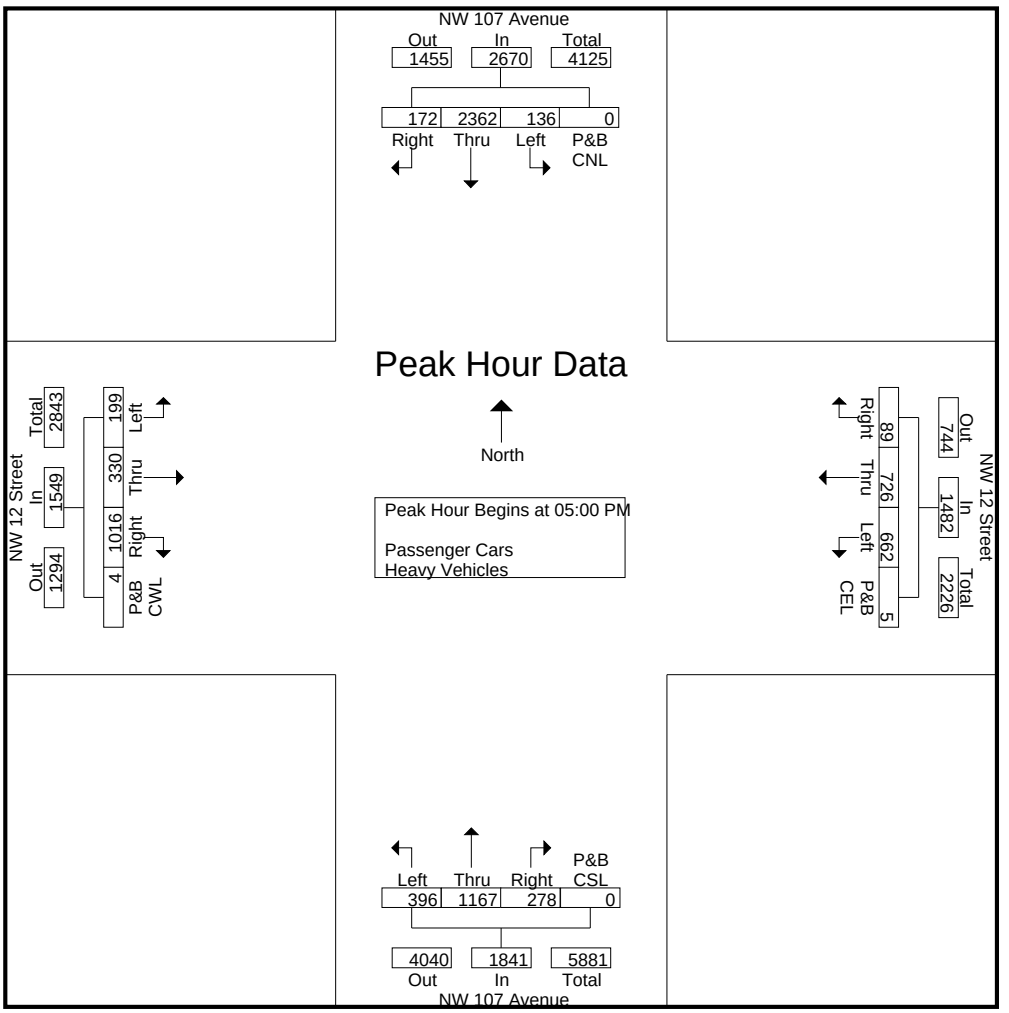
# CH Perez and Associates Consulting Engineers Inc.

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 |

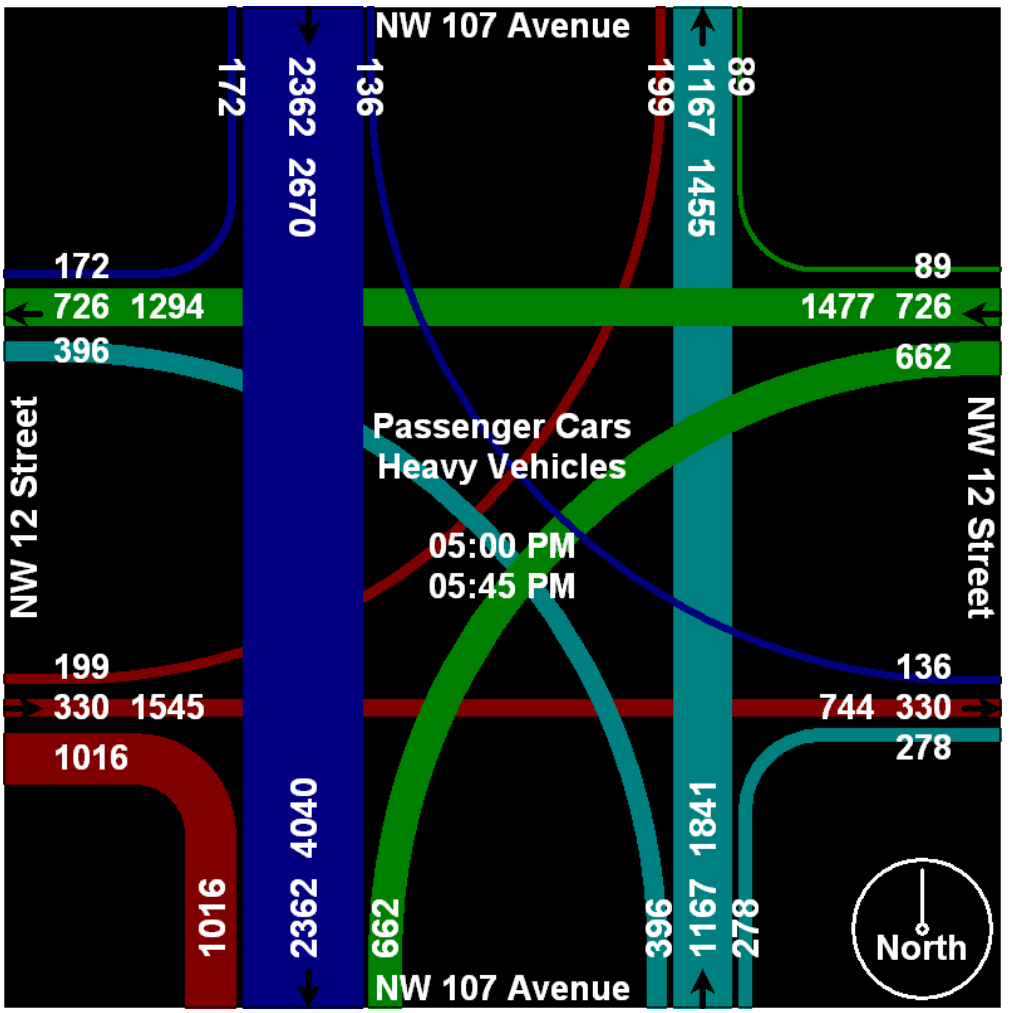


# CH Perez and Associates Consulting Engineers Inc.

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

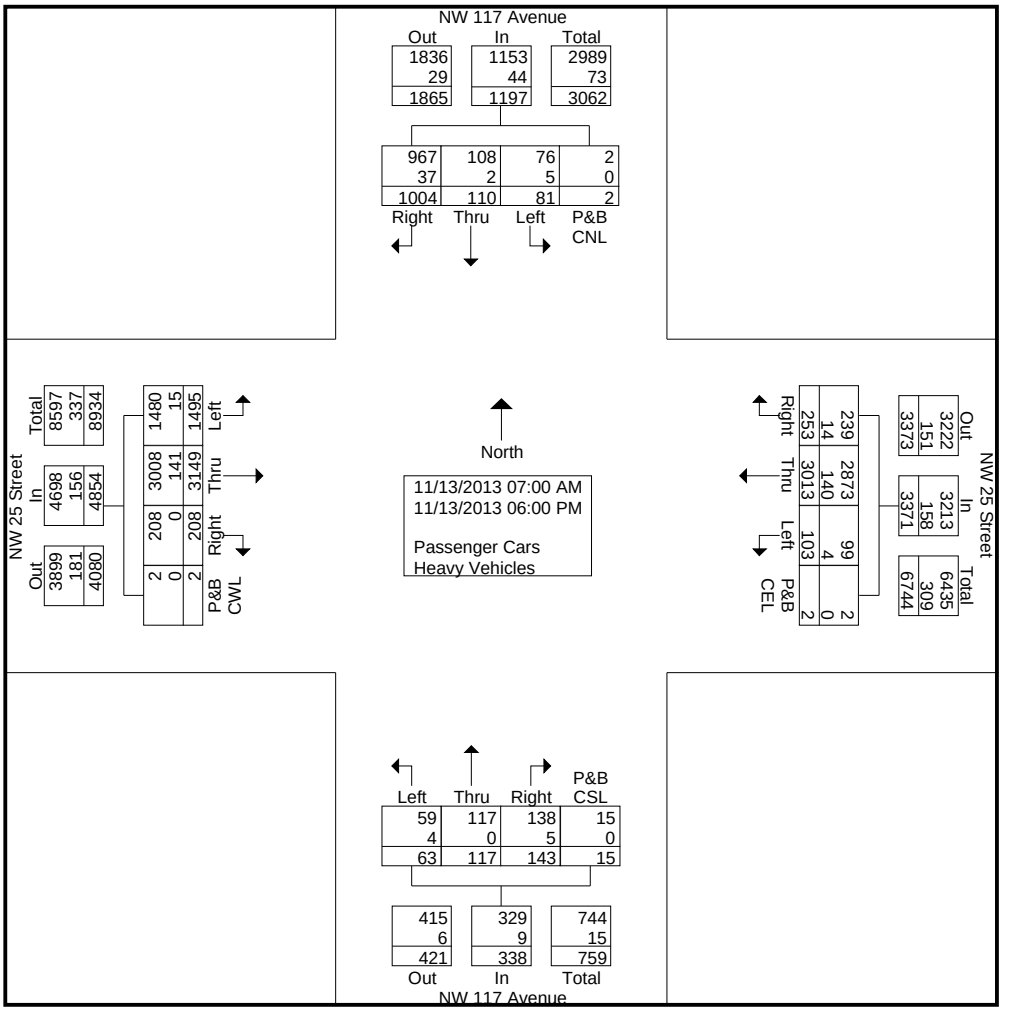
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

# 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



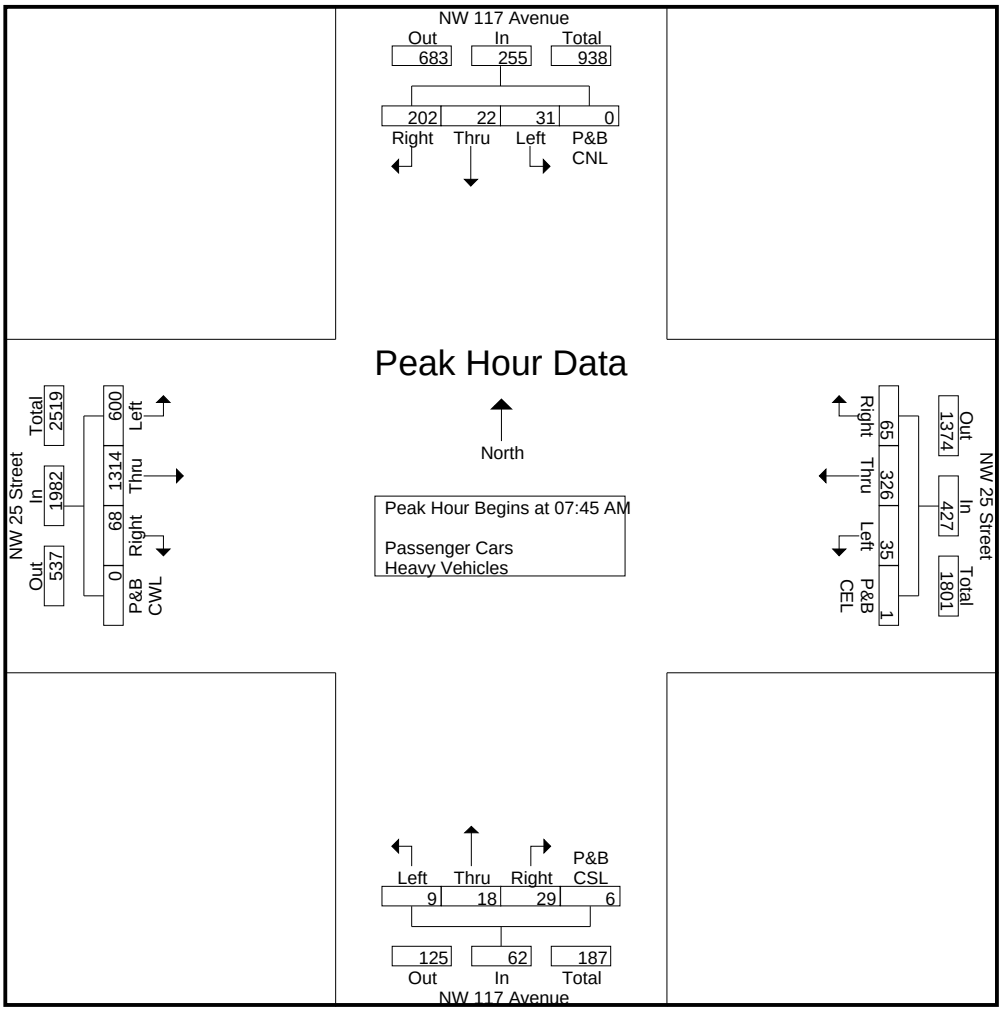
# CH Perez and Associates Consulting Engineers Inc.

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 |

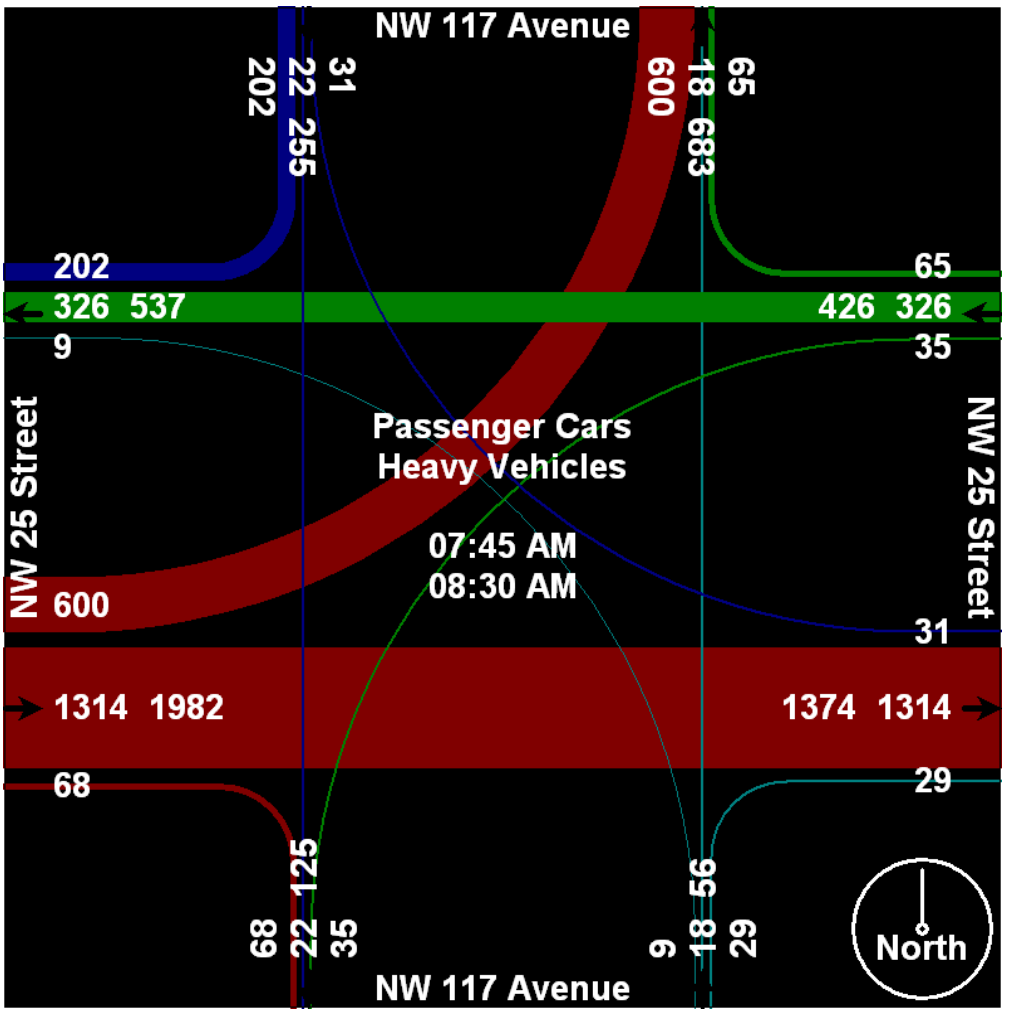


# CH Perez and Associates Consulting Engineers Inc.

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



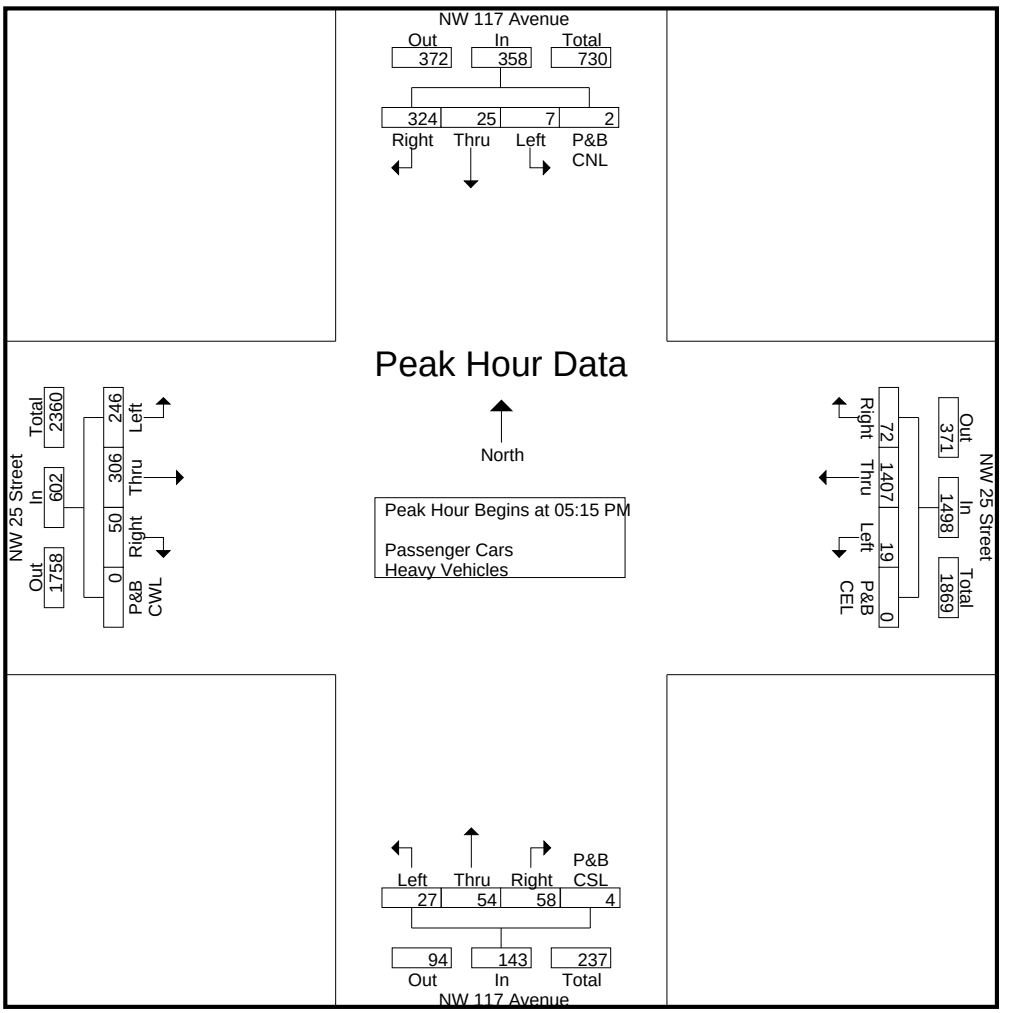
# CH Perez and Associates Consulting Engineers Inc.

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 |

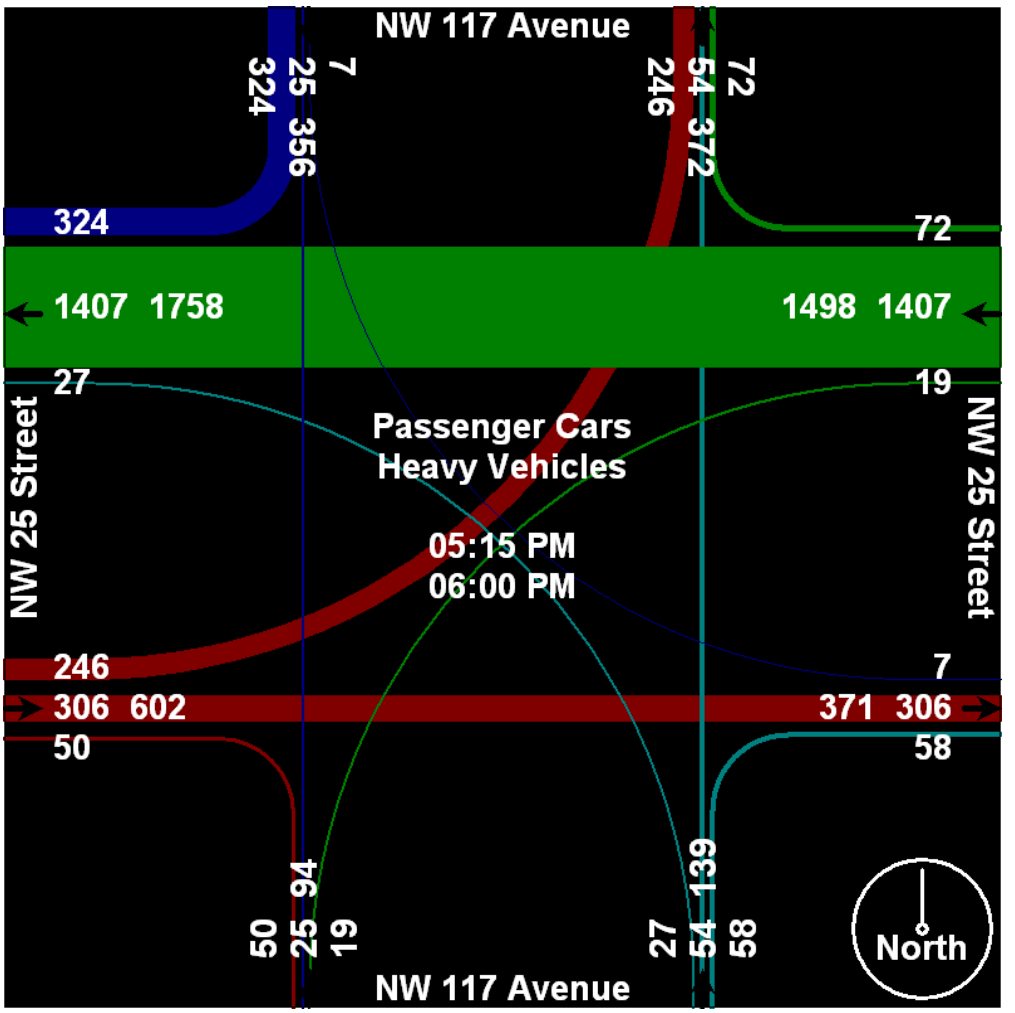


# CH Perez and Associates Consulting Engineers Inc.

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

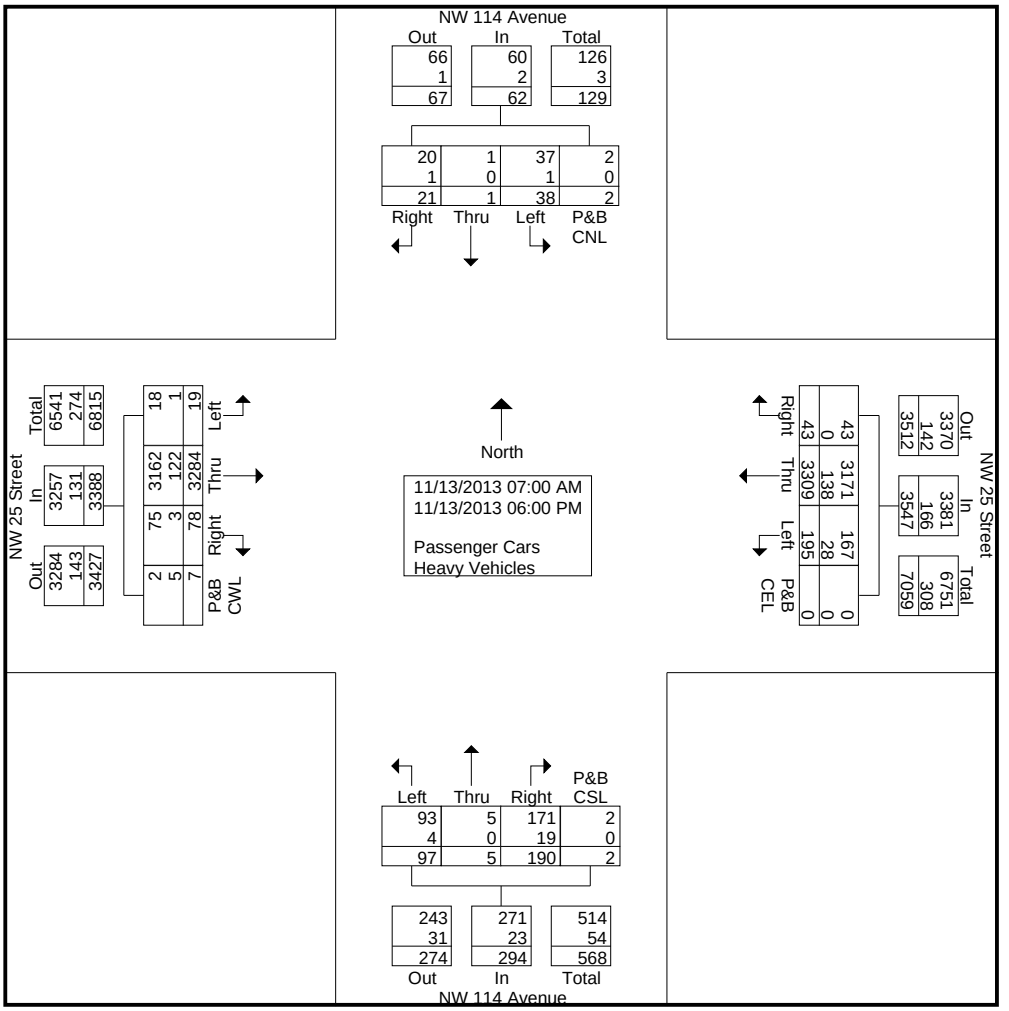
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

# 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



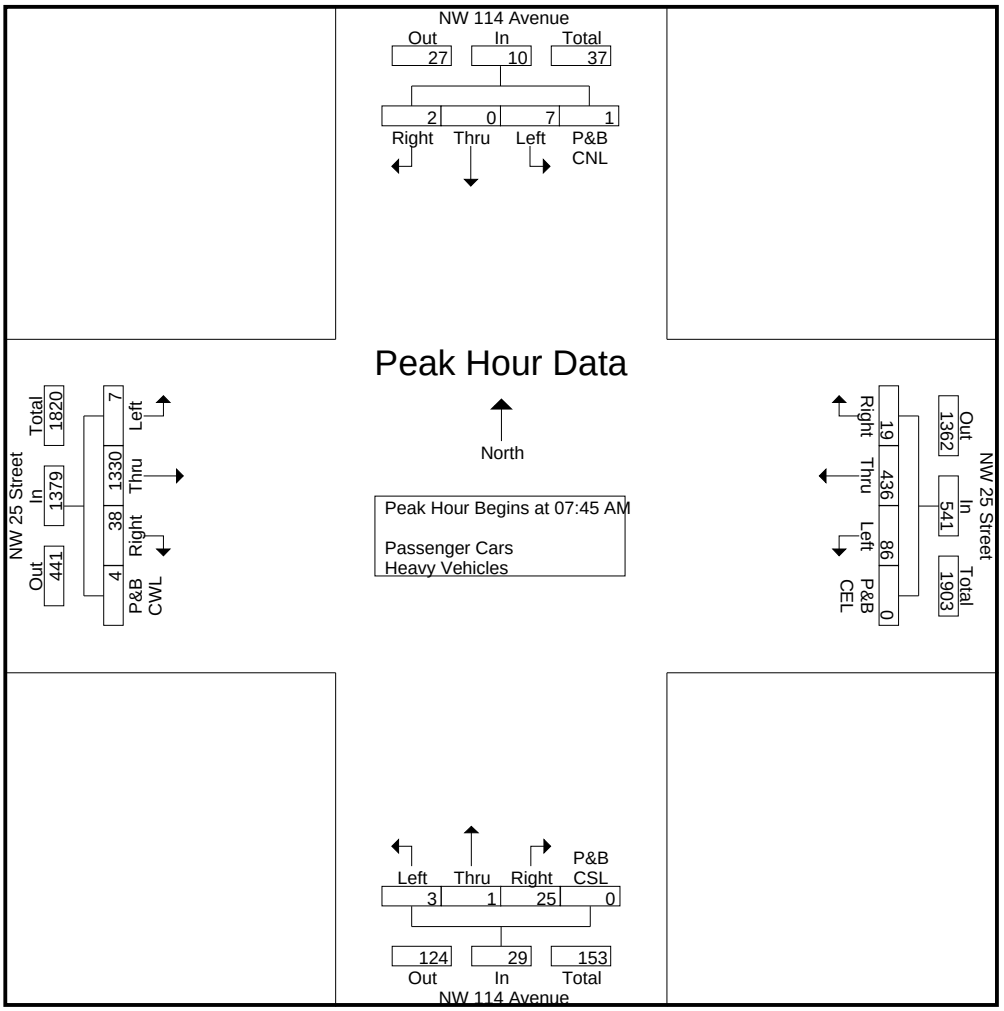
# CH Perez and Associates Consulting Engineers Inc.

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 |

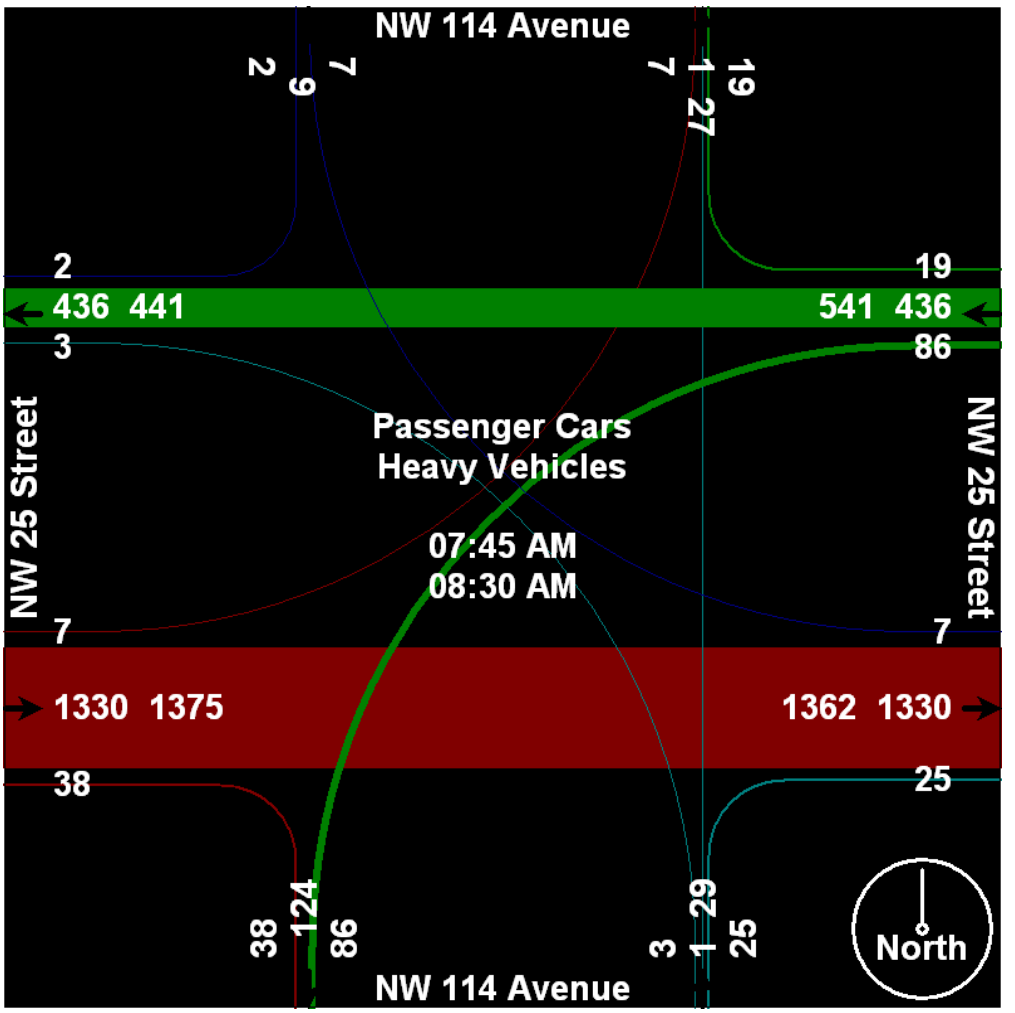


# CH Perez and Associates Consulting Engineers Inc.

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



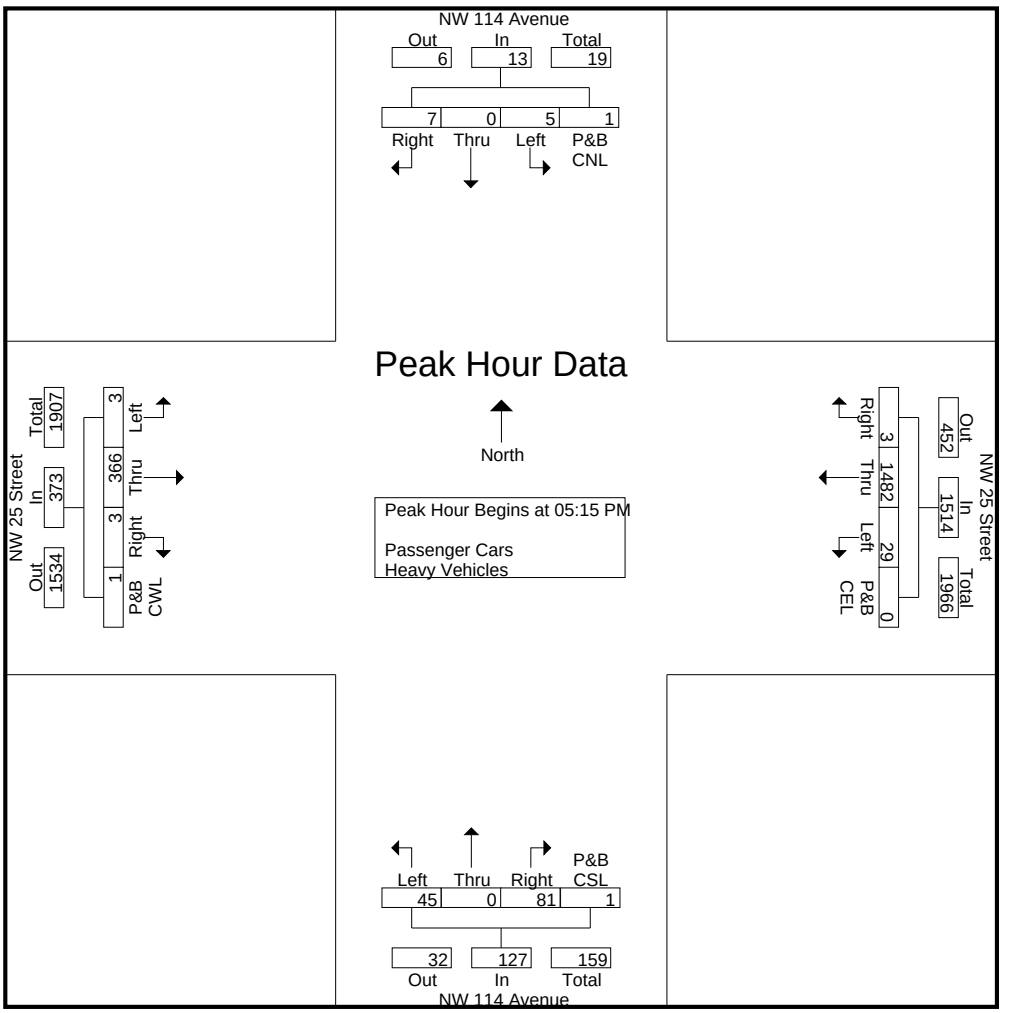
# CH Perez and Associates Consulting Engineers Inc.

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 |

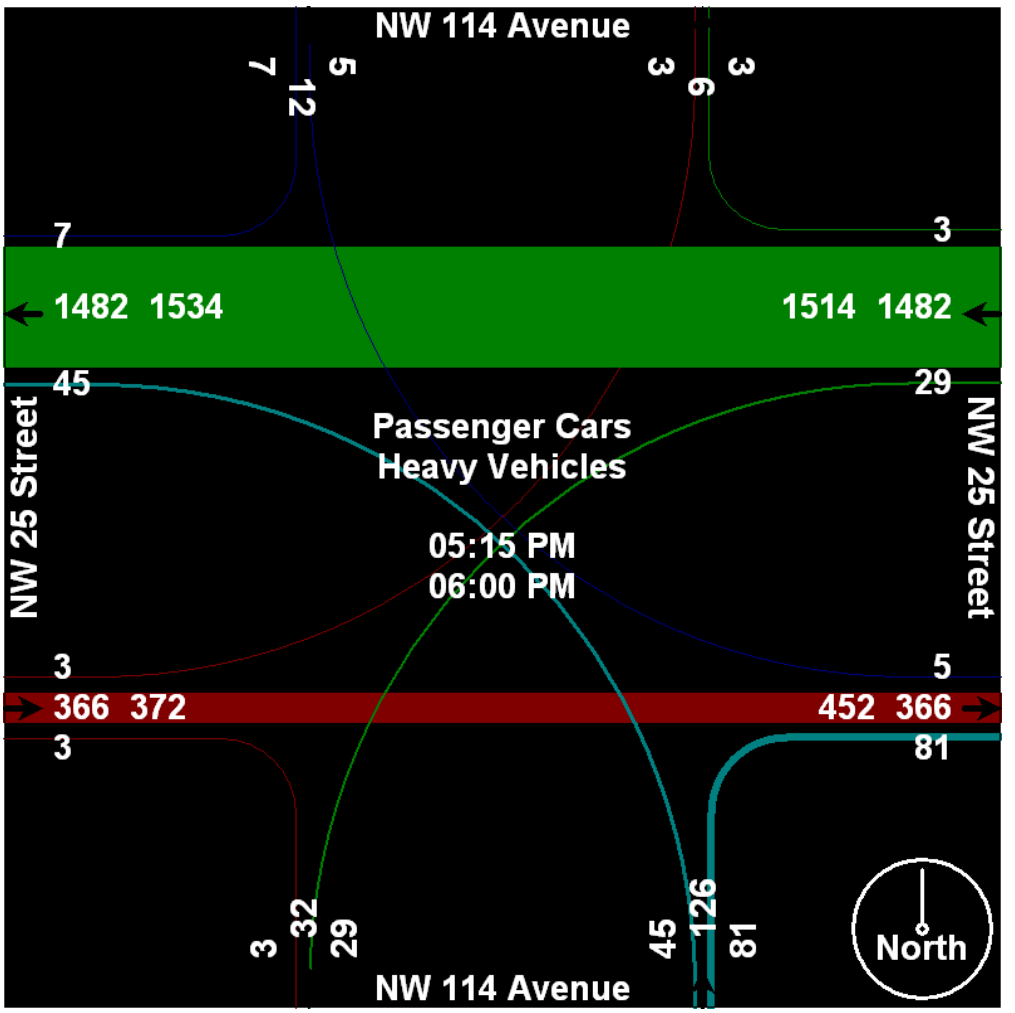


# CH Perez and Associates Consulting Engineers Inc.

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

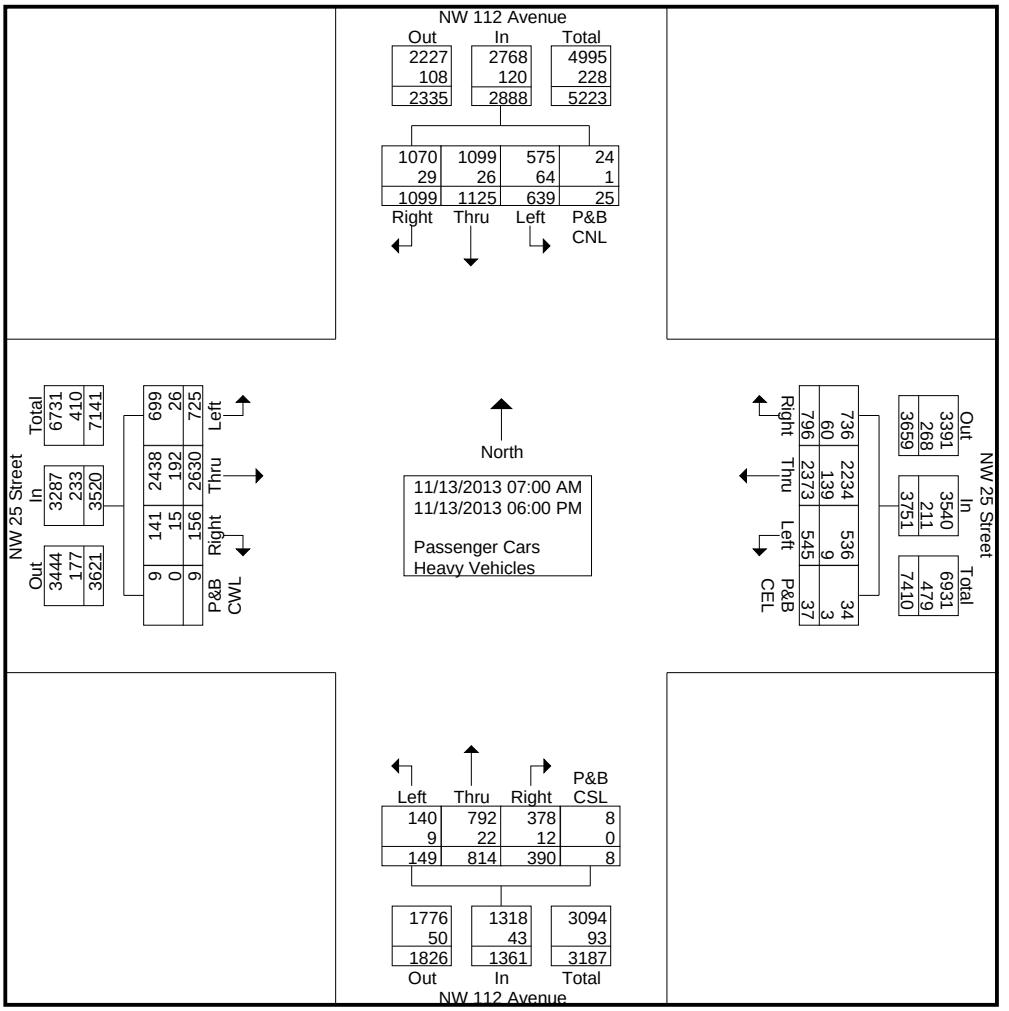
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

# 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



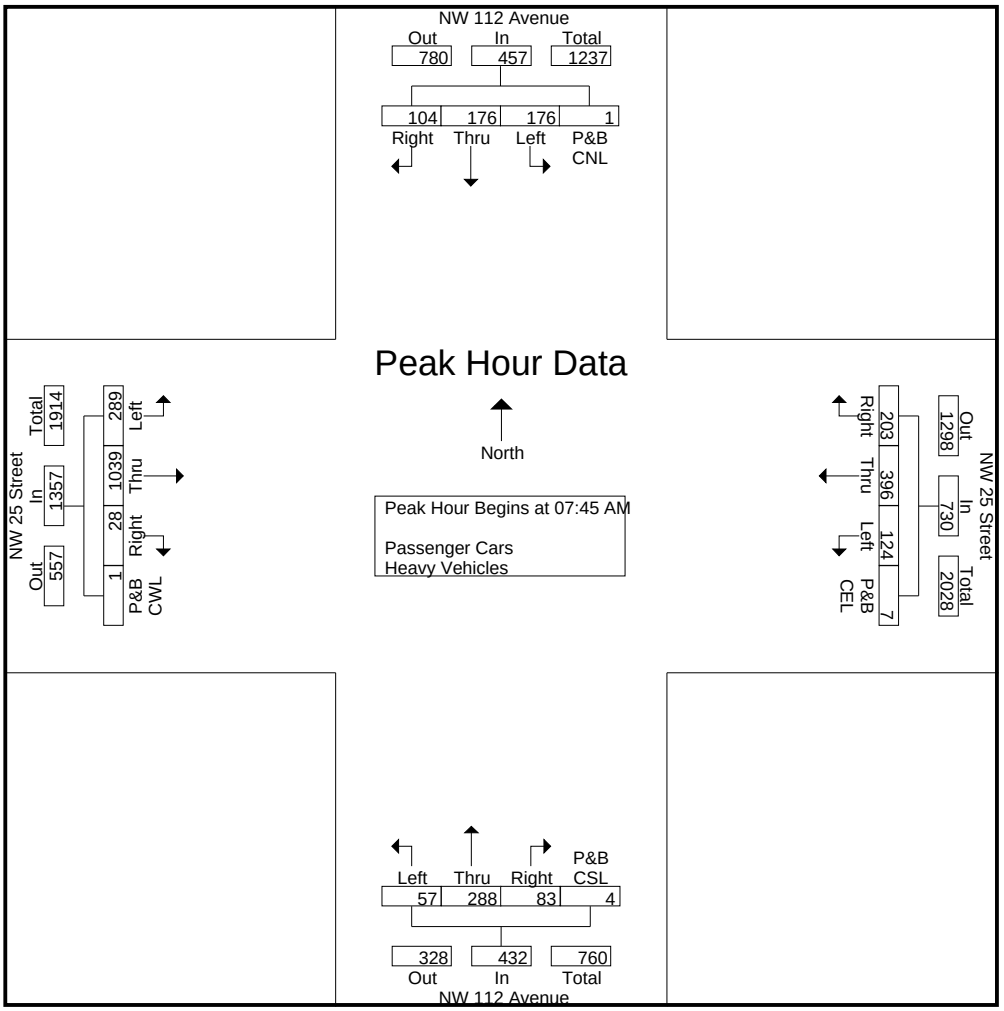
# CH Perez and Associates Consulting Engineers Inc.

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 |

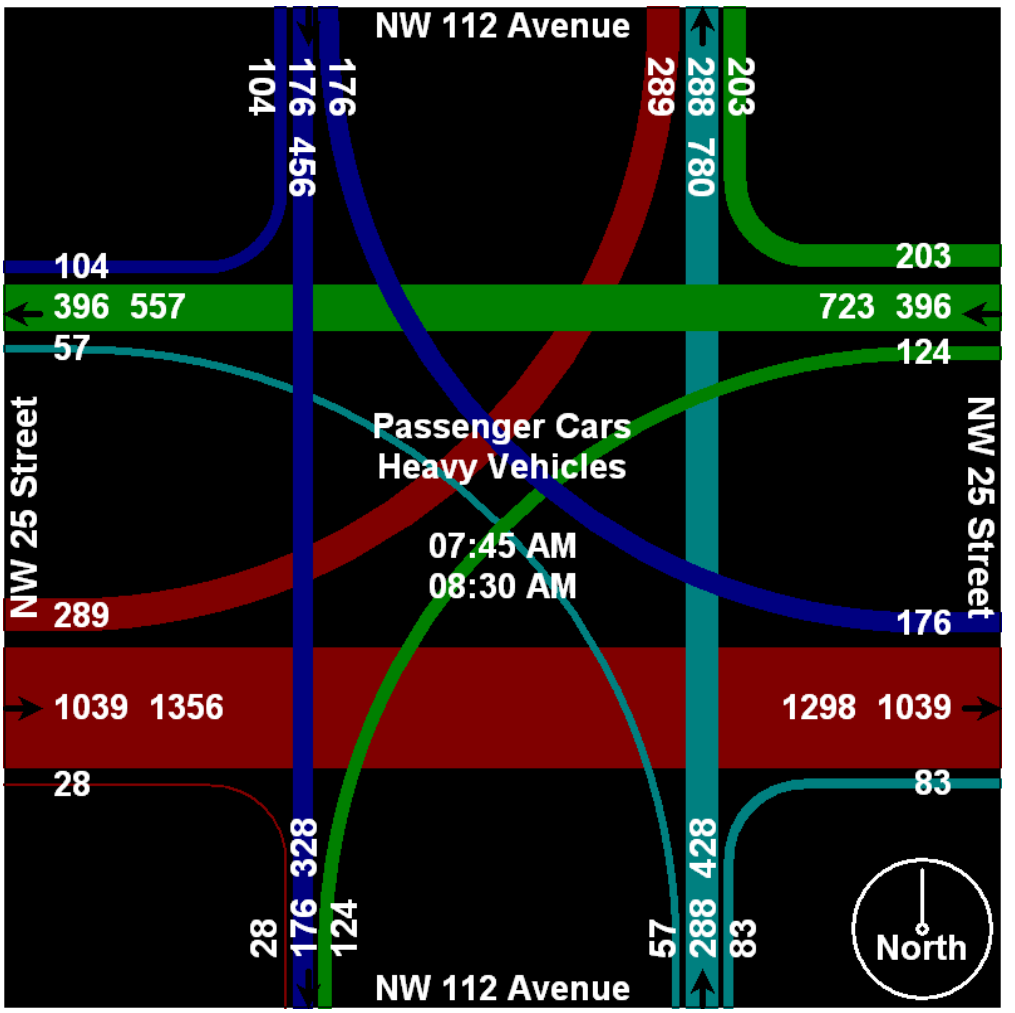


# CH Perez and Associates Consulting Engineers Inc.

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



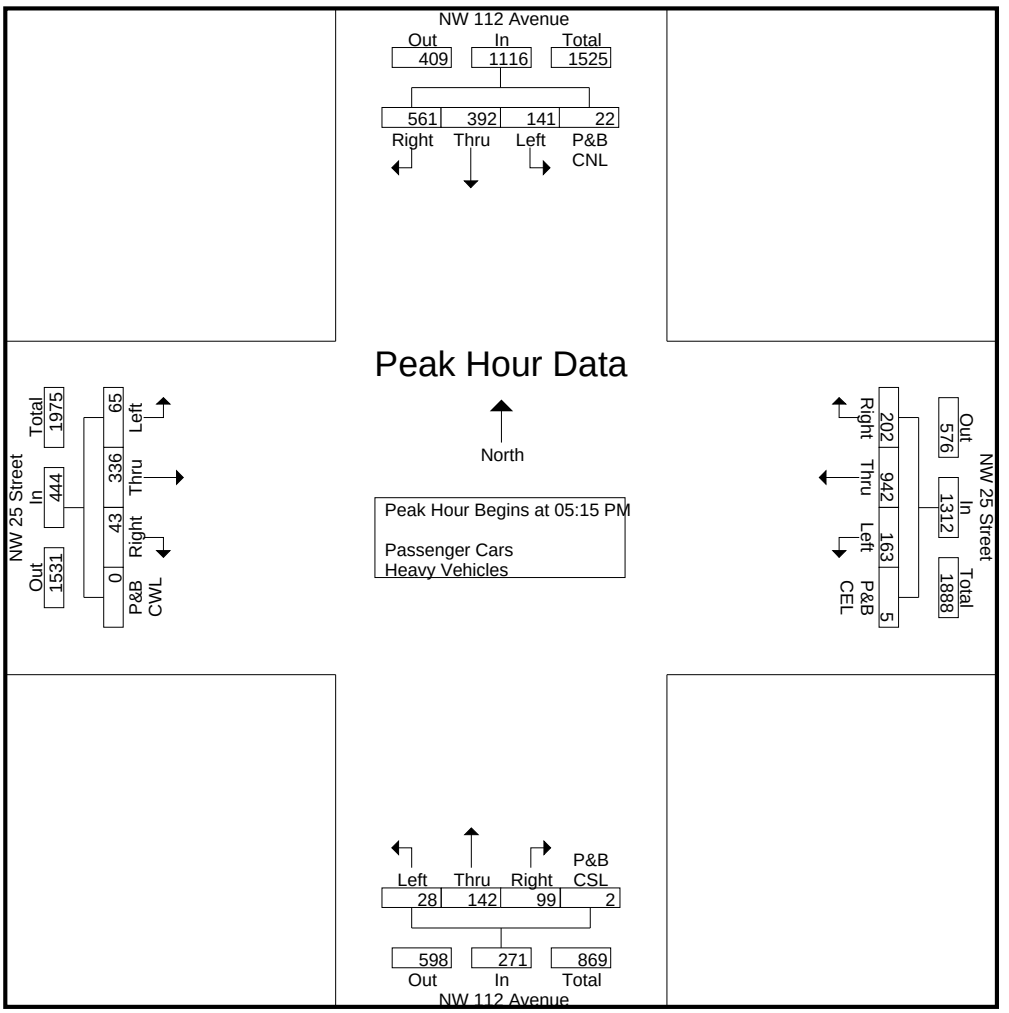
# CH Perez and Associates Consulting Engineers Inc.

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 |

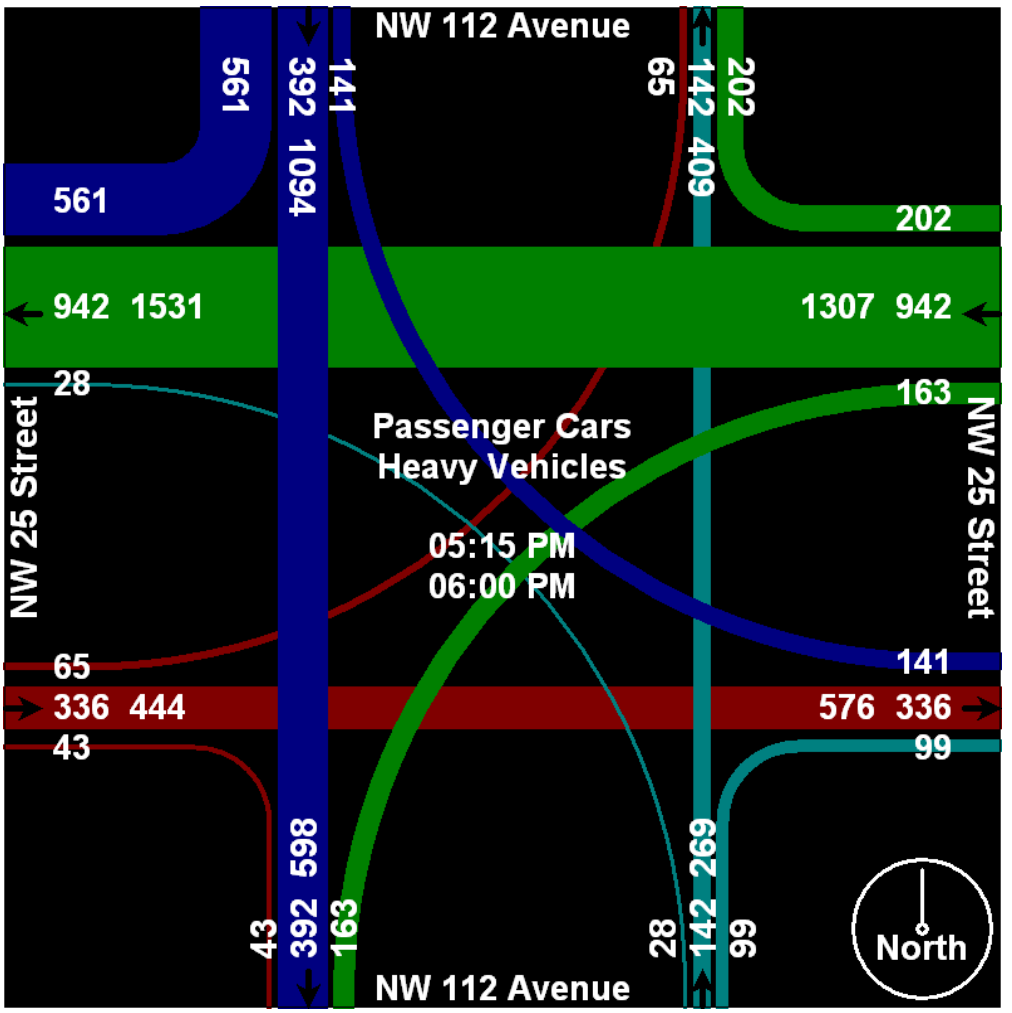


# CH Perez and Associates Consulting Engineers Inc.

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

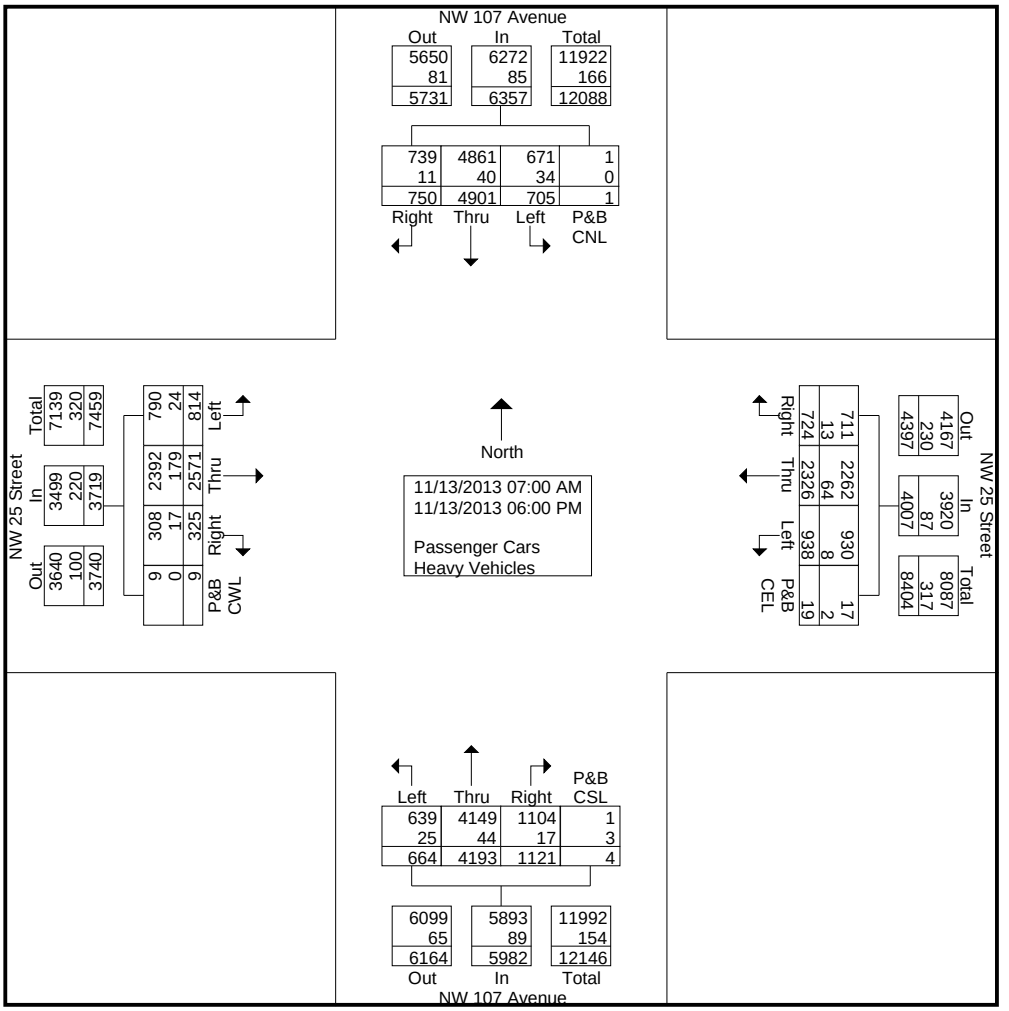
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

# 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



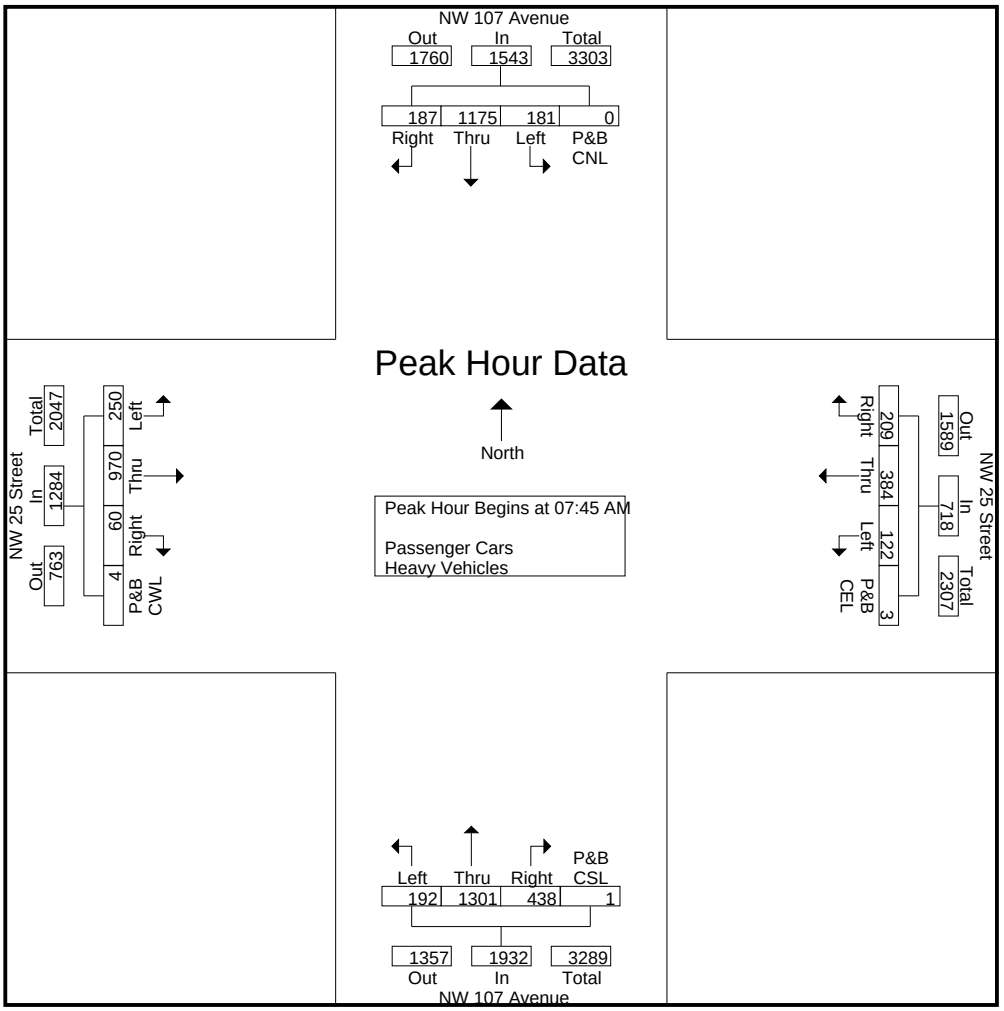
# CH Perez and Associates Consulting Engineers Inc.

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 |

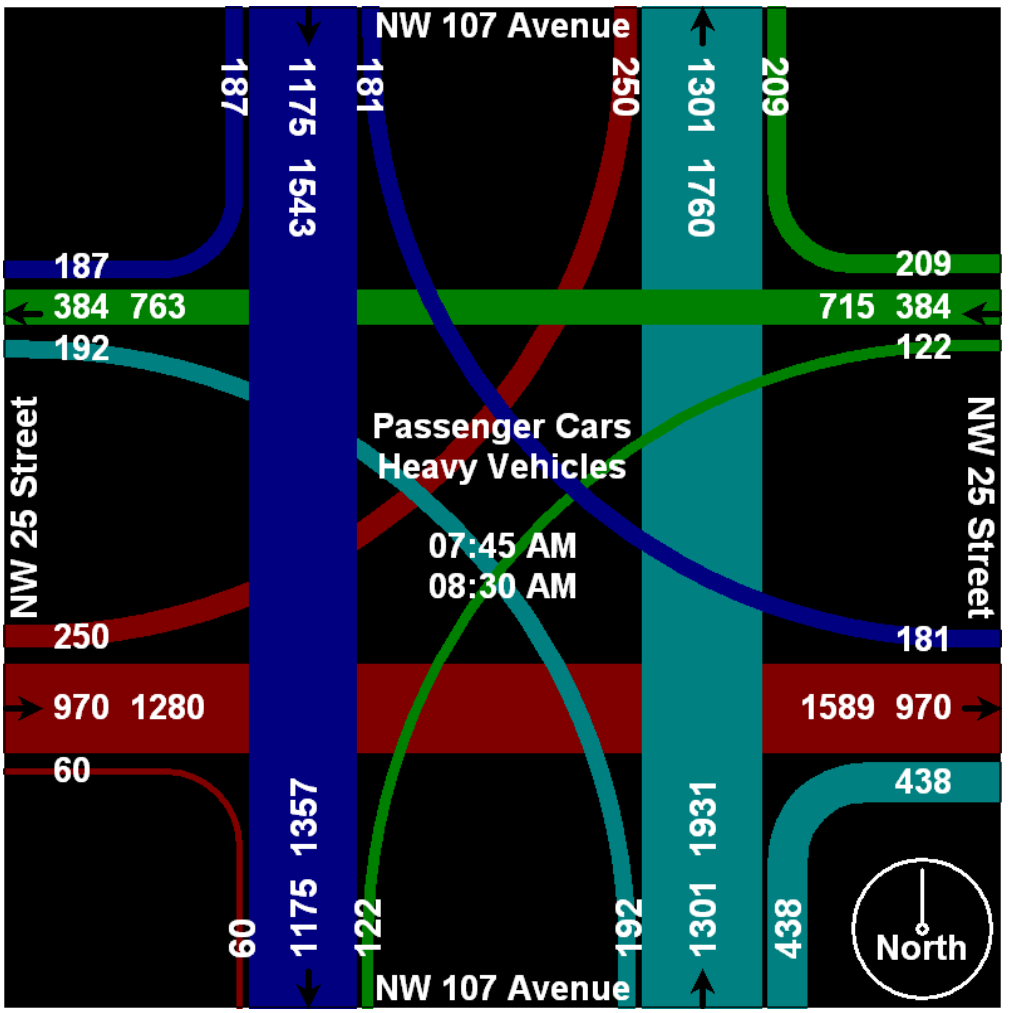


# CH Perez and Associates Consulting Engineers Inc.

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



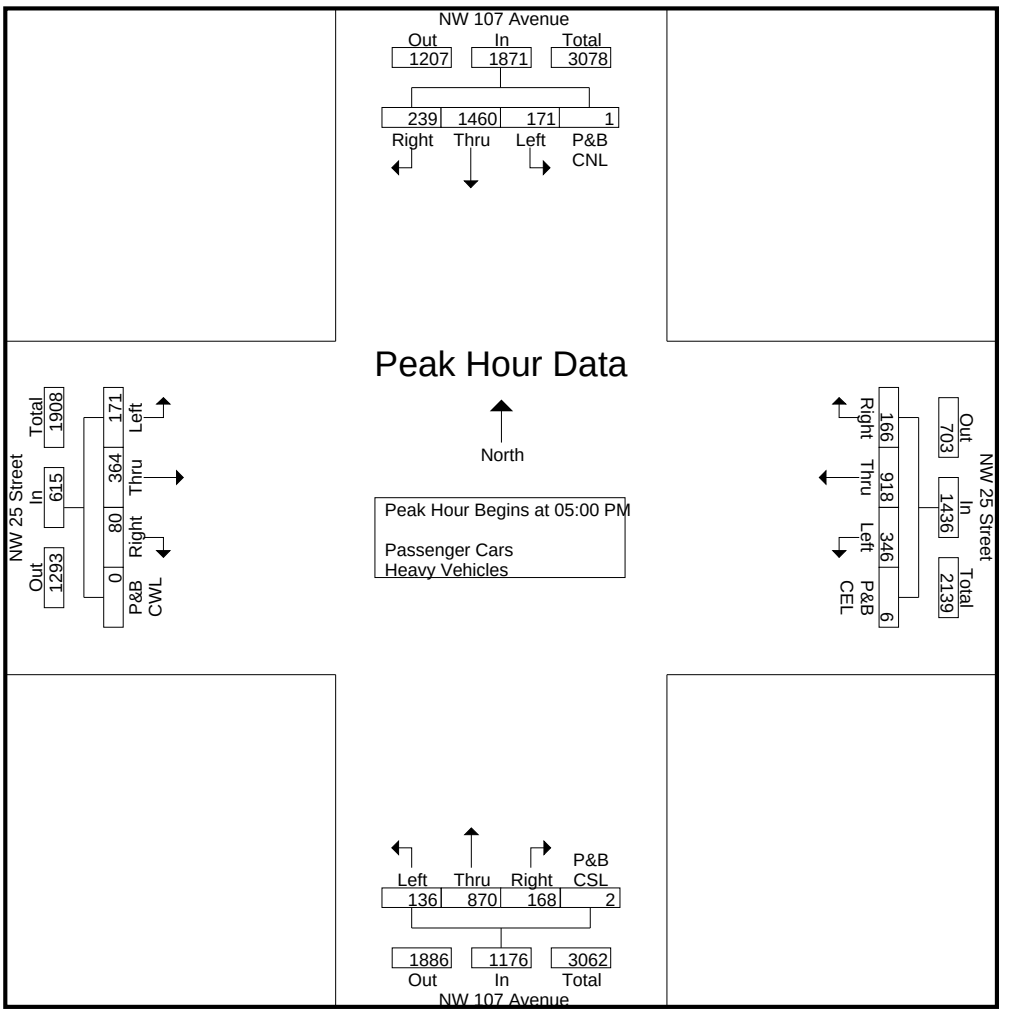
# CH Perez and Associates Consulting Engineers Inc.

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 |

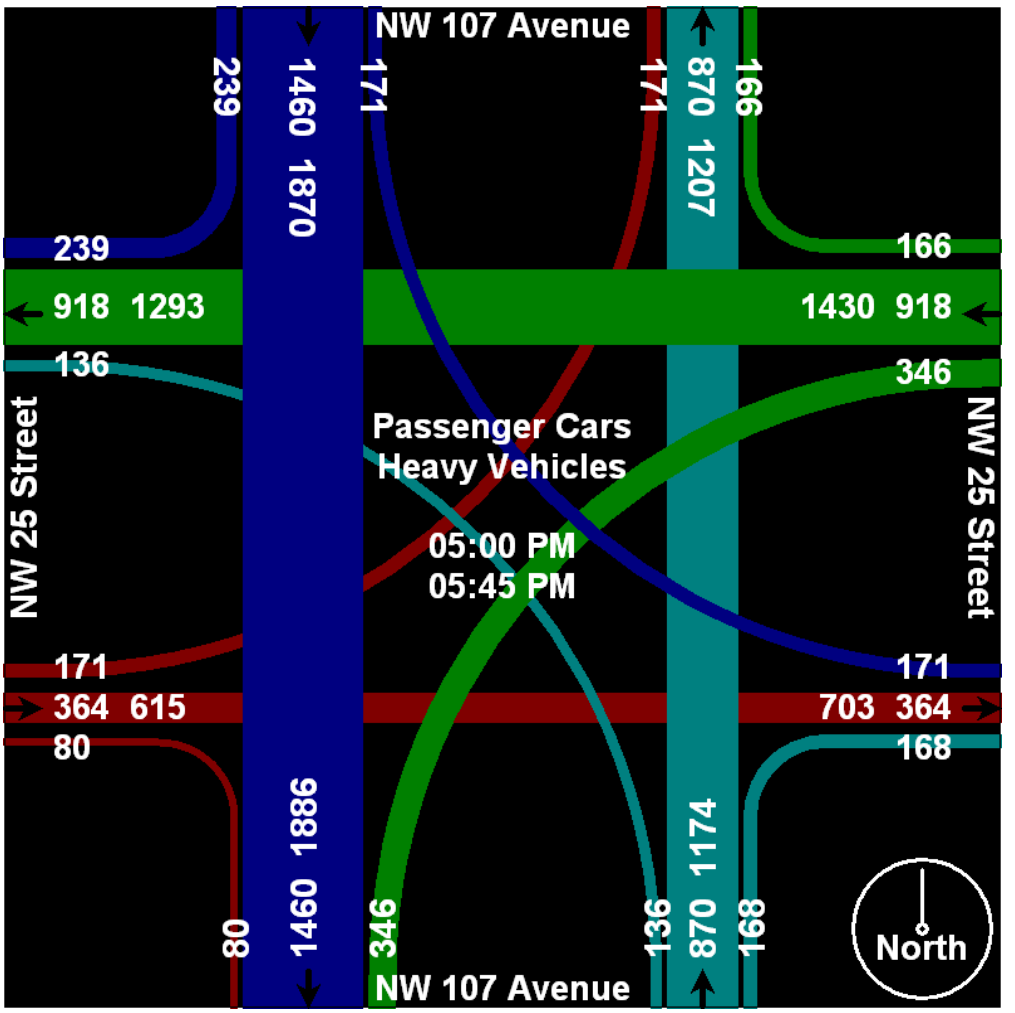


# CH Perez and Associates Consulting Engineers Inc.

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

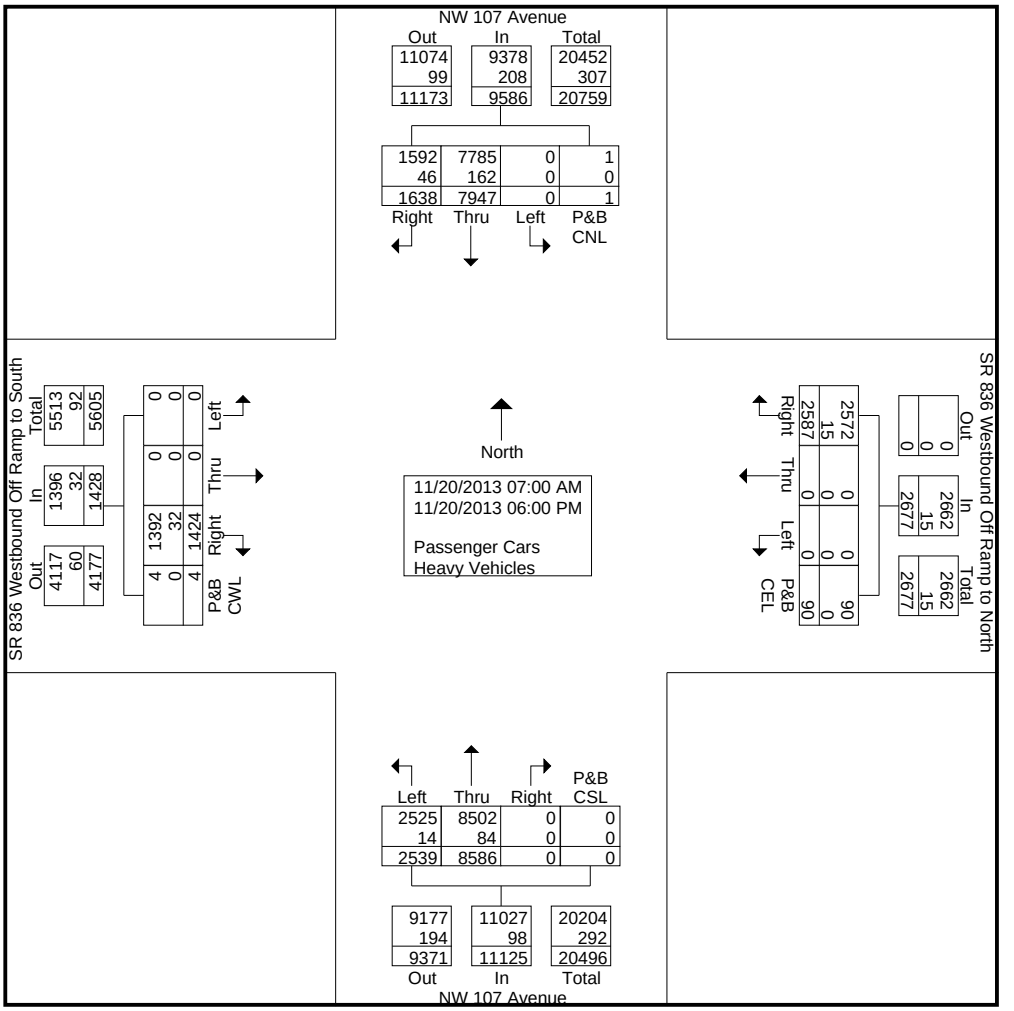
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

# 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



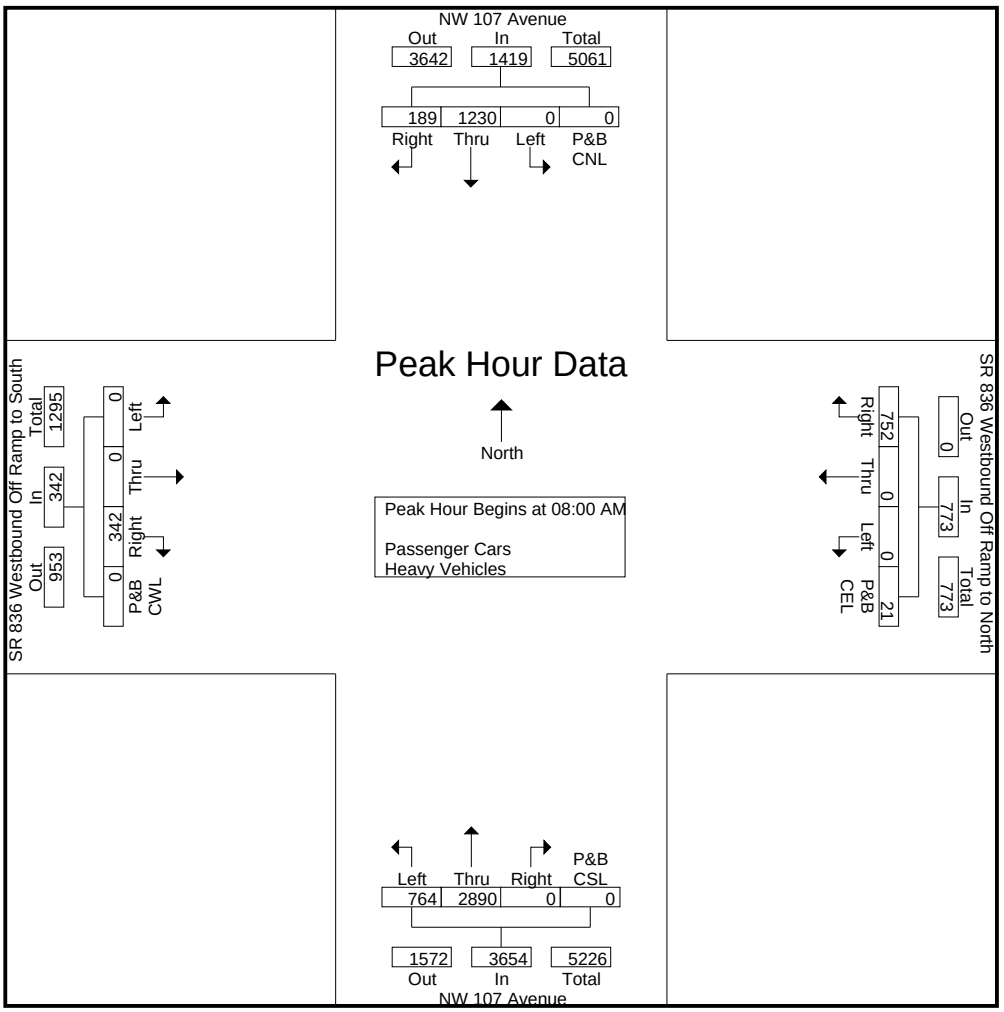
# CH Perez and Associates Consulting Engineers Inc.

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 |

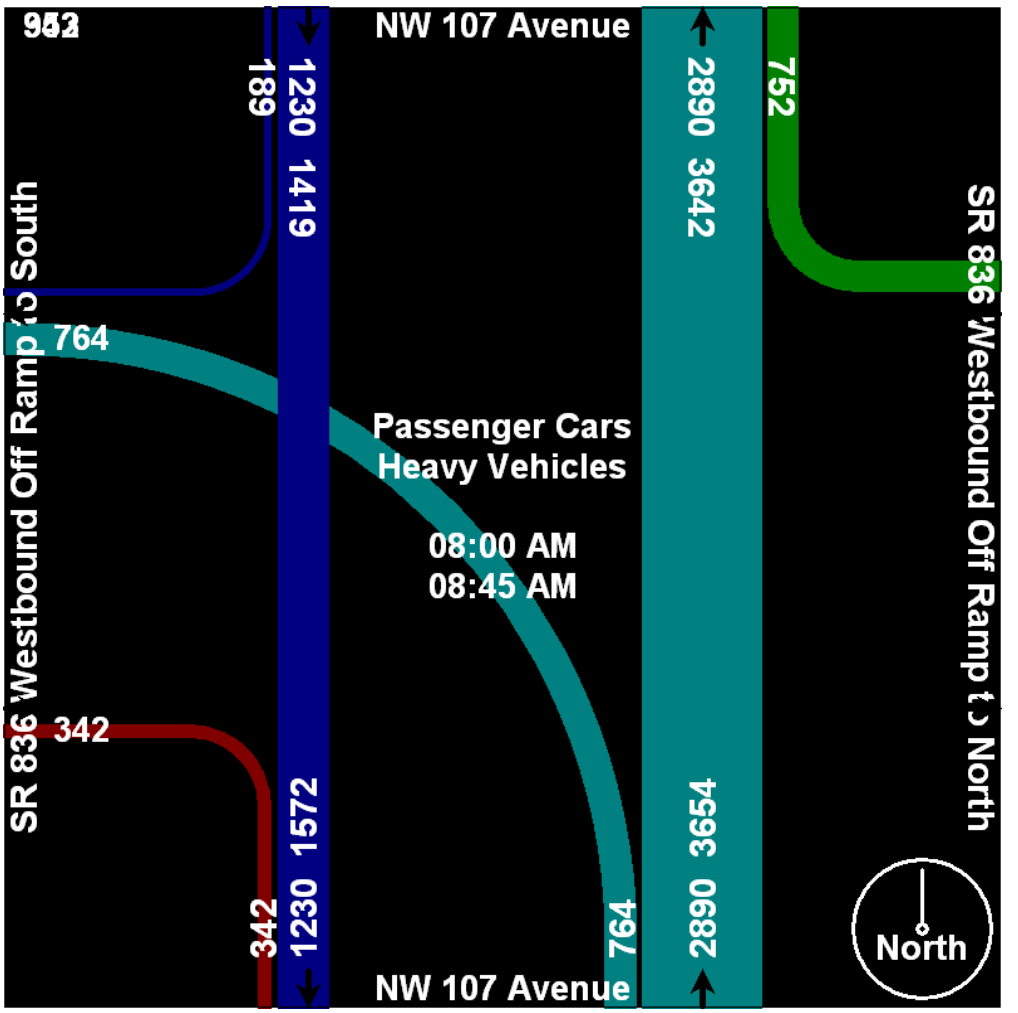


# CH Perez and Associates Consulting Engineers Inc.

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



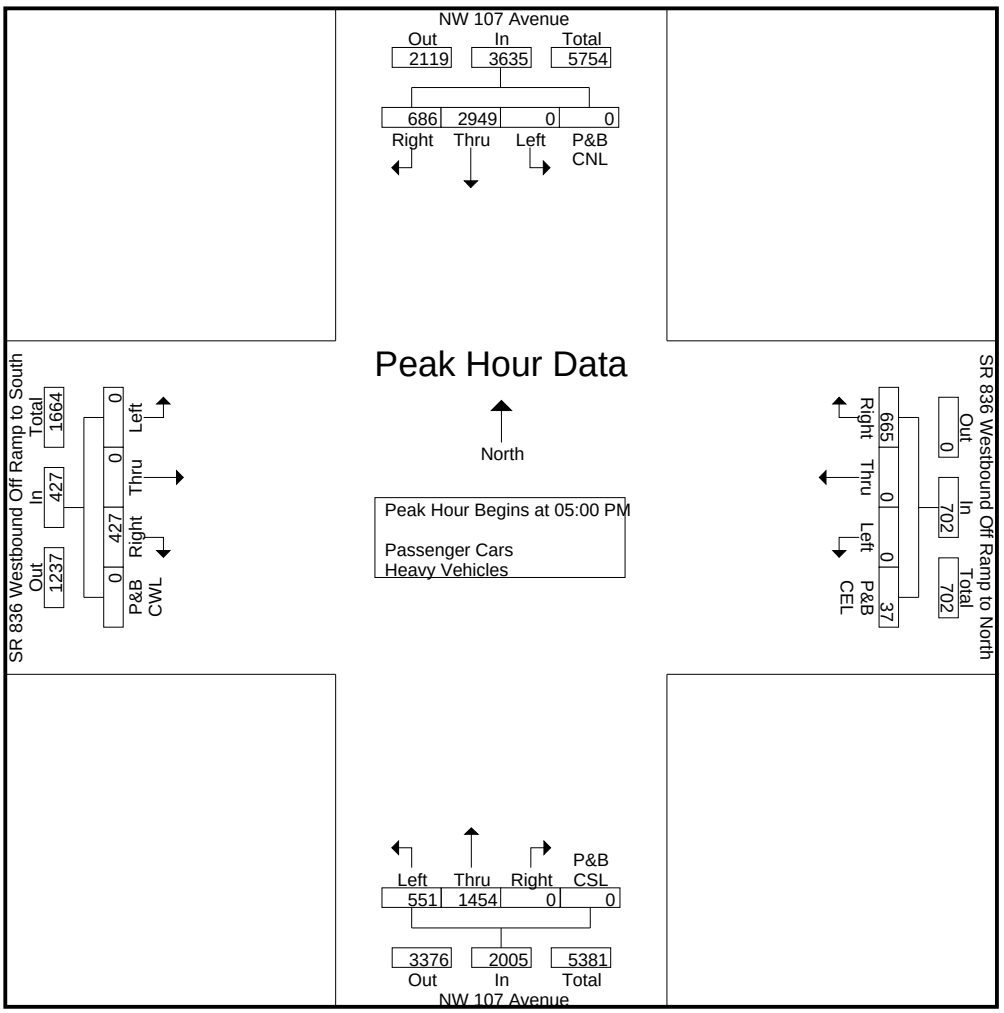
# CH Perez and Associates Consulting Engineers Inc.

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 |

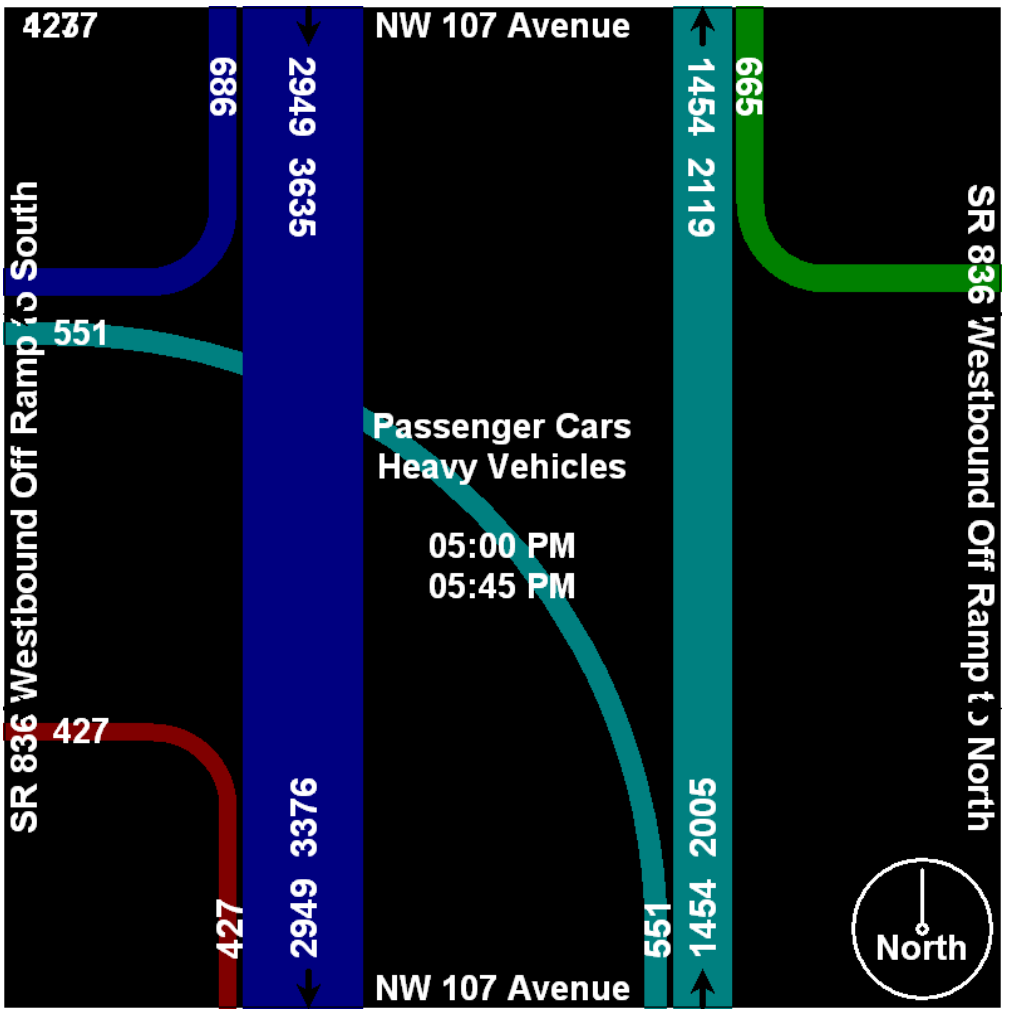


# CH Perez and Associates Consulting Engineers Inc.

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

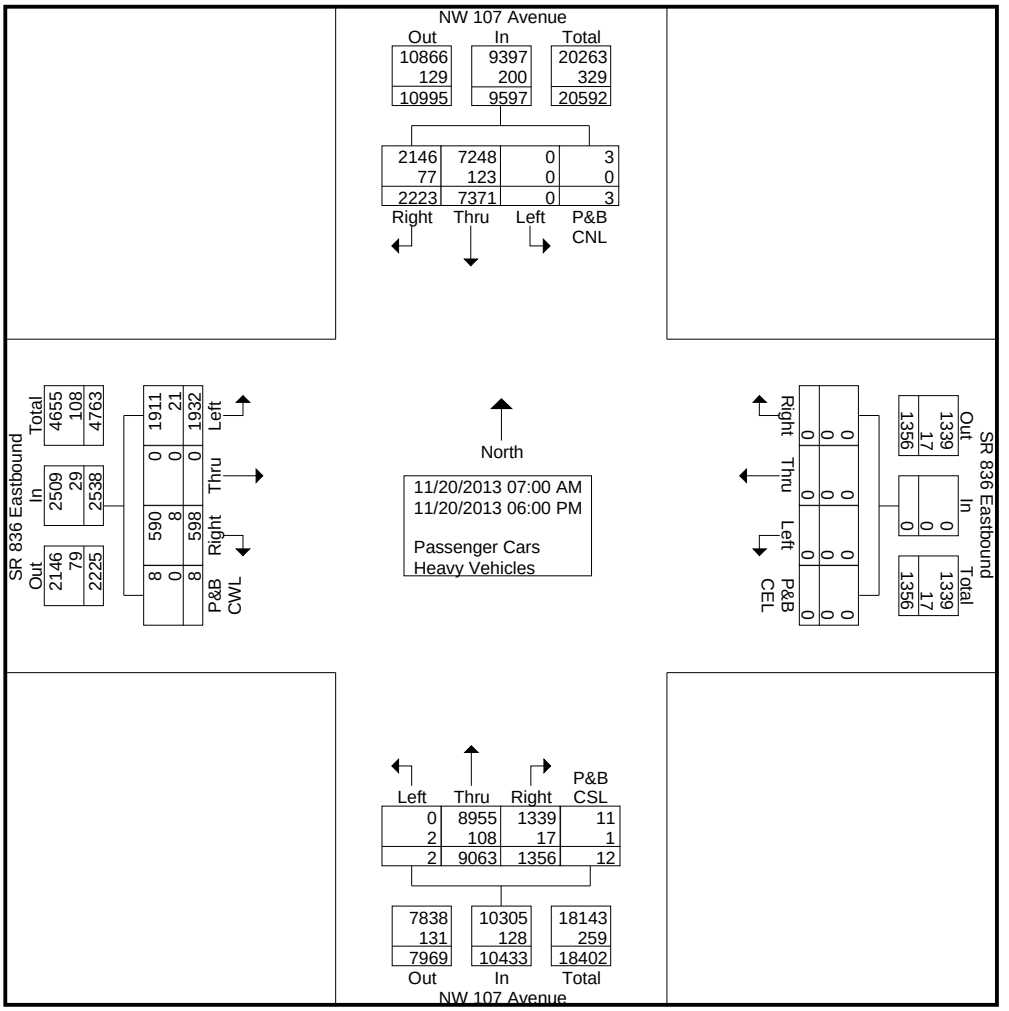
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

# 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



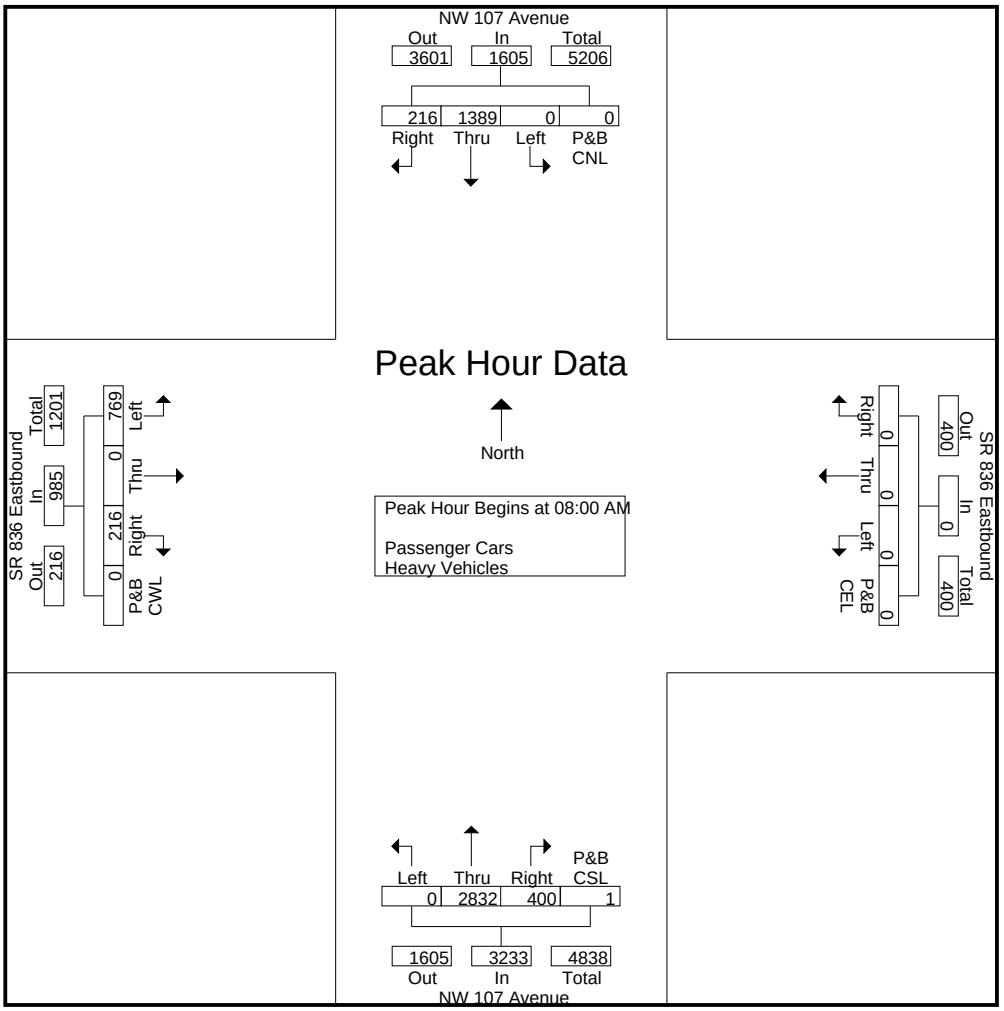
# CH Perez and Associates Consulting Engineers Inc.

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 |

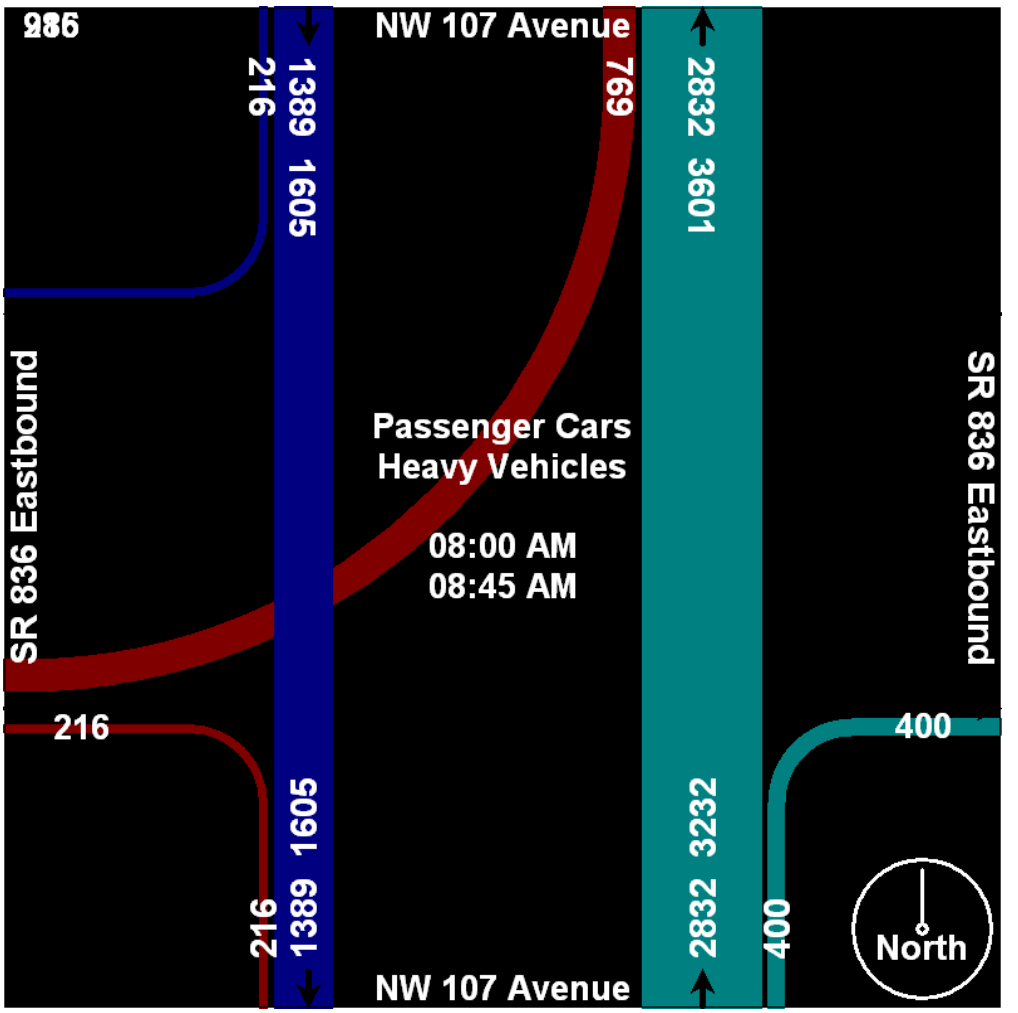


# CH Perez and Associates Consulting Engineers Inc.

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



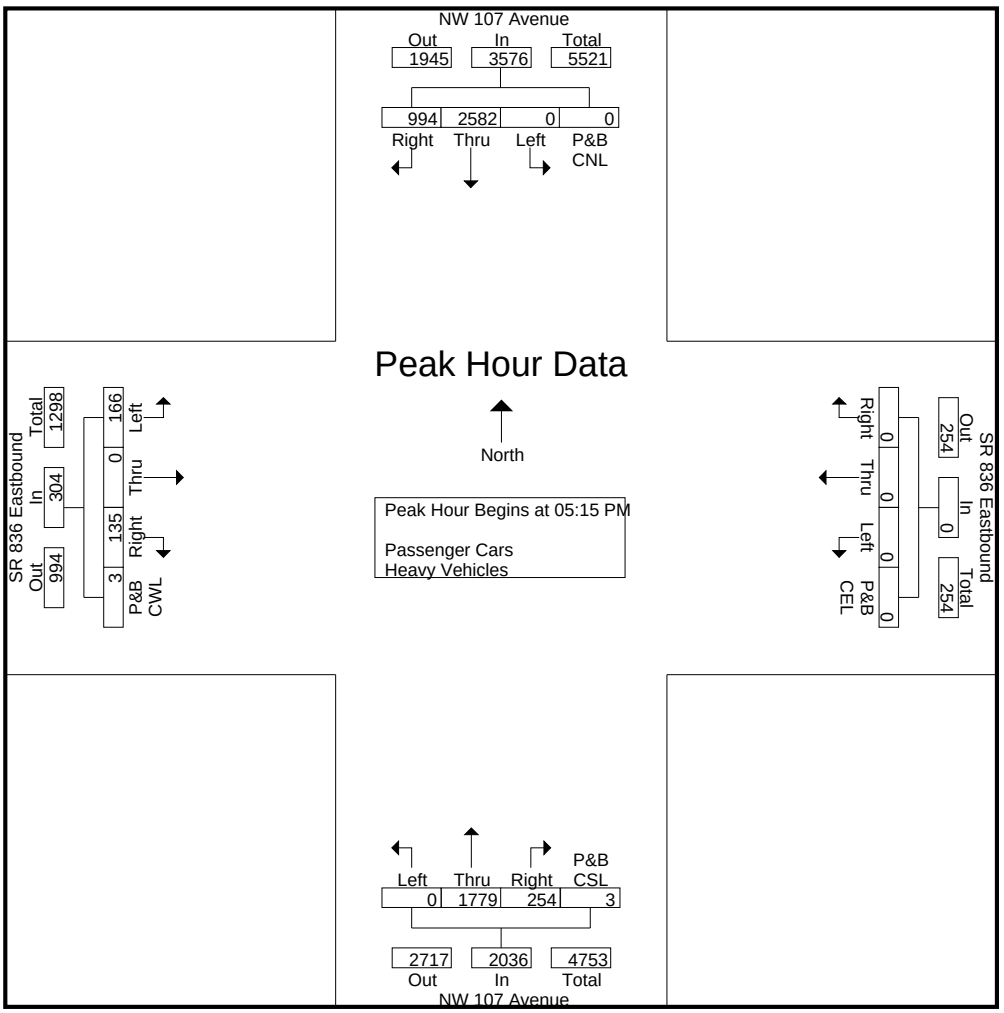
# CH Perez and Associates Consulting Engineers Inc.

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 |

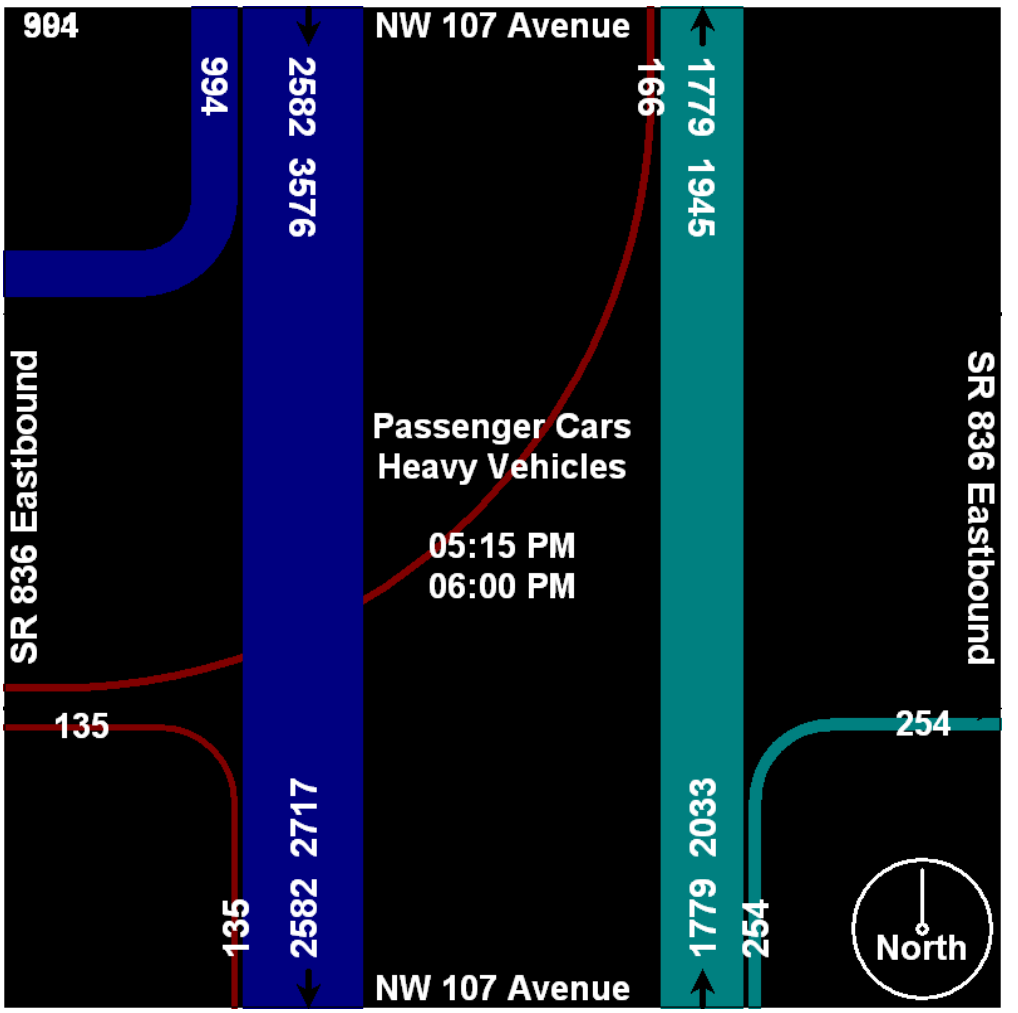


# CH Perez and Associates Consulting Engineers Inc.

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

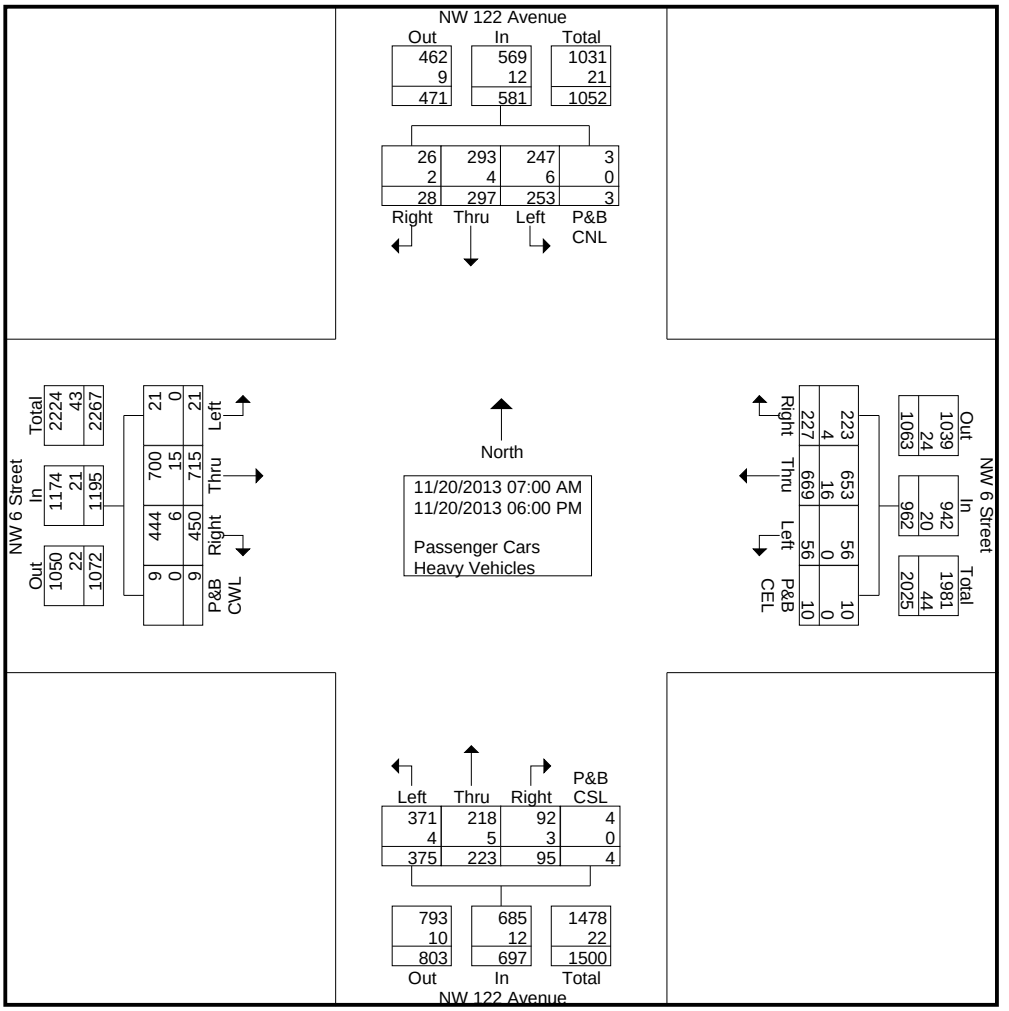
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

# 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



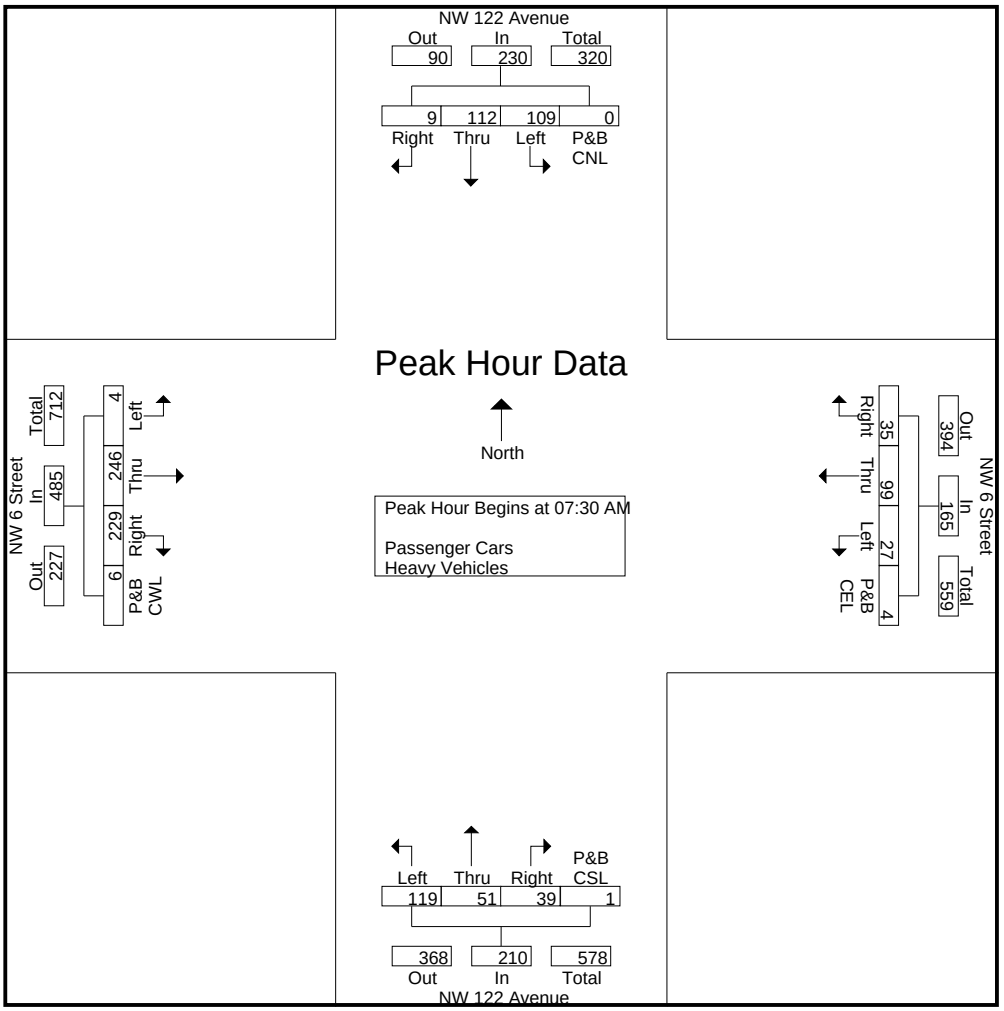
# CH Perez and Associates Consulting Engineers Inc.

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 |

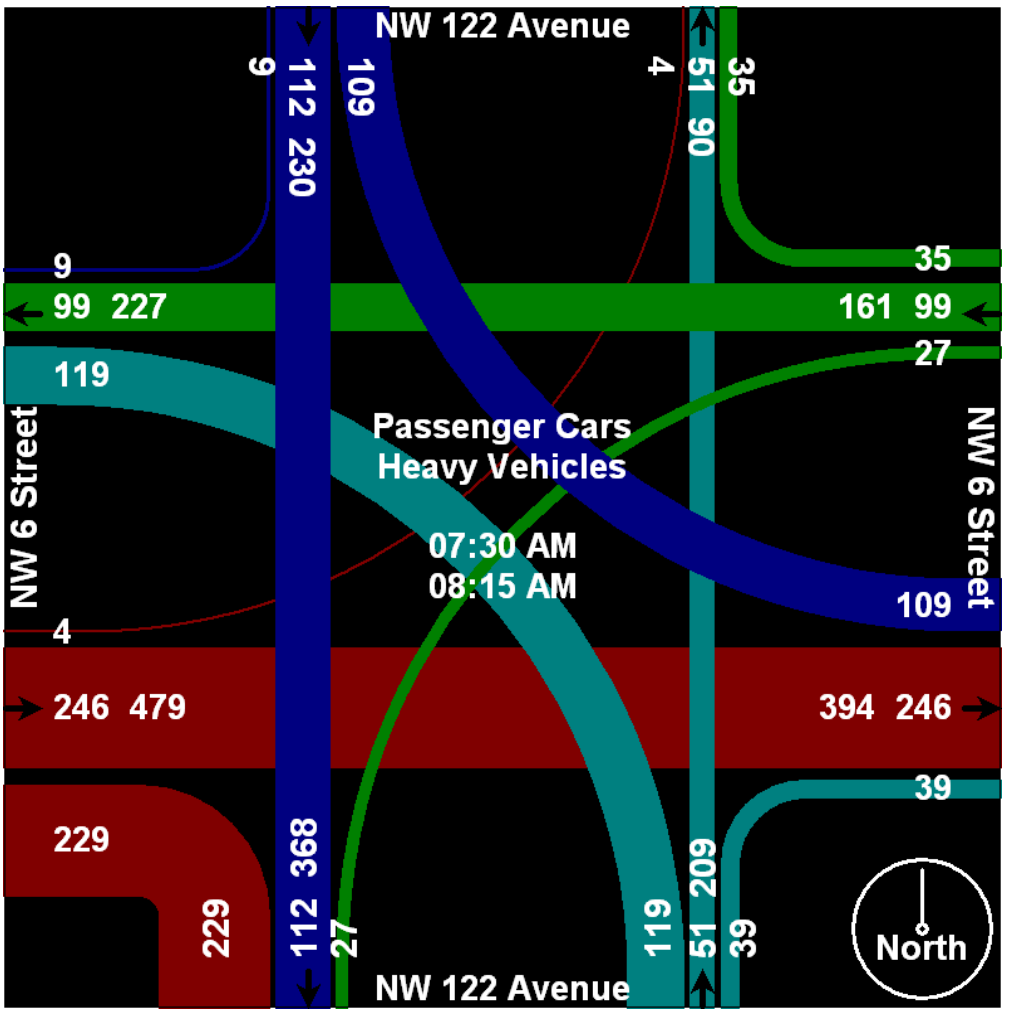


# CH Perez and Associates Consulting Engineers Inc.

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



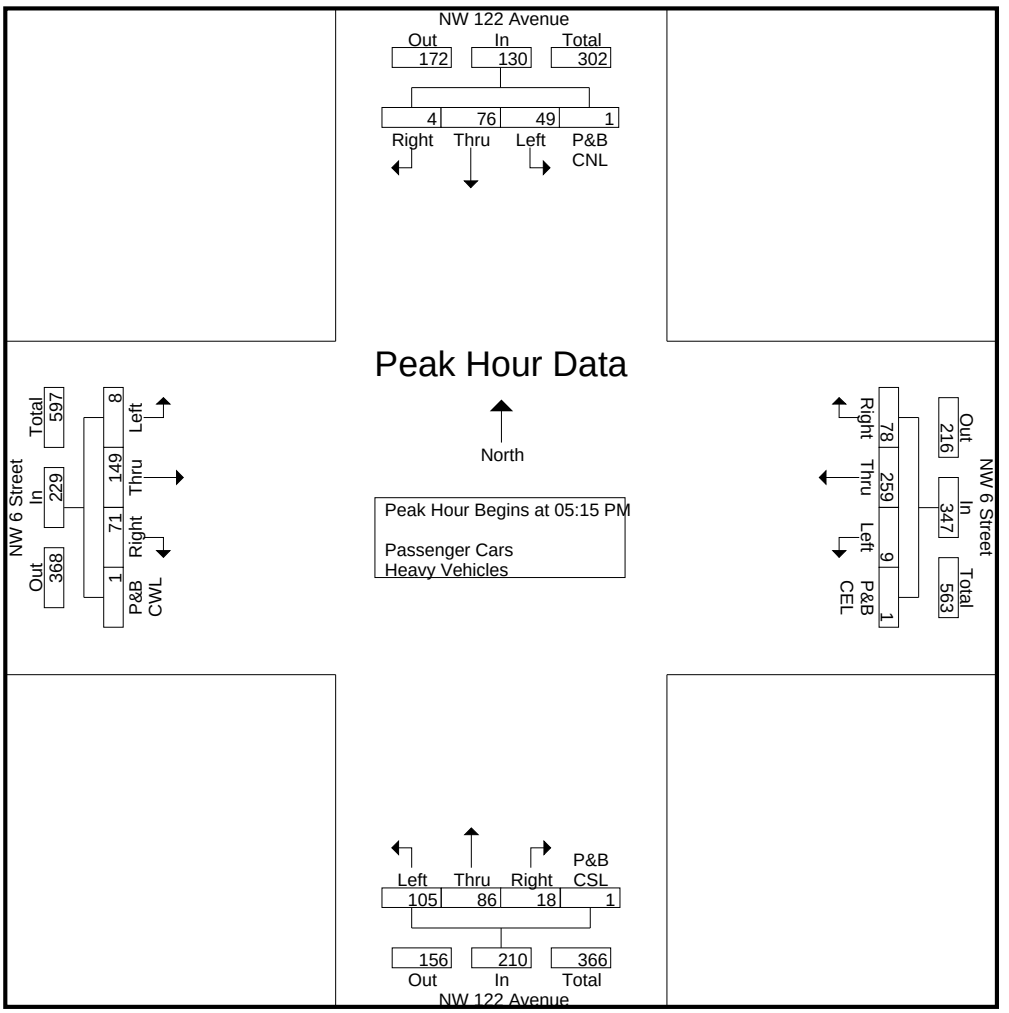
# CH Perez and Associates Consulting Engineers Inc.

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 |

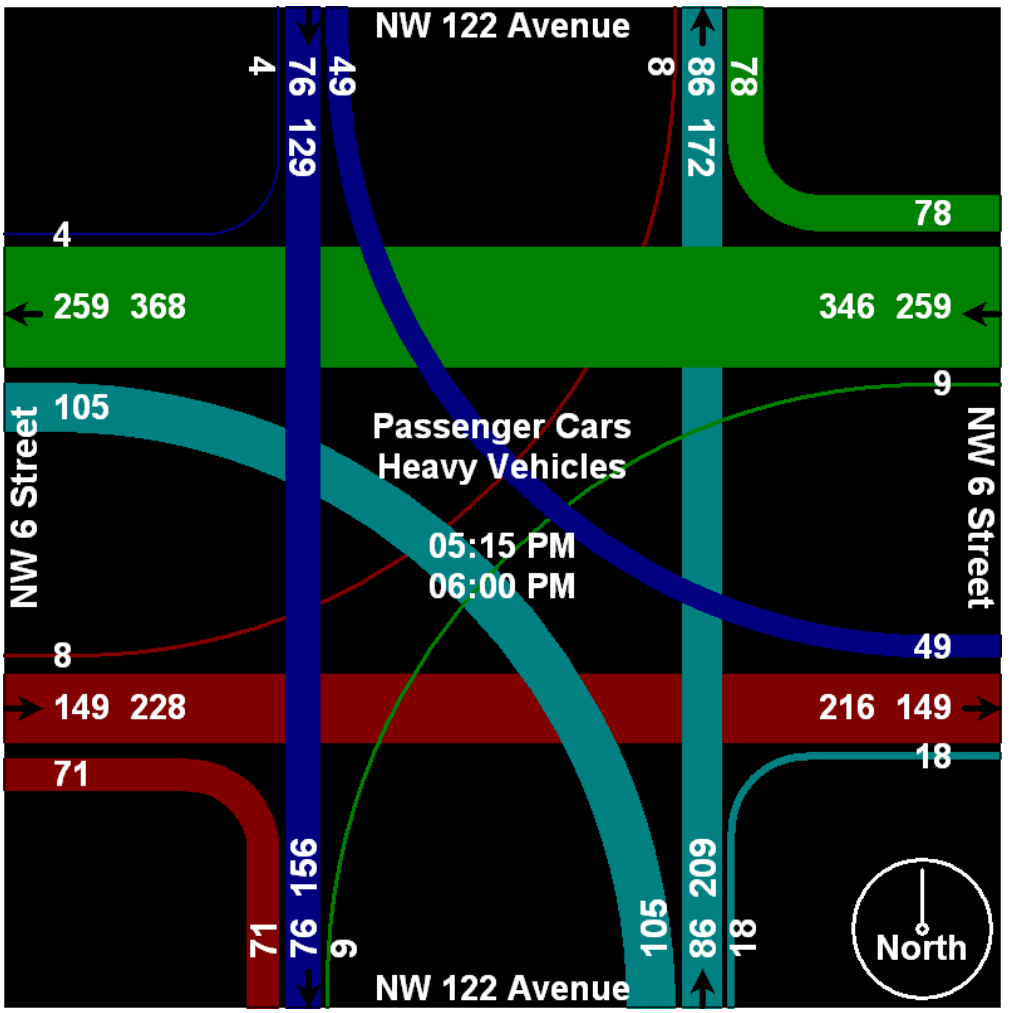


# CH Perez and Associates Consulting Engineers Inc.

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

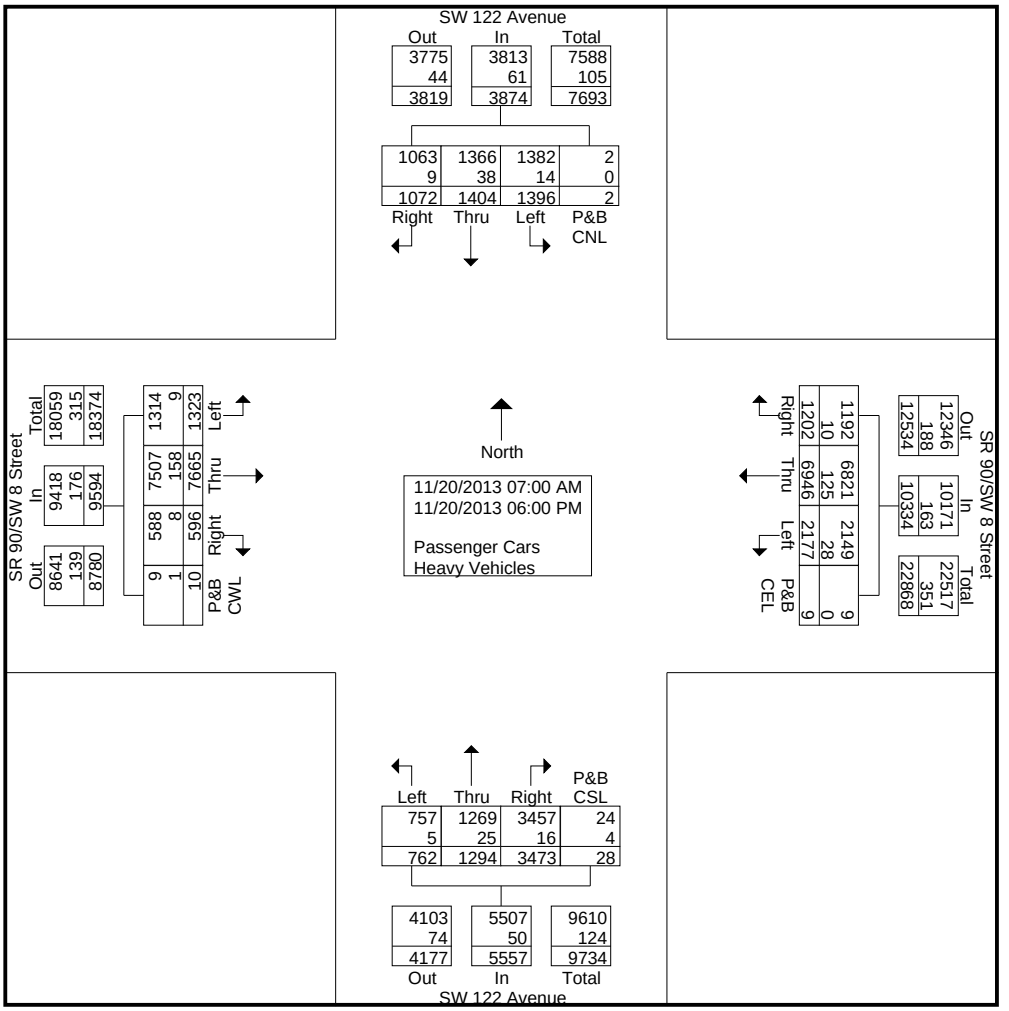
P&B CWL: Pedestrians and Bicyclists Crossing West Leg

# 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



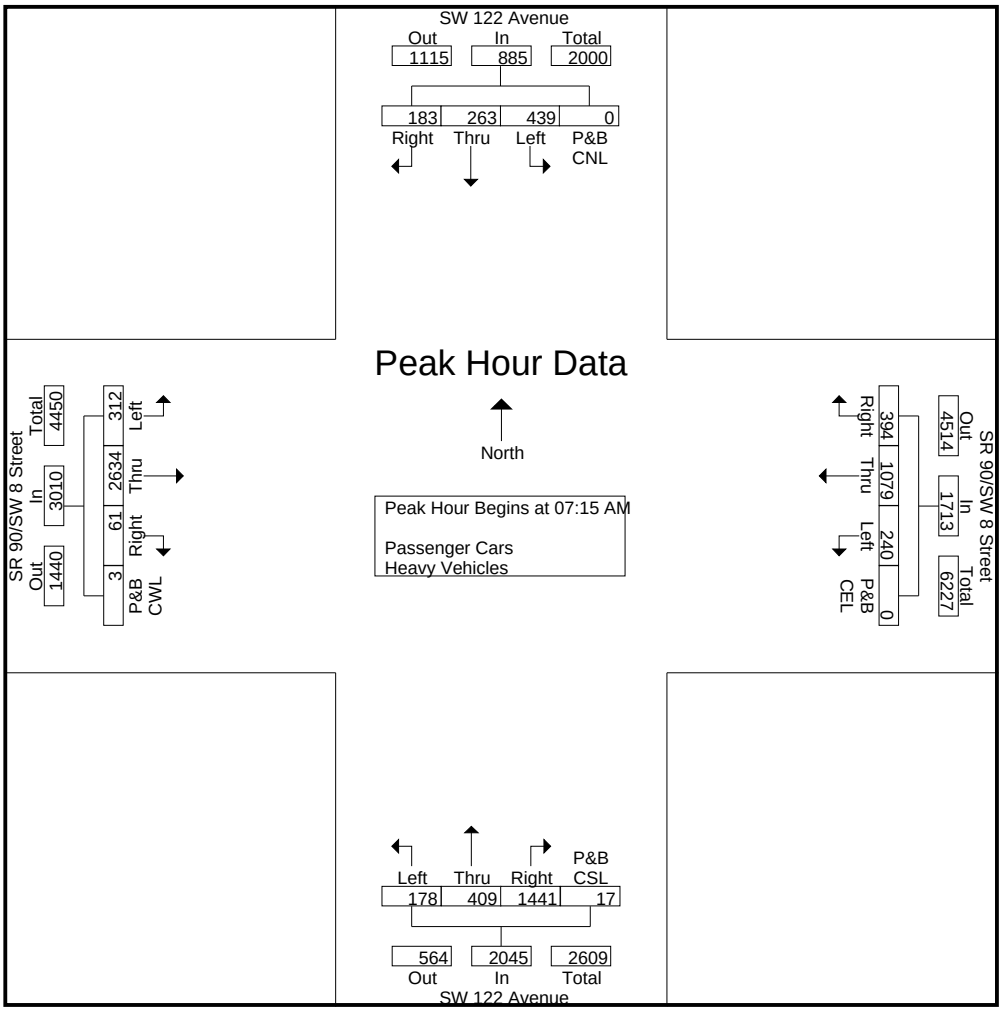
# CH Perez and Associates Consulting Engineers Inc.

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 |

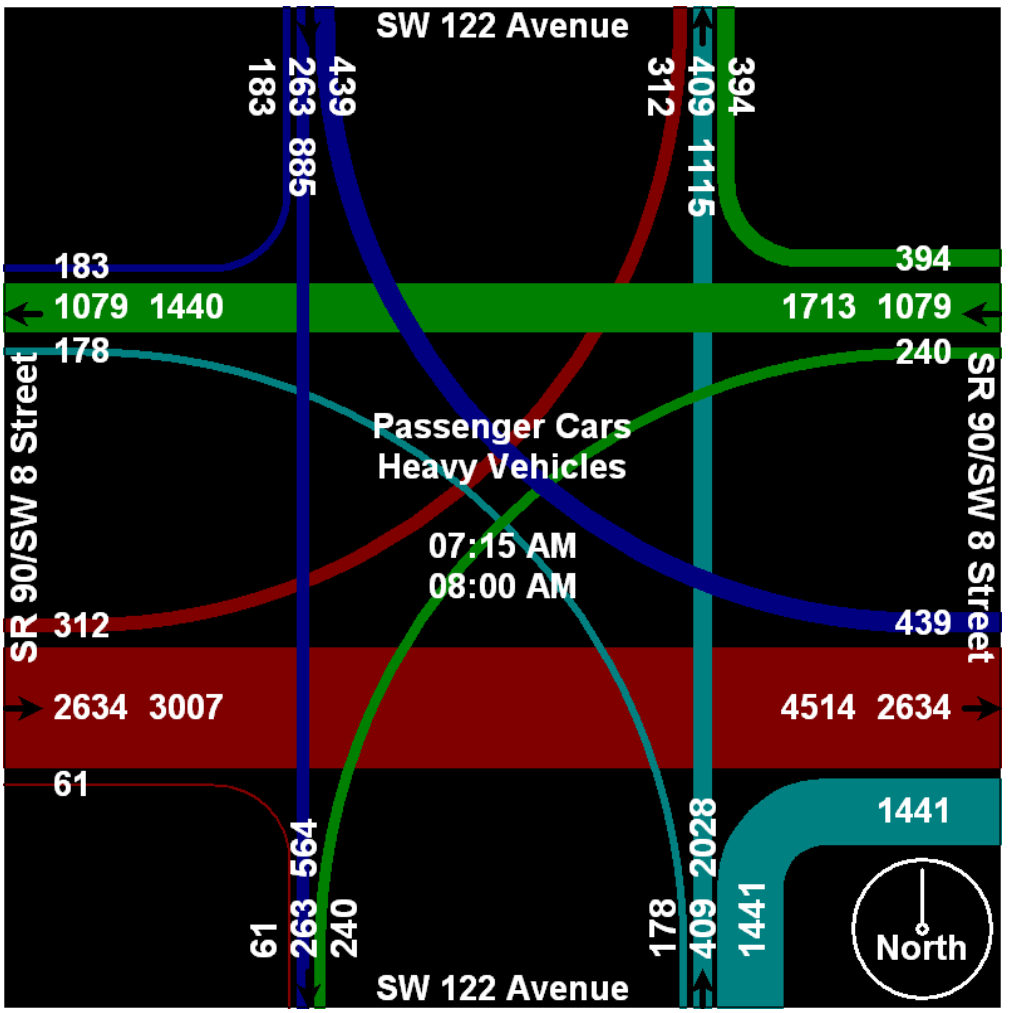


# CH Perez and Associates Consulting Engineers Inc.

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



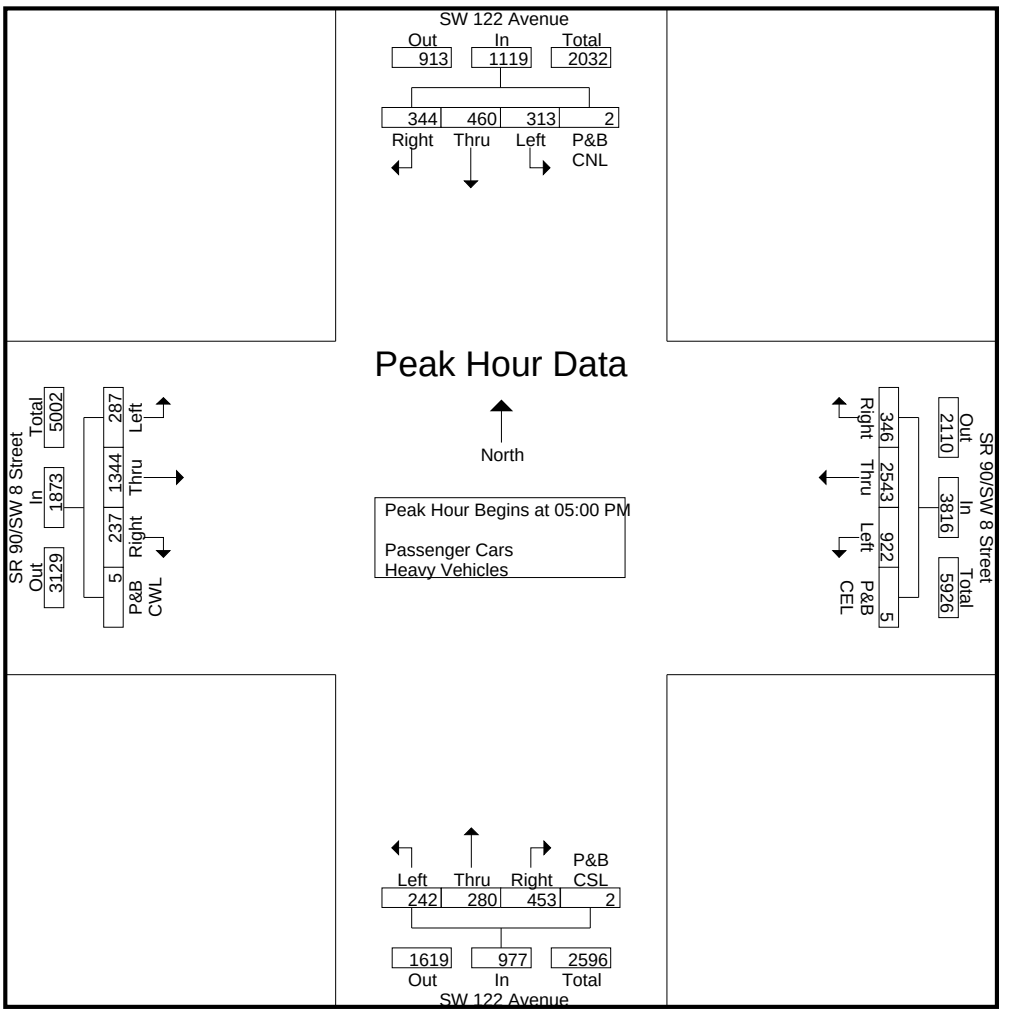
# CH Perez and Associates Consulting Engineers Inc.

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 |

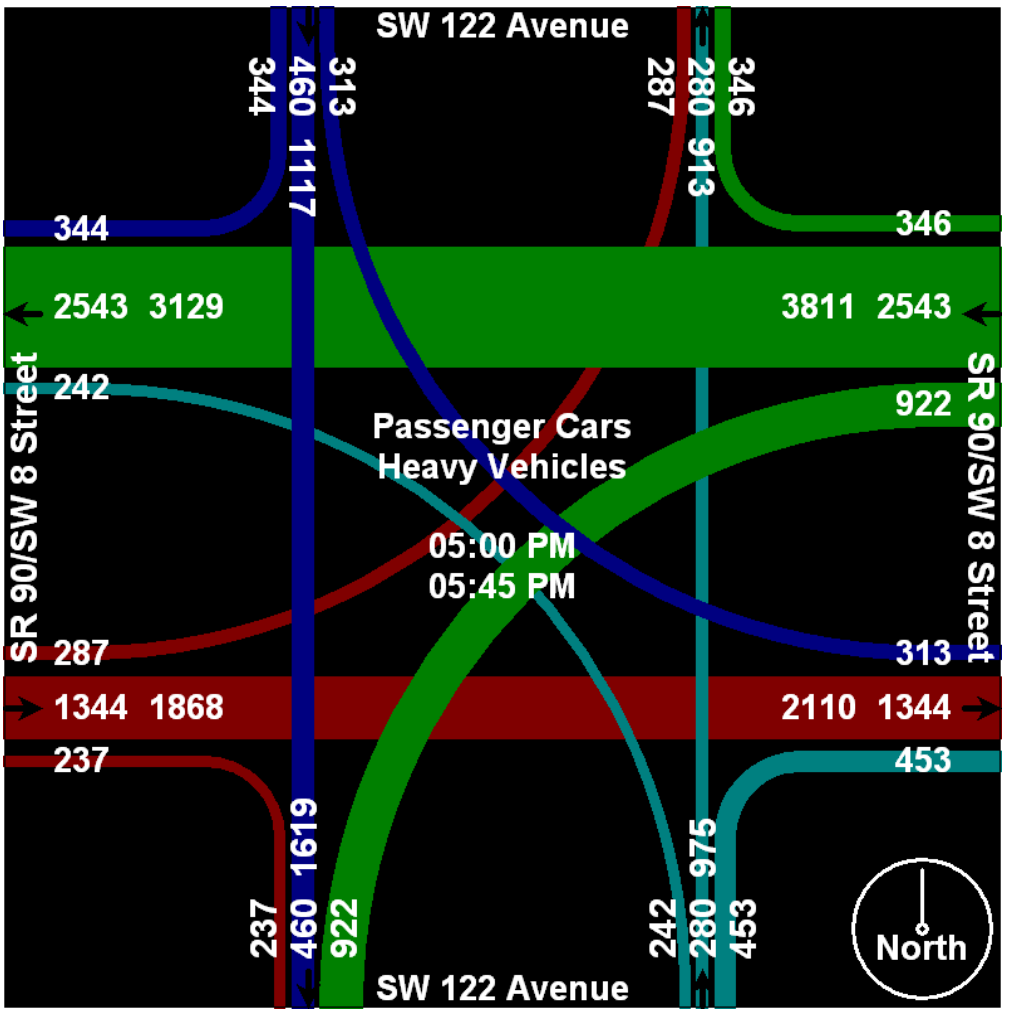


# CH Perez and Associates Consulting Engineers Inc.

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
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: 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 |

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: 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 |

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 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: 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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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: 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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*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

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 |

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
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"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

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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"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

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 |

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

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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"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

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 |

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
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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

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 |

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

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 |

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
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AADT FLAGS : C= COMPUTED; E= MANUAL EST; F= FIRST YEAR EST; S= SECOND YEAR EST; T= THIRD YEAR EST; X= UNKNOWN
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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 |

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

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 |

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
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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

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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"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

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 |

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

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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"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

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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"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

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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"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

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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"D/T" FLAGS : A= ACTUAL; F= FACTOR CATG; D= DIST FUNCL; P= PRIOR YEAR; S= STATEWIDE DEFAULT; W= ONE-WAY ROAD; X= CROSS REF

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 |

SITE TYPE : BLANK= PORTABLE; T= TELEMETERED
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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

COUNTY: 87 MIAMI-DADE

| 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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COUNTY: 87 MIAMI-DADE

| 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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COUNTY: 87 MIAMI-DADE

| 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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*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: 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 |

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: 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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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 |
|---|---|---|---|---|---|---|---|---|
| 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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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 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 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
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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 |
|---|---|---|---|---|---|---|---|---|---|
| 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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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 |
|---|---|---|---|---|---|---|---|---|---|
| 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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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 |
|---|---|---|---|---|---|---|---|---|
| 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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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 |
|---|---|---|---|---|---|---|---|---|---|---|
| 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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COUNTY: 97 FL. TURNPIKE

| 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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|---|---|---|---|---|---|---|---|---|---|---|
| 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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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 |
|---|---|---|---|---|---|---|---|---|
| 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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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 |
|---|---|---|---|---|---|---|---|---|
| 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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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 |
|---|---|---|---|---|---|---|---|---|
| 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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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 |
|---|---|---|---|---|---|---|---|---|
| 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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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 |
|---|---|---|---|---|---|---|---|---|
| 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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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 |
|---|---|---|---|---|---|---|---|---|
| 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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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 |
|---|---|---|---|---|---|---|---|---|---|
| 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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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 |
|---|---|---|---|---|---|---|---|---|
| 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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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 |
|---|---|---|---|---|---|---|---|---|
| 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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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 |
|---|---|---|---|---|---|---|---|---|
| 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 |

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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 |
|---|---|---|---|---|---|---|---|---|
| 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 |

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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 |
|---|---|---|---|---|---|---|---|---|
| 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 |

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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
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: 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

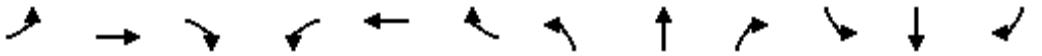
SITE: 6400 - RAMP 87202001 FROM WB SR 836 EXT TO NW 137 AVE, 300' S OF SR 836

| 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

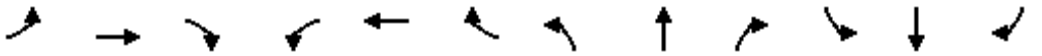
# Appendix F

Synchro Output Reports – Base Year (2013)



| 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 | |

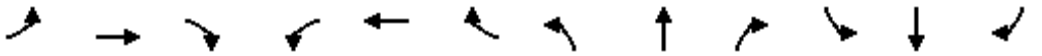
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 350.4 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 1.83 | | |
| Actuated Cycle Length (s) | 180.0 | Sum of lost time (s) | 17.3 |
| Intersection Capacity Utilization | 165.9% | ICU Level of Service | 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 | | |

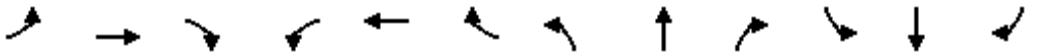
c Critical Lane Group



| 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 | | |

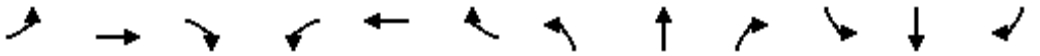
c Critical Lane Group



| 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 | | |

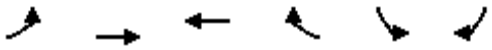
c Critical Lane Group



| 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 | | |

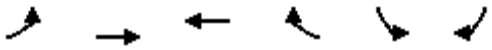
c Critical Lane Group



| 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 | | |

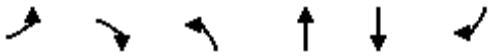
c Critical Lane Group



| 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 | | |

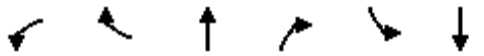
c Critical Lane Group



| 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 | | |

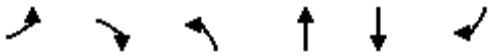
c Critical Lane Group



| 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 | | |

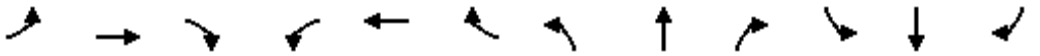
c Critical Lane Group



| 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

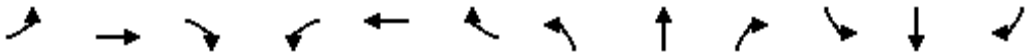


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 1 | 1 | 3 | 298 | 1 | 30 | 4 | 830 | 1629 | 9 | 82 | 1 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 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 | |

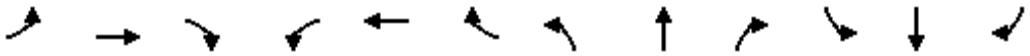
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 17.8 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.81 | | |
| Actuated Cycle Length (s) | 180.0 | Sum of lost time (s) | 12.8 |
| Intersection Capacity Utilization | 82.4% | ICU Level of Service | 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 |

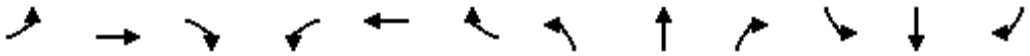
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 74.8% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |



| 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 |

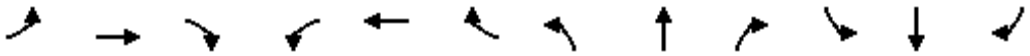
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | 1.2 | | |
| Intersection Capacity Utilization | 60.0% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |



| 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 |

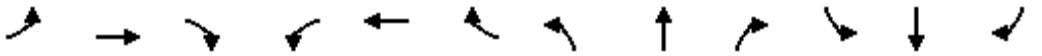
| Intersection Summary | | | | |
|---|---|---|---|---|
| Delay | 14.2 | | | |
| Level of Service | B | | | |
| Intersection Capacity Utilization | 48.6% | ICU Level of Service | A | |
| Analysis Period (min) | 15 | | | |



| 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 | | |

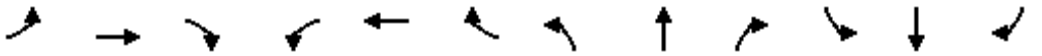
c Critical Lane Group



| 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 | | |

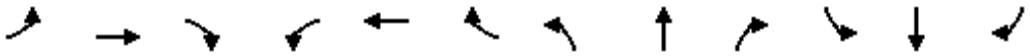
c Critical Lane Group



| 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 | | |

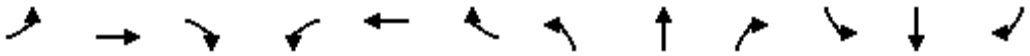
c Critical Lane Group



| 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 | | |

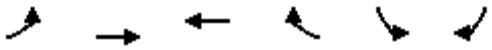
c Critical Lane Group



| 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 | | |

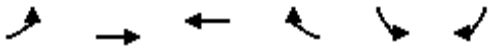
c Critical Lane Group



| 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 | | |

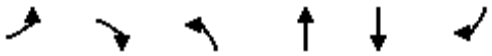
c Critical Lane Group



| 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

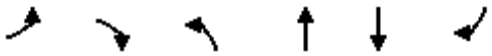


| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 0 | 0 | 562 | 1483 | 3008 | 700 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | | | 3.0 | 5.0 | 5.0 | 5.0 |
| Lane Util. Factor | | | 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 |

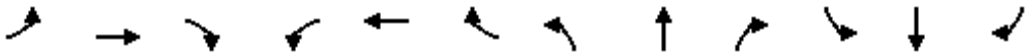
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 16.2 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.88 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 9.7 |
| Intersection Capacity Utilization | 62.2% | ICU Level of Service | B |
| 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

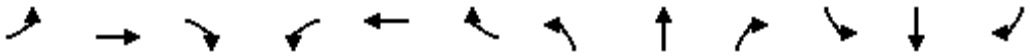


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 0 | 1 | 5 | 1032 | 0 | 8 | 3 | 71 | 537 | 31 | 797 | 0 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 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 | |

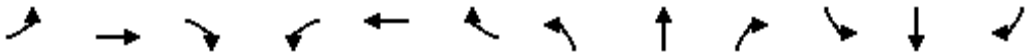
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 13.7 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.65 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 12.8 |
| Intersection Capacity Utilization | 65.6% | ICU Level of Service | 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 |

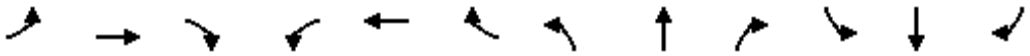
| Intersection Summary | | | |
|---|---|---|---|
| Average Delay | Err | | |
| Intersection Capacity Utilization | 89.9% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |



| 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 G

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

# Appendix H

Trip Generation Rates

3/28/14

# All-American Truck Stop

## Traffic Impact Study

3/14/2014

**Prepared for:**
**Wellsville City**

Prepared by:

HORROCKS
ENGINEERS

**JN PG-972-1110**

**Table 4: LW's Truck Stop Trip Generation Study Results**

| Square Footage | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| LW's Truck Stop | | | | | | | | |
| Variable | Quantity | AM Peak Hour | | | PM Peak Hour | | | |
| | | Total | In | Out | Total | In | Out | |
| C-Store/Truck Stop/F. F. Restaurant | | **45.59** | 51% | 49% | **39.82** | 50% | 50% | |
| 1000 Sq. Ft. | 5550.0 | 253 | 125 | 128 | 221 | 111 | 110 | |
| **Trip Rates Based on Square Footage** | | **253** | **125** | **128** | **221** | **111** | **110** | |

| Passenger Cars | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| LW's Truck Stop | | | | | | | | |
| Variable | Quantity | AM Peak Hour | | | PM Peak Hour | | | |
| | | Total | In | Out | Total | In | Out | |
| Gasoline Stations | | **26.50** | 51% | 49% | **25.63** | 50% | 50% | |
| Each | 8.0 | 212 | 109 | 103 | 205 | 103 | 102 | |
| **Passenger Car Trips** | | **212** | **109** | **103** | **205** | **103** | **102** | |

| Heavy Trucks | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| LW's Truck Stop | | | | | | | | |
| Variable | Quantity | AM Peak Hour | | | PM Peak Hour | | | |
| | | Total | In | Out | Total | In | Out | |
| Diesel Stations | | **13.67** | 39% | 61% | **5.33** | 50% | 50% | |
| Each | 3.0 | 41 | 16 | 25 | 16 | 8 | 8 | |
| **Heavy Truck Trips** | | **41** | **16** | **25** | **16** | **8** | **8** | |
| **Combined Cars and Trucks** | | **253** | **125** | **128** | **221** | **111** | **110** | |

*Source: Horrocks Trip Generation Study in cooperation with LTAP (USU).*

## All-American Truck Stop Trip Generation

The All-American Truck Stop is proposed to have 10 gasoline fuel stations and 5 diesel truck fuel stations. The convenient store and restaurant is proposed to be approximately 8,000 square feet. The trip generation rates calculated at LW's truck stop was used to estimate traffic generated by the All-American Truck Stop.

**Table 5** shows that the proposed project is estimated to generate 365 AM peak hour trips and 310 PM peak hour trips when considering the size of the convenient store and restaurant building. When using the fuel stations as the variable to calculate trip rates, the project is estimated to generate 333 AM peak hour trips and 284 peak hour trips. Using the trip rates for the building generated slightly more trips. Therefore, the trips rates for the building size was carried forward as the trip generation standard for this project. The passenger car/truck split was still used when considering the vehicles accessing the project site.

# Park-and-Ride Lot with Bus Service
(090)

**Average Vehicle Trip Ends vs: Parking Spaces**
**On a: Weekday**

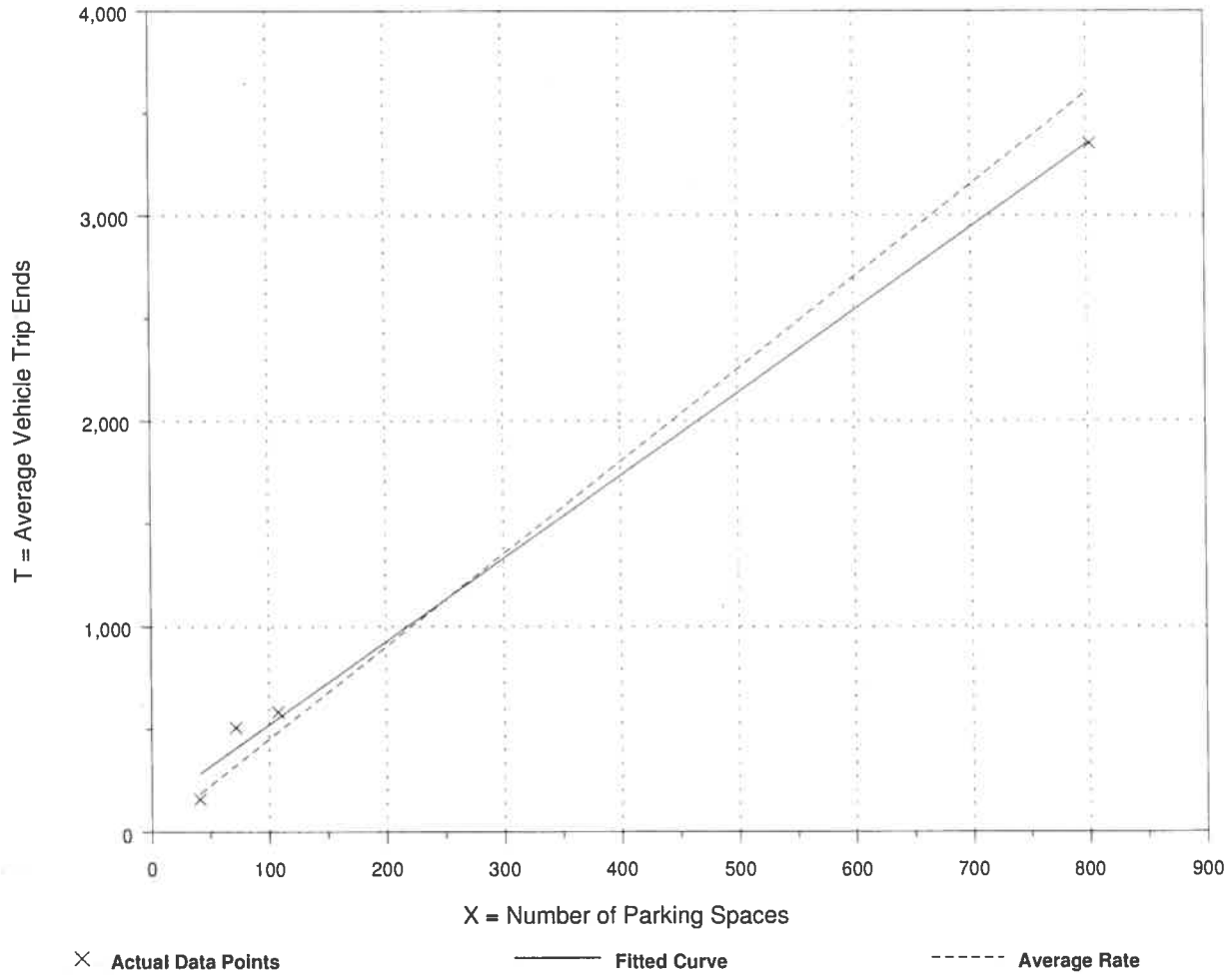
Number of Studies: 4
Average Number of Parking Spaces: 256
Directional Distribution: 50% entering, 50% exiting

## Trip Generation per Parking Space

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 4.50 | 3.90 - 7.06 | 2.26 |

## Data Plot and Equation

***Caution - Use Carefully - Small Sample Size***




**Fitted Curve Equation: T = 4.04(X) + 117.33**

**$R^2$ = 1.00**

# Park-and-Ride Lot with Bus Service
# (090)

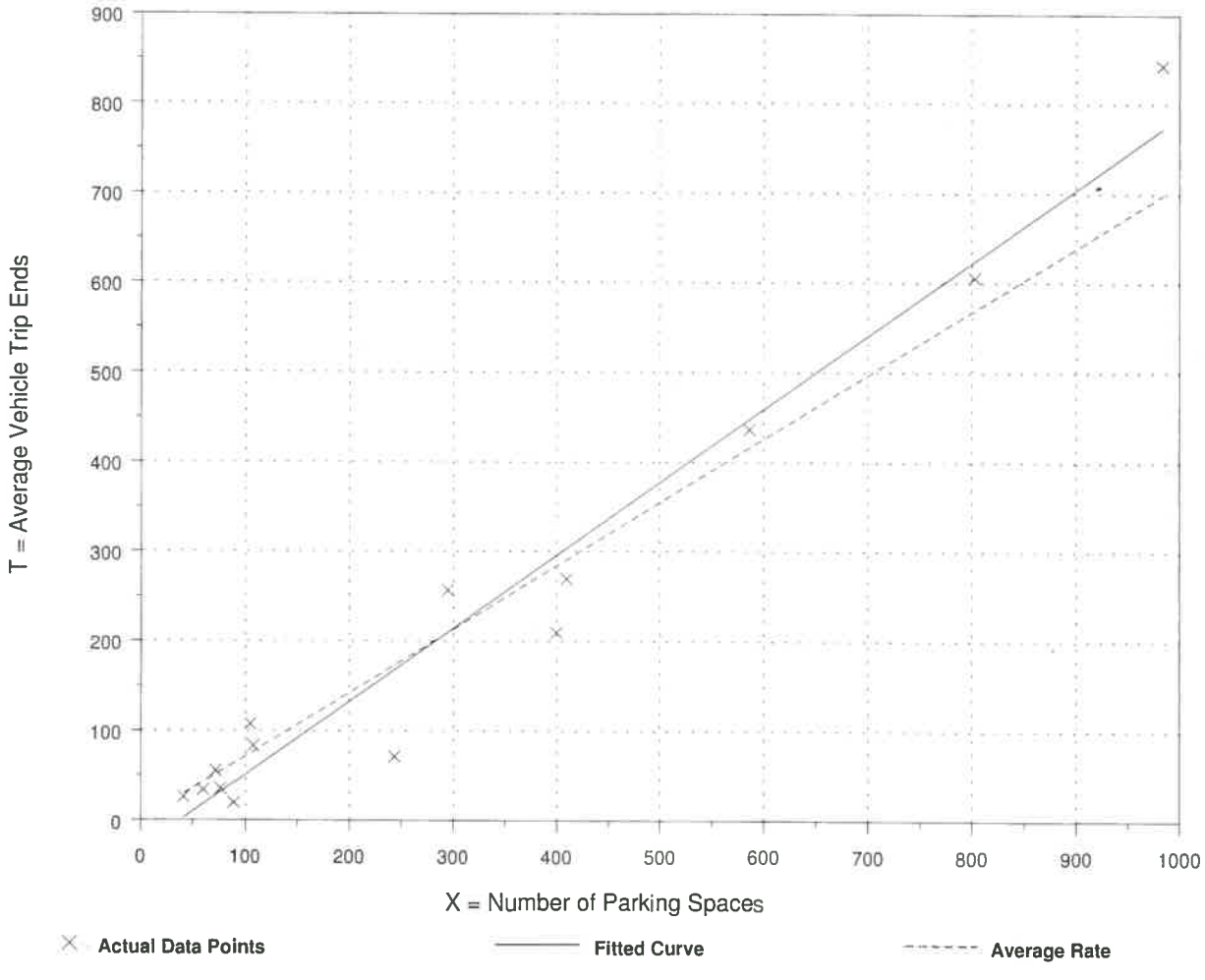
**Average Vehicle Trip Ends vs:** **Parking Spaces**
**On a:** **Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 7 and 9 a.m.**

Number of Studies: 14
Average Number of Parking Spaces: 305
Directional Distribution: 79% entering, 21% exiting

## Trip Generation per Parking Space

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.71 | 0.22 - 1.02 | 0.86 |

## Data Plot and Equation




**Fitted Curve Equation: T = 0.82(X) - 31.49**

**$R^2$ = 0.96**

# Park-and-Ride Lot with Bus Service
(090)

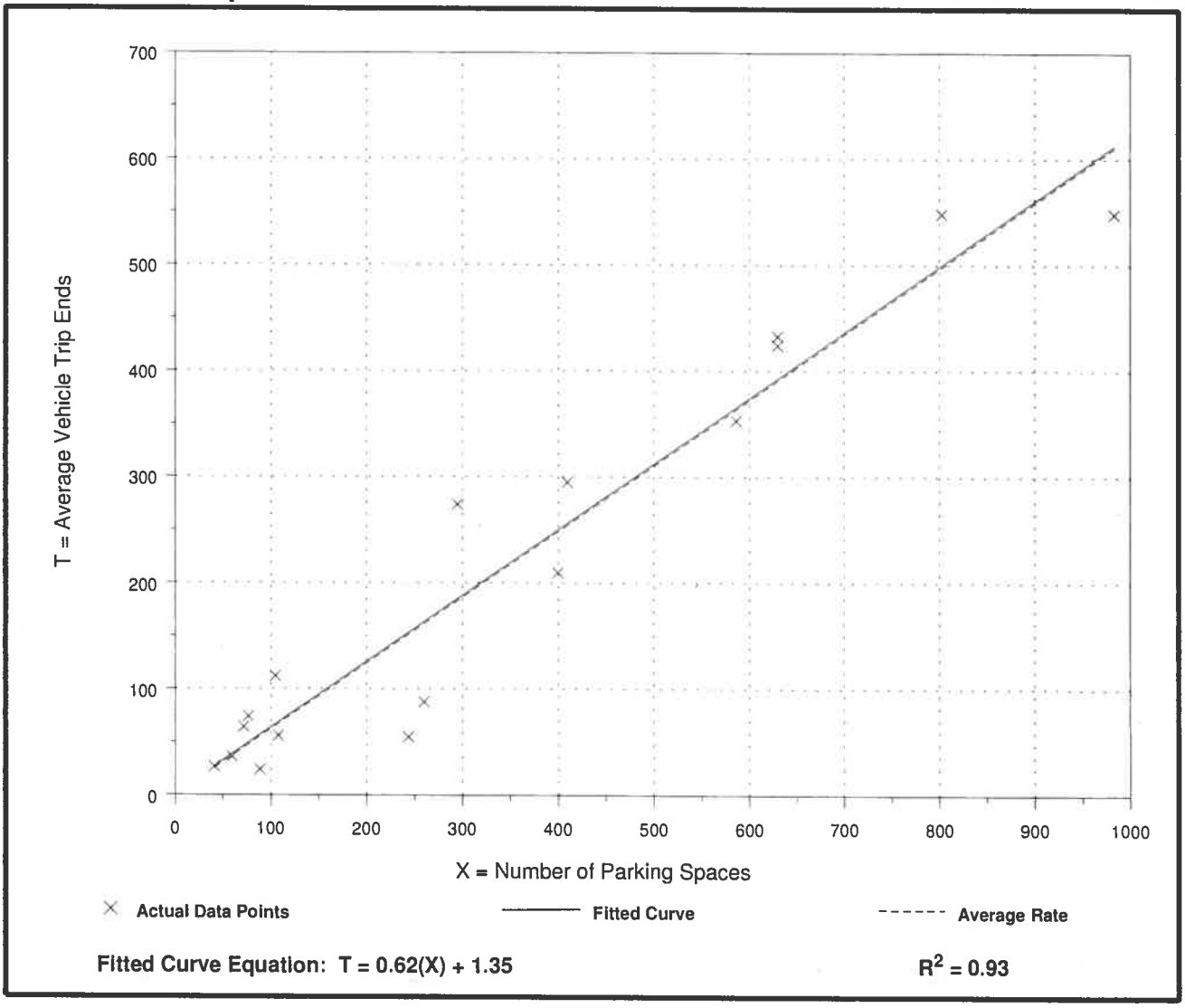
**Average Vehicle Trip Ends vs:** **Parking Spaces**
**On a:** **Weekday,**
**Peak Hour of Adjacent Street Traffic,**
**One Hour Between 4 and 6 p.m.**

Number of Studies: 17
Average Number of Parking Spaces: 341
Directional Distribution: 25% entering, 75% exiting

## Trip Generation per Parking Space

| Average Rate | Range of Rates | Standard Deviation |
|---|---|---|
| 0.62 | 0.23 - 1.07 | 0.81 |

## Data Plot and Equation




**Fitted Curve Equation: T = 0.62(X) + 1.35**

**$R^2$ = 0.93**

# Appendix I

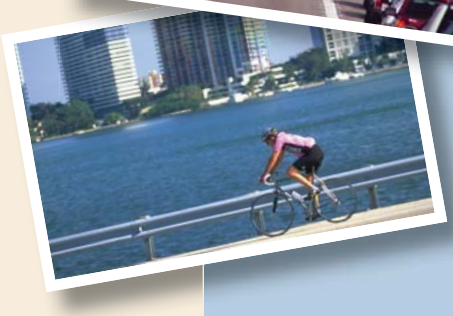
Excerpt of Directional Trip Distribution Report

# Miami-Dade 2035 Long Range Transportation Plan

## Directional Trip Distribution Report

**October 29, 2009**

2035 Miami-Dade Transportation Plan




**Prepared by:**

Gannett Fleming

**In association with:**

Advanced Transportation Engineering Consultants

AECOM Consult

Charesse Chester and Associates

Citilabs

Metropolitan Center at Florida International University

Strategy Solutions

| MIAMI-DADE 2005 DIRECTIONAL DISTRIBUTION SUMMARY | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| ORIGIN ZONE | | | CARDINAL DIRECTIONS | | | | | | | | |
| County TAZ | Regional TAZ | | NNE | ENE | ESE | SSE | SSW | WSW | WNW | NNW | TOTAL |
| | | PERCENT | 14.15 | 23.06 | 13.25 | 7.55 | 12.57 | 7.31 | 13.54 | 8.56 | |
| 814 | 3514 | TRIPS | 673 | 859 | 679 | 556 | 950 | 510 | 181 | 236 | 4,644 |
| | | PERCENT | 14.49 | 18.5 | 14.62 | 11.97 | 20.46 | 10.98 | 3.9 | 5.08 | |
| 815 | 3515 | TRIPS | 736 | 1078 | 763 | 604 | 600 | 253 | 89 | 280 | 4,403 |
| | | PERCENT | 16.72 | 24.48 | 17.33 | 13.72 | 13.63 | 5.75 | 2.02 | 6.36 | |
| 816 | 3516 | TRIPS | 646 | 717 | 628 | 478 | 1070 | 448 | 97 | 301 | 4,385 |
| | | PERCENT | 14.73 | 16.35 | 14.32 | 10.9 | 24.4 | 10.22 | 2.21 | 6.86 | |
| 817 | 3517 | TRIPS | 1572 | 1645 | 1784 | 1407 | 2815 | 792 | 95 | 565 | 10,675 |
| | | PERCENT | 14.73 | 15.41 | 16.71 | 13.18 | 26.37 | 7.42 | 0.89 | 5.29 | |
| 818 | 3518 | TRIPS | 625 | 715 | 932 | 773 | 1260 | 213 | 68 | 309 | 4,895 |
| | | PERCENT | 12.77 | 14.61 | 19.04 | 15.79 | 25.74 | 4.35 | 1.39 | 6.31 | |
| 819 | 3519 | TRIPS | 193 | 304 | 399 | 361 | 413 | 42 | 24 | 98 | 1,834 |
| | | PERCENT | 10.52 | 16.58 | 21.76 | 19.68 | 22.52 | 2.29 | 1.31 | 5.34 | |
| 820 | 3520 | TRIPS | 780 | 1078 | 1023 | 1016 | 1332 | 368 | 53 | 215 | 5,865 |
| | | PERCENT | 13.3 | 18.38 | 17.44 | 17.32 | 22.71 | 6.27 | 0.9 | 3.67 | |
| 821 | 3521 | TRIPS | 230 | 319 | 264 | 273 | 372 | 108 | 7 | 83 | 1,656 |
| | | PERCENT | 13.89 | 19.26 | 15.94 | 16.49 | 22.46 | 6.52 | 0.42 | 5.01 | |
| 822 | 3522 | TRIPS | 1530 | 2732 | 2153 | 1093 | 1760 | 384 | 78 | 454 | 10,184 |
| | | PERCENT | 15.02 | 26.83 | 21.14 | 10.73 | 17.28 | 3.77 | 0.77 | 4.46 | |
| 823 | 3523 | TRIPS | 940 | 1493 | 926 | 823 | 754 | 229 | 116 | 144 | 5,425 |
| | | PERCENT | 17.33 | 27.52 | 17.07 | 15.17 | 13.9 | 4.22 | 2.14 | 2.65 | |
| 824 | 3524 | TRIPS | 2168 | 3112 | 1571 | 1898 | 1086 | 641 | 290 | 416 | 11,182 |
| | | PERCENT | 19.39 | 27.83 | 14.05 | 16.97 | 9.71 | 5.73 | 2.59 | 3.72 | |
| 825 | 3525 | TRIPS | 500 | 949 | 550 | 176 | 186 | 80 | 55 | 37 | 2,533 |
| | | PERCENT | 19.74 | 37.47 | 21.71 | 6.95 | 7.34 | 3.16 | 2.17 | 1.46 | |
| 826 | 3526 | TRIPS | 218 | 504 | 277 | 189 | 238 | 259 | 863 | 449 | 2,997 |
| | | PERCENT | 7.27 | 16.82 | 9.24 | 6.31 | 7.94 | 8.64 | 28.8 | 14.98 | |
| 827 | 3527 | TRIPS | 159 | 397 | 304 | 221 | 265 | 86 | 23 | 23 | 1,478 |
| | | PERCENT | 10.76 | 26.86 | 20.57 | 14.95 | 17.93 | 5.82 | 1.56 | 1.56 | |
| 828 | 3528 | TRIPS | 307 | 531 | 498 | 373 | 764 | 151 | 93 | 9 | 2,726 |
| | | PERCENT | 11.26 | 19.48 | 18.27 | 13.68 | 28.03 | 5.54 | 3.41 | 0.33 | |
| 829 | 3529 | TRIPS | 357 | 1645 | 1286 | 411 | 504 | 59 | 8 | 36 | 4,306 |
| | | PERCENT | 8.29 | 38.2 | 29.87 | 9.54 | 11.7 | 1.37 | 0.19 | 0.84 | |
| 830 | 3530 | TRIPS | 651 | 2221 | 1175 | 914 | 595 | 119 | 55 | 84 | 5,814 |
| | | PERCENT | 11.2 | 38.2 | 20.21 | 15.72 | 10.23 | 2.05 | 0.95 | 1.44 | |
| 831 | 3531 | TRIPS | 63 | 187 | 119 | 106 | 158 | 34 | 25 | 24 | 716 |
| | | PERCENT | 8.8 | 26.12 | 16.62 | 14.8 | 22.07 | 4.75 | 3.49 | 3.35 | |
| 832 | 3532 | TRIPS | 57 | 119 | 140 | 166 | 272 | 7 | 2 | 7 | 770 |
| | | PERCENT | 7.4 | 15.45 | 18.18 | 21.56 | 35.32 | 0.91 | 0.26 | 0.91 | |
| 833 | 3533 | TRIPS | 426 | 2374 | 1799 | 632 | 604 | 42 | 15 | 39 | 5,931 |
| | | PERCENT | 7.18 | 40.03 | 30.33 | 10.66 | 10.18 | 0.71 | 0.25 | 0.66 | |
| 834 | 3534 | TRIPS | 168 | 1027 | 462 | 240 | 257 | 47 | 12 | 39 | 2,252 |
| | | PERCENT | 7.46 | 45.6 | 20.52 | 10.66 | 11.41 | 2.09 | 0.53 | 1.73 | |
| 835 | 3535 | TRIPS | 0 | 5 | 0 | 0 | 6 | 0 | 0 | 0 | 11 |
| | | PERCENT | 0 | 45.45 | 0 | 0 | 54.55 | 0 | 0 | 0 | |
| 836 | 3536 | TRIPS | 47 | 169 | 152 | 191 | 77 | 7 | 0 | 3 | 646 |
| | | PERCENT | 7.28 | 26.16 | 23.53 | 29.57 | 11.92 | 1.08 | 0 | 0.46 | |
| 837 | 3537 | TRIPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |
| | | PERCENT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 838 | 3538 | TRIPS | 11 | 55 | 100 | 142 | 18 | 7 | 0 | 1 | 334 |
| | | PERCENT | 3.29 | 16.47 | 29.94 | 42.51 | 5.39 | 2.1 | 0 | 0.3 | |
| 839 | 3539 | TRIPS | 118 | 551 | 740 | 681 | 114 | 0 | 0 | 0 | 2,204 |
| | | PERCENT | 5.35 | 25 | 33.58 | 30.9 | 5.17 | 0 | 0 | 0 | |
| 840 | 3540 | TRIPS | 154 | 446 | 434 | 635 | 46 | 0 | 0 | 0 | 1,715 |
| | | PERCENT | 8.98 | 26.01 | 25.31 | 37.03 | 2.68 | 0 | 0 | 0 | |
| 841 | 3541 | TRIPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |
| | | PERCENT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 842 | 3542 | TRIPS | 13 | 53 | 107 | 77 | 21 | 0 | 0 | 5 | 276 |
| | | PERCENT | 4.71 | 19.2 | 38.77 | 27.9 | 7.61 | 0 | 0 | 1.81 | |
| 843 | 3543 | TRIPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |
| | | PERCENT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 844 | 3544 | TRIPS | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| | | PERCENT | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | |
| 845 | 3545 | TRIPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |
| | | PERCENT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

| MIAMI-DADE 2035 DIRECTIONAL DISTRIBUTION SUMMARY | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | CARDINAL DIRECTIONS | | | | | | | | |
| ORIGIN ZONE | | | NNE | ENE | ESE | SSE | SSW | WSW | WNW | NNW | TOTAL |
| | | PERCENT | 15.51 | 21.26 | 16.85 | 12.51 | 20.44 | 7.88 | 0.85 | 4.7 | |
| 817 | 3517 | TRIPS | 1494 | 1715 | 2765 | 2712 | 4764 | 706 | 251 | 356 | 14,763 |
| | | PERCENT | 10.12 | 11.62 | 18.73 | 18.37 | 32.27 | 4.78 | 1.7 | 2.41 | |
| 818 | 3518 | TRIPS | 1392 | 1495 | 2111 | 1536 | 1857 | 184 | 30 | 161 | 8,766 |
| | | PERCENT | 15.88 | 17.05 | 24.08 | 17.52 | 21.18 | 2.1 | 0.34 | 1.84 | |
| 819 | 3519 | TRIPS | 201 | 250 | 171 | 194 | 421 | 113 | 8 | 58 | 1,416 |
| | | PERCENT | 14.19 | 17.66 | 12.08 | 13.7 | 29.73 | 7.98 | 0.56 | 4.1 | |
| 820 | 3520 | TRIPS | 1143 | 1512 | 960 | 973 | 1870 | 857 | 14 | 311 | 7,640 |
| | | PERCENT | 14.96 | 19.79 | 12.57 | 12.74 | 24.48 | 11.22 | 0.18 | 4.07 | |
| 821 | 3521 | TRIPS | 303 | 369 | 204 | 186 | 562 | 286 | 9 | 116 | 2,035 |
| | | PERCENT | 14.89 | 18.13 | 10.02 | 9.14 | 27.62 | 14.05 | 0.44 | 5.7 | |
| 822 | 3522 | TRIPS | 3124 | 5243 | 1701 | 1768 | 2109 | 921 | 155 | 344 | 15,365 |
| | | PERCENT | 20.33 | 34.12 | 11.07 | 11.51 | 13.73 | 5.99 | 1.01 | 2.24 | |
| 823 | 3523 | TRIPS | 3875 | 4206 | 1293 | 588 | 900 | 1156 | 351 | 739 | 13,108 |
| | | PERCENT | 29.56 | 32.09 | 9.86 | 4.49 | 6.87 | 8.82 | 2.68 | 5.64 | |
| 824 | 3524 | TRIPS | 3913 | 7248 | 3160 | 1298 | 1755 | 1170 | 444 | 181 | 19,169 |
| | | PERCENT | 20.41 | 37.81 | 16.48 | 6.77 | 9.16 | 6.1 | 2.32 | 0.94 | |
| 825 | 3525 | TRIPS | 938 | 1960 | 888 | 196 | 265 | 124 | 81 | 79 | 4,531 |
| | | PERCENT | 20.7 | 43.26 | 19.6 | 4.33 | 5.85 | 2.74 | 1.79 | 1.74 | |
| 826 | 3526 | TRIPS | 1172 | 1070 | 464 | 221 | 450 | 562 | 252 | 135 | 4,326 |
| | | PERCENT | 27.09 | 24.73 | 10.73 | 5.11 | 10.4 | 12.99 | 5.83 | 3.12 | |
| 827 | 3527 | TRIPS | 410 | 1013 | 388 | 186 | 347 | 80 | 31 | 2 | 2,457 |
| | | PERCENT | 16.69 | 41.23 | 15.79 | 7.57 | 14.12 | 3.26 | 1.26 | 0.08 | |
| 828 | 3528 | TRIPS | 418 | 818 | 700 | 683 | 1126 | 107 | 8 | 2 | 3,862 |
| | | PERCENT | 10.82 | 21.18 | 18.13 | 17.69 | 29.16 | 2.77 | 0.21 | 0.05 | |
| 829 | 3529 | TRIPS | 1004 | 2855 | 846 | 403 | 749 | 350 | 95 | 112 | 6,414 |
| | | PERCENT | 15.65 | 44.51 | 13.19 | 6.28 | 11.68 | 5.46 | 1.48 | 1.75 | |
| 830 | 3530 | TRIPS | 1900 | 3684 | 1012 | 330 | 1022 | 331 | 253 | 227 | 8,759 |
| | | PERCENT | 21.69 | 42.06 | 11.55 | 3.77 | 11.67 | 3.78 | 2.89 | 2.59 | |
| 831 | 3531 | TRIPS | 32 | 190 | 164 | 119 | 177 | 6 | 0 | 6 | 694 |
| | | PERCENT | 4.61 | 27.38 | 23.63 | 17.15 | 25.5 | 0.86 | 0 | 0.86 | |
| 832 | 3532 | TRIPS | 518 | 1275 | 718 | 1004 | 1217 | 52 | 111 | 8 | 4,903 |
| | | PERCENT | 10.56 | 26 | 14.64 | 20.48 | 24.82 | 1.06 | 2.26 | 0.16 | |
| 833 | 3533 | TRIPS | 1537 | 4448 | 994 | 423 | 623 | 193 | 54 | 193 | 8,465 |
| | | PERCENT | 18.16 | 52.55 | 11.74 | 5 | 7.36 | 2.28 | 0.64 | 2.28 | |
| 834 | 3534 | TRIPS | 401 | 2095 | 961 | 373 | 421 | 18 | 8 | 36 | 4,313 |
| | | PERCENT | 9.3 | 48.57 | 22.28 | 8.65 | 9.76 | 0.42 | 0.19 | 0.83 | |
| 835 | 3535 | TRIPS | 137 | 403 | 491 | 1087 | 774 | 803 | 0 | 3 | 3,698 |
| | | PERCENT | 3.7 | 10.9 | 13.28 | 29.39 | 20.93 | 21.71 | 0 | 0.08 | |
| 836 | 3536 | TRIPS | 200 | 2097 | 642 | 406 | 112 | 7 | 0 | 0 | 3,464 |
| | | PERCENT | 5.77 | 60.54 | 18.53 | 11.72 | 3.23 | 0.2 | 0 | 0 | |
| 837 | 3537 | TRIPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |
| | | PERCENT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 838 | 3538 | TRIPS | 39 | 56 | 132 | 156 | 33 | 0 | 0 | 0 | 416 |
| | | PERCENT | 9.38 | 13.46 | 31.73 | 37.5 | 7.93 | 0 | 0 | 0 | |
| 839 | 3539 | TRIPS | 361 | 780 | 612 | 846 | 25 | 0 | 0 | 0 | 2,624 |
| | | PERCENT | 13.76 | 29.73 | 23.32 | 32.24 | 0.95 | 0 | 0 | 0 | |
| 840 | 3540 | TRIPS | 420 | 656 | 574 | 340 | 34 | 0 | 0 | 93 | 2,117 |
| | | PERCENT | 19.84 | 30.99 | 27.11 | 16.06 | 1.61 | 0 | 0 | 4.39 | |
| 841 | 3541 | TRIPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |
| | | PERCENT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 842 | 3542 | TRIPS | 24 | 63 | 137 | 68 | 12 | 0 | 0 | 5 | 309 |
| | | PERCENT | 7.77 | 20.39 | 44.34 | 22.01 | 3.88 | 0 | 0 | 1.62 | |
| 843 | 3543 | TRIPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |
| | | PERCENT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 844 | 3544 | TRIPS | 29 | 151 | 156 | 80 | 21 | 0 | 1 | 2 | 440 |
| | | PERCENT | 6.59 | 34.32 | 35.45 | 18.18 | 4.77 | 0 | 0.23 | 0.45 | |
| 845 | 3545 | TRIPS | 2 | 5 | 10 | 4 | 12 | 0 | 2 | 1 | 36 |
| | | PERCENT | 5.56 | 13.89 | 27.78 | 11.11 | 33.33 | 0 | 5.56 | 2.78 | |
| 846 | 3546 | TRIPS | 2 | 3 | 0 | 5 | 7 | 3 | 1 | 1 | 22 |
| | | PERCENT | 9.09 | 13.64 | 0 | 22.73 | 31.82 | 13.64 | 4.55 | 4.55 | |
| 847 | 3547 | TRIPS | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - |
| | | PERCENT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 848 | 3548 | TRIPS | 63 | 82 | 61 | 178 | 122 | 35 | 9 | 1 | 551 |
| | | PERCENT | 11.43 | 14.88 | 11.07 | 32.3 | 22.14 | 6.35 | 1.63 | 0.18 | |
| 849 | 3549 | TRIPS | 57 | 140 | 81 | 215 | 182 | 6 | 14 | 5 | 700 |
| | | PERCENT | 8.14 | 20 | 11.57 | 30.71 | 26 | 0.86 | 2 | 0.71 | |
| 850 | 3550 | TRIPS | 39 | 308 | 81 | 955 | 33 | 2 | 4 | 0 | 1,422 |

# Appendix J

Growth Rate Calculations

# *Trend Analyses*

# Traffic Trends - V2.0

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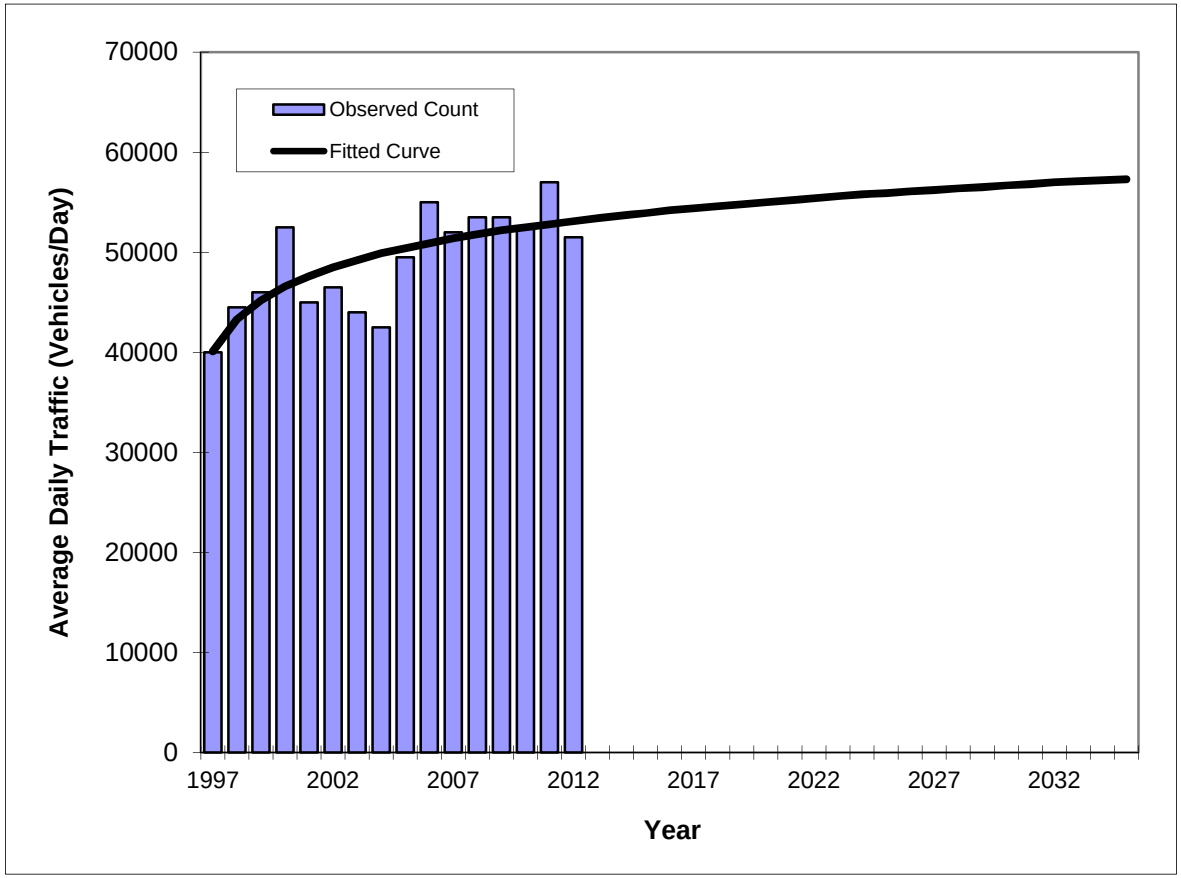
| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 0088 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 1997 | 40000 | 40100 |
| 1998 | 44500 | 43300 |
| 1999 | 46000 | 45200 |
| 2000 | 52500 | 46600 |
| 2001 | 45000 | 47600 |
| 2002 | 46500 | 48500 |
| 2003 | 44000 | 49200 |
| 2004 | 42500 | 49900 |
| 2005 | 49500 | 50400 |
| 2006 | 55000 | 50900 |
| 2007 | 52000 | 51400 |
| 2008 | 53500 | 51800 |
| 2009 | 53500 | 52200 |
| 2010 | 52500 | 52500 |
| 2011 | 57000 | 52800 |
| 2012 | 51500 | 53100 |
| **2015 Opening Year Trend** | | |
| 2015 | N/A | 53900 |
| **2025 Mid-Year Trend** | | |
| 2025 | N/A | 55900 |
| **2035 Design Year Trend** | | |
| 2035 | N/A | 57300 |
| **TRANPLAN Forecasts/Trends** | | |
| | | |

| | |
|---|---|
| Trend R-squared: | 54.68% |
| Compounded Annual Historic Growth Rate: | 1.89% |
| Compounded Growth Rate (2012 to Design Year): | 0.33% |
| Printed: | 15-Jan-14 |

**Decaying Exponential Growth Option**

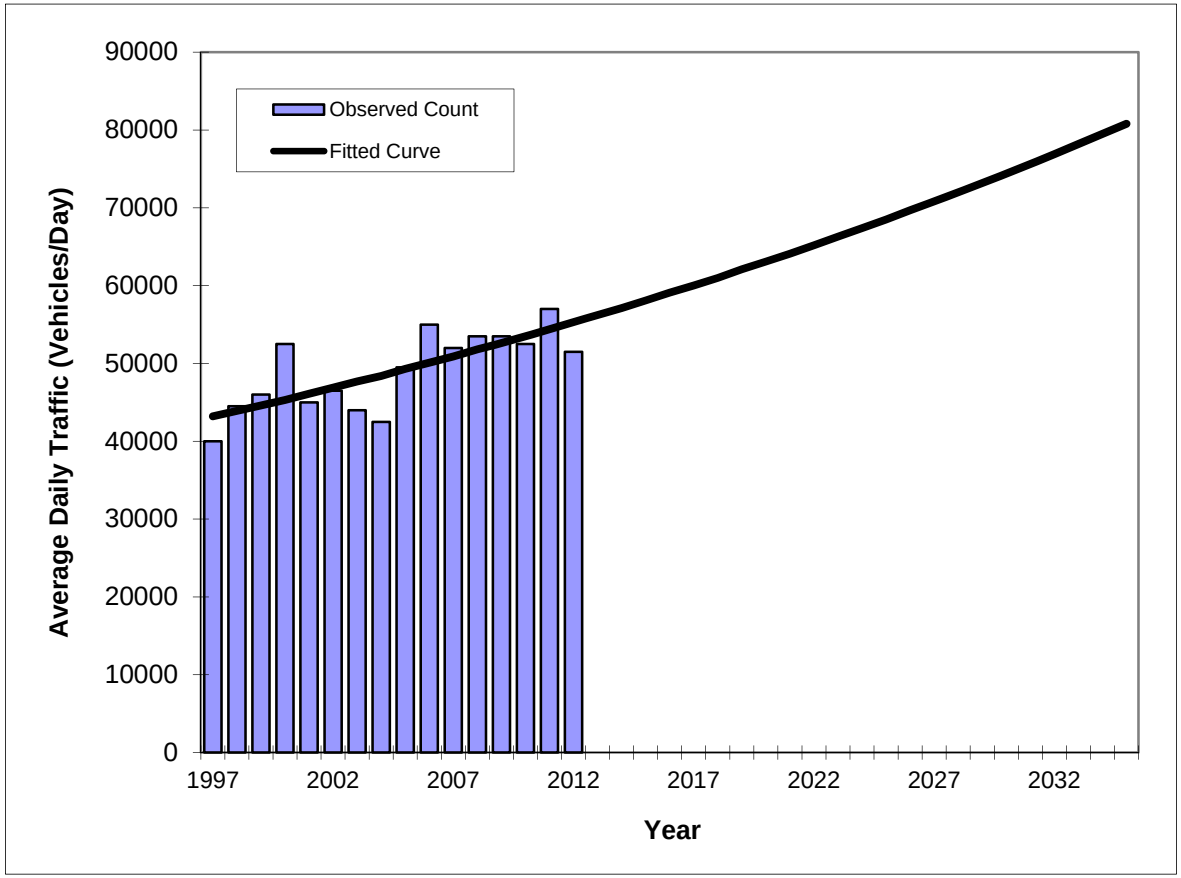
*Axle-Adjusted

# Traffic Trends - V2.0

--

| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 0088 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 1997 | 40000 | 43200 |
| 1998 | 44500 | 43900 |
| 1999 | 46000 | 44600 |
| 2000 | 52500 | 45300 |
| 2001 | 45000 | 46100 |
| 2002 | 46500 | 46900 |
| 2003 | 44000 | 47700 |
| 2004 | 42500 | 48400 |
| 2005 | 49500 | 49300 |
| 2006 | 55000 | 50100 |
| 2007 | 52000 | 50900 |
| 2008 | 53500 | 51800 |
| 2009 | 53500 | 52600 |
| 2010 | 52500 | 53500 |
| 2011 | 57000 | 54400 |
| 2012 | 51500 | 55300 |
| 2015 Opening Year Trend | | |
| 2015 | N/A | 58100 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 68500 |
| 2035 Design Year Trend | | |
| 2035 | N/A | 80800 |
| TRANPLAN Forecasts/Trends | | |

| | |
|---|---|
| Trend R-squared: | 56.69% |
| Compounded Annual Historic Growth Rate: | 1.66% |
| Compounded Growth Rate (2012 to Design Year): | 1.66% |
| Printed: | 15-Jan-14 |

**Exponential Growth Option**

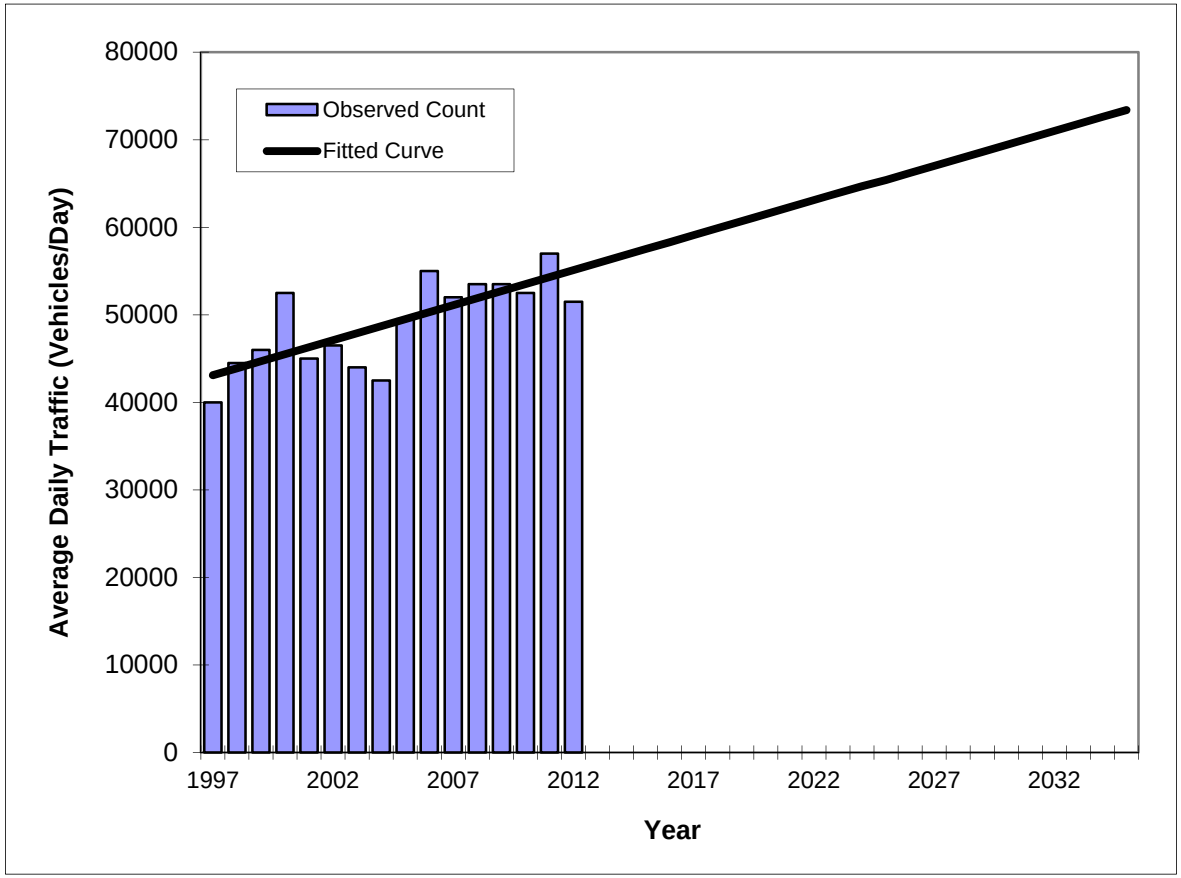
*Axle-Adjusted

# Traffic Trends - V2.0

--

| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 0088 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 1997 | 40000 | 43100 |
| 1998 | 44500 | 43900 |
| 1999 | 46000 | 44700 |
| 2000 | 52500 | 45500 |
| 2001 | 45000 | 46300 |
| 2002 | 46500 | 47100 |
| 2003 | 44000 | 47900 |
| 2004 | 42500 | 48700 |
| 2005 | 49500 | 49500 |
| 2006 | 55000 | 50300 |
| 2007 | 52000 | 51100 |
| 2008 | 53500 | 51900 |
| 2009 | 53500 | 52700 |
| 2010 | 52500 | 53500 |
| 2011 | 57000 | 54300 |
| 2012 | 51500 | 55100 |
| 2015 Opening Year Trend | | |
| 2015 | N/A | 57500 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 65400 |
| 2035 Design Year Trend | | |
| 2035 | N/A | 73400 |
| TRANPLAN Forecasts/Trends | | |

| | |
|---|---|
| ** Annual Trend Increase: | 798 |
| Trend R-squared: | 56.93% |
| Trend Annual Historic Growth Rate: | 1.86% |
| Trend Growth Rate (2012 to Design Year): | 1.44% |
| Printed: | 15-Jan-14 |

**Straight Line Growth Option**

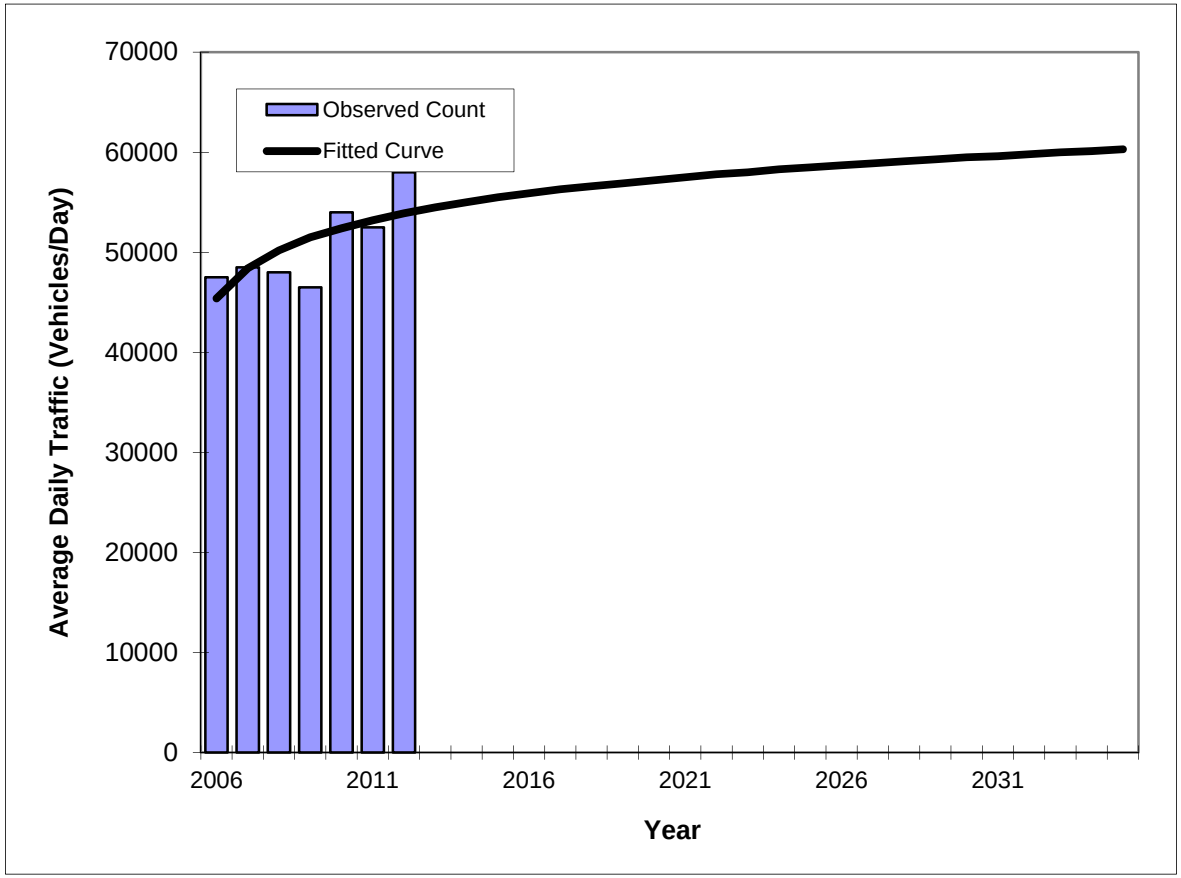
*Axle-Adjusted

# Traffic Trends - V2.0

--

| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 0089 |
| **Highway:** | 0 |




| | Traffic (ADT/AADT) | |
|---|---|---|
| **Year** | **Count*** | **Trend**** |
| 2006 | 47500 | 45400 |
| 2007 | 48500 | 48400 |
| 2008 | 48000 | 50200 |
| 2009 | 46500 | 51500 |
| 2010 | 54000 | 52400 |
| 2011 | 52500 | 53200 |
| 2012 | 58000 | 53900 |
| 2015 Opening Year Trend | | |
| 2015 | N/A | 55500 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 58500 |
| 2035 Design Year Trend | | |
| 2035 | N/A | 60300 |
| TRANPLAN Forecasts/Trends | | |
| | | |

*Axle-Adjusted

| | |
|---|---|
| Trend R-squared: | 50.10% |
| Compounded Annual Historic Growth Rate: | 2.90% |
| Compounded Growth Rate (2012 to Design Year): | 0.49% |
| Printed: | 15-Jan-14 |

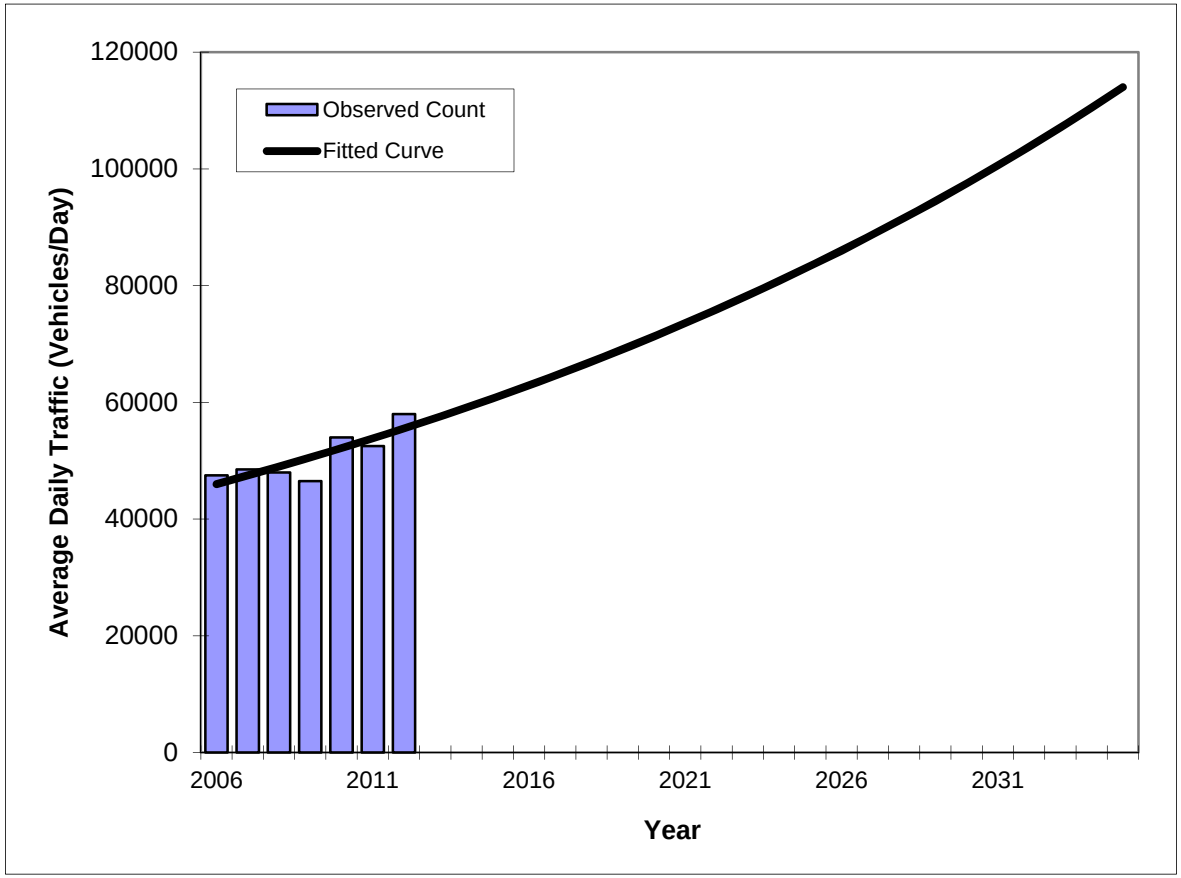
**Decaying Exponential Growth Option**

# Traffic Trends - V2.0

--

| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 0089 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2006 | 47500 | 46000 |
| 2007 | 48500 | 47500 |
| 2008 | 48000 | 49000 |
| 2009 | 46500 | 50600 |
| 2010 | 54000 | 52200 |
| 2011 | 52500 | 53800 |
| 2012 | 58000 | 55500 |
| **2015 Opening Year Trend** | | |
| 2015 | N/A | 61000 |
| **2025 Mid-Year Trend** | | |
| 2025 | N/A | 83400 |
| **2035 Design Year Trend** | | |
| 2035 | N/A | 114000 |
| **TRANPLAN Forecasts/Trends** | | |

| | |
|---|---|
| Trend R-squared: | 68.54% |
| Compounded Annual Historic Growth Rate: | 3.18% |
| Compounded Growth Rate (2012 to Design Year): | 3.18% |
| Printed: | 15-Jan-14 |

**Exponential Growth Option**

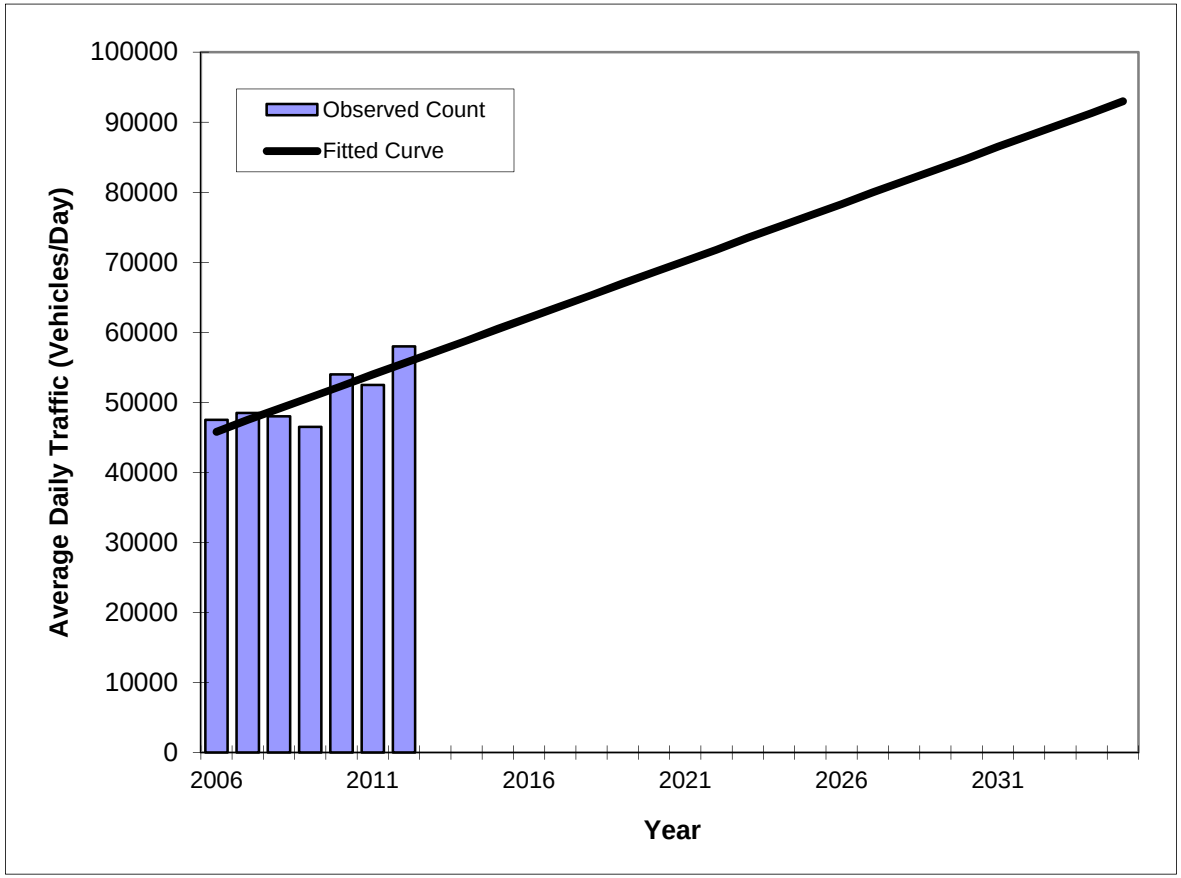
*Axle-Adjusted

# Traffic Trends - V2.0

--

| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 0089 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2006 | 47500 | 45800 |
| 2007 | 48500 | 47500 |
| 2008 | 48000 | 49100 |
| 2009 | 46500 | 50700 |
| 2010 | 54000 | 52300 |
| 2011 | 52500 | 54000 |
| 2012 | 58000 | 55600 |
| **2015 Opening Year Trend** | | |
| 2015 | N/A | 60500 |
| **2025 Mid-Year Trend** | | |
| 2025 | N/A | 76700 |
| **2035 Design Year Trend** | | |
| 2035 | N/A | 93000 |
| **TRANPLAN Forecasts/Trends** | | |

| | |
|---|---|
| ** Annual Trend Increase: | 1,625 |
| Trend R-squared: | 68.82% |
| Trend Annual Historic Growth Rate: | 3.57% |
| Trend Growth Rate (2012 to Design Year): | 2.92% |
| Printed: | 15-Jan-14 |

**Straight Line Growth Option**

*Axle-Adjusted

# Traffic Trends - V2.0

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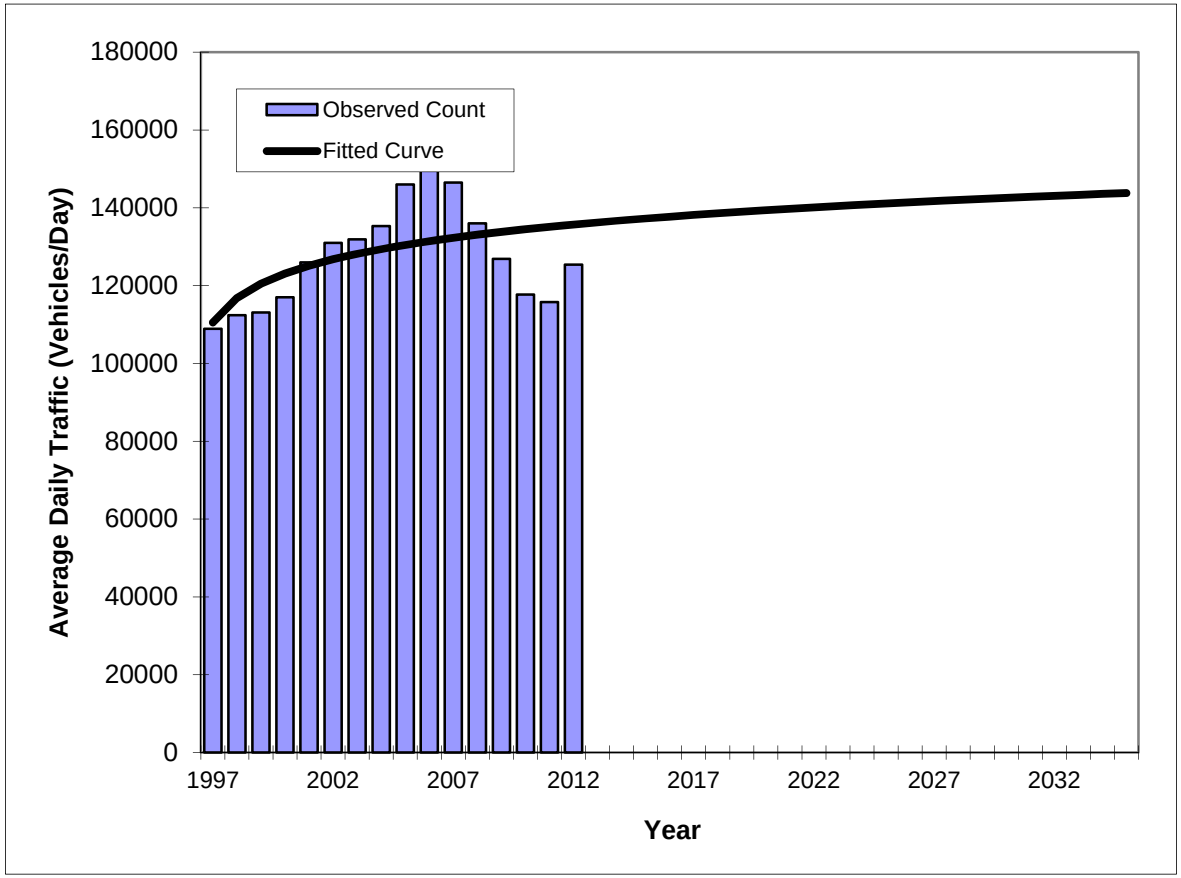
| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 0187 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 1997 | 108900 | 110500 |
| 1998 | 112400 | 116800 |
| 1999 | 113100 | 120500 |
| 2000 | 117000 | 123100 |
| 2001 | 126000 | 125100 |
| 2002 | 131000 | 126800 |
| 2003 | 131900 | 128200 |
| 2004 | 135300 | 129400 |
| 2005 | 146000 | 130500 |
| 2006 | 157000 | 131400 |
| 2007 | 146500 | 132300 |
| 2008 | 136000 | 133100 |
| 2009 | 126900 | 133800 |
| 2010 | 117700 | 134500 |
| 2011 | 115800 | 135100 |
| 2012 | 125400 | 135700 |
| 2015 Opening Year Trend | | |
| 2015 | N/A | 137300 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 141100 |
| 2035 Design Year Trend | | |
| 2035 | N/A | 143800 |
| TRANPLAN Forecasts/Trends | | |

| | |
|---|---|
| Trend R-squared: | 26.93% |
| Compounded Annual Historic Growth Rate: | 1.38% |
| Compounded Growth Rate (2012 to Design Year): | 0.25% |
| Printed: | 15-Jan-14 |

**Decaying Exponential Growth Option**

*Axle-Adjusted

# Traffic Trends - V2.0

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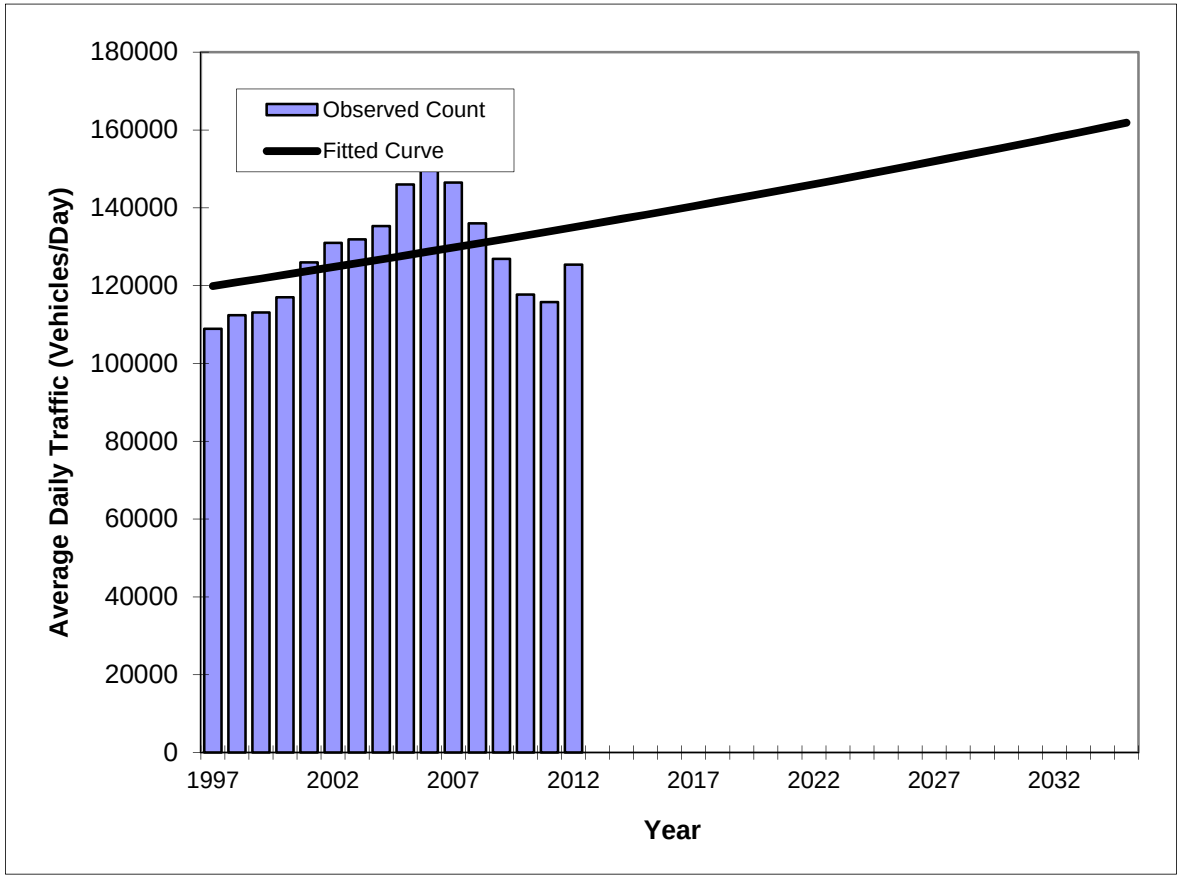
| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 0187 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 1997 | 108900 | 119900 |
| 1998 | 112400 | 120900 |
| 1999 | 113100 | 121800 |
| 2000 | 117000 | 122800 |
| 2001 | 126000 | 123800 |
| 2002 | 131000 | 124800 |
| 2003 | 131900 | 125800 |
| 2004 | 135300 | 126700 |
| 2005 | 146000 | 127800 |
| 2006 | 157000 | 128800 |
| 2007 | 146500 | 129800 |
| 2008 | 136000 | 130800 |
| 2009 | 126900 | 131800 |
| 2010 | 117700 | 132900 |
| 2011 | 115800 | 133900 |
| 2012 | 125400 | 135000 |
| 2015 Opening Year Trend | | |
| 2015 | N/A | 138200 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 149600 |
| 2035 Design Year Trend | | |
| 2035 | N/A | 161900 |
| TRANPLAN Forecasts/Trends | | |

| | |
|---|---|
| Trend R-squared: | 12.52% |
| Compounded Annual Historic Growth Rate: | 0.79% |
| Compounded Growth Rate (2012 to Design Year): | 0.79% |
| Printed: | 15-Jan-14 |

**Exponential Growth Option**

*Axle-Adjusted

# Traffic Trends - V2.0

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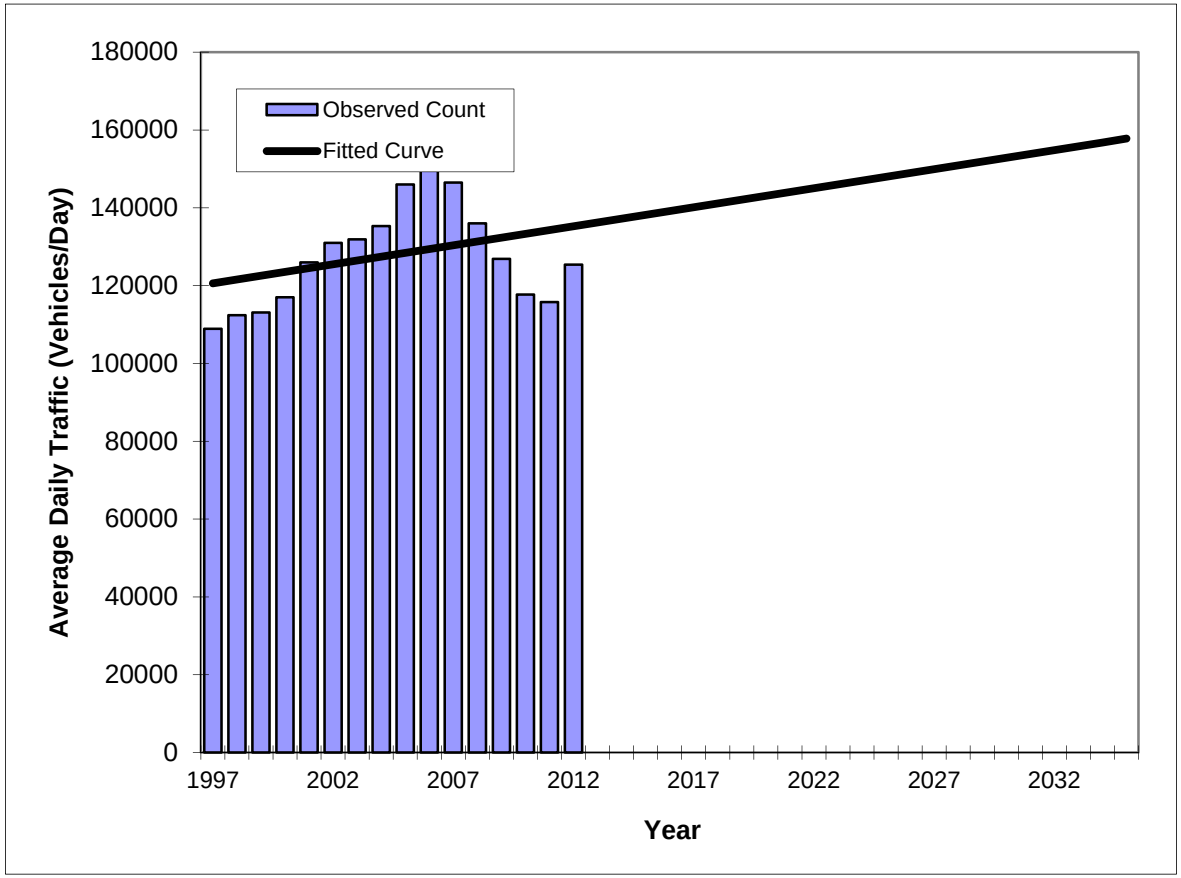
| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 0187 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 1997 | 108900 | 120600 |
| 1998 | 112400 | 121600 |
| 1999 | 113100 | 122600 |
| 2000 | 117000 | 123500 |
| 2001 | 126000 | 124500 |
| 2002 | 131000 | 125500 |
| 2003 | 131900 | 126500 |
| 2004 | 135300 | 127400 |
| 2005 | 146000 | 128400 |
| 2006 | 157000 | 129400 |
| 2007 | 146500 | 130400 |
| 2008 | 136000 | 131400 |
| 2009 | 126900 | 132300 |
| 2010 | 117700 | 133300 |
| 2011 | 115800 | 134300 |
| 2012 | 125400 | 135300 |
| 2015 Opening Year Trend | | |
| 2015 | N/A | 138200 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 148000 |
| 2035 Design Year Trend | | |
| 2035 | N/A | 157800 |
| TRANPLAN Forecasts/Trends | | |
| | | |

| | |
|---|---|
| ** Annual Trend Increase: | 978 |
| Trend R-squared: | 11.34% |
| Trend Annual Historic Growth Rate: | 0.81% |
| Trend Growth Rate (2012 to Design Year): | 0.72% |
| Printed: | 15-Jan-14 |

**Straight Line Growth Option**

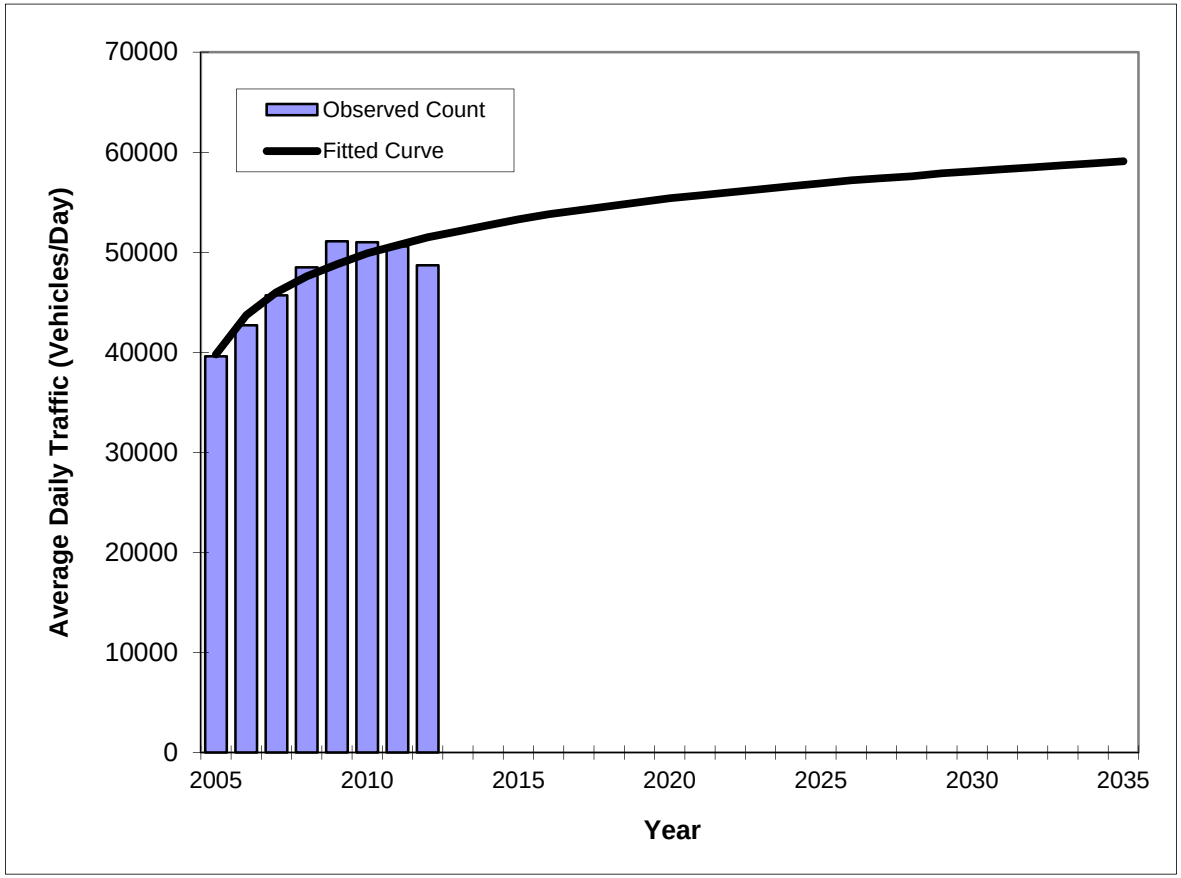
*Axle-Adjusted

# Traffic Trends - V2.0

--

| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 0266 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2005 | 39600 | 39800 |
| 2006 | 42700 | 43700 |
| 2007 | 45700 | 46000 |
| 2008 | 48500 | 47600 |
| 2009 | 51100 | 48800 |
| 2010 | 51000 | 49900 |
| 2011 | 50600 | 50700 |
| 2012 | 48700 | 51500 |
| **2015 Opening Year Trend** | | |
| 2015 | N/A | 53300 |
| **2025 Mid-Year Trend** | | |
| 2025 | N/A | 56900 |
| **2035 Design Year Trend** | | |
| 2035 | N/A | 59100 |
| **TRANPLAN Forecasts/Trends** | | |

| | |
|---|---|
| Trend R-squared: | 87.18% |
| Compounded Annual Historic Growth Rate: | 3.75% |
| Compounded Growth Rate (2012 to Design Year): | 0.60% |
| Printed: | 16-Jan-14 |

**Decaying Exponential Growth Option**

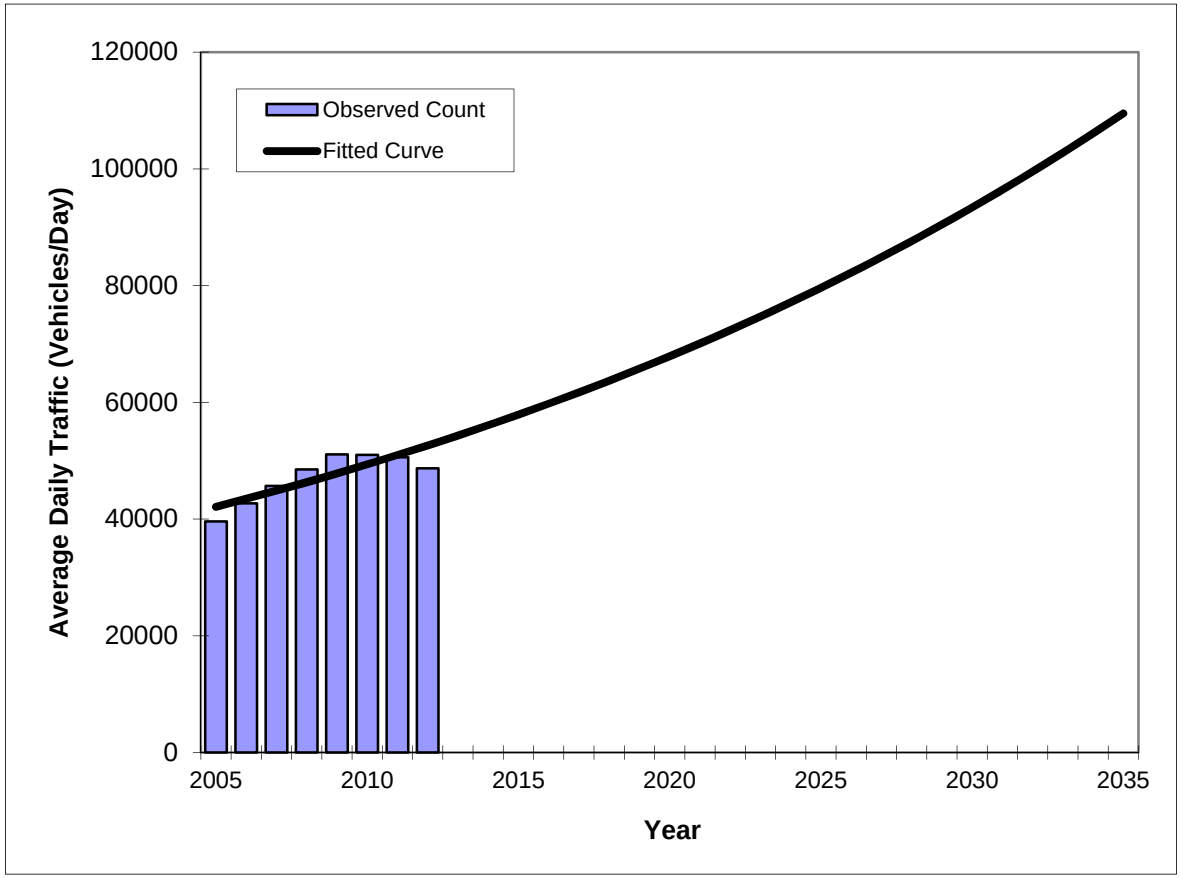
*Axle-Adjusted

# Traffic Trends - V2.0

--

| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 0266 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2005 | 39600 | 42100 |
| 2006 | 42700 | 43500 |
| 2007 | 45700 | 44900 |
| 2008 | 48500 | 46300 |
| 2009 | 51100 | 47800 |
| 2010 | 51000 | 49400 |
| 2011 | 50600 | 51000 |
| 2012 | 48700 | 52600 |
| 2015 Opening Year Trend | | |
| 2015 | N/A | 57900 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 79600 |
| 2035 Design Year Trend | | |
| 2035 | N/A | 109500 |
| TRANPLAN Forecasts/Trends | | |
| | | |

*Axle-Adjusted

| | |
|---|---|
| Trend R-squared: | 70.34% |
| Compounded Annual Historic Growth Rate: | 3.23% |
| Compounded Growth Rate (2012 to Design Year): | 3.24% |
| Printed: | 16-Jan-14 |

**Exponential Growth Option**

# Traffic Trends - V2.0

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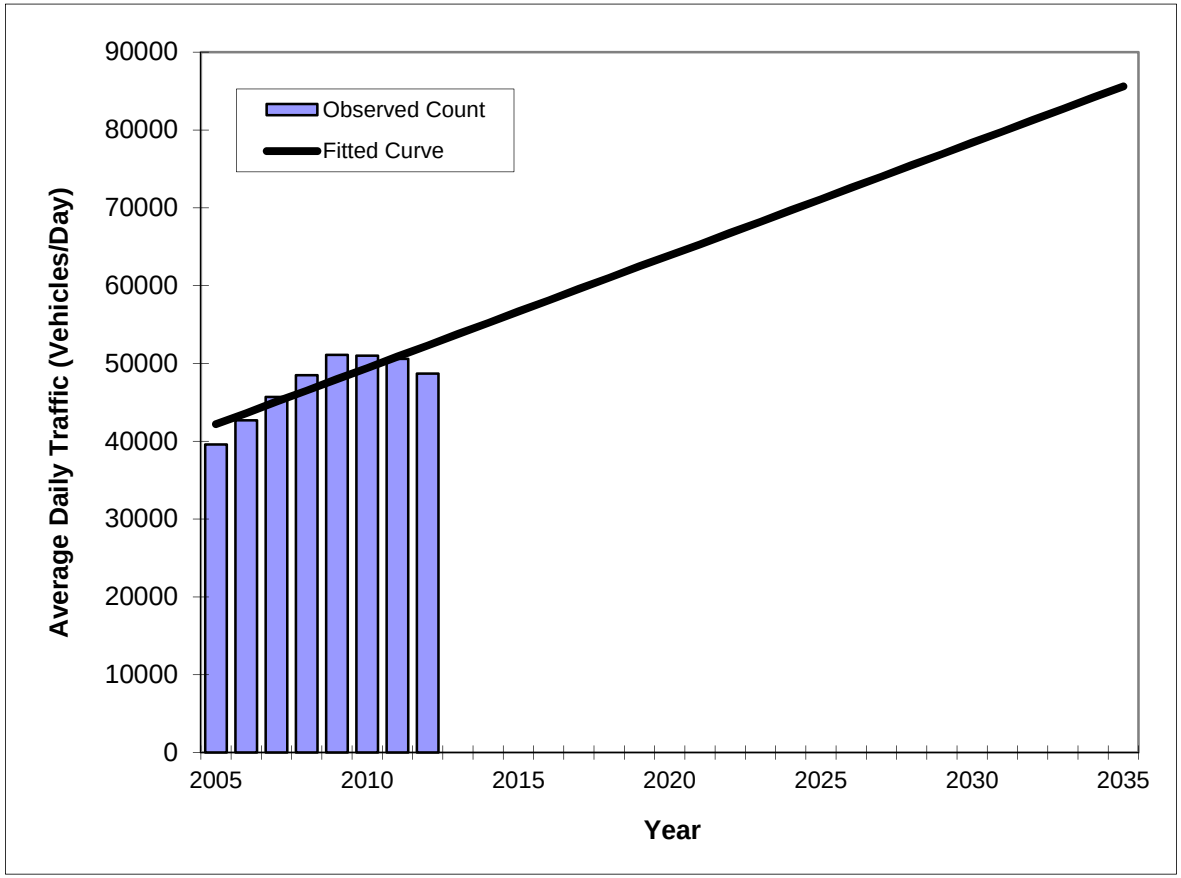
| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 0266 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2005 | 39600 | 42200 |
| 2006 | 42700 | 43600 |
| 2007 | 45700 | 45100 |
| 2008 | 48500 | 46500 |
| 2009 | 51100 | 48000 |
| 2010 | 51000 | 49400 |
| 2011 | 50600 | 50900 |
| 2012 | 48700 | 52300 |
| **2015 Opening Year Trend** | | |
| 2015 | N/A | 56700 |
| **2025 Mid-Year Trend** | | |
| 2025 | N/A | 71100 |
| **2035 Design Year Trend** | | |
| 2035 | N/A | 85600 |
| **TRANPLAN Forecasts/Trends** | | |

*Axle-Adjusted

| | |
|---|---|
| ** Annual Trend Increase: | 1,449 |
| Trend R-squared: | 70.30% |
| Trend Annual Historic Growth Rate: | 3.42% |
| Trend Growth Rate (2012 to Design Year): | 2.77% |
| Printed: | 16-Jan-14 |

**Straight Line Growth Option**

# Traffic Trends - V2.0

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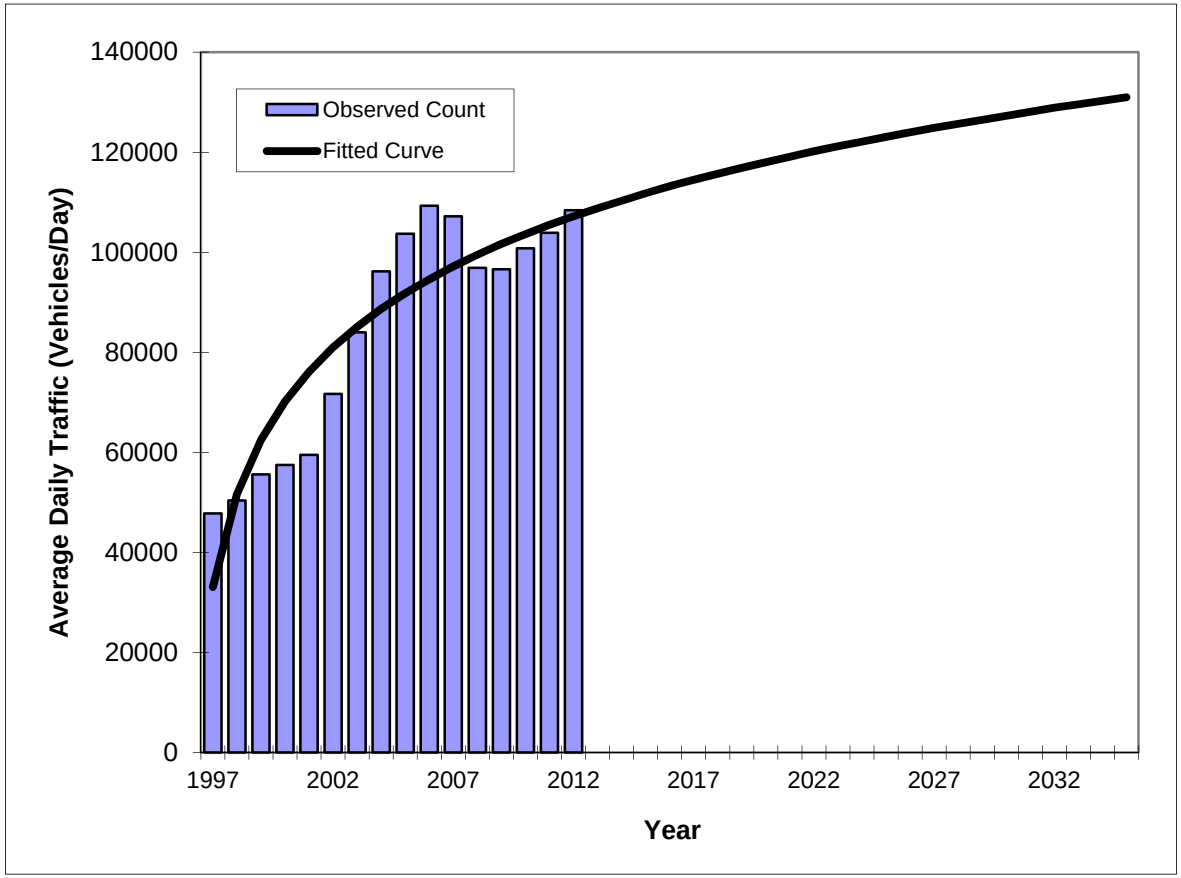
| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Turnpike (97) |
| **Station #:** | 0267 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 1997 | 47800 | 33100 |
| 1998 | 50400 | 51600 |
| 1999 | 55600 | 62500 |
| 2000 | 57500 | 70200 |
| 2001 | 59500 | 76100 |
| 2002 | 71700 | 81000 |
| 2003 | 84000 | 85100 |
| 2004 | 96200 | 88700 |
| 2005 | 103700 | 91800 |
| 2006 | 109300 | 94600 |
| 2007 | 107200 | 97200 |
| 2008 | 96900 | 99500 |
| 2009 | 96600 | 101700 |
| 2010 | 100800 | 103600 |
| 2011 | 103900 | 105500 |
| 2012 | 108400 | 107200 |
| 2015 Opening Year Trend | | |
| 2015 | N/A | 111800 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 123100 |
| 2035 Design Year Trend | | |
| 2035 | N/A | 131000 |
| TRANPLAN Forecasts/Trends | | |

| | |
|---|---|
| Trend R-squared: | 83.21% |
| Compounded Annual Historic Growth Rate: | 8.15% |
| Compounded Growth Rate (2012 to Design Year): | 0.88% |
| Printed: | 15-Jan-14 |

**Decaying Exponential Growth Option**

*Axle-Adjusted

# Traffic Trends - V2.0

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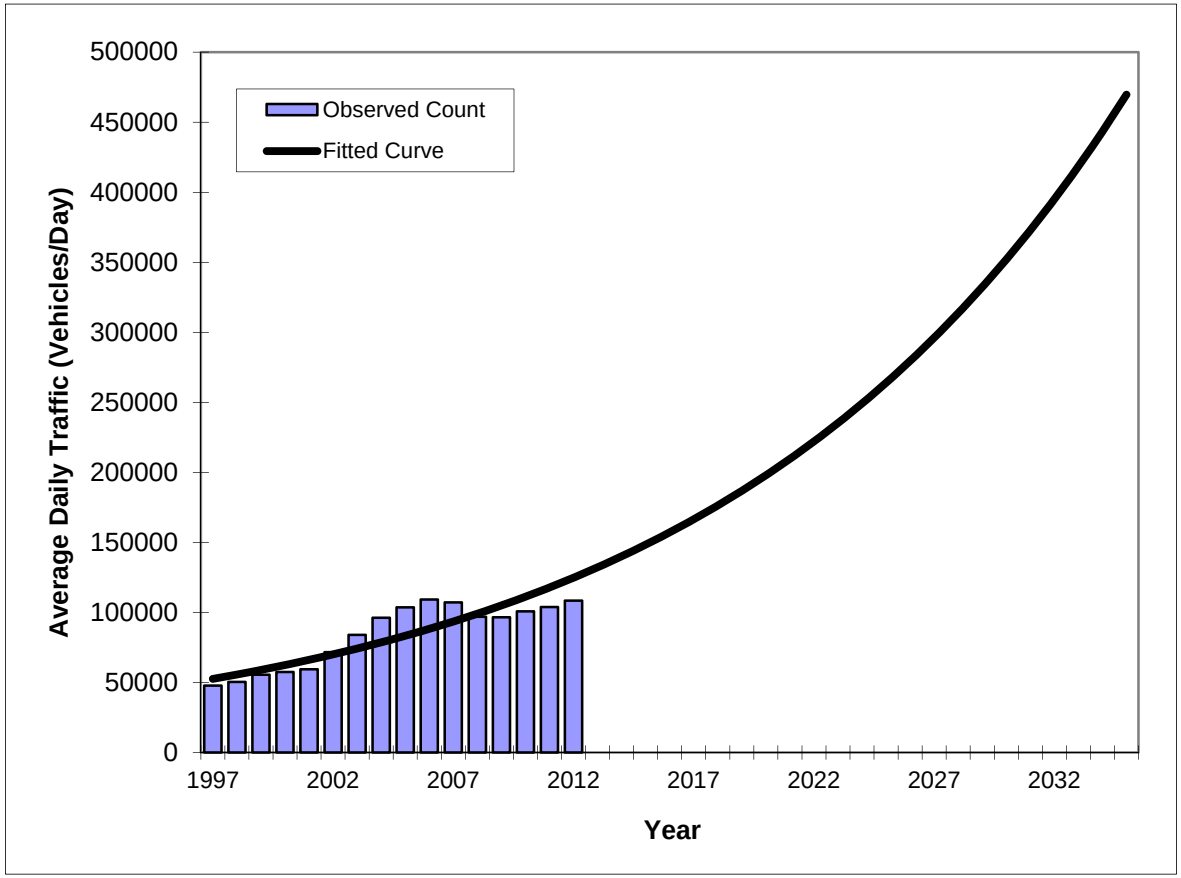
| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Turnpike (97) |
| **Station #:** | 0267 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 1997 | 47800 | 52600 |
| 1998 | 50400 | 55700 |
| 1999 | 55600 | 59000 |
| 2000 | 57500 | 62500 |
| 2001 | 59500 | 66200 |
| 2002 | 71700 | 70100 |
| 2003 | 84000 | 74300 |
| 2004 | 96200 | 78700 |
| 2005 | 103700 | 83400 |
| 2006 | 109300 | 88300 |
| 2007 | 107200 | 93500 |
| 2008 | 96900 | 99100 |
| 2009 | 96600 | 105000 |
| 2010 | 100800 | 111200 |
| 2011 | 103900 | 117800 |
| 2012 | 108400 | 124800 |
| **2015 Opening Year Trend** | | |
| 2015 | N/A | 148300 |
| **2025 Mid-Year Trend** | | |
| 2025 | N/A | 264000 |
| **2035 Design Year Trend** | | |
| 2035 | N/A | 469700 |
| **TRANPLAN Forecasts/Trends** | | |
| | | |

| | |
|---|---|
| Trend R-squared: | 81.22% |
| Compounded Annual Historic Growth Rate: | 5.93% |
| Compounded Growth Rate (2012 to Design Year): | 5.93% |
| Printed: | 15-Jan-14 |

**Exponential Growth Option**

*Axle-Adjusted

# Traffic Trends - V2.0

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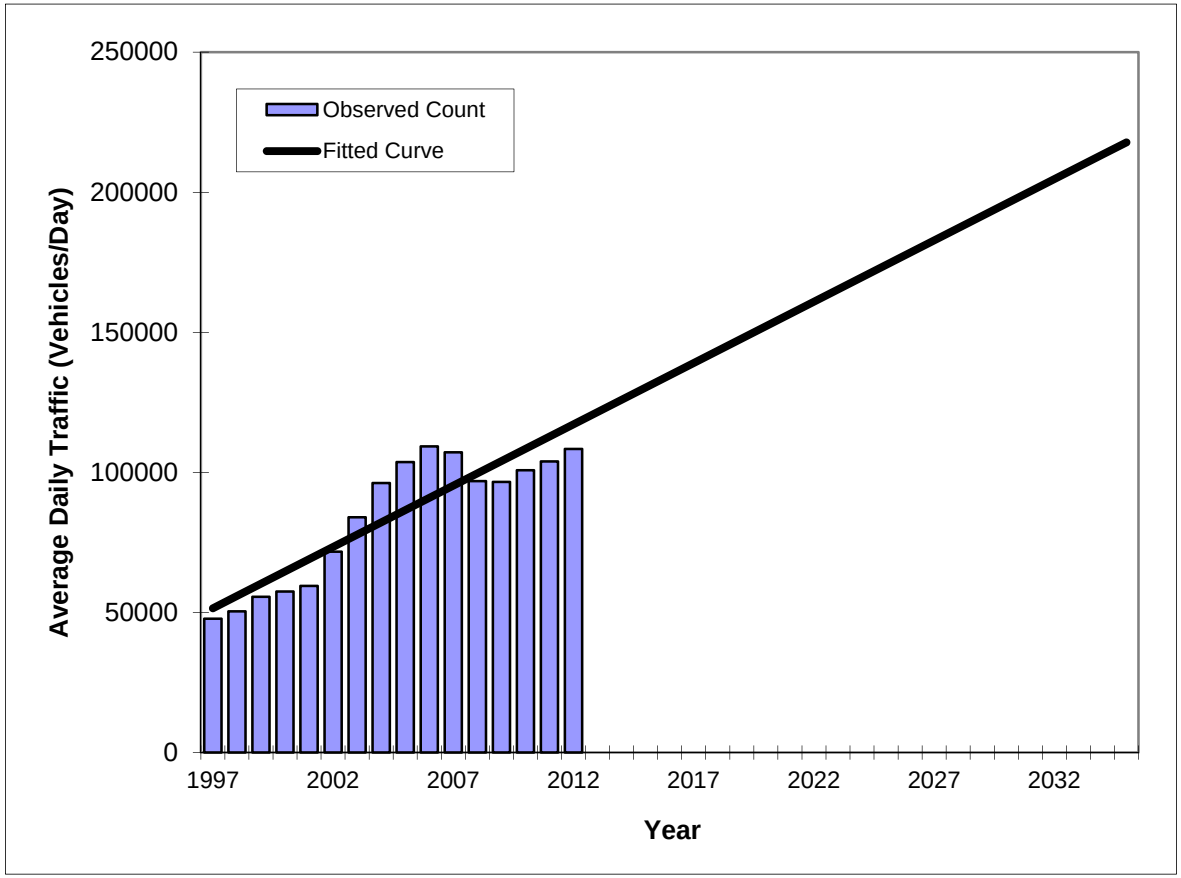
| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Turnpike (97) |
| **Station #:** | 0267 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 1997 | 47800 | 51500 |
| 1998 | 50400 | 55900 |
| 1999 | 55600 | 60300 |
| 2000 | 57500 | 64600 |
| 2001 | 59500 | 69000 |
| 2002 | 71700 | 73400 |
| 2003 | 84000 | 77800 |
| 2004 | 96200 | 82200 |
| 2005 | 103700 | 86500 |
| 2006 | 109300 | 90900 |
| 2007 | 107200 | 95300 |
| 2008 | 96900 | 99700 |
| 2009 | 96600 | 104000 |
| 2010 | 100800 | 108400 |
| 2011 | 103900 | 112800 |
| 2012 | 108400 | 117200 |
| **2015 Opening Year Trend** | | |
| 2015 | N/A | 130300 |
| **2025 Mid-Year Trend** | | |
| 2025 | N/A | 174100 |
| **2035 Design Year Trend** | | |
| 2035 | N/A | 217800 |
| **TRANPLAN Forecasts/Trends** | | |

| | |
|---|---|
| ** Annual Trend Increase: | 4,377 |
| Trend R-squared: | 81.30% |
| Trend Annual Historic Growth Rate: | 8.50% |
| Trend Growth Rate (2012 to Design Year): | 3.73% |
| Printed: | 15-Jan-14 |

**Straight Line Growth Option**

*Axle-Adjusted

# Traffic Trends - V2.0

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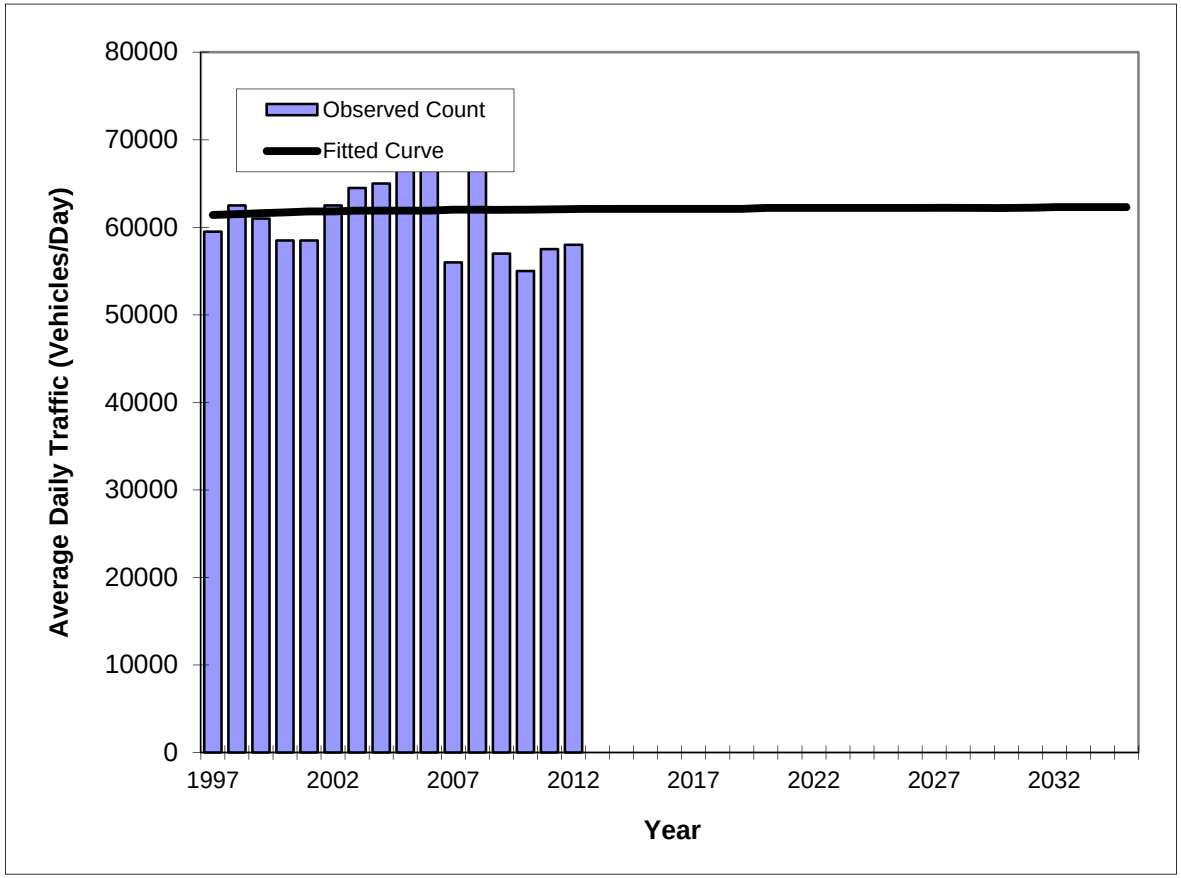
| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 1218 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 1997 | 59500 | 61400 |
| 1998 | 62500 | 61500 |
| 1999 | 61000 | 61600 |
| 2000 | 58500 | 61700 |
| 2001 | 58500 | 61800 |
| 2002 | 62500 | 61800 |
| 2003 | 64500 | 61900 |
| 2004 | 65000 | 61900 |
| 2005 | 68500 | 61900 |
| 2006 | 73000 | 61900 |
| 2007 | 56000 | 62000 |
| 2008 | 72500 | 62000 |
| 2009 | 57000 | 62000 |
| 2010 | 55000 | 62000 |
| 2011 | 57500 | 62000 |
| 2012 | 58000 | 62100 |
| 2015 Opening Year Trend | | |
| 2015 | N/A | 62100 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 62200 |
| 2035 Design Year Trend | | |
| 2035 | N/A | 62300 |
| TRANPLAN Forecasts/Trends | | |
| | | |

| | |
|---|---|
| Trend R-squared: | 0.12% |
| Compounded Annual Historic Growth Rate: | 0.08% |
| Compounded Growth Rate (2012 to Design Year): | 0.01% |
| Printed: | 15-Jan-14 |

**Decaying Exponential Growth Option**

*Axle-Adjusted

# Traffic Trends - V2.0

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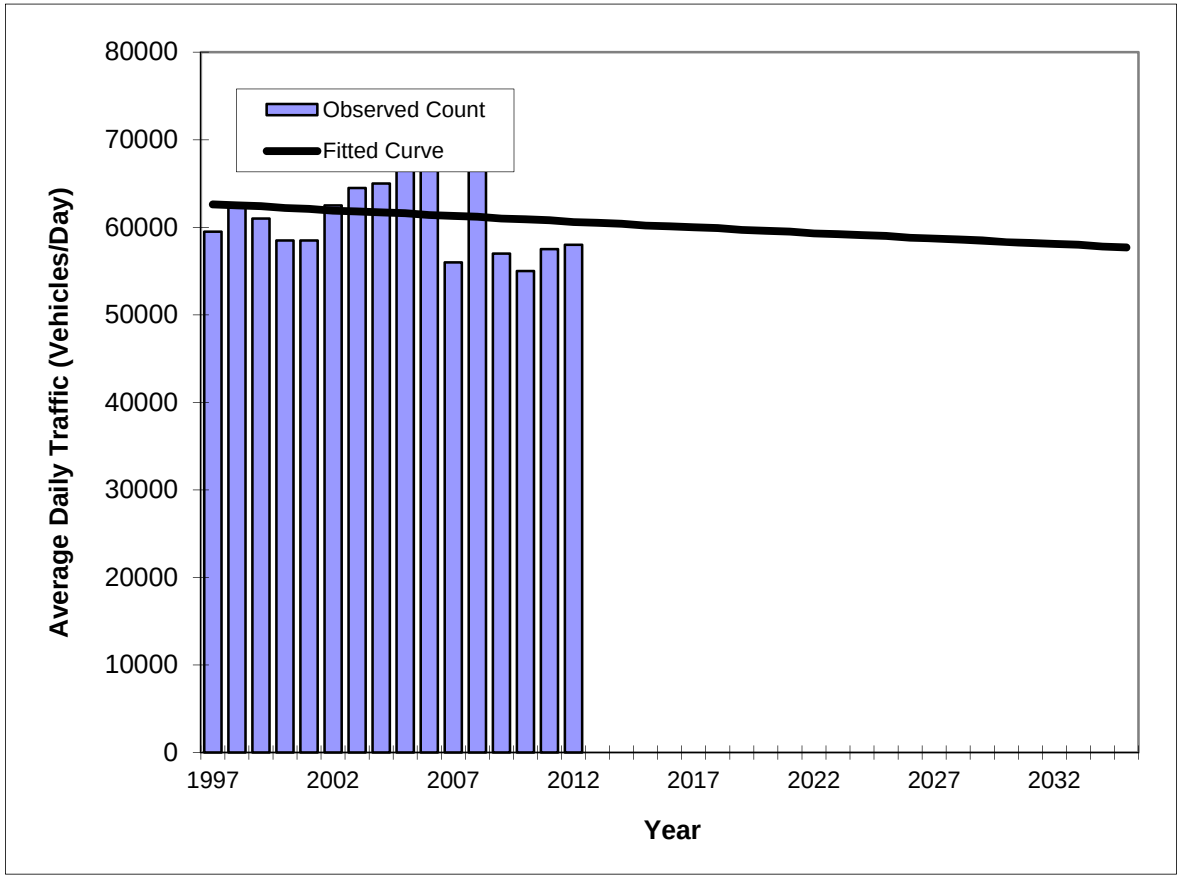
| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 1218 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 1997 | 59500 | 62600 |
| 1998 | 62500 | 62500 |
| 1999 | 61000 | 62400 |
| 2000 | 58500 | 62200 |
| 2001 | 58500 | 62100 |
| 2002 | 62500 | 61900 |
| 2003 | 64500 | 61800 |
| 2004 | 65000 | 61700 |
| 2005 | 68500 | 61600 |
| 2006 | 73000 | 61400 |
| 2007 | 56000 | 61300 |
| 2008 | 72500 | 61200 |
| 2009 | 57000 | 61000 |
| 2010 | 55000 | 60900 |
| 2011 | 57500 | 60800 |
| 2012 | 58000 | 60600 |
| **2015 Opening Year Trend** | | |
| 2015 | N/A | 60200 |
| **2025 Mid-Year Trend** | | |
| 2025 | N/A | 59000 |
| **2035 Design Year Trend** | | |
| 2035 | N/A | 57700 |
| **TRANPLAN Forecasts/Trends** | | |
| | | |

| | |
|---|---|
| Trend R-squared: | 1.37% |
| Compounded Annual Historic Growth Rate: | -0.22% |
| Compounded Growth Rate (2012 to Design Year): | -0.21% |
| Printed: | 15-Jan-14 |

**Exponential Growth Option**

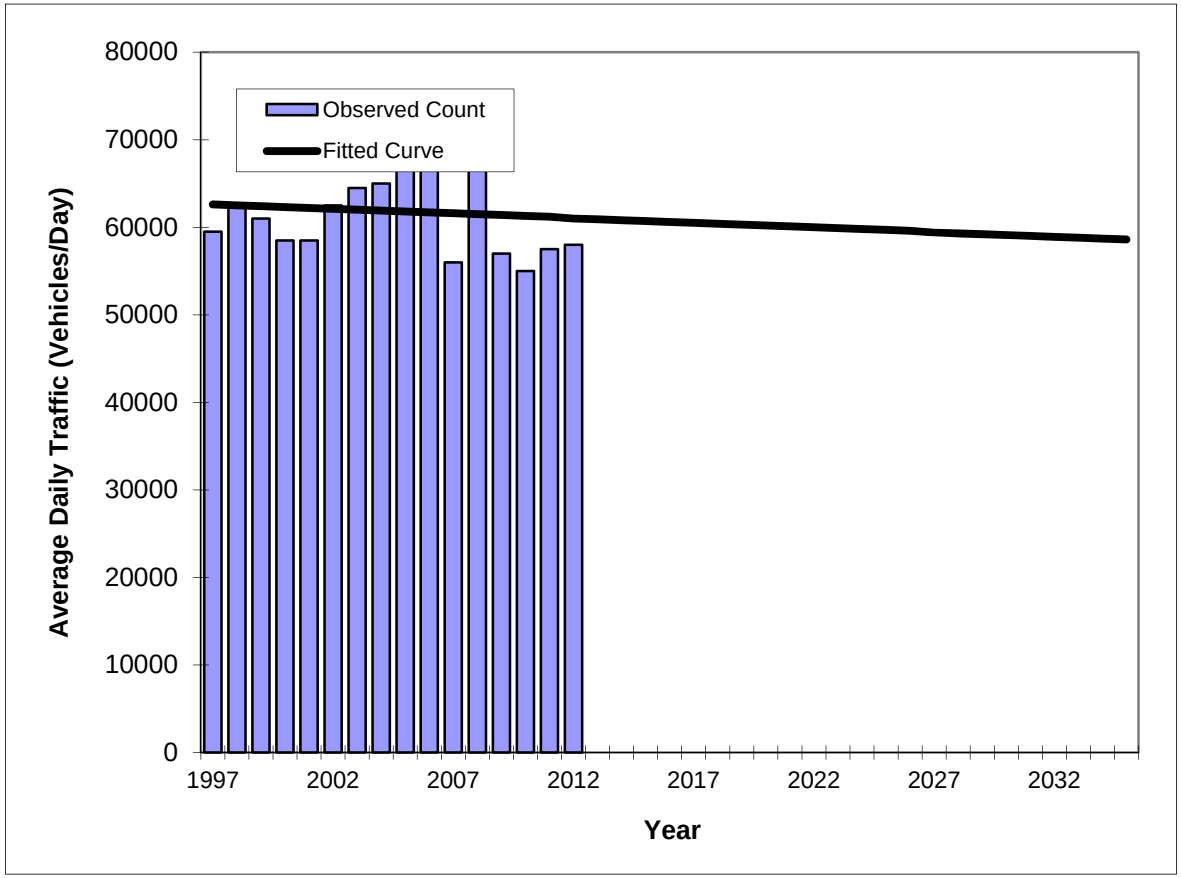
*Axle-Adjusted

# Traffic Trends - V2.0

--

| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 1218 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 1997 | 59500 | 62600 |
| 1998 | 62500 | 62500 |
| 1999 | 61000 | 62400 |
| 2000 | 58500 | 62300 |
| 2001 | 58500 | 62200 |
| 2002 | 62500 | 62100 |
| 2003 | 64500 | 62000 |
| 2004 | 65000 | 61900 |
| 2005 | 68500 | 61800 |
| 2006 | 73000 | 61700 |
| 2007 | 56000 | 61600 |
| 2008 | 72500 | 61500 |
| 2009 | 57000 | 61400 |
| 2010 | 55000 | 61300 |
| 2011 | 57500 | 61200 |
| 2012 | 58000 | 61000 |
| 2015 Opening Year Trend | | |
| 2015 | N/A | 60700 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 59700 |
| 2035 Design Year Trend | | |
| 2035 | N/A | 58600 |
| TRANPLAN Forecasts/Trends | | |

| | |
|---|---|
| ** Annual Trend Increase: | -107 |
| Trend R-squared: | 0.83% |
| Trend Annual Historic Growth Rate: | -0.17% |
| Trend Growth Rate (2012 to Design Year): | -0.17% |
| Printed: | 15-Jan-14 |

**Straight Line Growth Option**

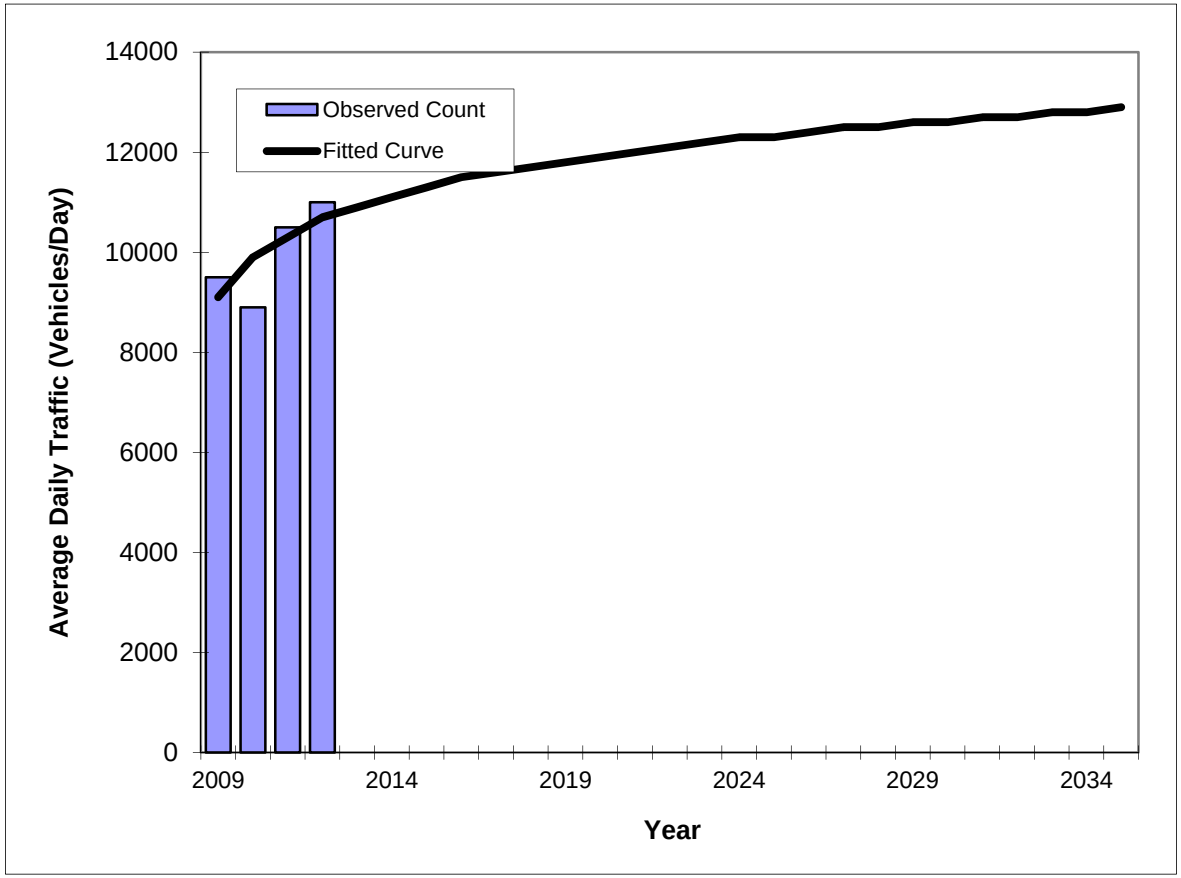
*Axle-Adjusted

# Traffic Trends - V2.0

--

| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 2238 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2009 | 9500 | 9100 |
| 2010 | 8900 | 9900 |
| 2011 | 10500 | 10300 |
| 2012 | 11000 | 10700 |
| **2015 Opening Year Trend** | | |
| 2015 | N/A | 11300 |
| **2025 Mid-Year Trend** | | |
| 2025 | N/A | 12300 |
| **2035 Design Year Trend** | | |
| 2035 | N/A | 12900 |
| **TRANPLAN Forecasts/Trends** | | |

| | |
|---|---|
| Trend R-squared: | 53.45% |
| Compounded Annual Historic Growth Rate: | 5.55% |
| Compounded Growth Rate (2012 to Design Year): | 0.82% |
| Printed: | 16-Jan-14 |

**Decaying Exponential Growth Option**

*Axle-Adjusted

# Traffic Trends - V2.0

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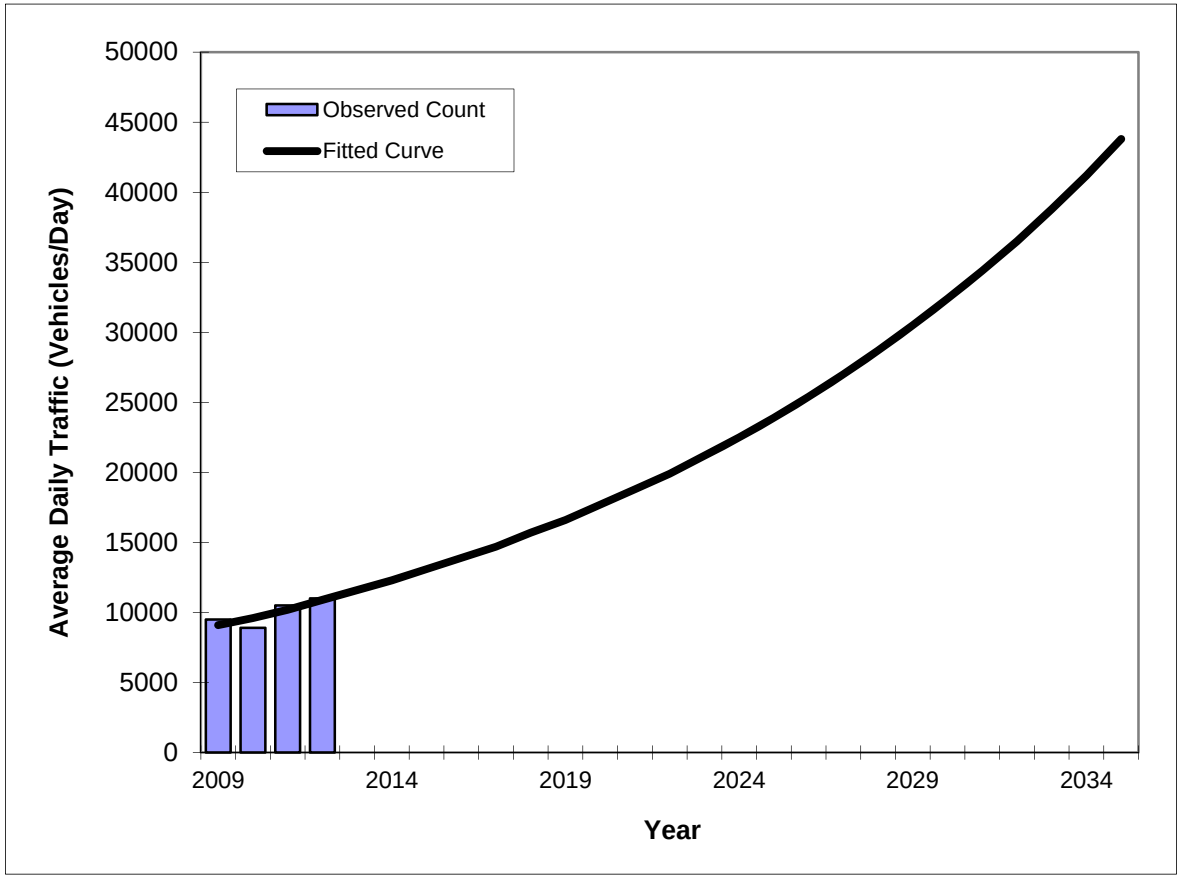
| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 2238 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2009 | 9500 | 9100 |
| 2010 | 8900 | 9600 |
| 2011 | 10500 | 10200 |
| 2012 | 11000 | 10900 |
| **2015 Opening Year Trend** | | |
| 2015 | N/A | 13100 |
| **2025 Mid-Year Trend** | | |
| 2025 | N/A | 23900 |
| **2035 Design Year Trend** | | |
| 2035 | N/A | 43800 |
| **TRANPLAN Forecasts/Trends** | | |

| | |
|---|---|
| Trend R-squared: | 66.50% |
| Compounded Annual Historic Growth Rate: | 6.20% |
| Compounded Growth Rate (2012 to Design Year): | 6.23% |
| Printed: | 16-Jan-14 |

**Exponential Growth Option**

*Axle-Adjusted

# Traffic Trends - V2.0

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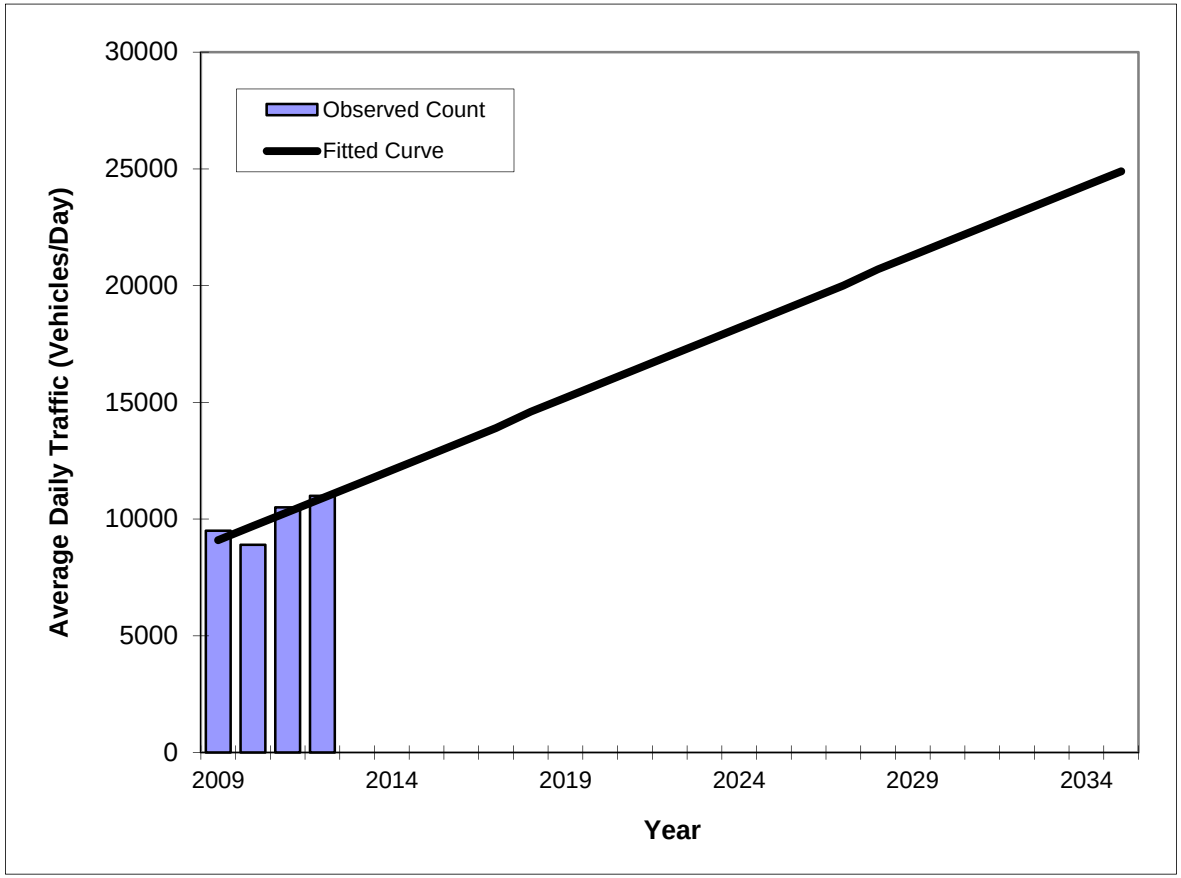
| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 2238 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2009 | 9500 | 9100 |
| 2010 | 8900 | 9700 |
| 2011 | 10500 | 10300 |
| 2012 | 11000 | 10900 |
| 2015 Opening Year Trend | | |
| 2015 | N/A | 12700 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 18800 |
| 2035 Design Year Trend | | |
| 2035 | N/A | 24900 |
| TRANPLAN Forecasts/Trends | | |

| | |
|---|---|
| ** Annual Trend Increase: | 610 |
| Trend R-squared: | 68.72% |
| Trend Annual Historic Growth Rate: | 6.59% |
| Trend Growth Rate (2012 to Design Year): | 5.58% |
| Printed: | 16-Jan-14 |

**Straight Line Growth Option**

*Axle-Adjusted

# Traffic Trends - V2.0

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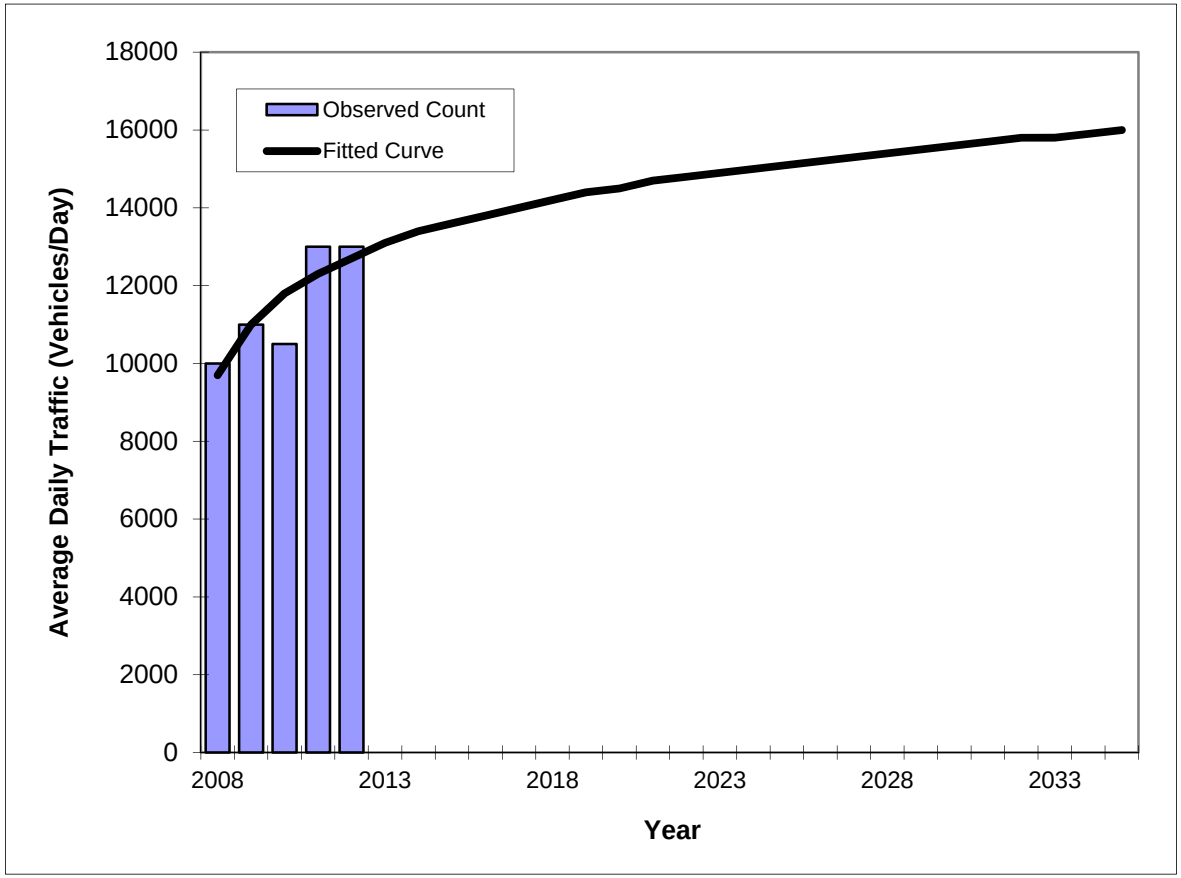
| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 2239 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2008 | 10000 | 9700 |
| 2009 | 11000 | 11000 |
| 2010 | 10500 | 11800 |
| 2011 | 13000 | 12300 |
| 2012 | 13000 | 12700 |
| **2015 Opening Year Trend** | | |
| 2015 | N/A | 13600 |
| **2025 Mid-Year Trend** | | |
| 2025 | N/A | 15100 |
| **2035 Design Year Trend** | | |
| 2035 | N/A | 16000 |
| **TRANPLAN Forecasts/Trends** | | |

| | |
|---|---|
| Trend R-squared: | 71.90% |
| Compounded Annual Historic Growth Rate: | 6.97% |
| Compounded Growth Rate (2012 to Design Year): | 1.01% |
| Printed: | 15-Jan-14 |

**Decaying Exponential Growth Option**

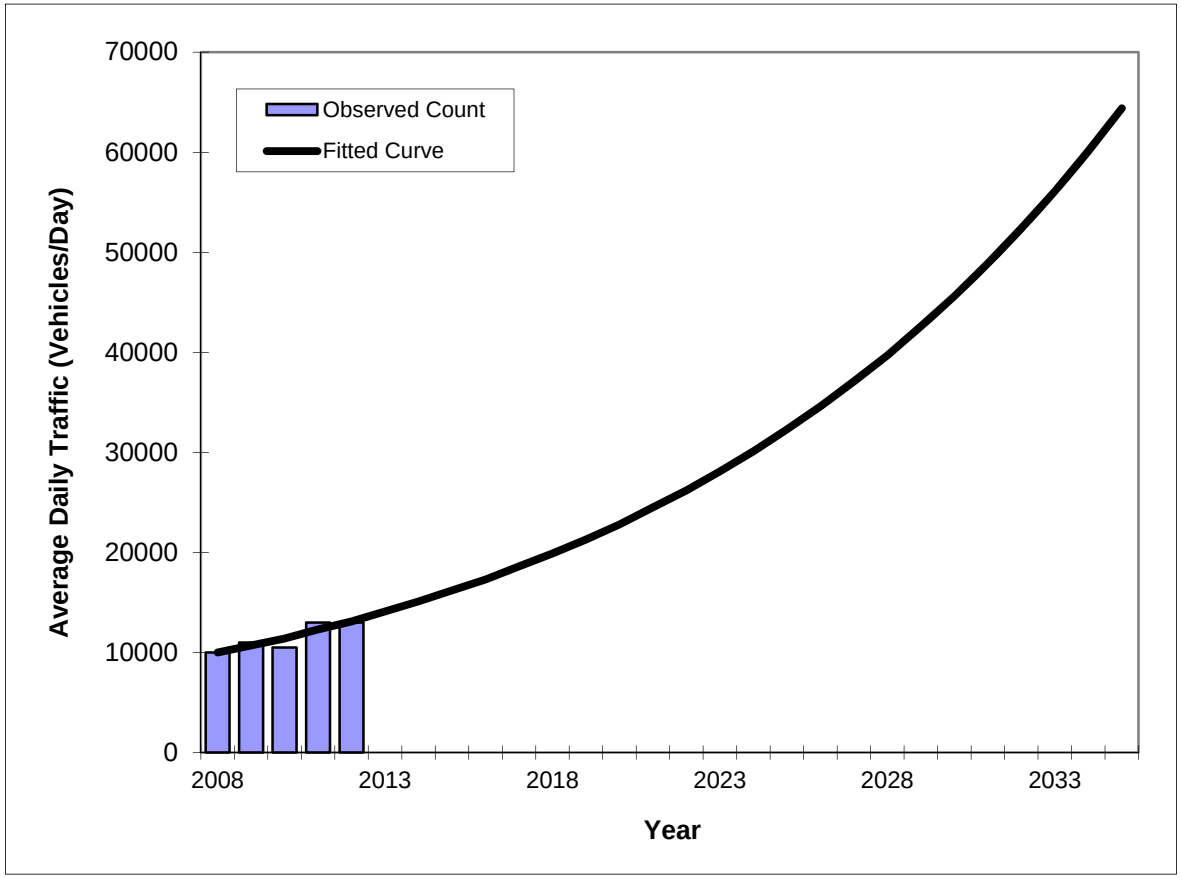
*Axle-Adjusted

# Traffic Trends - V2.0

--

| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 2239 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2008 | 10000 | 10000 |
| 2009 | 11000 | 10700 |
| 2010 | 10500 | 11400 |
| 2011 | 13000 | 12300 |
| 2012 | 13000 | 13100 |
| **2015 Opening Year Trend** | | |
| 2015 | N/A | 16200 |
| **2025 Mid-Year Trend** | | |
| 2025 | N/A | 32300 |
| **2035 Design Year Trend** | | |
| 2035 | N/A | 64400 |
| **TRANPLAN Forecasts/Trends** | | |
| | | |

| | |
|---|---|
| Trend R-squared: | 80.20% |
| Compounded Annual Historic Growth Rate: | 6.98% |
| Compounded Growth Rate (2012 to Design Year): | 7.17% |
| Printed: | 15-Jan-14 |

**Exponential Growth Option**

*Axle-Adjusted

# Traffic Trends - V2.0

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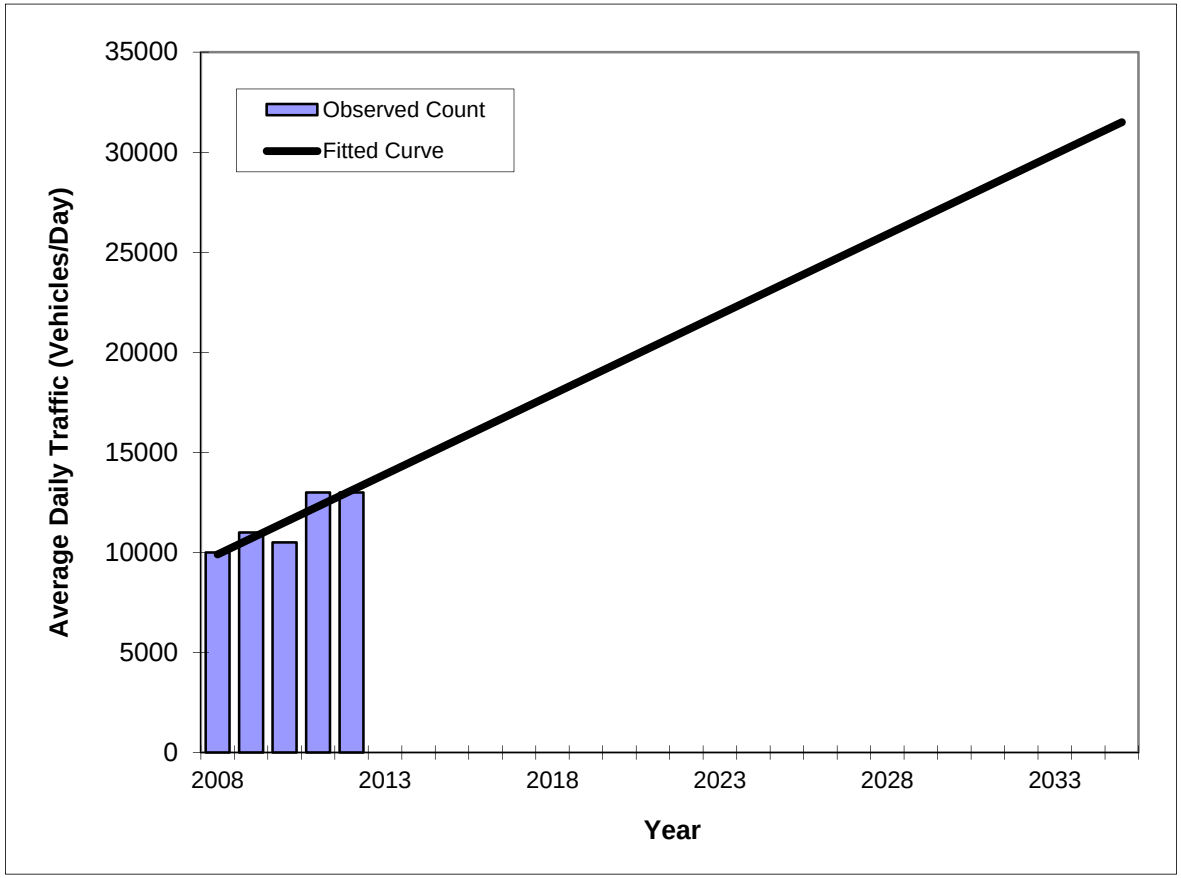
| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 2239 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2008 | 10000 | 9900 |
| 2009 | 11000 | 10700 |
| 2010 | 10500 | 11500 |
| 2011 | 13000 | 12300 |
| 2012 | 13000 | 13100 |
| **2015 Opening Year Trend** | | |
| 2015 | N/A | 15500 |
| **2025 Mid-Year Trend** | | |
| 2025 | N/A | 23500 |
| **2035 Design Year Trend** | | |
| 2035 | N/A | 31500 |
| **TRANPLAN Forecasts/Trends** | | |

| | |
|---|---|
| ** Annual Trend Increase: | 800 |
| Trend R-squared: | 80.00% |
| Trend Annual Historic Growth Rate: | 8.08% |
| Trend Growth Rate (2012 to Design Year): | 6.11% |
| Printed: | 15-Jan-14 |

**Straight Line Growth Option**

*Axle-Adjusted

# Traffic Trends - V2.0

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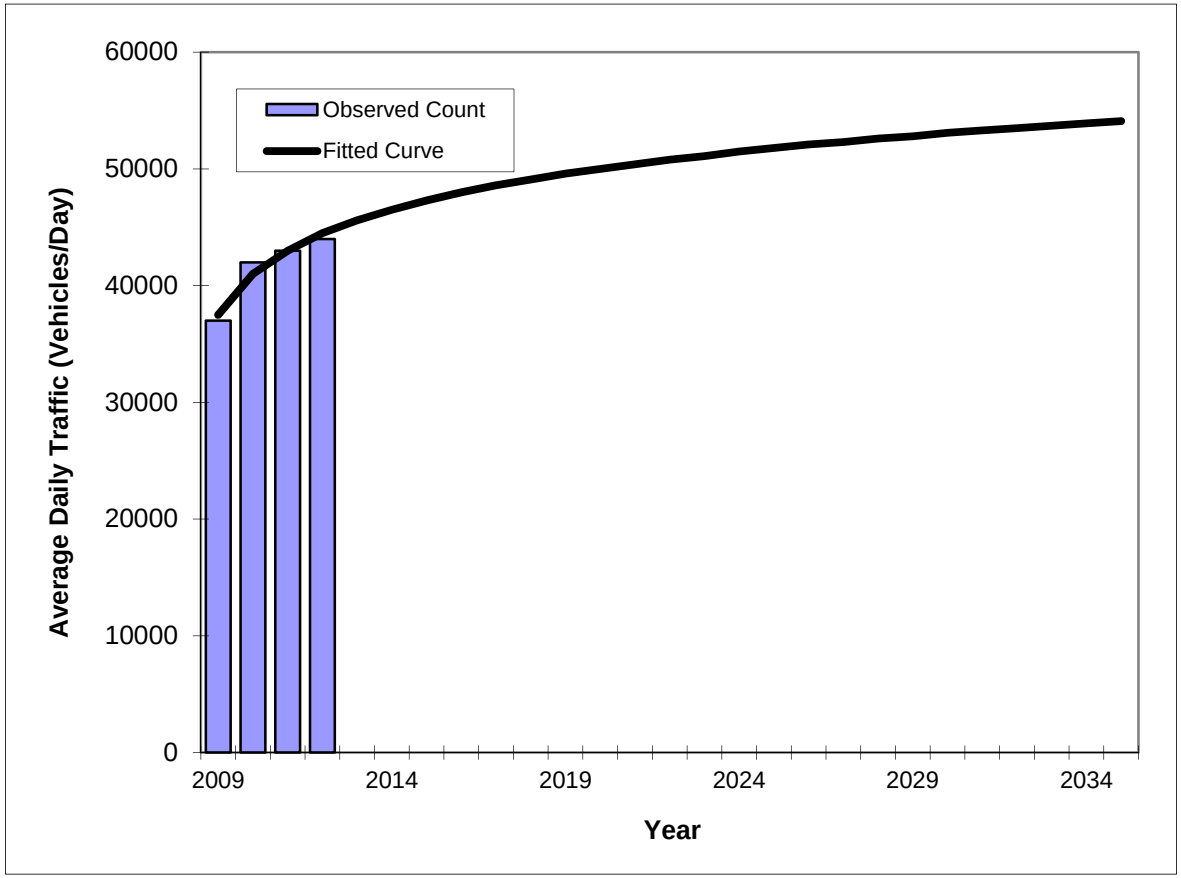
| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 2509 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2009 | 37000 | 37500 |
| 2010 | 42000 | 41000 |
| 2011 | 43000 | 43000 |
| 2012 | 44000 | 44500 |
| 2015 Opening Year Trend | | |
| 2015 | N/A | 47300 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 51800 |
| 2035 Design Year Trend | | |
| 2035 | N/A | 54100 |
| TRANPLAN Forecasts/Trends | | |

| | |
|---|---|
| Trend R-squared: | 94.82% |
| Compounded Annual Historic Growth Rate: | 5.87% |
| Compounded Growth Rate (2012 to Design Year): | 0.85% |
| Printed: | 15-Jan-14 |

**Decaying Exponential Growth Option**

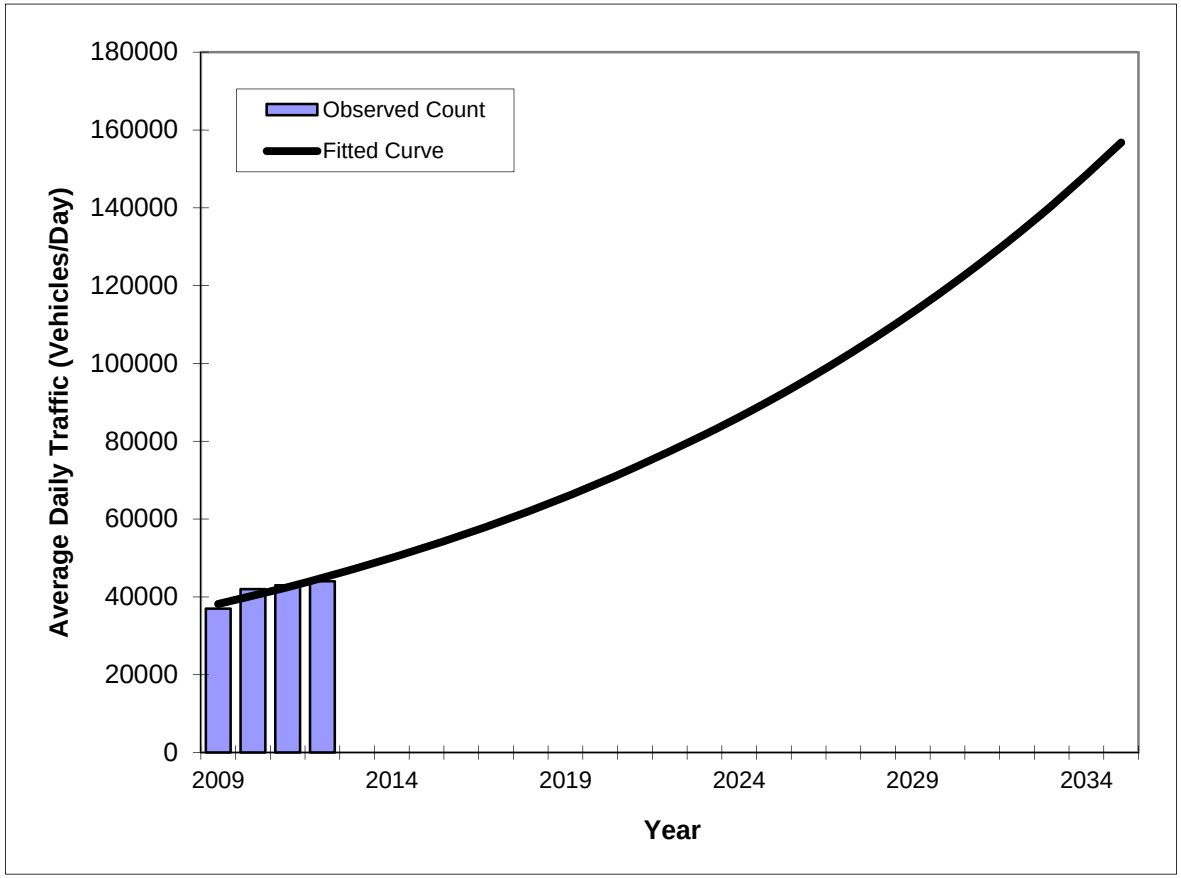
*Axle-Adjusted

# Traffic Trends - V2.0

--

| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 2509 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2009 | 37000 | 38200 |
| 2010 | 42000 | 40300 |
| 2011 | 43000 | 42500 |
| 2012 | 44000 | 44900 |
| **2015 Opening Year Trend** | | |
| 2015 | N/A | 52900 |
| **2025 Mid-Year Trend** | | |
| 2025 | N/A | 91000 |
| **2035 Design Year Trend** | | |
| 2035 | N/A | 156800 |
| **TRANPLAN Forecasts/Trends** | | |

| | |
|---|---|
| Trend R-squared: | 82.10% |
| Compounded Annual Historic Growth Rate: | 5.53% |
| Compounded Growth Rate (2012 to Design Year): | 5.59% |
| Printed: | 15-Jan-14 |

**Exponential Growth Option**

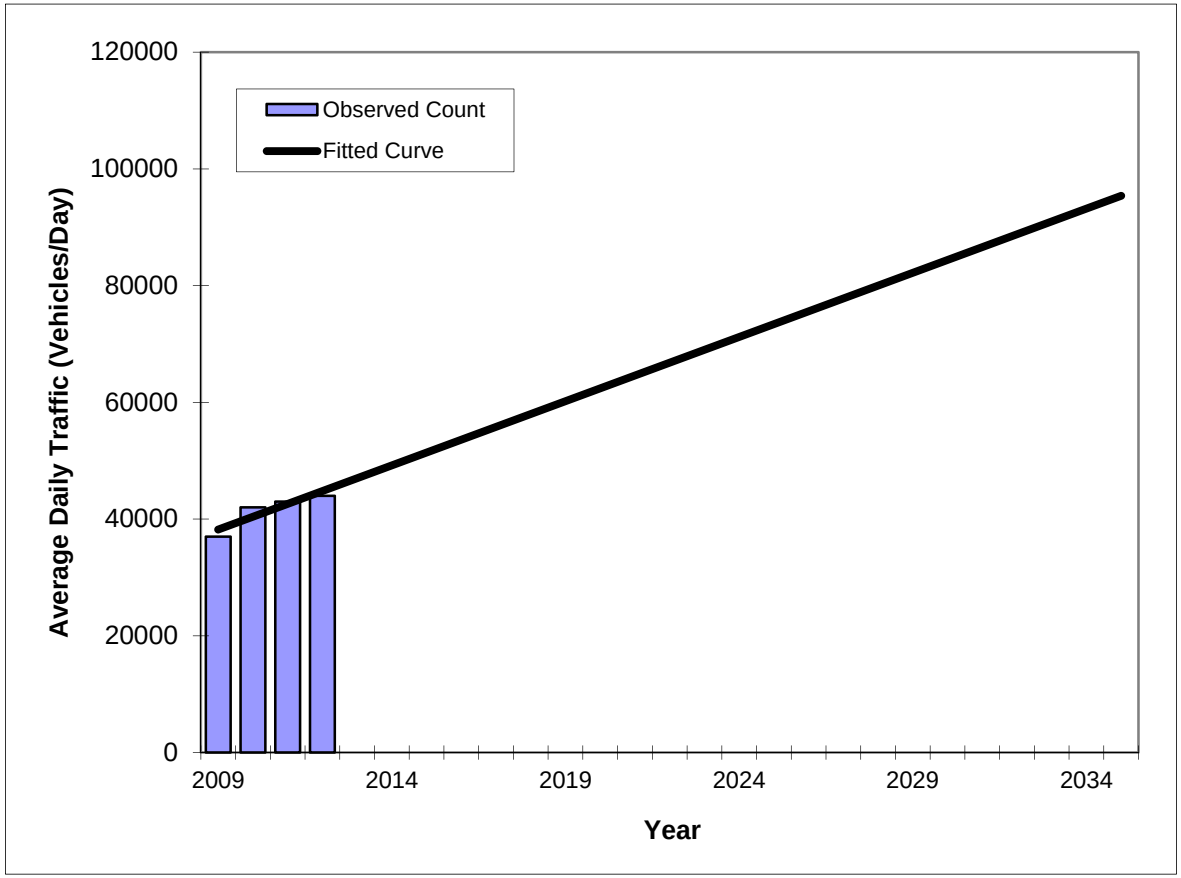
*Axle-Adjusted

# Traffic Trends - V2.0

--

| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 2509 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2009 | 37000 | 38200 |
| 2010 | 42000 | 40400 |
| 2011 | 43000 | 42600 |
| 2012 | 44000 | 44800 |
| **2015 Opening Year Trend** | | |
| 2015 | N/A | 51400 |
| **2025 Mid-Year Trend** | | |
| 2025 | N/A | 73400 |
| **2035 Design Year Trend** | | |
| 2035 | N/A | 95400 |
| **TRANPLAN Forecasts/Trends** | | |

| | |
|---|---|
| ** Annual Trend Increase: | 2,200 |
| Trend R-squared: | 83.45% |
| Trend Annual Historic Growth Rate: | 5.76% |
| Trend Growth Rate (2012 to Design Year): | 4.91% |
| Printed: | 15-Jan-14 |

**Straight Line Growth Option**

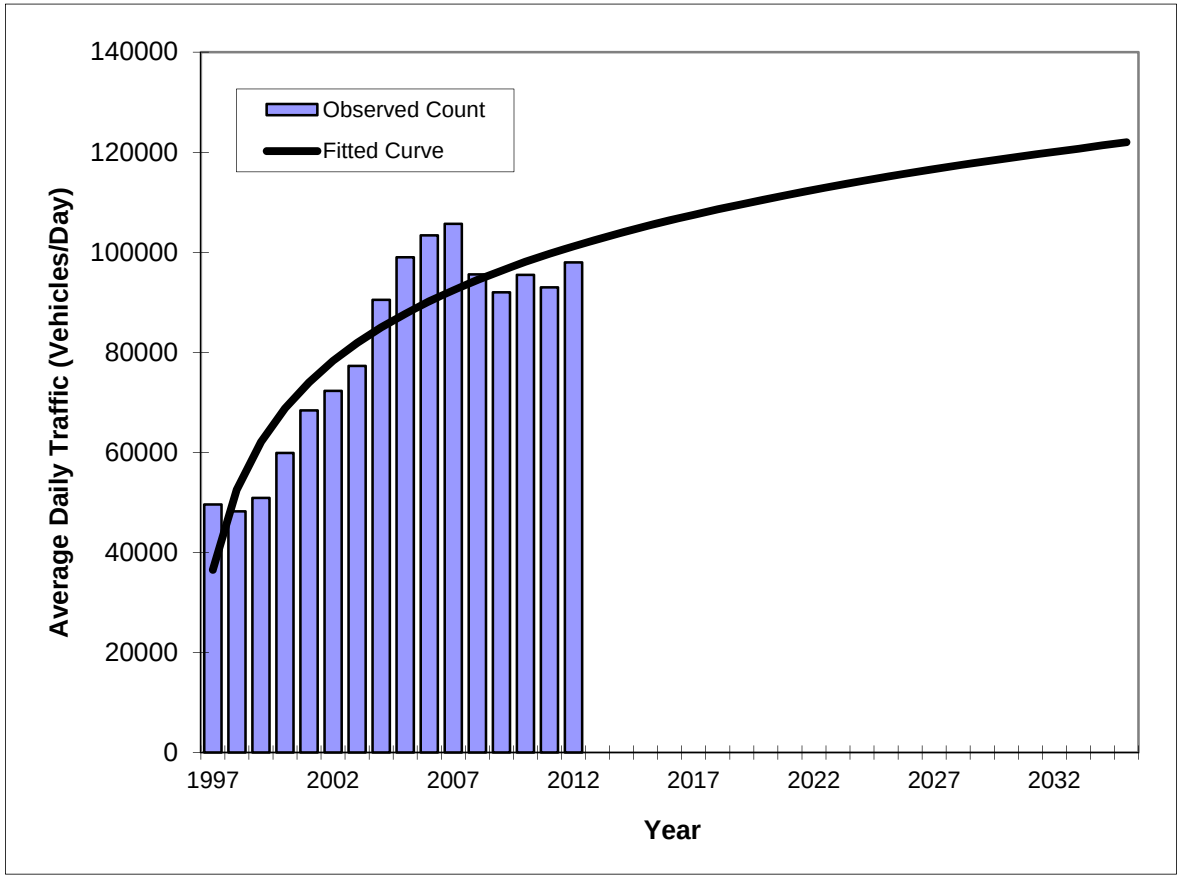
*Axle-Adjusted

# Traffic Trends - V2.0

--

| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Turnpike (97) |
| **Station #:** | 2526 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 1997 | 49600 | 36500 |
| 1998 | 48200 | 52600 |
| 1999 | 50900 | 62100 |
| 2000 | 59900 | 68800 |
| 2001 | 68400 | 74000 |
| 2002 | 72300 | 78300 |
| 2003 | 77300 | 81900 |
| 2004 | 90500 | 85000 |
| 2005 | 99000 | 87700 |
| 2006 | 103400 | 90200 |
| 2007 | 105700 | 92400 |
| 2008 | 95600 | 94500 |
| 2009 | 92000 | 96300 |
| 2010 | 95500 | 98100 |
| 2011 | 93000 | 99700 |
| 2012 | 98000 | 101200 |
| 2015 Opening Year Trend | | |
| 2015 | N/A | 105200 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 115100 |
| 2035 Design Year Trend | | |
| 2035 | N/A | 122000 |
| TRANPLAN Forecasts/Trends | | |
| | | |

| | |
|---|---|
| Trend R-squared: | 82.57% |
| Compounded Annual Historic Growth Rate: | 7.04% |
| Compounded Growth Rate (2012 to Design Year): | 0.82% |
| Printed: | 15-Jan-14 |

**Decaying Exponential Growth Option**

*Axle-Adjusted

# Traffic Trends - V2.0

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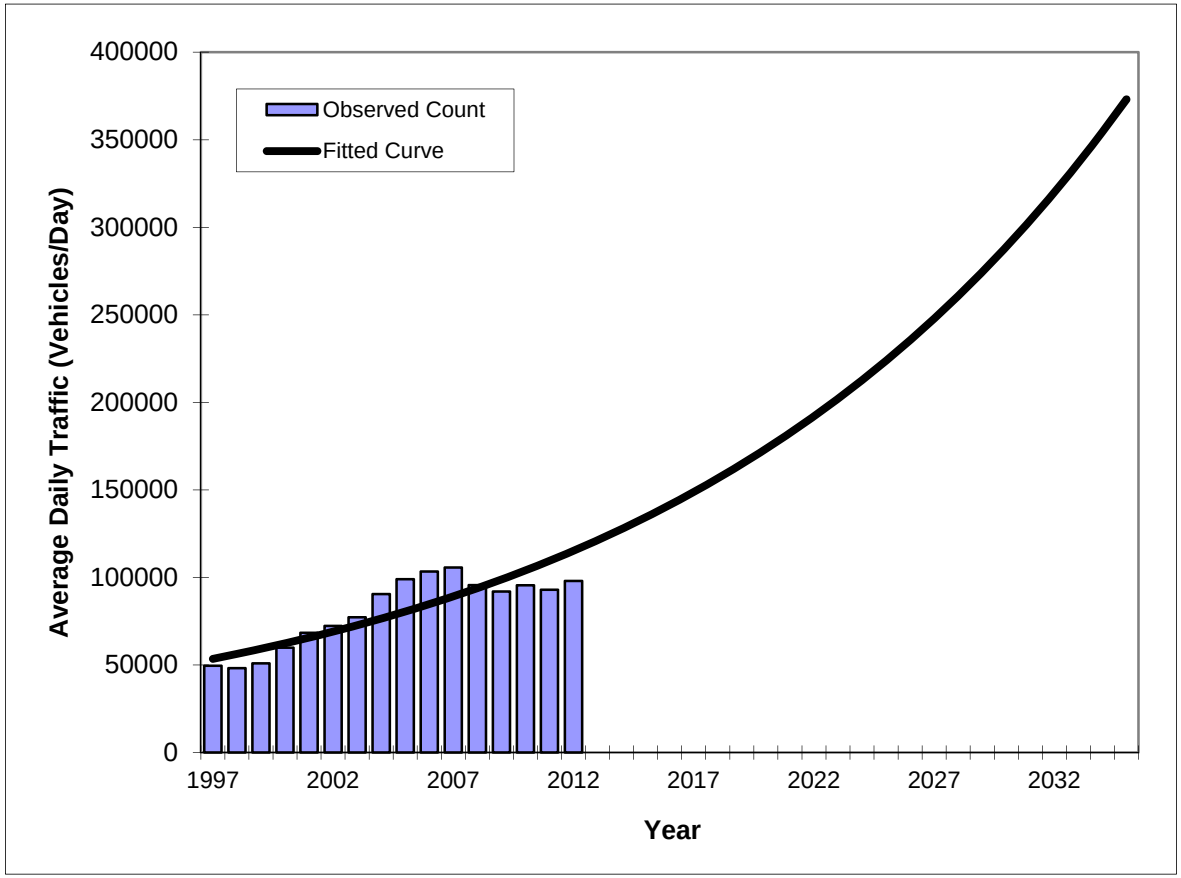
| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Turnpike (97) |
| **Station #:** | 2526 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 1997 | 49600 | 53500 |
| 1998 | 48200 | 56300 |
| 1999 | 50900 | 59300 |
| 2000 | 59900 | 62400 |
| 2001 | 68400 | 65700 |
| 2002 | 72300 | 69100 |
| 2003 | 77300 | 72700 |
| 2004 | 90500 | 76500 |
| 2005 | 99000 | 80600 |
| 2006 | 103400 | 84800 |
| 2007 | 105700 | 89200 |
| 2008 | 95600 | 93900 |
| 2009 | 92000 | 98800 |
| 2010 | 95500 | 104000 |
| 2011 | 93000 | 109500 |
| 2012 | 98000 | 115200 |
| 2015 Opening Year Trend | | |
| 2015 | N/A | 134300 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 223800 |
| 2035 Design Year Trend | | |
| 2035 | N/A | 373100 |
| TRANPLAN Forecasts/Trends | | |

| | |
|---|---|
| Trend R-squared: | 76.91% |
| Compounded Annual Historic Growth Rate: | 5.25% |
| Compounded Growth Rate (2012 to Design Year): | 5.24% |
| Printed: | 15-Jan-14 |

**Exponential Growth Option**

*Axle-Adjusted

# Traffic Trends - V2.0

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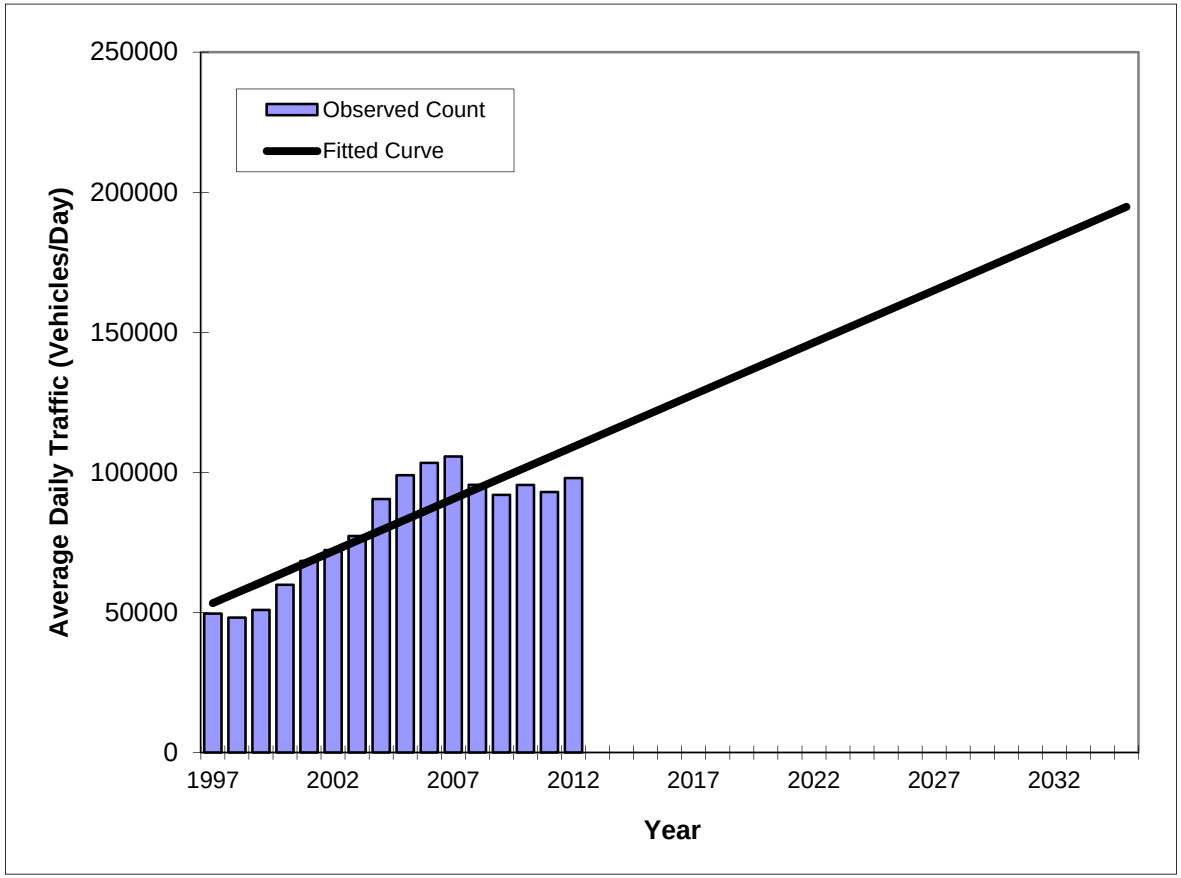
| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Turnpike (97) |
| **Station #:** | 2526 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 1997 | 49600 | 53300 |
| 1998 | 48200 | 57000 |
| 1999 | 50900 | 60700 |
| 2000 | 59900 | 64400 |
| 2001 | 68400 | 68200 |
| 2002 | 72300 | 71900 |
| 2003 | 77300 | 75600 |
| 2004 | 90500 | 79300 |
| 2005 | 99000 | 83100 |
| 2006 | 103400 | 86800 |
| 2007 | 105700 | 90500 |
| 2008 | 95600 | 94200 |
| 2009 | 92000 | 98000 |
| 2010 | 95500 | 101700 |
| 2011 | 93000 | 105400 |
| 2012 | 98000 | 109100 |
| **2015 Opening Year Trend** | | |
| 2015 | N/A | 120300 |
| **2025 Mid-Year Trend** | | |
| 2025 | N/A | 157500 |
| **2035 Design Year Trend** | | |
| 2035 | N/A | 194800 |
| **TRANPLAN Forecasts/Trends** | | |

| | |
|---|---|
| ** Annual Trend Increase: | 3,724 |
| Trend R-squared: | 76.48% |
| Trend Annual Historic Growth Rate: | 6.98% |
| Trend Growth Rate (2012 to Design Year): | 3.42% |
| Printed: | 15-Jan-14 |

**Straight Line Growth Option**

*Axle-Adjusted

# Traffic Trends - V2.0

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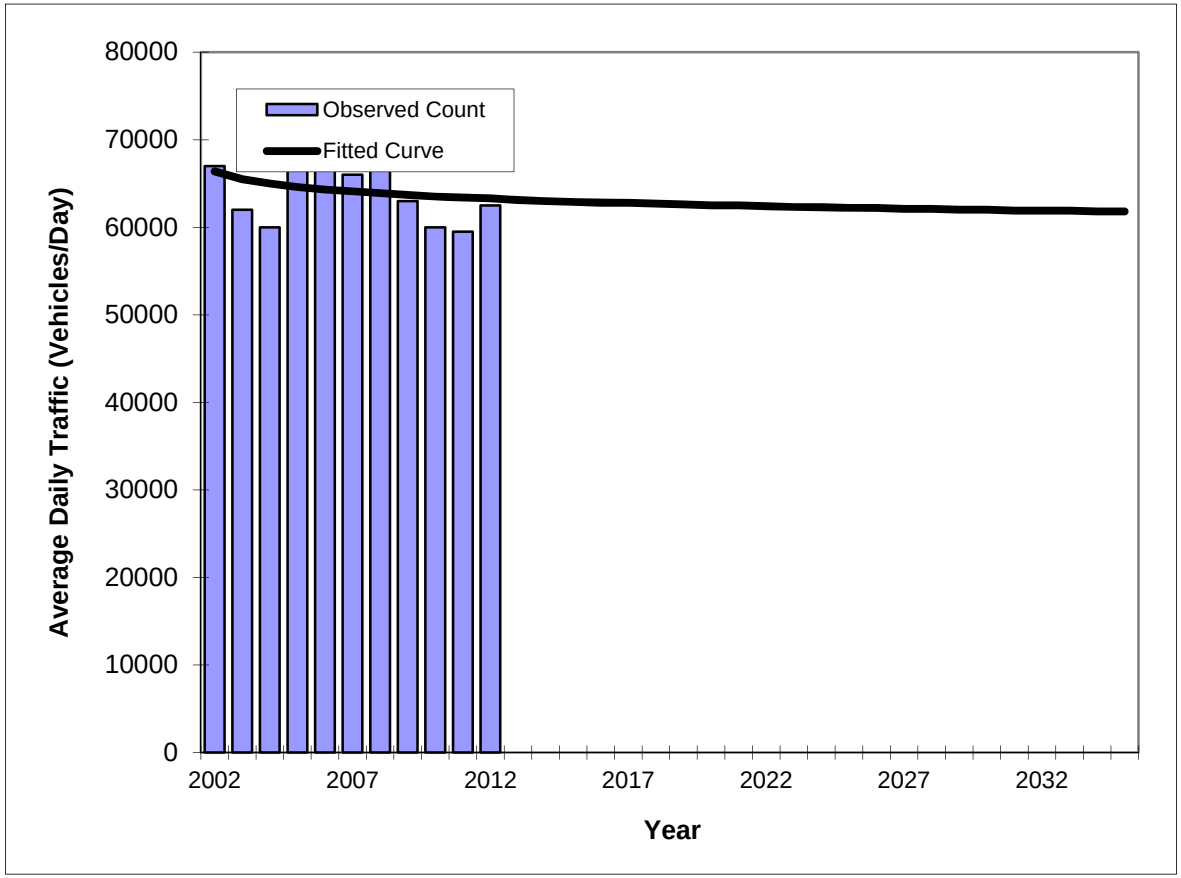
| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 2561 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2002 | 67000 | 66400 |
| 2003 | 62000 | 65500 |
| 2004 | 60000 | 65000 |
| 2005 | 70000 | 64600 |
| 2006 | 68500 | 64300 |
| 2007 | 66000 | 64100 |
| 2008 | 69000 | 63900 |
| 2009 | 63000 | 63700 |
| 2010 | 60000 | 63500 |
| 2011 | 59500 | 63400 |
| 2012 | 62500 | 63300 |
| **2015 Opening Year Trend** | | |
| 2015 | N/A | 62900 |
| **2025 Mid-Year Trend** | | |
| 2025 | N/A | 62200 |
| **2035 Design Year Trend** | | |
| 2035 | N/A | 61800 |
| **TRANPLAN Forecasts/Trends** | | |
| | | |

| | |
|---|---|
| Trend R-squared: | 6.29% |
| Compounded Annual Historic Growth Rate: | -0.48% |
| Compounded Growth Rate (2012 to Design Year): | -0.10% |
| Printed: | 15-Jan-14 |

**Decaying Exponential Growth Option**

*Axle-Adjusted

# Traffic Trends - V2.0

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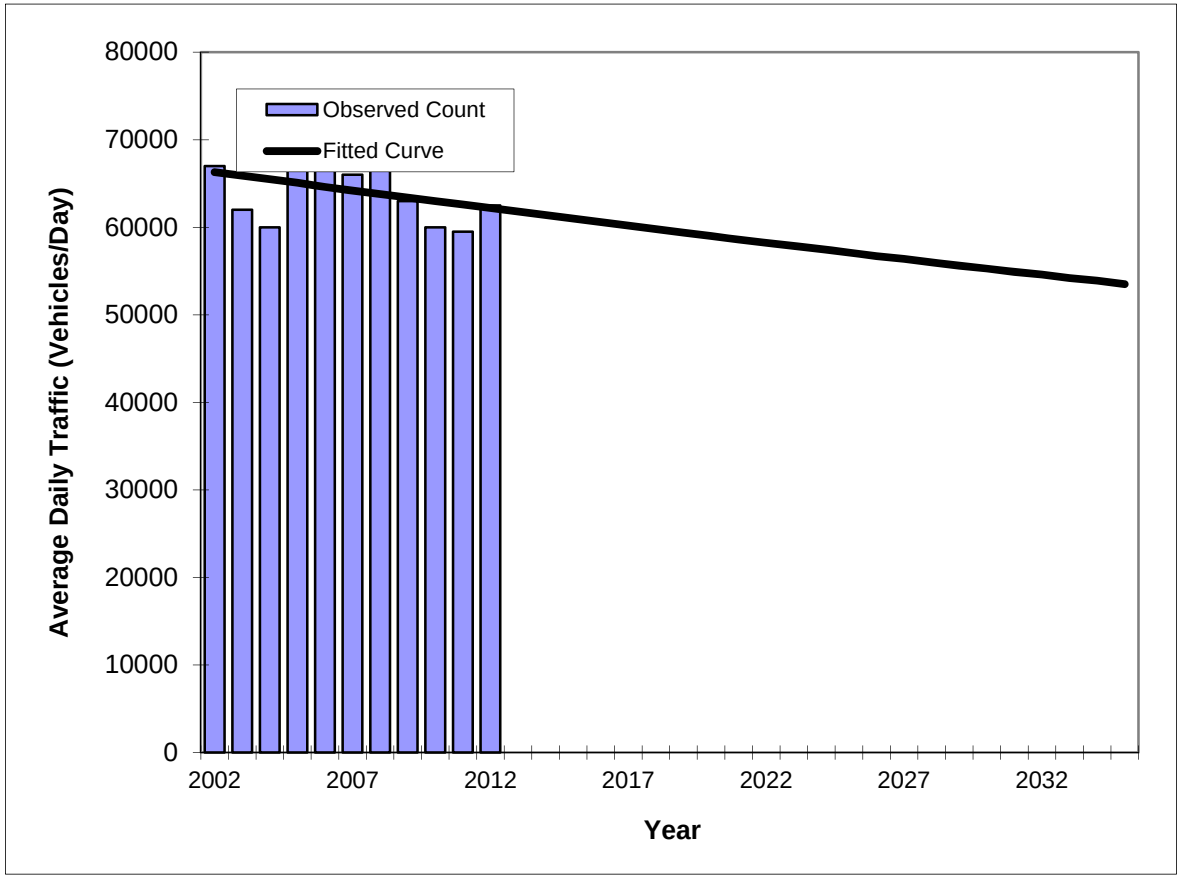
| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 2561 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2002 | 67000 | 66300 |
| 2003 | 62000 | 65900 |
| 2004 | 60000 | 65500 |
| 2005 | 70000 | 65100 |
| 2006 | 68500 | 64600 |
| 2007 | 66000 | 64200 |
| 2008 | 69000 | 63800 |
| 2009 | 63000 | 63400 |
| 2010 | 60000 | 63000 |
| 2011 | 59500 | 62600 |
| 2012 | 62500 | 62200 |
| 2015 Opening Year Trend | | |
| 2015 | N/A | 61000 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 57100 |
| 2035 Design Year Trend | | |
| 2035 | N/A | 53500 |
| TRANPLAN Forecasts/Trends | | |

*Axle-Adjusted

| | |
|---|---|
| Trend R-squared: | 12.69% |
| Compounded Annual Historic Growth Rate: | -0.64% |
| Compounded Growth Rate (2012 to Design Year): | -0.65% |
| Printed: | 15-Jan-14 |

**Exponential Growth Option**

# Traffic Trends - V2.0

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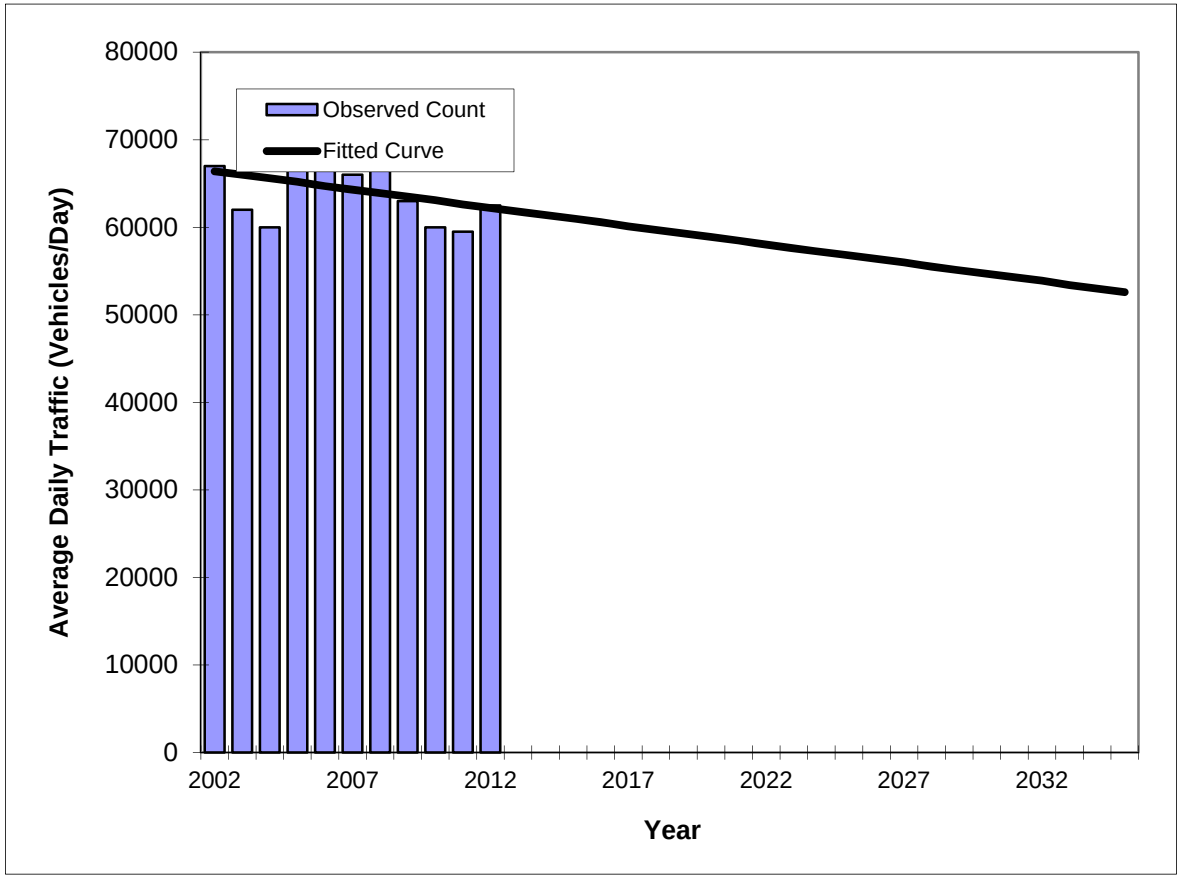
| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 2561 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2002 | 67000 | 66400 |
| 2003 | 62000 | 66000 |
| 2004 | 60000 | 65600 |
| 2005 | 70000 | 65200 |
| 2006 | 68500 | 64700 |
| 2007 | 66000 | 64300 |
| 2008 | 69000 | 63900 |
| 2009 | 63000 | 63500 |
| 2010 | 60000 | 63100 |
| 2011 | 59500 | 62600 |
| 2012 | 62500 | 62200 |
| 2015 Opening Year Trend | | |
| 2015 | N/A | 61000 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 56800 |
| 2035 Design Year Trend | | |
| 2035 | N/A | 52600 |
| TRANPLAN Forecasts/Trends | | |

| | |
|---|---|
| ** Annual Trend Increase: | -418 |
| Trend R-squared: | 12.60% |
| Trend Annual Historic Growth Rate: | -0.63% |
| Trend Growth Rate (2012 to Design Year): | -0.67% |
| Printed: | 15-Jan-14 |

**Straight Line Growth Option**

*Axle-Adjusted

# Traffic Trends - V2.0

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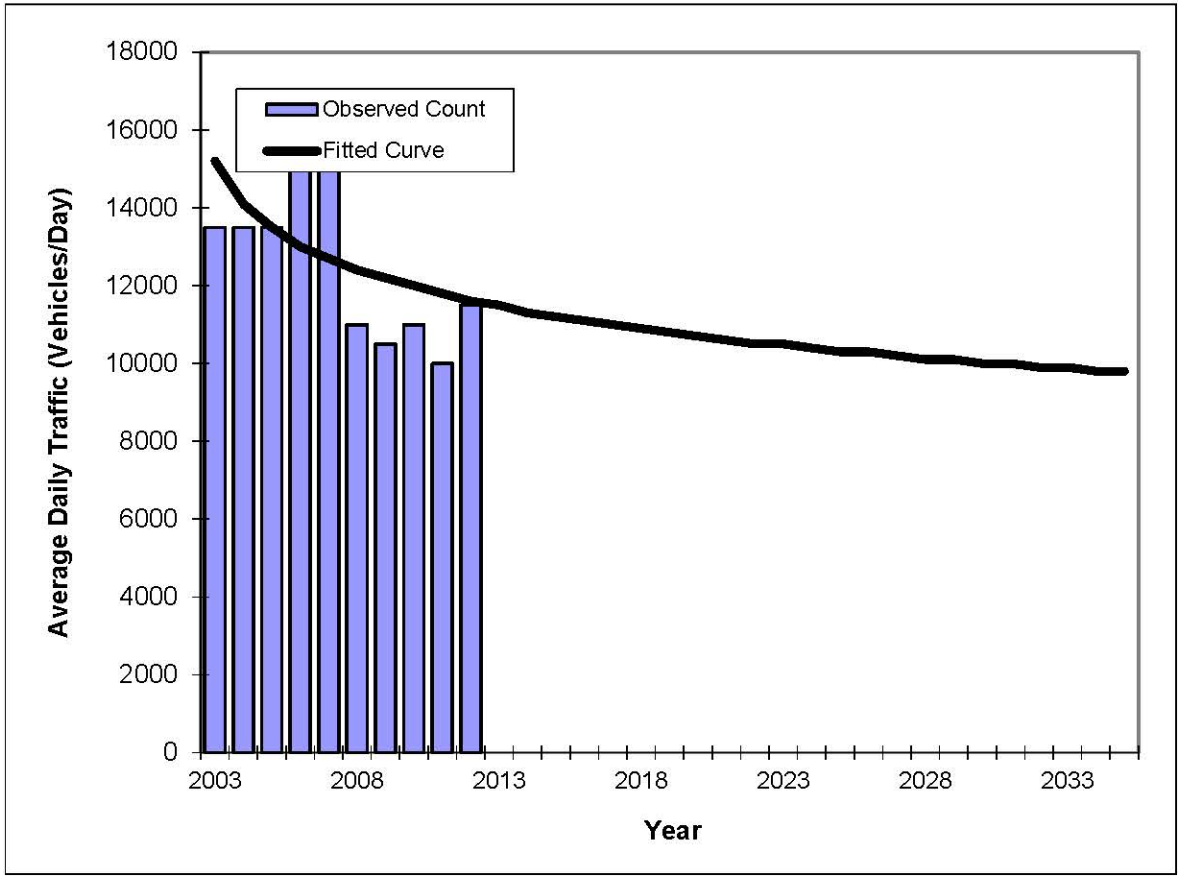
| PIN# | 973215-1 |
|---|---|
| Location | 1 |

| | |
|---|---|
| County: | Miami (87) |
| Station #: | 6113 |
| Highway: | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2003 | 13500 | 15200 |
| 2004 | 13500 | 14100 |
| 2005 | 13500 | 13500 |
| 2006 | 17000 | 13000 |
| 2007 | 17000 | 12700 |
| 2008 | 11000 | 12400 |
| 2009 | 10500 | 12200 |
| 2010 | 11000 | 12000 |
| 2011 | 10000 | 11800 |
| 2012 | 11500 | 11600 |
| 2015 Opening Year Trend | | |
| 2015 | N/A | 11200 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 10300 |
| 2035 Design Year Trend | | |
| 2035 | N/A | 9800 |
| TRANPLAN Forecasts/Trends | | |
| | | |

| | |
|---|---|
| Trend R-squared: | 20.09% |
| Compounded Annual Historic Growth Rate: | -2.96% |
| Compounded Growth Rate (2012 to Design Year): | -0.73% |
| Printed: | 15-Jan-14 |

**Decaying Exponential Growth Option**

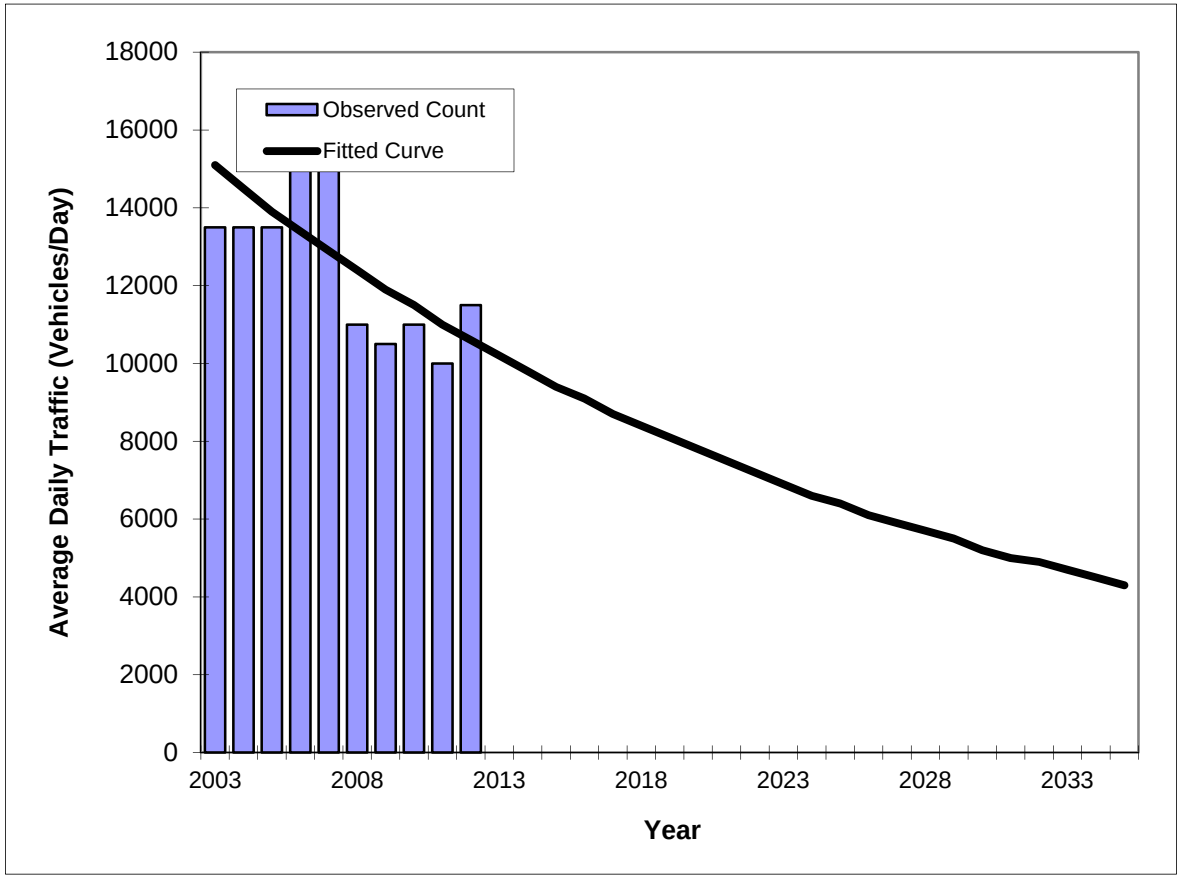
*Axle-Adjusted

# Traffic Trends - V2.0

--

| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 6113 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2003 | 13500 | 15100 |
| 2004 | 13500 | 14500 |
| 2005 | 13500 | 13900 |
| 2006 | 17000 | 13400 |
| 2007 | 17000 | 12900 |
| 2008 | 11000 | 12400 |
| 2009 | 10500 | 11900 |
| 2010 | 11000 | 11500 |
| 2011 | 10000 | 11000 |
| 2012 | 11500 | 10600 |
| **2015 Opening Year Trend** | | |
| 2015 | N/A | 9400 |
| **2025 Mid-Year Trend** | | |
| 2025 | N/A | 6400 |
| **2035 Design Year Trend** | | |
| 2035 | N/A | 4300 |
| **TRANPLAN Forecasts/Trends** | | |
| | | |

*Axle-Adjusted

| | |
|---|---|
| Trend R-squared: | 38.71% |
| Compounded Annual Historic Growth Rate: | -3.86% |
| Compounded Growth Rate (2012 to Design Year): | -3.85% |
| Printed: | 15-Jan-14 |

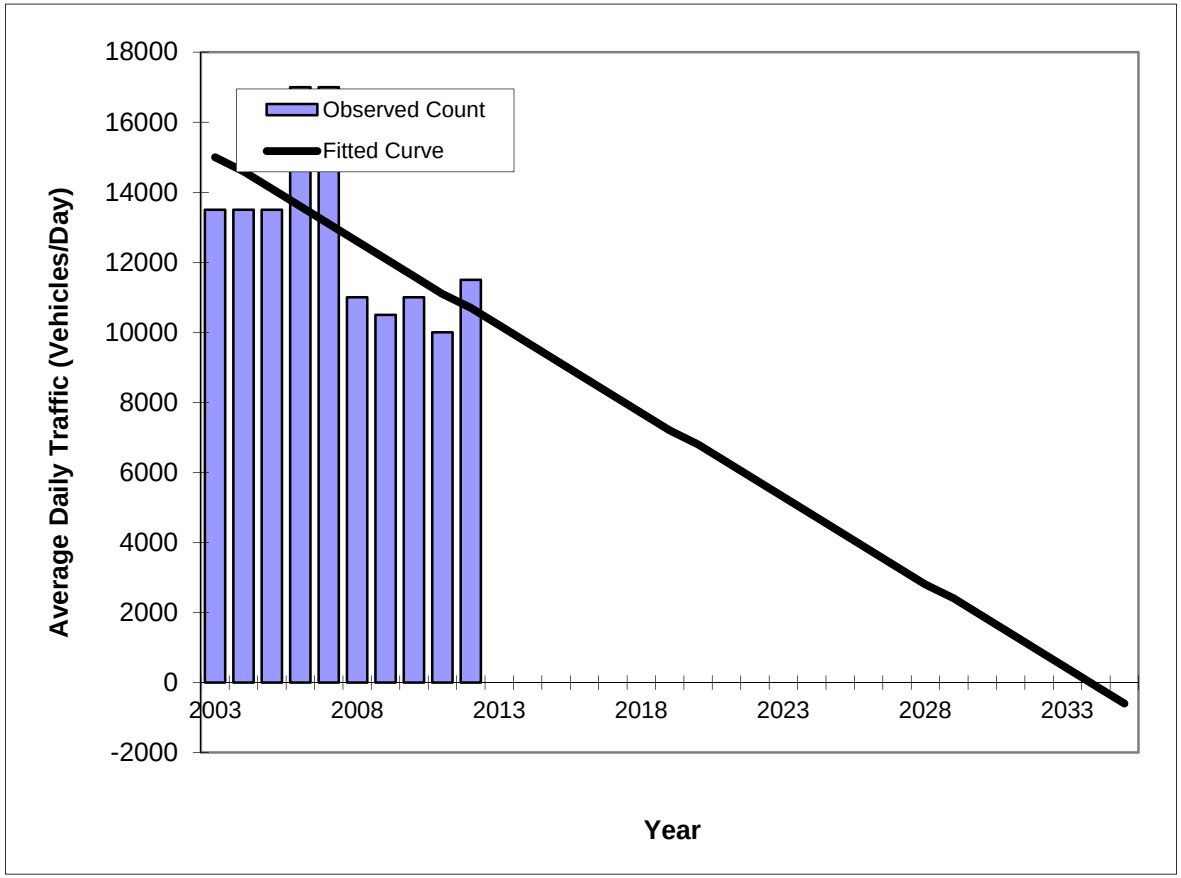
**Exponential Growth Option**

# Traffic Trends - V2.0

--

| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 6113 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2003 | 13500 | 15000 |
| 2004 | 13500 | 14600 |
| 2005 | 13500 | 14100 |
| 2006 | 17000 | 13600 |
| 2007 | 17000 | 13100 |
| 2008 | 11000 | 12600 |
| 2009 | 10500 | 12100 |
| 2010 | 11000 | 11600 |
| 2011 | 10000 | 11100 |
| 2012 | 11500 | 10700 |
| 2015 Opening Year Trend | | |
| 2015 | N/A | 9200 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 4300 |
| 2035 Design Year Trend | | |
| 2035 | N/A | -600 |
| TRANPLAN Forecasts/Trends | | |
| | | |

*Axle-Adjusted

| | |
|---|---|
| ** Annual Trend Increase: | -488 |
| Trend R-squared: | 33.84% |
| Trend Annual Historic Growth Rate: | -3.19% |
| Trend Growth Rate (2012 to Design Year): | -4.59% |
| Printed: | 15-Jan-14 |

**Straight Line Growth Option**

# Traffic Trends - V2.0

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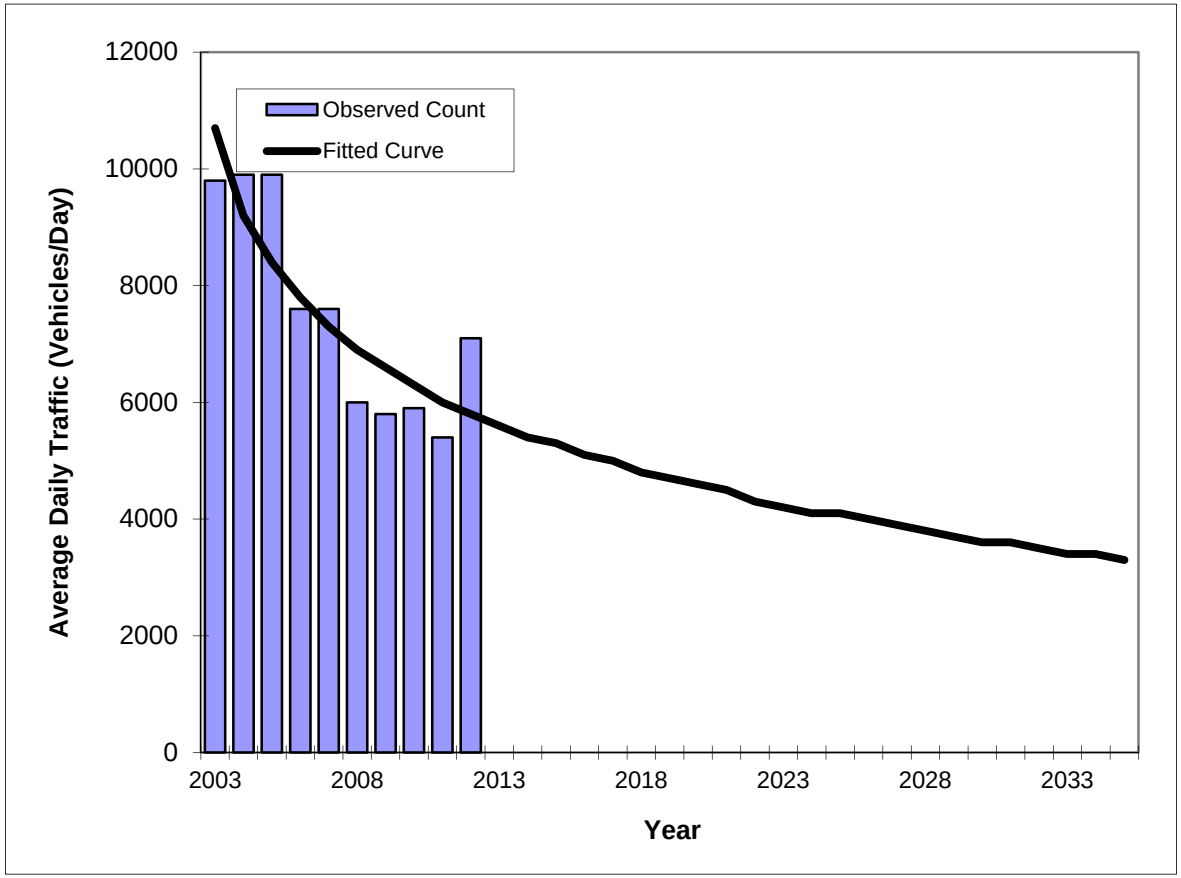
| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 6169 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2003 | 9800 | 10700 |
| 2004 | 9900 | 9200 |
| 2005 | 9900 | 8400 |
| 2006 | 7600 | 7800 |
| 2007 | 7600 | 7300 |
| 2008 | 6000 | 6900 |
| 2009 | 5800 | 6600 |
| 2010 | 5900 | 6300 |
| 2011 | 5400 | 6000 |
| 2012 | 7100 | 5800 |
| 2015 Opening Year Trend | | |
| 2015 | N/A | 5300 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 4100 |
| 2035 Design Year Trend | | |
| 2035 | N/A | 3300 |
| TRANPLAN Forecasts/Trends | | |
| | | |

*Axle-Adjusted

| | |
|---|---|
| Trend R-squared: | 74.78% |
| Compounded Annual Historic Growth Rate: | -6.58% |
| Compounded Growth Rate (2012 to Design Year): | -2.42% |
| Printed: | 15-Jan-14 |

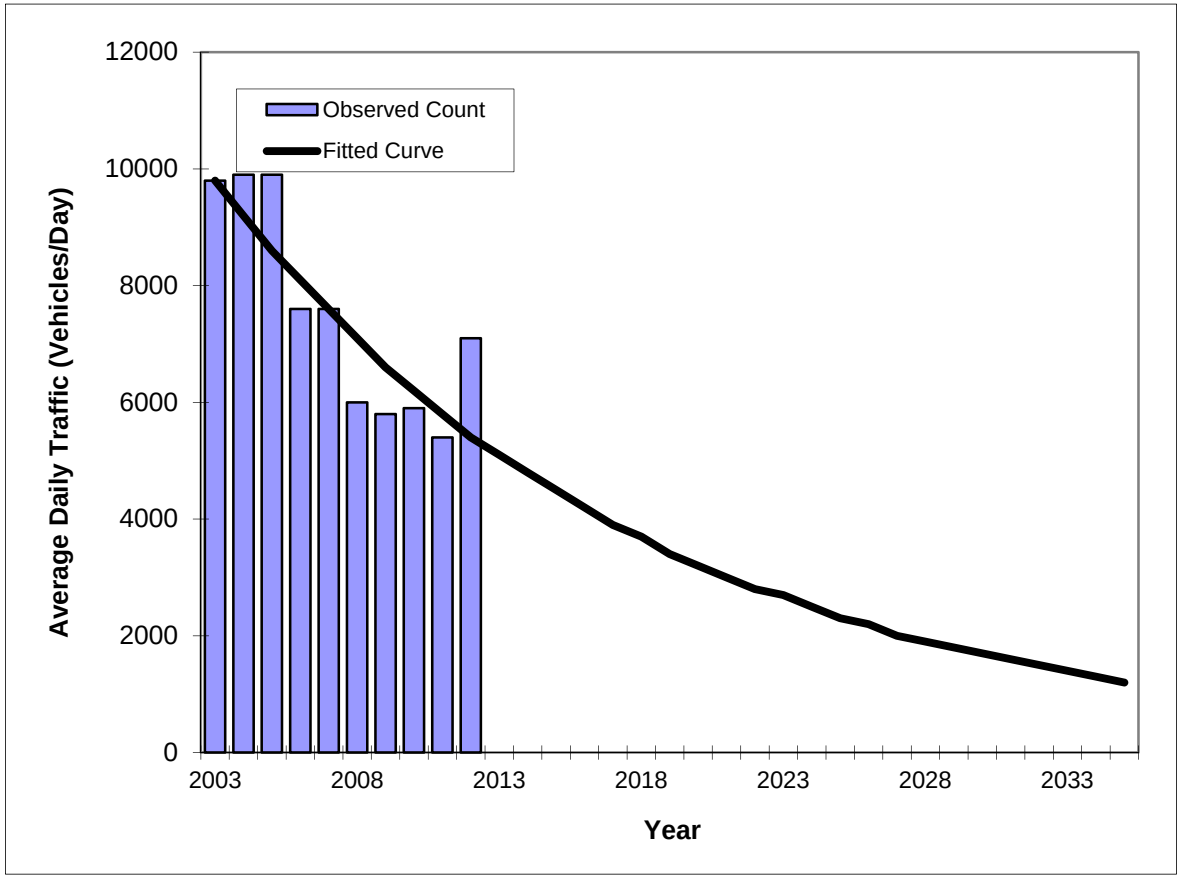
**Decaying Exponential Growth Option**

# Traffic Trends - V2.0

--

| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 6169 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2003 | 9800 | 9800 |
| 2004 | 9900 | 9200 |
| 2005 | 9900 | 8600 |
| 2006 | 7600 | 8100 |
| 2007 | 7600 | 7600 |
| 2008 | 6000 | 7100 |
| 2009 | 5800 | 6600 |
| 2010 | 5900 | 6200 |
| 2011 | 5400 | 5800 |
| 2012 | 7100 | 5400 |
| **2015 Opening Year Trend** | | |
| 2015 | N/A | 4500 |
| **2025 Mid-Year Trend** | | |
| 2025 | N/A | 2300 |
| **2035 Design Year Trend** | | |
| 2035 | N/A | 1200 |
| **TRANPLAN Forecasts/Trends** | | |
| | | |

*Axle-Adjusted

| | |
|---|---|
| Trend R-squared: | 69.86% |
| Compounded Annual Historic Growth Rate: | -6.41% |
| Compounded Growth Rate (2012 to Design Year): | -6.33% |
| Printed: | 15-Jan-14 |

**Exponential Growth Option**

# Traffic Trends - V2.0

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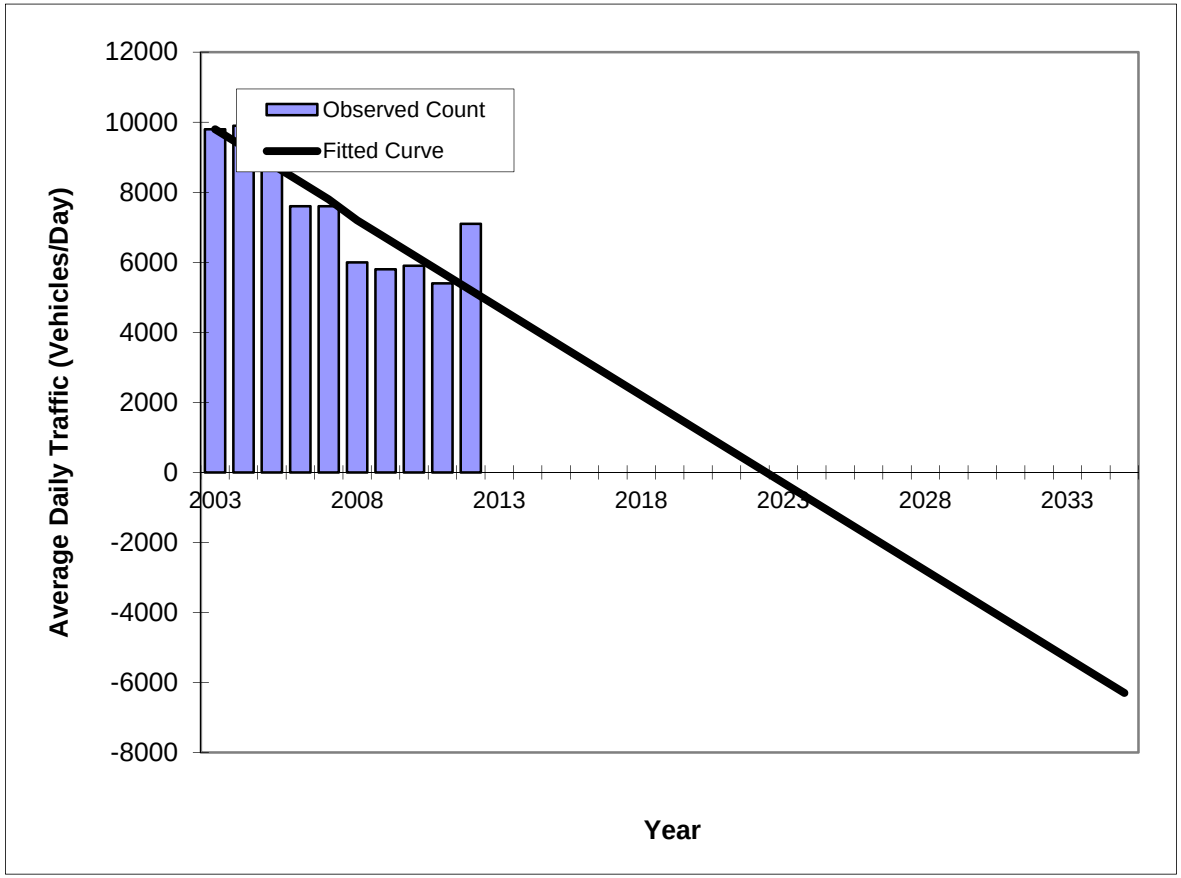
| | |
|---|---|
| PIN# | **973215-1** |
| Location | **1** |

| | |
|---|---|
| **County:** | Miami (87) |
| **Station #:** | 6169 |
| **Highway:** | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2003 | 9800 | 9800 |
| 2004 | 9900 | 9300 |
| 2005 | 9900 | 8800 |
| 2006 | 7600 | 8300 |
| 2007 | 7600 | 7800 |
| 2008 | 6000 | 7200 |
| 2009 | 5800 | 6700 |
| 2010 | 5900 | 6200 |
| 2011 | 5400 | 5700 |
| 2012 | 7100 | 5200 |
| 2015 Opening Year Trend | | |
| 2015 | N/A | 3700 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | -1300 |
| 2035 Design Year Trend | | |
| 2035 | N/A | -6300 |
| TRANPLAN Forecasts/Trends | | |
| | | |

| | |
|---|---|
| ** Annual Trend Increase: | -502 |
| Trend R-squared: | 71.39% |
| Trend Annual Historic Growth Rate: | -5.22% |
| Trend Growth Rate (2012 to Design Year): | -9.62% |
| Printed: | 15-Jan-14 |

**Straight Line Growth Option**

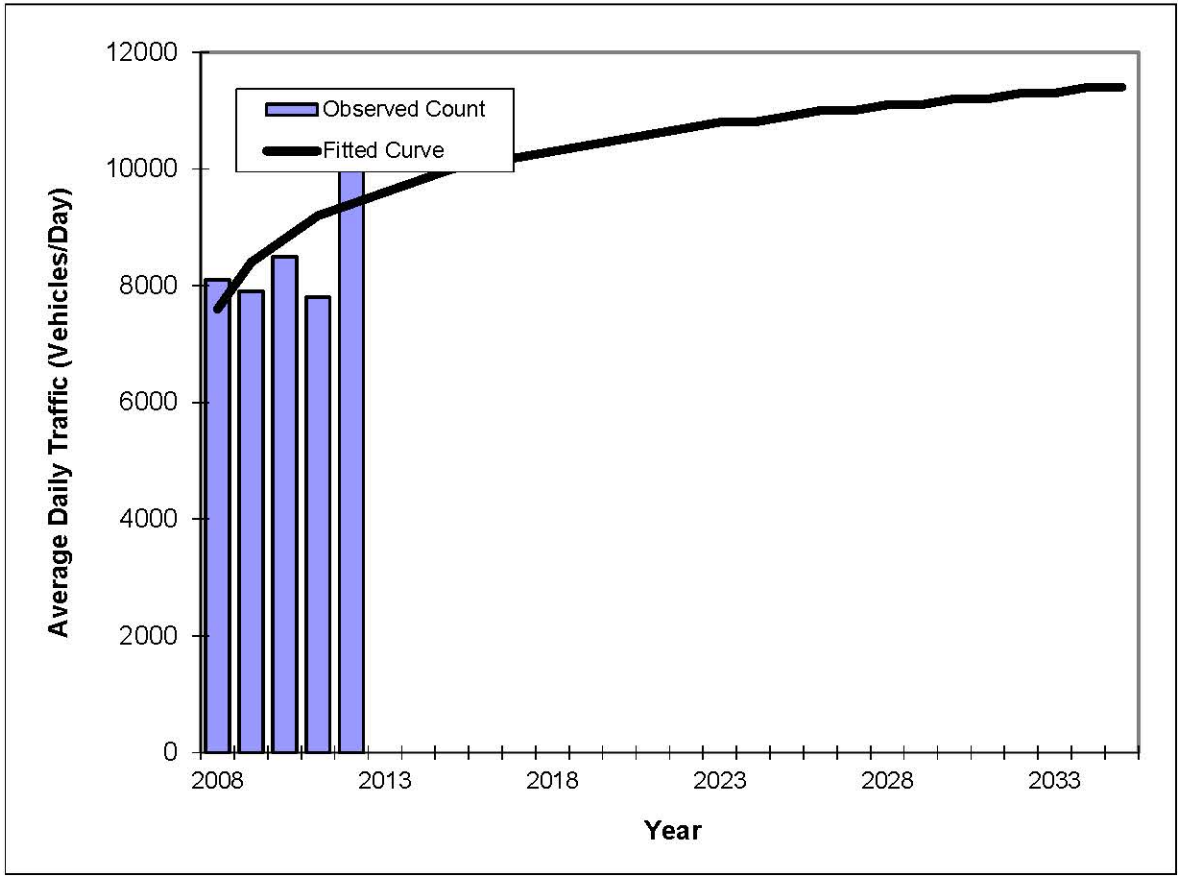
*Axle-Adjusted

# Traffic Trends - V2.0

--

| | |
|---|---|
| PIN# | 973215-1 |
| Location | 1 |

| | |
|---|---|
| County: | Miami (87) |
| Station #: | 6399 |
| Highway: | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2008 | 8100 | 7600 |
| 2009 | 7900 | 8400 |
| 2010 | 8500 | 8800 |
| 2011 | 7800 | 9200 |
| 2012 | 11000 | 9400 |
| 2015 Opening Year Trend | | |
| 2015 | N/A | 10000 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 10900 |
| 2035 Design Year Trend | | |
| 2035 | N/A | 11400 |
| TRANPLAN Forecasts/Trends | | |

| | |
|---|---|
| Trend R-squared: | 30.39% |
| Compounded Annual Historic Growth Rate: | 5.46% |
| Compounded Growth Rate (2012 to Design Year): | 0.84% |
| Printed: | 15-Jan-14 |

**Decaying Exponential Growth Option**

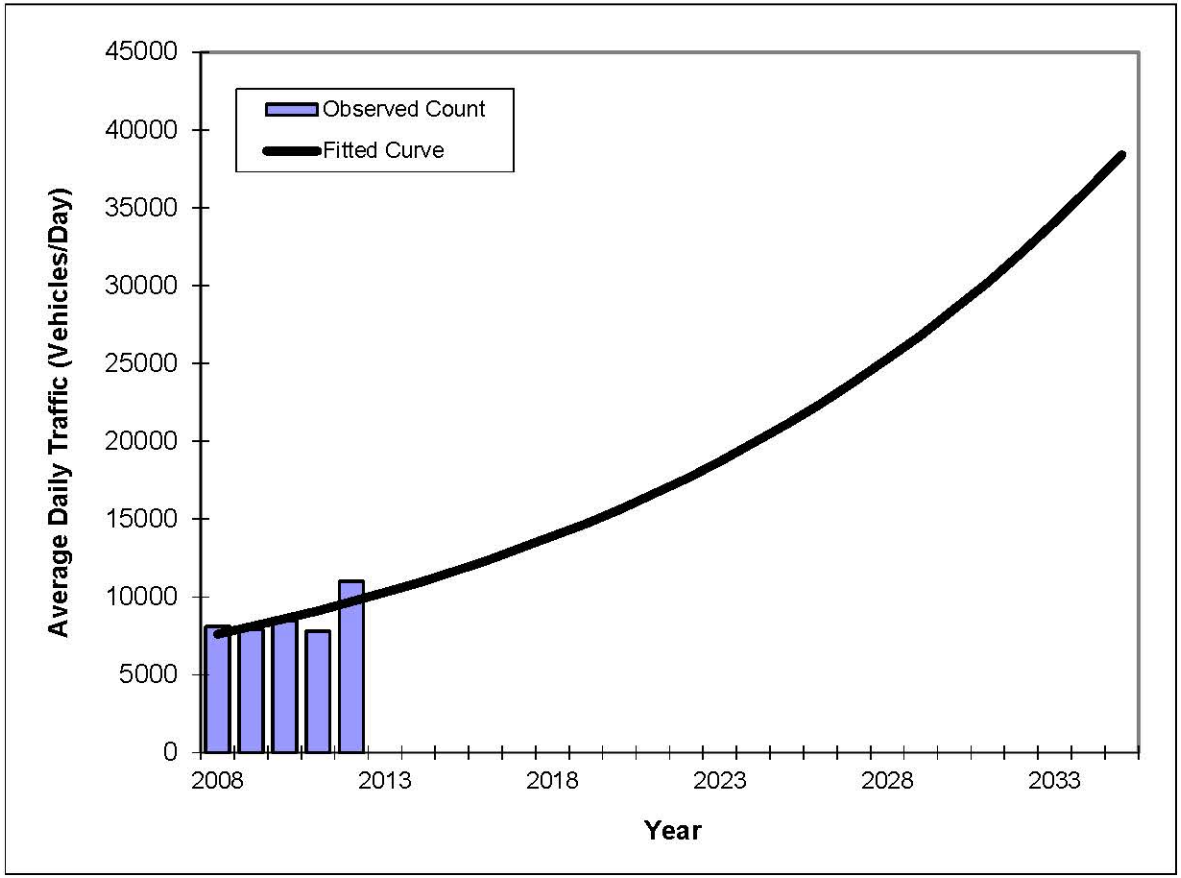
*Axle-Adjusted

# Traffic Trends - V2.0

--

| | |
|---|---|
| PIN# | 973215-1 |
| Location | 1 |

| | |
|---|---|
| County: | Miami (87) |
| Station #: | 6399 |
| Highway: | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2008 | 8100 | 7600 |
| 2009 | 7900 | 8100 |
| 2010 | 8500 | 8600 |
| 2011 | 7800 | 9100 |
| 2012 | 11000 | 9700 |
| 2015 Opening Year Trend | | |
| 2015 | N/A | 11600 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 21100 |
| 2035 Design Year Trend | | |
| 2035 | N/A | 38400 |
| TRANPLAN Forecasts/Trends | | |

| | |
|---|---|
| Trend R-squared: | 44.33% |
| Compounded Annual Historic Growth Rate: | 6.29% |
| Compounded Growth Rate (2012 to Design Year): | 6.16% |
| Printed: | 15-Jan-14 |

**Exponential Growth Option**

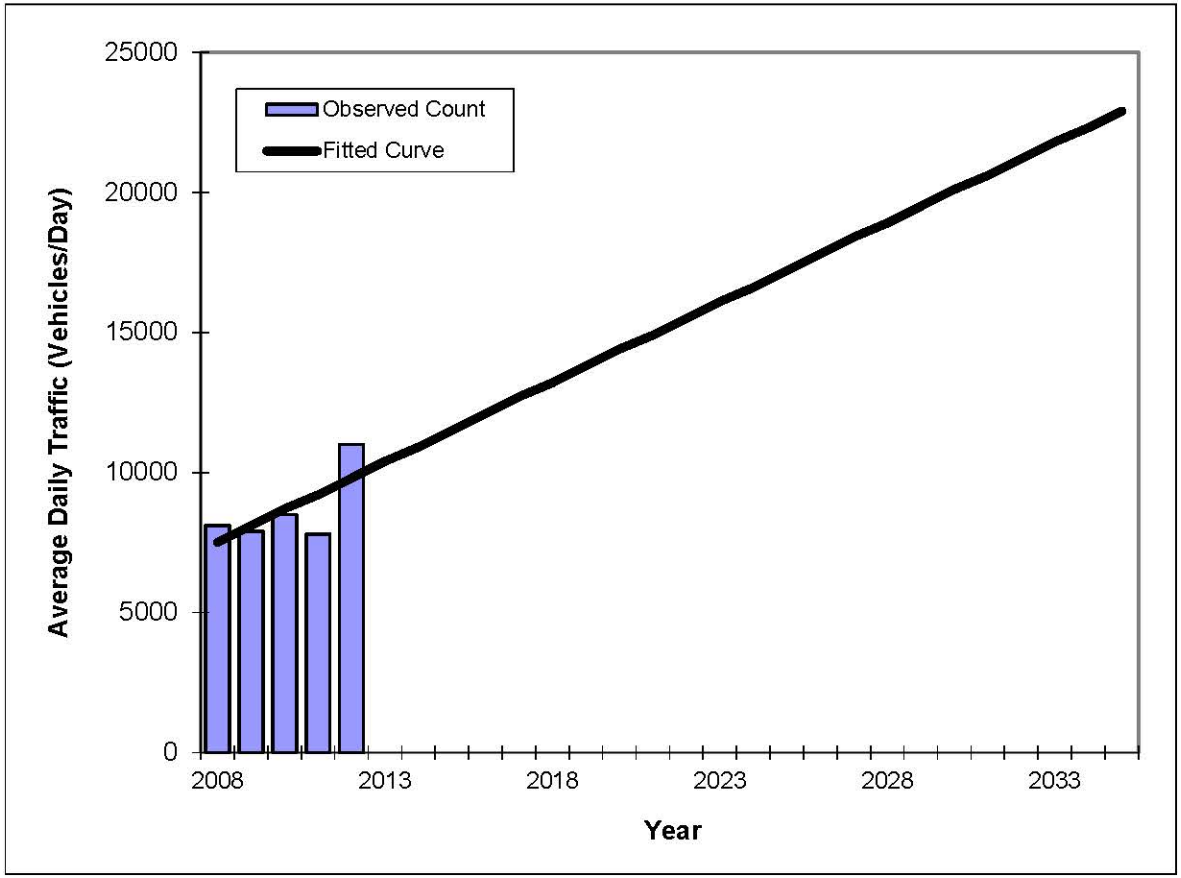
*Axle-Adjusted

# Traffic Trends - V2.0

--

| | |
|---|---|
| PIN# | 973215-1 |
| Location | 1 |

| | |
|---|---|
| County: | Miami (87) |
| Station #: | 6399 |
| Highway: | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2008 | 8100 | 7500 |
| 2009 | 7900 | 8100 |
| 2010 | 8500 | 8700 |
| 2011 | 7800 | 9200 |
| 2012 | 11000 | 9800 |
| 2015 Opening Year Trend | | |
| 2015 | N/A | 11500 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 17200 |
| 2035 Design Year Trend | | |
| 2035 | N/A | 22900 |
| TRANPLAN Forecasts/Trends | | |

| | |
|---|---|
| ** Annual Trend Increase: | 570 |
| Trend R-squared: | 45.56% |
| Trend Annual Historic Growth Rate: | 7.67% |
| Trend Growth Rate (2012 to Design Year): | 5.81% |
| Printed: | 15-Jan-14 |

**Straight Line Growth Option**

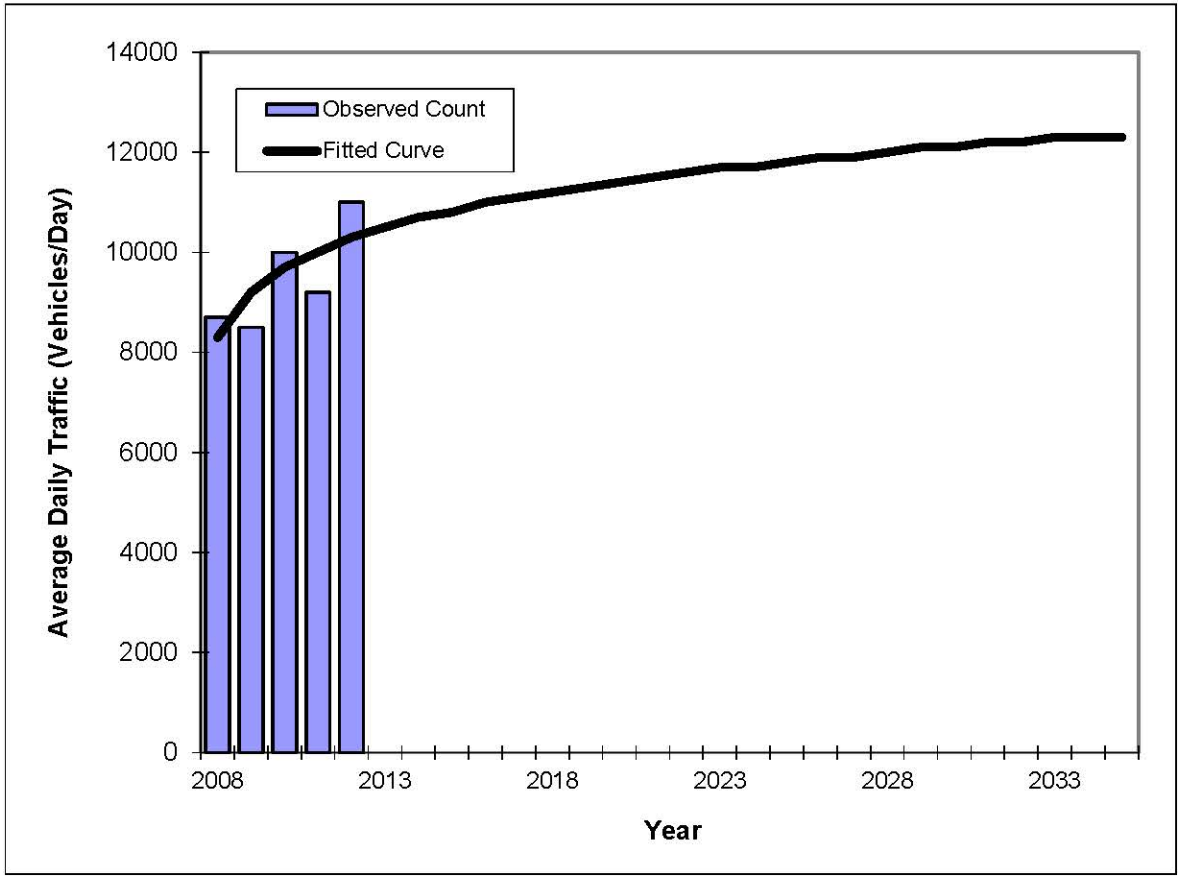
*Axle-Adjusted

# Traffic Trends - V2.0

--

| PIN# | 973215-1 |
|---|---|
| Location | 1 |

| | |
|---|---|
| County: | Miami (87) |
| Station #: | 6400 |
| Highway: | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2008 | 8700 | 8300 |
| 2009 | 8500 | 9200 |
| 2010 | 10000 | 9700 |
| 2011 | 9200 | 10000 |
| 2012 | 11000 | 10300 |
| 2015 Opening Year Trend | | |
| 2015 | N/A | 10800 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 11800 |
| 2035 Design Year Trend | | |
| 2035 | N/A | 12300 |
| TRANPLAN Forecasts/Trends | | |

| | |
|---|---|
| Trend R-squared: | 55.68% |
| Compounded Annual Historic Growth Rate: | 5.55% |
| Compounded Growth Rate (2012 to Design Year): | 0.77% |
| Printed: | 15-Jan-14 |

**Decaying Exponential Growth Option**

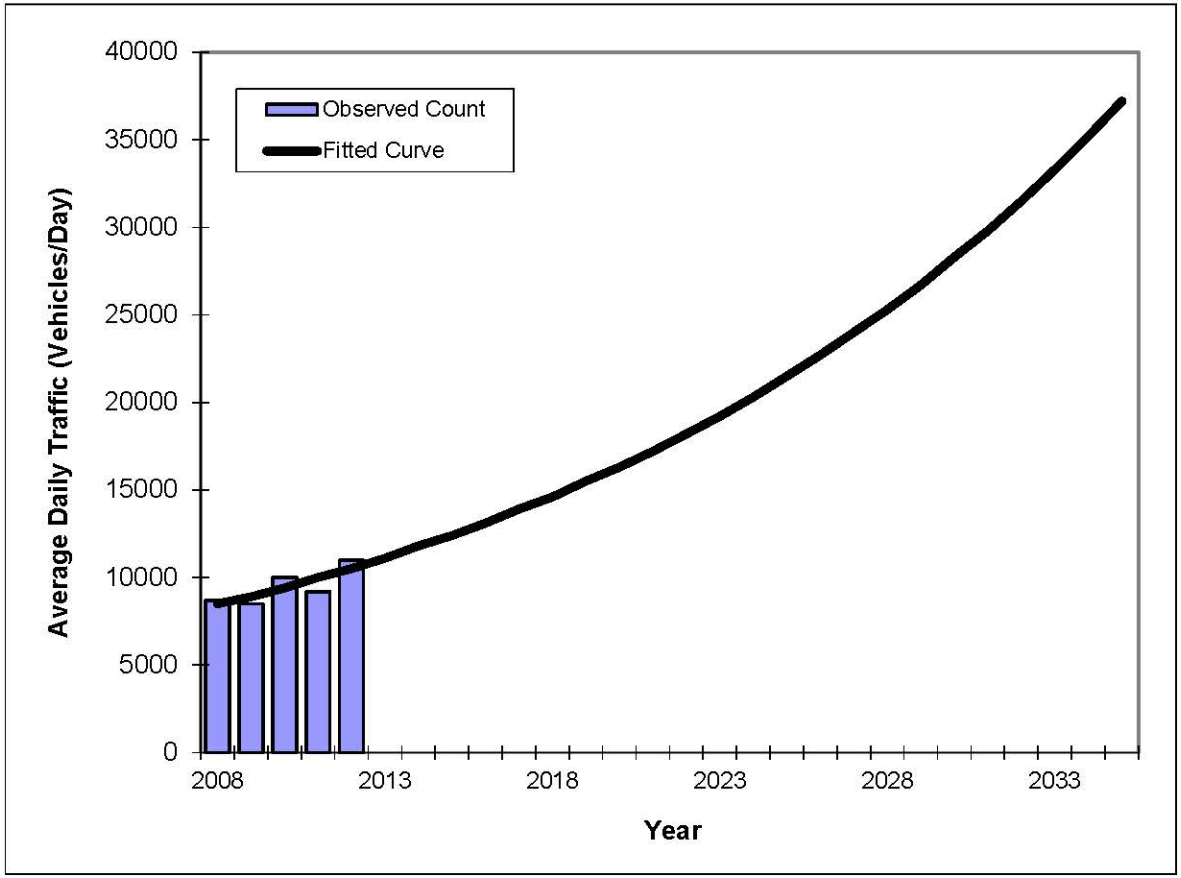
*Axle-Adjusted

# Traffic Trends - V2.0

--

| | |
|---|---|
| PIN# | 973215-1 |
| Location | 1 |

| | |
|---|---|
| County: | Miami (87) |
| Station #: | 6400 |
| Highway: | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2008 | 8700 | 8500 |
| 2009 | 8500 | 8900 |
| 2010 | 10000 | 9400 |
| 2011 | 9200 | 10000 |
| 2012 | 11000 | 10500 |
| 2015 Opening Year Trend | | |
| 2015 | N/A | 12400 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 21500 |
| 2035 Design Year Trend | | |
| 2035 | N/A | 37200 |
| TRANPLAN Forecasts/Trends | | |

| | |
|---|---|
| Trend R-squared: | 66.74% |
| Compounded Annual Historic Growth Rate: | 5.42% |
| Compounded Growth Rate (2012 to Design Year): | 5.65% |
| Printed: | 15-Jan-14 |

**Exponential Growth Option**

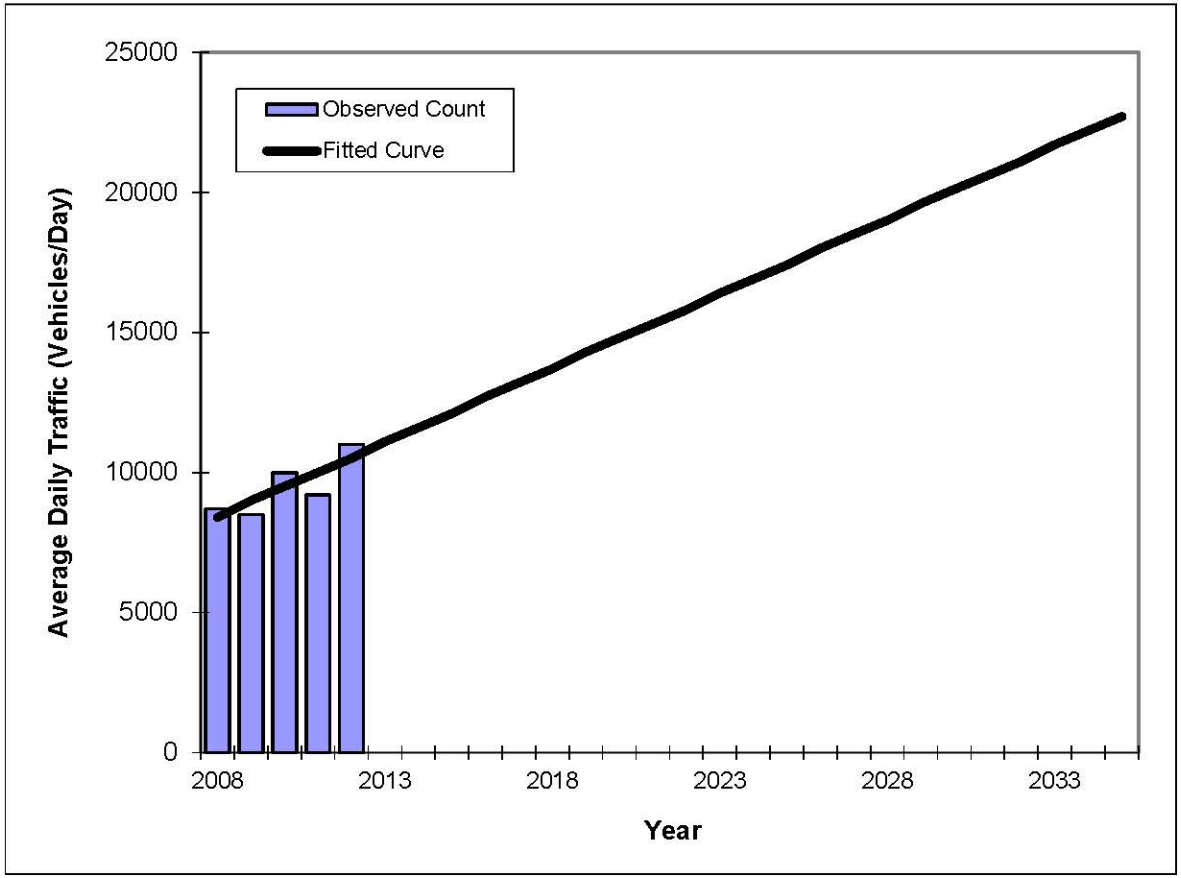
*Axle-Adjusted

# Traffic Trends - V2.0

--

| | |
|---|---|
| PIN# | 973215-1 |
| Location | 1 |

| | |
|---|---|
| County: | Miami (87) |
| Station #: | 6400 |
| Highway: | 0 |




| Year | Traffic (ADT/AADT) Count* | Trend** |
|---|---|---|
| 2008 | 8700 | 8400 |
| 2009 | 8500 | 9000 |
| 2010 | 10000 | 9500 |
| 2011 | 9200 | 10000 |
| 2012 | 11000 | 10500 |
| 2015 Opening Year Trend | | |
| 2015 | N/A | 12100 |
| 2025 Mid-Year Trend | | |
| 2025 | N/A | 17400 |
| 2035 Design Year Trend | | |
| 2035 | N/A | 22700 |
| TRANPLAN Forecasts/Trends | | |

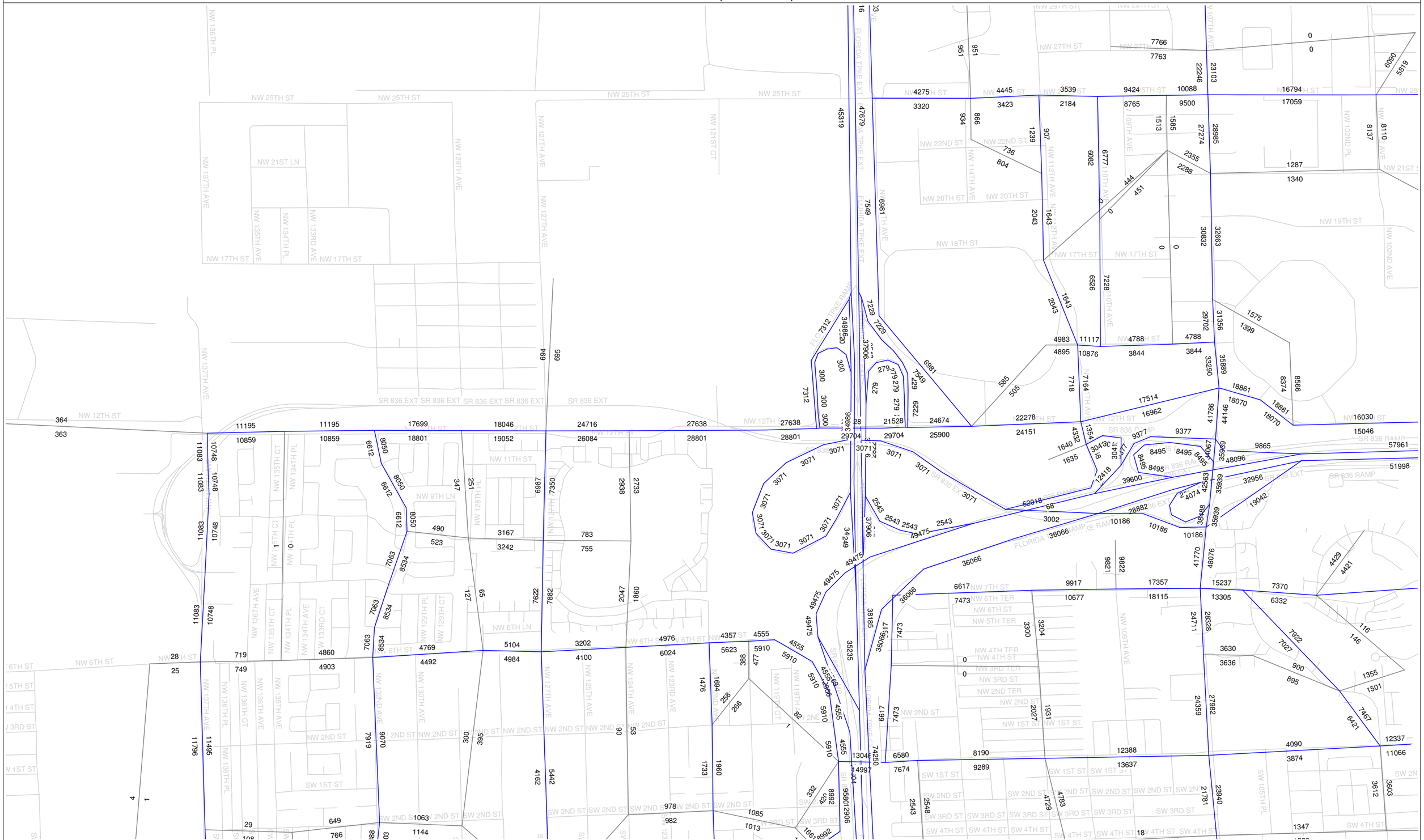
| | |
|---|---|
| ** Annual Trend Increase: | 530 |
| Trend R-squared: | 66.44% |
| Trend Annual Historic Growth Rate: | 6.25% |
| Trend Growth Rate (2012 to Design Year): | 5.05% |
| Printed: | 15-Jan-14 |

**Straight Line Growth Option**

*Axle-Adjusted

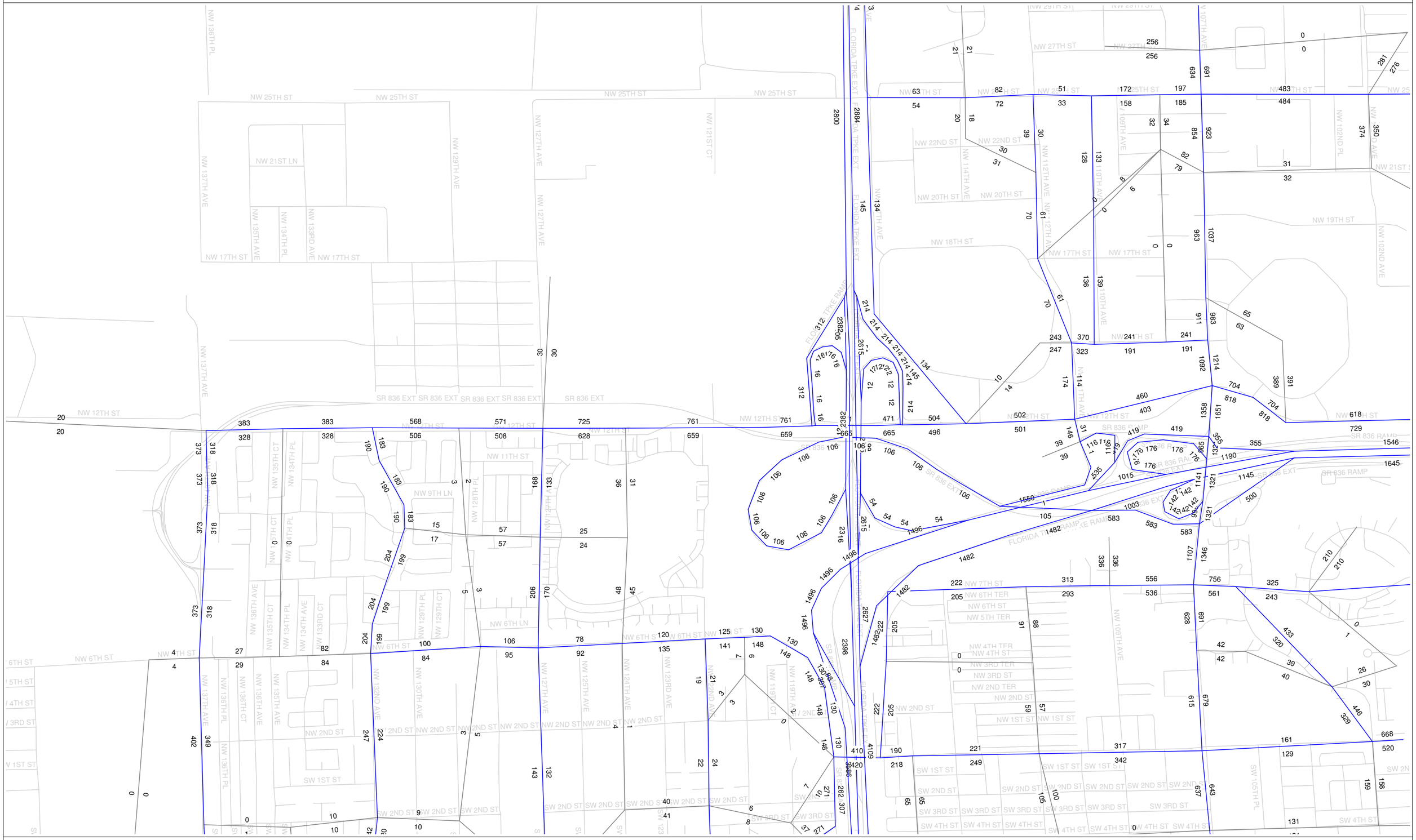
# *2005 and 2035 SERPM*
# *Bi-directional Daily Model Volumes*

# 2005 Base Year
# 2005 Volume (Directional)




cube (Licensed to Gannett Fleming Inc.)

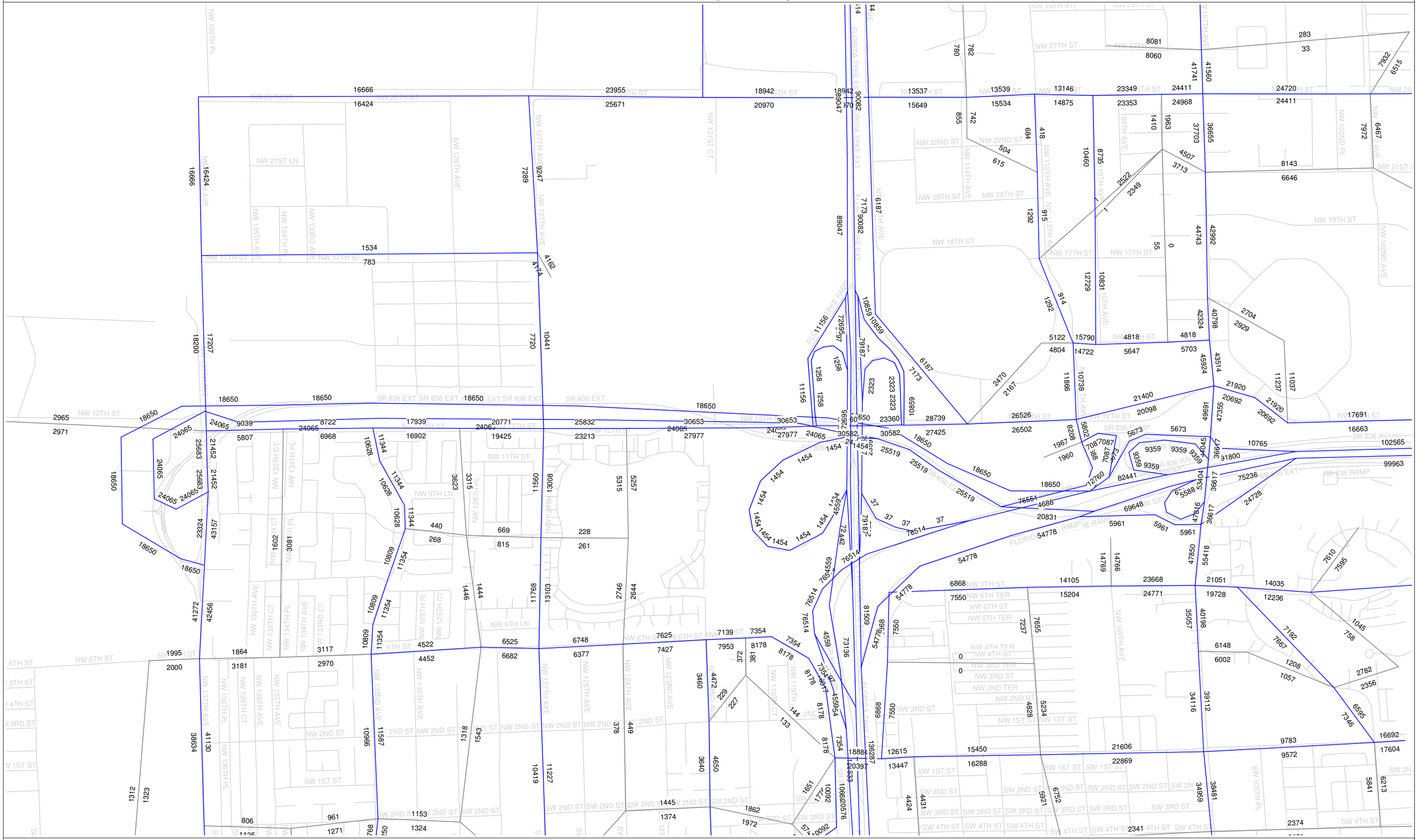
# 2005 Base Year
# 2005 Truck Volume





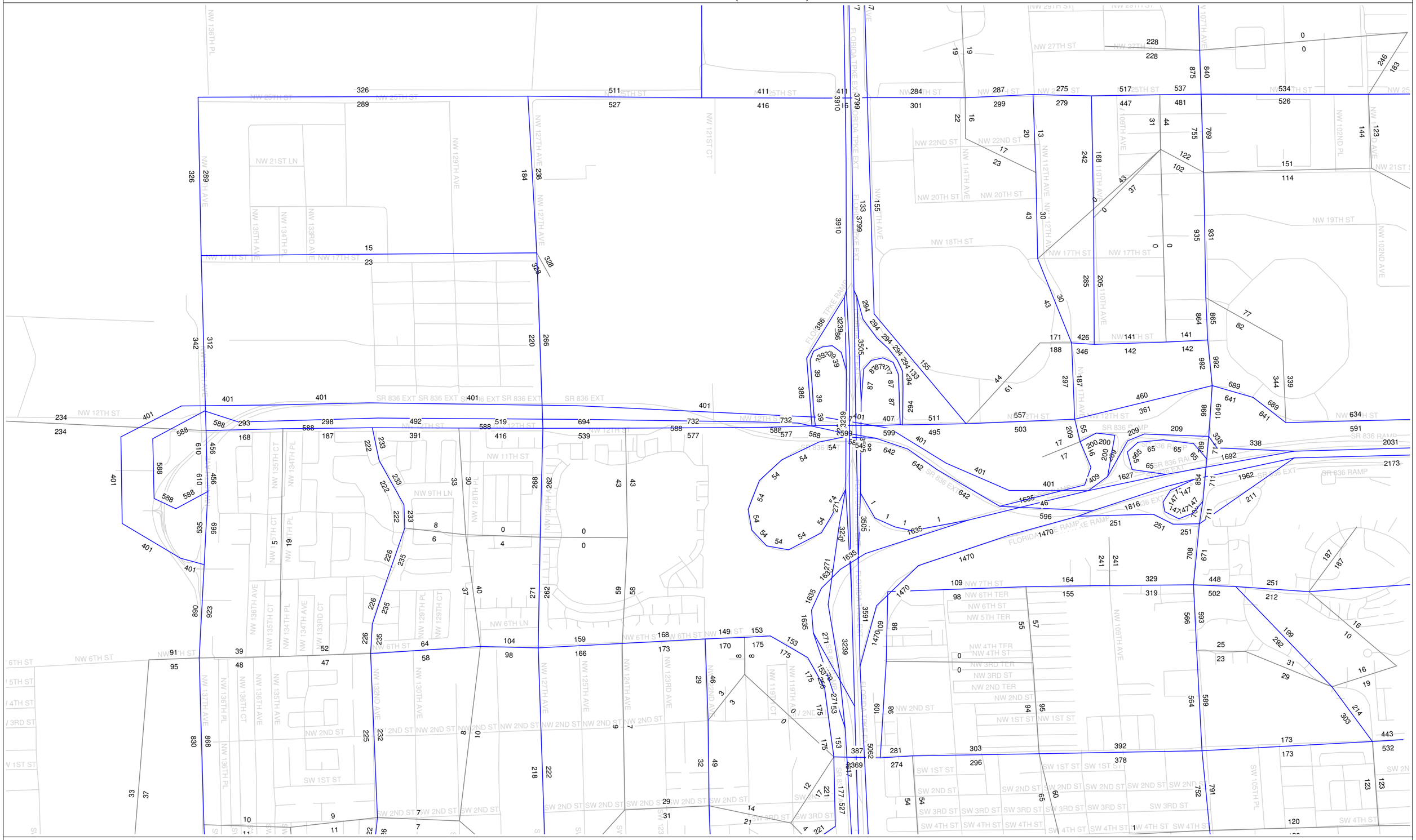

(Licensed to Gannett Fleming Inc.)

# 2035 Cost Feasible LRTP
# 2035 Volume (Directional)




cube (Licensed to Gannett Fleming Inc.)

# 2035 Cost Feasible LRTP
# 2035 Truck Volume (Directional)


NW 136TH PL
NW 25TH ST
NW 21ST LN
NW 135TH AVE
NW 134TH PL
NW 133RD AVE
NW 17TH ST
NW 129TH AVE
NW 127TH AVE
NW 121ST CT
NW 25TH ST
NW 25TH ST
NW 25TH ST
NW 27TH ST
NW 27TH ST
NW 29TH ST
NW 107TH AVE
NW 102ND PL
NW 25
NW 22ND ST
NW 22ND ST
NW 114TH AVE
NW 112TH AVE
NW 109TH AVE
NW 110TH AVE
NW 20TH ST
NW 20TH ST
NW 19TH ST
NW 102ND AVE
NW 21ST S
NW 18TH ST
NW 17TH ST
NW 17TH ST
NW 155TH AVE
FLORIDA TPKE EXT
FLORIDA TPKE EXT
FLORIDA TPKE RAMP
FLORIDA TPKE RAMP
SR 836 EXT
SR 836 EXT
SR 836 EXT
SR 836 EXT
SR 836 EXT
SR 836 EXT
SR 836 RAMP
SR 836 RAMP
SR 836 RAMP
SR 836 RAMP
NW 12TH ST
NW 12TH ST
NW 12TH ST
NW 12TH ST
NW 11TH ST
NW 9TH LN
NW 6TH LN
NW 6TH ST
NW 6TH ST
NW 6TH ST
NW 6TH ST
NW 7TH ST
NW 6TH TER
NW 6TH ST
NW 5TH TER
NW 4TH TFR
NW 4TH ST
NW 3RD TER
NW 3RD ST
NW 2ND TER
NW 2ND ST
NW 2ND ST
NW 1ST ST
NW 1ST ST
NW 2ND ST
NW 2ND ST
NW 2ND

# Appendix K

Exhibits for Background and Total Traffic Volumes

# *Intersection Volume Development Sheets*

# INTERSECTION ANALYSIS SHEET

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

### 3730-SW 122 Ave. at SR 90

(Existing Geometry)

| | | |
|---|---|---|
| Growth Rate = | 2.03% =SR90 | 2.76% =SW 122 Ave. |
| Peak Season = | 1.00 | |
| Buildout Year = | 2018 | |
| Years = | 5 | |

### AM Peak Hour

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 194 | 445 | 1440 | 453 | 293 | 203 | 423 | 2593 | 63 | 225 | 1098 | 404 |
| Peak Season Volume | 194 | 445 | 1,440 | 453 | 293 | 203 | 423 | 2,593 | 63 | 225 | 1,098 | 404 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 222 | 510 | 1,650 | 519 | 336 | 233 | 468 | 2,867 | 70 | 249 | 1,214 | 447 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | - | - | - | - | - | - | - | - | - | - | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | - | - | - | - | - | - | - | - | - | - | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **222** | **510** | **1,650** | **519** | **336** | **233** | **468** | **2,867** | **70** | **249** | **1,214** | **447** |

### PM Peak Hour

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 247 | 286 | 462 | 319 | 469 | 351 | 293 | 1371 | 242 | 940 | 2594 | 353 |
| Peak Season Volume | 247 | 286 | 462 | 319 | 469 | 351 | 293 | 1,371 | 242 | 940 | 2,594 | 353 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 283 | 328 | 529 | 366 | 537 | 402 | 324 | 1,516 | 268 | 1,039 | 2,868 | 390 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | - | - | - | - | - | - | - | - | - | - | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | - | - | - | - | - | - | - | - | - | - | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **283** | **328** | **529** | **366** | **537** | **402** | **324** | **1,516** | **268** | **1,039** | **2,868** | **390** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

### 4592-NW 107 Ave. at NW 12 St.

(Existing Geometry)

Growth Rate = 2.03% =NW 12 St 1.00% =NW 107 Ave.
Peak Season = 1.00
Buildout Year = 2018
Years = 5

### AM Peak Hour

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **LT** | **Thru** | **RT** | **LT** | **Thru** | **RT** | **LT** | **Thru** | **RT** | **LT** | **Thru** | **RT** |
| Existing Volume (2013) | 272 | 2209 | 1056 | 141 | 769 | 85 | 310 | 1089 | 316 | 149 | 254 | 161 |
| Peak Season Volume | 272 | 2,209 | 1,056 | 141 | 769 | 85 | 310 | 1,089 | 316 | 149 | 254 | 161 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 286 | 2,322 | 1,110 | 148 | 808 | 89 | 343 | 1,204 | 349 | 165 | 281 | 178 |
| % Project Traffic -Passenger Cars | 15% | 0% | 0% | 0% | 0% | 11% | 11% | 15% | 15% | 0% | 15% | 0% |
| Direction | in | - | - | - | - | in | out | out | out | - | in | - |
| Project Traffic | 8 | 0 | 0 | 0 | 0 | 6 | 6 | 8 | 8 | 0 | 8 | 0 |
| % Project Traffic -Trucks | 1% | 0% | 0% | 0% | 0% | 1% | 1% | 2% | 1% | 0% | 2% | 0% |
| Direction | in | - | - | - | - | in | out | out | out | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| **Total** | **294** | **2,322** | **1,110** | **148** | **808** | **95** | **349** | **1,213** | **357** | **165** | **290** | **178** |

### PM Peak Hour

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **LT** | **Thru** | **RT** | **LT** | **Thru** | **RT** | **LT** | **Thru** | **RT** | **LT** | **Thru** | **RT** |
| Existing Volume (2013) | 404 | 1190 | 284 | 139 | 2409 | 175 | 203 | 337 | 1036 | 675 | 741 | 91 |
| Peak Season Volume | 404 | 1,190 | 284 | 139 | 2,409 | 175 | 203 | 337 | 1,036 | 675 | 741 | 91 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 425 | 1,251 | 298 | 146 | 2,532 | 184 | 224 | 373 | 1,146 | 746 | 819 | 101 |
| % Project Traffic -Passenger Cars | 15% | 0% | 0% | 0% | 0% | 11% | 11% | 15% | 15% | 0% | 15% | 0% |
| Direction | in | - | - | - | - | in | out | out | out | - | in | - |
| Project Traffic | 8 | 0 | 0 | 0 | 0 | 6 | 6 | 8 | 8 | 0 | 8 | 0 |
| % Project Traffic -Trucks | 1% | 0% | 0% | 0% | 0% | 1% | 1% | 2% | 1% | 0% | 2% | 0% |
| Direction | in | - | - | - | - | in | out | out | out | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **433** | **1,251** | **298** | **146** | **2,532** | **190** | **230** | **381** | **1,154** | **746** | **827** | **101** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

### 4697-NW 107 Ave. at NW 25 St.

(Existing Geometry)

Growth Rate = 3.21% =NW 25 St 1.00% =NW 107 Ave.
Peak Season = 1.00
Buildout Year = 2018
Years = 5

### AM Peak Hour

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **LT** | **Thru** | **RT** | **LT** | **Thru** | **RT** | **LT** | **Thru** | **RT** | **LT** | **Thru** | **RT** |
| Existing Volume (2013) | 196 | 1327 | 447 | 185 | 1199 | 191 | 255 | 989 | 61 | 124 | 392 | 213 |
| Peak Season Volume | 196 | 1,327 | 447 | 185 | 1,199 | 191 | 255 | 989 | 61 | 124 | 392 | 213 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 206 | 1,395 | 470 | 194 | 1,260 | 201 | 299 | 1,158 | 71 | 145 | 459 | 249 |
| % Project Traffic -Passenger Cars | 0% | 6% | 5% | 0% | 6% | 2% | 2% | 0% | 0% | 5% | 0% | 0% |
| Direction | - | out | out | - | in | in | out | - | - | in | - | - |
| Project Traffic | 0 | 3 | 3 | 0 | 3 | 1 | 1 | 0 | 0 | 3 | 0 | 0 |
| % Project Traffic -Trucks | 5% | 0% | 0% | 0% | 0% | 5% | 5% | 46% | 5% | 0% | 46% | 1% |
| Direction | in | - | - | - | - | in | out | out | out | - | in | out |
| Project Traffic | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 23 | 2 | 0 | 22 | 0 |
| **Total** | **208** | **1,398** | **473** | **194** | **1,263** | **204** | **302** | **1,181** | **73** | **148** | **481** | **249** |

### PM Peak Hour

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **LT** | **Thru** | **RT** | **LT** | **Thru** | **RT** | **LT** | **Thru** | **RT** | **LT** | **Thru** | **RT** |
| Existing Volume (2013) | 139 | 887 | 171 | 174 | 1489 | 244 | 174 | 371 | 82 | 353 | 936 | 169 |
| Peak Season Volume | 139 | 887 | 171 | 174 | 1,489 | 244 | 174 | 371 | 82 | 353 | 936 | 169 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 146 | 932 | 180 | 183 | 1,565 | 256 | 204 | 434 | 96 | 413 | 1,096 | 198 |
| % Project Traffic -Passenger Cars | 0% | 6% | 5% | 0% | 6% | 2% | 2% | 0% | 0% | 5% | 0% | 0% |
| Direction | - | out | out | - | in | in | out | - | - | in | - | - |
| Project Traffic | 0 | 3 | 3 | 0 | 3 | 1 | 1 | 0 | 0 | 3 | 0 | 0 |
| % Project Traffic -Trucks | 5% | 0% | 0% | 0% | 0% | 5% | 5% | 46% | 5% | 0% | 46% | 1% |
| Direction | in | - | - | - | - | in | out | out | out | - | in | out |
| Project Traffic | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 8 | 1 | 0 | 9 | 0 |
| **Total** | **147** | **935** | **183** | **183** | **1,568** | **258** | **206** | **442** | **97** | **416** | **1,105** | **198** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

**5899-NW 112 Ave. at NW 25 St.**

(Existing Geometry)

| | | | |
|---|---|---|---|
| Growth Rate = | 3.21% | =NW 25 St | 1.00% =NW 112 Ave. |
| Peak Season = | 1.00 | | |
| Buildout Year = | 2018 | | |
| Years = | 5 | | |

### AM Peak Hour

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 58 | 294 | 85 | 180 | 180 | 106 | 295 | 1060 | 29 | 126 | 404 | 207 |
| Peak Season Volume | 58 | 294 | 85 | 180 | 180 | 106 | 295 | 1,060 | 29 | 126 | 404 | 207 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 61 | 309 | 89 | 189 | 189 | 111 | 345 | 1,241 | 34 | 148 | 473 | 242 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 2% | 0% |
| Direction | - | - | - | - | - | - | - | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| % Project Traffic -Trucks | 8% | 0% | 0% | 0% | 0% | 0% | 0% | 56% | 8% | 0% | 56% | 0% |
| Direction | in | - | - | - | - | - | - | out | out | - | in | - |
| Project Traffic | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 4 | 0 | 26 | 0 |
| **Total** | **65** | **309** | **89** | **189** | **189** | **111** | **345** | **1,269** | **38** | **148** | **500** | **242** |

### PM Peak Hour

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 33 | 167 | 119 | 140 | 399 | 532 | 54 | 339 | 43 | 161 | 973 | 195 |
| Peak Season Volume | 33 | 167 | 119 | 140 | 399 | 532 | 54 | 339 | 43 | 161 | 973 | 195 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 35 | 176 | 125 | 147 | 419 | 559 | 63 | 397 | 50 | 189 | 1,140 | 228 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 2% | 0% |
| Direction | - | - | - | - | - | - | - | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| % Project Traffic -Trucks | 8% | 0% | 0% | 0% | 0% | 0% | 0% | 56% | 8% | 0% | 56% | 0% |
| Direction | in | - | - | - | - | - | - | out | out | - | in | - |
| Project Traffic | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 11 | 0 |
| **Total** | **37** | **176** | **125** | **147** | **419** | **559** | **63** | **408** | **51** | **189** | **1,152** | **228** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

**5931-NW 127 Ave. at NW 12 St.**

(Existing Geometry)

| | | | | |
|---|---|---|---|---|
| Growth Rate = | 2.03% | =NW 12 St | 2.35% | =NW 127 Ave. |
| Peak Season = | 1.00 | | | |
| Buildout Year = | 2018 | | | |
| Years = | 5 | | | |

**AM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 7 | 689 | 435 | 34 | 126 | 56 | 582 | 1624 | 11 | 119 | 266 | 187 |
| Peak Season Volume | 7 | 689 | 435 | 34 | 126 | 56 | 582 | 1,624 | 11 | 119 | 266 | 187 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 8 | 762 | 481 | 38 | 139 | 62 | 644 | 1,796 | 12 | 132 | 294 | 207 |
| % Project Traffic -Passenger Cars | 0% | 0% | 4% | 2% | 0% | 0% | 0% | 20% | 0% | 4% | 20% | 2% |
| Direction | - | - | in | in | - | - | - | in | - | out | out | out |
| Project Traffic | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 11 | 0 | 2 | 10 | 1 |
| % Project Traffic -Trucks | 0% | 2% | 0% | 28% | 2% | 4% | 4% | 0% | 0% | 0% | 0% | 28% |
| Direction | - | in | - | out | out | out | in | - | - | - | - | in |
| Project Traffic | 0 | 1 | 0 | 14 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 13 |
| **Total** | **8** | **763** | **483** | **53** | **140** | **64** | **646** | **1,807** | **12** | **134** | **304** | **221** |

**PM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 15 | 154 | 211 | 147 | 765 | 316 | 78 | 490 | 29 | 561 | 1285 | 50 |
| Peak Season Volume | 15 | 154 | 211 | 147 | 765 | 316 | 78 | 490 | 29 | 561 | 1,285 | 50 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 17 | 170 | 233 | 163 | 846 | 349 | 86 | 542 | 32 | 620 | 1,421 | 55 |
| % Project Traffic -Passenger Cars | 0% | 0% | 4% | 2% | 0% | 0% | 0% | 20% | 0% | 4% | 20% | 2% |
| Direction | - | - | in | in | - | - | - | in | - | out | out | out |
| Project Traffic | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 10 | 0 | 2 | 10 | 1 |
| % Project Traffic -Trucks | 0% | 2% | 0% | 28% | 2% | 4% | 4% | 0% | 0% | 0% | 0% | 28% |
| Direction | - | in | - | out | out | out | in | - | - | - | - | in |
| Project Traffic | 0 | 0 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| **Total** | **17** | **170** | **235** | **169** | **846** | **350** | **87** | **552** | **32** | **622** | **1,431** | **61** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

**5934-NW 12 St. at SB SR 821**

(Existing Geometry)

Growth Rate = 2.03% for both NW 12 St. and SR 821 Ramps
Peak Season = 1.00
Buildout Year = 2018
Years = 5

**AM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 0 | 0 | 0 | 942 | 0 | 241 | 117 | 795 | 0 | 0 | 321 | 28 |
| Peak Season Volume | 0 | 0 | 0 | 942 | 0 | 241 | 117 | 795 | 0 | 0 | 321 | 28 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 0 | 0 | 0 | 1,042 | 0 | 266 | 129 | 879 | 0 | 0 | 355 | 31 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 5% | 28% | 46% | 0% | 0% | 69% | 0% |
| Direction | - | - | - | - | - | in | out | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 3 | 15 | 24 | 0 | 0 | 37 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 12% | 12% | 16% | 0% | 0% | 16% | 0% |
| Direction | - | - | - | - | - | in | out | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 8 | 0 | 0 | 8 | 0 |
| **Total** | **0** | **0** | **0** | **1,042** | **0** | **275** | **150** | **911** | **0** | **0** | **400** | **31** |

**PM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 0 | 0 | 0 | 401 | 0 | 883 | 59 | 360 | 0 | 0 | 1208 | 270 |
| Peak Season Volume | 0 | 0 | 0 | 401 | 0 | 883 | 59 | 360 | 0 | 0 | 1,208 | 270 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 0 | 0 | 0 | 443 | 0 | 976 | 65 | 398 | 0 | 0 | 1,336 | 299 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 5% | 28% | 46% | 0% | 0% | 69% | 0% |
| Direction | - | - | - | - | - | in | out | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 3 | 14 | 23 | 0 | 0 | 36 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 12% | 12% | 16% | 0% | 0% | 16% | 0% |
| Direction | - | - | - | - | - | in | out | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 0 | 3 | 0 |
| **Total** | **0** | **0** | **0** | **443** | **0** | **981** | **81** | **424** | **0** | **0** | **1,375** | **299** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

**5935-NW 12 St. at NB SR 821**

(Existing Geometry)

Growth Rate = 2.03% for both NW 12 St. and SR 821 Ramps
Peak Season = 1.00
Buildout Year = 2018
Years = 5

**AM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 0 | 0 | 0 | 403 | 0 | 91 | 951 | 61 | 0 | 0 | 248 | 97 |
| Peak Season Volume | 0 | 0 | 0 | 403 | 0 | 91 | 951 | 61 | 0 | 0 | 248 | 97 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 0 | 0 | 0 | 446 | 0 | 101 | 1,052 | 67 | 0 | 0 | 274 | 107 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 28% | 5% | 41% | 0% | 0% | 41% | 0% |
| Direction | - | - | - | - | - | in | out | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 15 | 3 | 21 | 0 | 0 | 22 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 12% | 12% | 4% | 0% | 0% | 4% | 0% |
| Direction | - | - | - | - | - | in | out | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 2 | 0 | 0 | 2 | 0 |
| **Total** | **0** | **0** | **0** | **446** | **0** | **122** | **1,061** | **90** | **0** | **0** | **298** | **107** |

**PM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 0 | 0 | 0 | 251 | 0 | 151 | 292 | 68 | 0 | 0 | 1320 | 550 |
| Peak Season Volume | 0 | 0 | 0 | 251 | 0 | 151 | 292 | 68 | 0 | 0 | 1,320 | 550 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 0 | 0 | 0 | 278 | 0 | 167 | 323 | 75 | 0 | 0 | 1,460 | 608 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 28% | 5% | 41% | 0% | 0% | 41% | 0% |
| Direction | - | - | - | - | - | in | out | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 15 | 3 | 21 | 0 | 0 | 21 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 12% | 12% | 4% | 0% | 0% | 4% | 0% |
| Direction | - | - | - | - | - | in | out | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 1 | 0 |
| **Total** | **0** | **0** | **0** | **278** | **0** | **184** | **328** | **97** | **0** | **0** | **1,482** | **608** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

### 6048-NW 107 Ave. at On-Ramp to WB SR 836

(Existing Geometry)

Growth Rate = 1.00% for both NW 107 Ave. and WB SR 836 Ramp
Peak Season = 1.00
Buildout Year = 2018
Years = 5

**AM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 820 | 2908 | 0 | 0 | 1219 | 183 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Season Volume | 820 | 2,908 | 0 | 0 | 1,219 | 183 | 0 | 0 | 0 | 0 | 0 | 0 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 862 | 3,056 | 0 | 0 | 1,281 | 192 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Project Traffic -Passenger Cars | 0% | 15% | 0% | 0% | 15% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | in | - | - | out | - | - | - | - | - | - | - |
| Project Traffic | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Project Traffic -Trucks | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | in | - | - | out | - | - | - | - | - | - | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **862** | **3,064** | **0** | **0** | **1,289** | **192** | **0** | **0** | **0** | **0** | **0** | **0** |

**PM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 562 | 1483 | 0 | 0 | 3008 | 700 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Season Volume | 562 | 1,483 | 0 | 0 | 3,008 | 700 | 0 | 0 | 0 | 0 | 0 | 0 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 591 | 1,559 | 0 | 0 | 3,161 | 736 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Project Traffic -Passenger Cars | 0% | 15% | 0% | 0% | 15% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | in | - | - | out | - | - | - | - | - | - | - |
| Project Traffic | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Project Traffic -Trucks | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | in | - | - | out | - | - | - | - | - | - | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **591** | **1,567** | **0** | **0** | **3,169** | **736** | **0** | **0** | **0** | **0** | **0** | **0** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

### 6097-NW 107 Ave. at WB SR 836 Off-Ramp

(Existing Geometry)

Growth Rate = 1.00% for both NW 107 Ave. and WB SR 836 Ramp
Peak Season = 1.00
Buildout Year = 2018
Years = 5

**AM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 0 | 2908 | 0 | 0 | 1219 | 0 | 0 | 0 | 0 | 0 | 0 | 753 |
| Peak Season Volume | 0 | 2,908 | 0 | 0 | 1,219 | 0 | 0 | 0 | 0 | 0 | 0 | 753 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 0 | 3,056 | 0 | 0 | 1,281 | 0 | 0 | 0 | 0 | 0 | 0 | 791 |
| % Project Traffic -Passenger Cars | 0% | 10% | 0% | 0% | 15% | 0% | 0% | 0% | 0% | 0% | 0% | 5% |
| Direction | - | in | - | - | out | - | - | - | - | - | - | in |
| Project Traffic | 0 | 5 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 1% |
| Direction | - | - | - | - | out | - | - | - | - | - | - | in |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **0** | **3,061** | **0** | **0** | **1,289** | **0** | **0** | **0** | **0** | **0** | **0** | **794** |

**PM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 0 | 1483 | 0 | 0 | 3008 | 0 | 0 | 0 | 0 | 0 | 0 | 678 |
| Peak Season Volume | 0 | 1,483 | 0 | 0 | 3,008 | 0 | 0 | 0 | 0 | 0 | 0 | 678 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 0 | 1,559 | 0 | 0 | 3,161 | 0 | 0 | 0 | 0 | 0 | 0 | 713 |
| % Project Traffic -Passenger Cars | 0% | 10% | 0% | 0% | 15% | 0% | 0% | 0% | 0% | 0% | 0% | 5% |
| Direction | - | in | - | - | out | - | - | - | - | - | - | in |
| Project Traffic | 0 | 5 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 1% |
| Direction | - | - | - | - | out | - | - | - | - | - | - | in |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **0** | **1,564** | **0** | **0** | **3,169** | **0** | **0** | **0** | **0** | **0** | **0** | **716** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

**6375-NW 137 Ave. at NW 12 St.**

(Existing Geometry)

Growth Rate = 2.03% =NW 12 St 4.24% =NW 137 Ave.
Peak Season = 1.00
Buildout Year = 2018
Years = 5

**AM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 4 | 830 | 1629 | 9 | 82 | 1 | 1 | 1 | 3 | 298 | 1 | 30 |
| Peak Season Volume | 4 | 830 | 1,629 | 9 | 82 | 1 | 1 | 1 | 3 | 298 | 1 | 30 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 5 | 1,022 | 2,005 | 11 | 101 | 1 | 1 | 1 | 3 | 330 | 1 | 33 |
| % Project Traffic -Passenger Cars | 0% | 0% | 20% | 0% | 0% | 0% | 0% | 0% | 0% | 20% | 0% | 0% |
| Direction | - | - | in | - | - | - | - | - | - | out | - | - |
| Project Traffic | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 4% | 0% | 0% |
| Direction | - | - | in | - | - | - | - | - | - | out | - | - |
| Project Traffic | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| **Total** | **5** | **1,022** | **2,018** | **11** | **101** | **1** | **1** | **1** | **3** | **342** | **1** | **33** |

**PM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 3 | 71 | 537 | 31 | 797 | 0 | 0 | 1 | 5 | 1032 | 0 | 8 |
| Peak Season Volume | 3 | 71 | 537 | 31 | 797 | 0 | 0 | 1 | 5 | 1,032 | 0 | 8 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 4 | 87 | 661 | 38 | 981 | 0 | 0 | 1 | 6 | 1,141 | 0 | 9 |
| % Project Traffic -Passenger Cars | 0% | 0% | 20% | 0% | 0% | 0% | 0% | 0% | 0% | 20% | 0% | 0% |
| Direction | - | - | in | - | - | - | - | - | - | out | - | - |
| Project Traffic | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 4% | 0% | 0% |
| Direction | - | - | in | - | - | - | - | - | - | out | - | - |
| Project Traffic | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| **Total** | **4** | **87** | **672** | **38** | **981** | **0** | **0** | **1** | **6** | **1,152** | **0** | **9** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

### 6821-NW 124 Path at NW 12 St.

(Existing Geometry)

| | | | |
|---|---|---|---|
| Growth Rate = | 2.03% | =NW 12 St | 2.35% =NW 124 Path |
| Peak Season = | 1.00 | | |
| Buildout Year = | 2018 | | |
| Years = | 5 | | |

### AM Peak Hour

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 37 | 0 | 228 | 0 | 0 | 0 | 0 | 2076 | 22 | 30 | 531 | 0 |
| Peak Season Volume | 37 | 0 | 228 | 0 | 0 | 0 | 0 | 2,076 | 22 | 30 | 531 | 0 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 42 | 0 | 256 | 0 | 0 | 0 | 0 | 2,295 | 24 | 33 | 587 | 0 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 26% | 0% | 0% | 26% | 0% |
| Direction | - | - | - | - | - | - | - | in | - | - | out | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 28% | 0% | 0% | 28% | 0% |
| Direction | - | - | - | - | - | - | - | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 13 | 0 |
| **Total** | **42** | **0** | **256** | **0** | **0** | **0** | **0** | **2,323** | **24** | **33** | **614** | **0** |

### PM Peak Hour

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 22 | 0 | 54 | 0 | 0 | 0 | 0 | 809 | 43 | 182 | 1865 | 0 |
| Peak Season Volume | 22 | 0 | 54 | 0 | 0 | 0 | 0 | 809 | 43 | 182 | 1,865 | 0 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 25 | 0 | 61 | 0 | 0 | 0 | 0 | 895 | 48 | 201 | 2,062 | 0 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 26% | 0% | 0% | 26% | 0% |
| Direction | - | - | - | - | - | - | - | in | - | - | out | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 13 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 28% | 0% | 0% | 28% | 0% |
| Direction | - | - | - | - | - | - | - | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| **Total** | **25** | **0** | **61** | **0** | **0** | **0** | **0** | **914** | **48** | **201** | **2,080** | **0** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

### 4608-NW 107 Ave. at EB SR 836 Off Ramp

(Existing Geometry)

| | | | |
|---|---|---|---|
| Growth Rate = | 2.03% | =NW 12 St | 2.35% =NW 124 Path |
| Peak Season = | 1.00 | | |
| Buildout Year = | 2018 | | |
| Years = | 5 | | |

### AM Peak Hour

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 0 | 964 | 0 | 0 | 1311 | 213 | 791 | 0 | 199 | 0 | 0 | 0 |
| Peak Season Volume | 0 | 964 | 0 | 0 | 1,311 | 213 | 791 | 0 | 199 | 0 | 0 | 0 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 0 | 1,083 | 0 | 0 | 1,472 | 239 | 875 | 0 | 220 | 0 | 0 | 0 |
| % Project Traffic -Passenger Cars | 0% | 10% | 0% | 0% | 10% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | in | - | - | out | - | - | - | - | - | - | - |
| Project Traffic | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | - | - | - | - | - | - | - | - | - | - | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **0** | **1,088** | **0** | **0** | **1,477** | **239** | **875** | **0** | **220** | **0** | **0** | **0** |

### PM Peak Hour

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 0 | 621 | 0 | 0 | 2579 | 973 | 183 | 0 | 147 | 0 | 0 | 0 |
| Peak Season Volume | 0 | 621 | 0 | 0 | 2,579 | 973 | 183 | 0 | 147 | 0 | 0 | 0 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 0 | 697 | 0 | 0 | 2,897 | 1,093 | 202 | 0 | 163 | 0 | 0 | 0 |
| % Project Traffic -Passenger Cars | 0% | 10% | 0% | 0% | 10% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | in | - | - | out | - | - | - | - | - | - | - |
| Project Traffic | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | - | - | - | - | - | - | - | - | - | - | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **0** | **702** | **0** | **0** | **2,902** | **1,093** | **202** | **0** | **163** | **0** | **0** | **0** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

### NW 12 Street at Access to Park-and-Ride Lot

(Existing Geometry)

| | | | |
|---|---|---|---|
| Growth Rate = | 2.03% | =NW 12 St | 2.03% =Access |
| Peak Season = | 1.00 | | |
| Buildout Year = | 2018 | | |
| Years = | 5 | | |

**AM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2304 | 0 | 0 | 562 | 0 |
| Peak Season Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,304 | 0 | 0 | 562 | 0 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,548 | 0 | 0 | 621 | 0 |
| % Project Traffic -Passenger Cars | 0% | 10% | 0% | 74% | 0% | 26% | 26% | 0% | 0% | 0% | 0% | 74% |
| Direction | - | in | - | out | - | out | in | - | - | - | - | in |
| Project Traffic | 0 | 5 | 0 | 38 | 0 | 14 | 14 | 0 | 0 | 0 | 0 | 40 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 28% | 0% | 0% | 28% | 0% |
| Direction | - | - | - | - | - | - | - | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 13 | 0 |
| **Total** | **0** | **5** | **0** | **38** | **0** | **14** | **14** | **2,562** | **0** | **0** | **634** | **40** |

**PM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 863 | 0 | 0 | 2091 | 0 |
| Peak Season Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 863 | 0 | 0 | 2,091 | 0 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 954 | 0 | 0 | 2,312 | 0 |
| % Project Traffic -Passenger Cars | 0% | 10% | 0% | 74% | 0% | 26% | 26% | 0% | 0% | 0% | 0% | 74% |
| Direction | - | in | - | out | - | out | in | - | - | - | - | in |
| Project Traffic | 0 | 5 | 0 | 38 | 0 | 13 | 14 | 0 | 0 | 0 | 0 | 38 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 28% | 0% | 0% | 28% | 0% |
| Direction | - | - | - | - | - | - | - | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| **Total** | **0** | **5** | **0** | **38** | **0** | **13** | **14** | **959** | **0** | **0** | **2,317** | **38** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

### NW 117 Ave. at NW 25 St.

(Existing Geometry)

| | | | |
|---|---|---|---|
| Growth Rate = | 3.21% | =NW 25 St | 1.00% =NW 117 Ave. |
| Peak Season = | 1.00 | | |
| Buildout Year = | 2018 | | |
| Years = | 5 | | |

**AM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2012) | 9 | 18 | 30 | 32 | 22 | 206 | 612 | 1340 | 69 | 36 | 333 | 66 |
| Peak Season Volume | 9 | 18 | 30 | 32 | 22 | 206 | 612 | 1,340 | 69 | 36 | 333 | 66 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 9 | 19 | 32 | 34 | 23 | 217 | 717 | 1,569 | 81 | 42 | 390 | 77 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 2% | 0% |
| Direction | - | - | - | - | - | - | - | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| % Project Traffic -Trucks | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 64% | 2% | 0% | 64% | 0% |
| Direction | in | - | - | - | - | - | - | out | out | - | in | - |
| Project Traffic | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 1 | 0 | 30 | 0 |
| **Total** | **10** | **19** | **32** | **34** | **23** | **217** | **717** | **1,601** | **82** | **42** | **421** | **77** |

**PM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2012) | 28 | 47 | 51 | 9 | 30 | 342 | 257 | 305 | 50 | 18 | 1428 | 77 |
| Peak Season Volume | 28 | 47 | 51 | 9 | 30 | 342 | 257 | 305 | 50 | 18 | 1,428 | 77 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 29 | 49 | 54 | 9 | 32 | 359 | 301 | 357 | 59 | 21 | 1,672 | 90 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 2% | 0% |
| Direction | - | - | - | - | - | - | - | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| % Project Traffic -Trucks | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 64% | 2% | 0% | 64% | 0% |
| Direction | in | - | - | - | - | - | - | out | out | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 |
| **Total** | **29** | **49** | **54** | **9** | **32** | **359** | **301** | **370** | **59** | **21** | **1,685** | **90** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

### NW 114 Ave. at NW 25 St.

(Existing Geometry)

| | | | |
|---|---|---|---|
| Growth Rate = | 3.21% | =NW 25 St | 1.00% =NW 114 Ave. |
| Peak Season = | 1.00 | | |
| Buildout Year = | 2018 | | |
| Years = | 5 | | |

**AM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2012) | 3 | 0 | 26 | 7 | 0 | 2 | 0 | 1357 | 39 | 88 | 445 | 19 |
| Peak Season Volume | 3 | 0 | 26 | 7 | 0 | 2 | 0 | 1,357 | 39 | 88 | 445 | 19 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 3 | 0 | 27 | 7 | 0 | 2 | 0 | 1,589 | 46 | 103 | 521 | 22 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 2% | 0% |
| Direction | - | - | - | - | - | - | - | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 64% | 0% | 0% | 64% | 0% |
| Direction | - | - | - | - | - | - | - | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 30 | 0 |
| **Total** | **3** | **0** | **27** | **7** | **0** | **2** | **0** | **1,621** | **46** | **103** | **552** | **22** |

**PM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2012) | 54 | 0 | 87 | 14 | 0 | 11 | 4 | 366 | 3 | 27 | 1489 | 4 |
| Peak Season Volume | 54 | 0 | 87 | 14 | 0 | 11 | 4 | 366 | 3 | 27 | 1,489 | 4 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 57 | 0 | 91 | 15 | 0 | 12 | 5 | 429 | 4 | 32 | 1,744 | 5 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 2% | 0% |
| Direction | - | - | - | - | - | - | - | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 64% | 0% | 0% | 64% | 0% |
| Direction | - | - | - | - | - | - | - | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 |
| **Total** | **57** | **0** | **91** | **15** | **0** | **12** | **5** | **442** | **4** | **32** | **1,757** | **5** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

### NW 122 Ave. at NW 6 Ter.

(Existing Geometry)

| | | | |
|---|---|---|---|
| Growth Rate = | 1.00% | =NW 6 Ter | 2.76% =NW 122 Ave. |
| Peak Season = | 1.00 | | |
| Buildout Year = | 2018 | | |
| Years = | 5 | | |

**AM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2012) | 121 | 52 | 40 | 111 | 114 | 9 | 4 | 251 | 234 | 28 | 101 | 36 |
| Peak Season Volume | 121 | 52 | 40 | 111 | 114 | 9 | 4 | 251 | 234 | 28 | 101 | 36 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 139 | 60 | 46 | 127 | 131 | 10 | 4 | 264 | 246 | 29 | 106 | 38 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | - | - | - | - | - | - | - | - | - | - | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | - | - | - | - | - | - | - | - | - | - | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **139** | **60** | **46** | **127** | **131** | **10** | **4** | **264** | **246** | **29** | **106** | **38** |

**PM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2012) | 109 | 65 | 22 | 41 | 73 | 5 | 8 | 148 | 73 | 8 | 268 | 86 |
| Peak Season Volume | 109 | 65 | 22 | 41 | 73 | 5 | 8 | 148 | 73 | 8 | 268 | 86 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 125 | 74 | 25 | 47 | 84 | 6 | 8 | 156 | 77 | 8 | 282 | 90 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | - | - | - | - | - | - | - | - | - | - | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | - | - | - | - | - | - | - | - | - | - | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **125** | **74** | **25** | **47** | **84** | **6** | **8** | **156** | **77** | **8** | **282** | **90** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

### NW 25 St. at Access to Truck Parking Lot (NW 121st Ct.)

(Existing Geometry)

| | | | |
|---|---|---|---|
| Growth Rate = | 3.21% | =NW 25 St | 1.00% =NW 121 Ct. |
| Peak Season = | 1.00 | | |
| Buildout Year = | 2018 | | |
| Years = | 5 | | |

**AM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Assumed Volume (2013) | 25 | 0 | 20 | 0 | 0 | 0 | 0 | 1458 | 25 | 50 | 326 | 0 |
| Peak Season Volume | 25 | 0 | 20 | 0 | 0 | 0 | 0 | 1,458 | 25 | 50 | 326 | 0 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 26 | 0 | 21 | 0 | 0 | 0 | 0 | 1,708 | 29 | 59 | 382 | 0 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 2% | 0% |
| Direction | - | - | - | - | - | - | - | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| % Project Traffic -Trucks | 34% | 0% | 66% | 0% | 0% | 0% | 0% | 0% | 34% | 66% | 51% | 0% |
| Direction | out | - | out | - | - | - | - | - | in | in | in | - |
| Project Traffic | 17 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 16 | 31 | 24 | 0 |
| **Total** | **43** | **0** | **53** | **0** | **0** | **0** | **0** | **1,709** | **45** | **90** | **407** | **0** |

**PM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Assumed Volume (2013) | 25 | 0 | 25 | 0 | 0 | 0 | 0 | 552 | 25 | 25 | 1293 | 0 |
| Peak Season Volume | 25 | 0 | 25 | 0 | 0 | 0 | 0 | 552 | 25 | 25 | 1,293 | 0 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 26 | 0 | 26 | 0 | 0 | 0 | 0 | 646 | 29 | 29 | 1,514 | 0 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 2% | 0% |
| Direction | - | - | - | - | - | - | - | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| % Project Traffic -Trucks | 34% | 0% | 66% | 0% | 0% | 0% | 0% | 0% | 34% | 66% | 51% | 0% |
| Direction | out | - | out | - | - | - | - | - | in | in | in | - |
| Project Traffic | 6 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 6 | 13 | 10 | 0 |
| **Total** | **32** | **0** | **38** | **0** | **0** | **0** | **0** | **647** | **35** | **42** | **1,525** | **0** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

**Reese Road at Entrance to Park-and-Ride Lot**

(Proposed Geometry)

| | |
|---|---|
| Growth Rate = | 1.00% |
| Peak Season = | 1.04 |
| Buildout Year = | 2014 |
| Years = | 2 |

**AM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **LT** | **Thru** | **RT** | **LT** | **Thru** | **RT** | **LT** | **Thru** | **RT** | **LT** | **Thru** | **RT** |
| Existing Volume (2012) | | #REF! | | | #REF! | | | | | | | |
| Peak Season Volume | 0 | #REF! | 0 | 0 | #REF! | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Skybox* | | | | | | | | | | | | |
| *Transal Warehouses* | | | | | | | | | | | | |
| *Park Square* | | | | | | | | | | | | |
| *Baptist Warehouse* | | | | | | | | | | | | |
| *Doral Gateway* | | | | | | | | | | | | |
| Background | 0 | #REF! | 0 | 0 | #REF! | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Project Traffic -Passenger Cars | 98% | 0% | 0% | 0% | 0% | 2% | 2% | 0% | 98% | 0% | 0% | 0% |
| Direction | in | - | - | - | - | in | out | - | out | - | - | - |
| Project Traffic | 53 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 51 | 0 | 0 | 0 |
| % Project Traffic -Trucks | 98% | 0% | 0% | 0% | 0% | 2% | 2% | 0% | 98% | 0% | 0% | 0% |
| Direction | in | - | - | - | - | in | out | - | out | - | - | - |
| Project Traffic | 46 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 48 | 0 | 0 | 0 |
| **Total** | **53** | **#REF!** | **0** | **0** | **#REF!** | **1** | **1** | **0** | **51** | **0** | **0** | **0** |

**PM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **LT** | **Thru** | **RT** | **LT** | **Thru** | **RT** | **LT** | **Thru** | **RT** | **LT** | **Thru** | **RT** |
| Existing Volume (2012) | | #REF! | | | #REF! | | | | | | | |
| Peak Season Volume | 0 | #REF! | 0 | 0 | #REF! | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Skybox* | | | | | | | | | | | | |
| *Transal Warehouses* | | | | | | | | | | | | |
| *Park Square* | | | | | | | | | | | | |
| *Baptist Warehouse* | | | | | | | | | | | | |
| *Doral Gateway* | | | | | | | | | | | | |
| Background | 0 | #REF! | 0 | 0 | #REF! | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Project Traffic -Passenger Cars | 98% | 0% | 0% | 0% | 0% | 2% | 2% | 0% | 98% | 0% | 0% | 0% |
| Direction | in | - | - | - | - | in | out | - | out | - | - | - |
| Project Traffic | 51 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 50 | 0 | 0 | 0 |
| % Project Traffic -Trucks | 98% | 0% | 0% | 0% | 0% | 2% | 2% | 0% | 98% | 0% | 0% | 0% |
| Direction | in | - | - | - | - | in | out | - | out | - | - | - |
| Project Traffic | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| **Total** | **51** | **#REF!** | **0** | **0** | **#REF!** | **1** | **1** | **0** | **50** | **0** | **0** | **0** |

# INTERSECTION ANALYSIS SHEET

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

### 3730-SW 122 Ave. at SR 90

(Existing Geometry)

| | | |
|---|---|---|
| Growth Rate = | 2.03% =SR90 | 2.76% =SW 122 Ave. |
| Peak Season = | 1.00 | |
| Buildout Year = | 2038 | |
| Years = | 25 | |

### AM Peak Hour

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 194 | 445 | 1440 | 453 | 293 | 203 | 423 | 2593 | 63 | 225 | 1098 | 404 |
| Peak Season Volume | 194 | 445 | 1,440 | 453 | 293 | 203 | 423 | 2,593 | 63 | 225 | 1,098 | 404 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 383 | 879 | 2,844 | 895 | 579 | 401 | 699 | 4,285 | 104 | 372 | 1,815 | 668 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | - | - | - | - | - | - | - | - | - | - | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | - | - | - | - | - | - | - | - | - | - | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **383** | **879** | **2,844** | **895** | **579** | **401** | **699** | **4,285** | **104** | **372** | **1,815** | **668** |

### PM Peak Hour

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 247 | 286 | 462 | 319 | 469 | 351 | 293 | 1371 | 242 | 940 | 2594 | 353 |
| Peak Season Volume | 247 | 286 | 462 | 319 | 469 | 351 | 293 | 1,371 | 242 | 940 | 2,594 | 353 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 488 | 565 | 913 | 630 | 926 | 693 | 484 | 2,266 | 400 | 1,554 | 4,287 | 583 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | - | - | - | - | - | - | - | - | - | - | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | - | - | - | - | - | - | - | - | - | - | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **488** | **565** | **913** | **630** | **926** | **693** | **484** | **2,266** | **400** | **1,554** | **4,287** | **583** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

**4592-NW 107 Ave. at NW 12 St.**

(Existing Geometry)

| | | | |
|---|---|---|---|
| Growth Rate = | 2.03% | =NW 12 St | 1.00% =NW 107 Ave. |
| Peak Season = | 1.00 | | |
| Buildout Year = | 2038 | | |
| Years = | 25 | | |

**AM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 272 | 2209 | 1056 | 141 | 769 | 85 | 310 | 1089 | 316 | 149 | 254 | 161 |
| Peak Season Volume | 272 | 2,209 | 1,056 | 141 | 769 | 85 | 310 | 1,089 | 316 | 149 | 254 | 161 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 349 | 2,833 | 1,354 | 181 | 986 | 109 | 512 | 1,800 | 522 | 246 | 420 | 266 |
| % Project Traffic -Passenger Cars | 15% | 0% | 0% | 0% | 0% | 11% | 11% | 15% | 15% | 0% | 15% | 0% |
| Direction | in | - | - | - | - | in | out | out | out | - | in | - |
| Project Traffic | 8 | 0 | 0 | 0 | 0 | 6 | 6 | 8 | 8 | 0 | 8 | 0 |
| % Project Traffic -Trucks | 1% | 0% | 0% | 0% | 0% | 1% | 1% | 2% | 1% | 0% | 2% | 0% |
| Direction | in | - | - | - | - | in | out | out | out | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| **Total** | **359** | **2,833** | **1,354** | **181** | **986** | **116** | **521** | **1,813** | **534** | **246** | **433** | **266** |

**PM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 404 | 1190 | 284 | 139 | 2409 | 175 | 203 | 337 | 1036 | 675 | 741 | 91 |
| Peak Season Volume | 404 | 1,190 | 284 | 139 | 2,409 | 175 | 203 | 337 | 1,036 | 675 | 741 | 91 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 518 | 1,526 | 364 | 178 | 3,089 | 224 | 336 | 557 | 1,712 | 1,116 | 1,225 | 150 |
| % Project Traffic -Passenger Cars | 15% | 0% | 0% | 0% | 0% | 11% | 11% | 15% | 15% | 0% | 15% | 0% |
| Direction | in | - | - | - | - | in | out | out | out | - | in | - |
| Project Traffic | 8 | 0 | 0 | 0 | 0 | 6 | 6 | 8 | 8 | 0 | 8 | 0 |
| % Project Traffic -Trucks | 1% | 0% | 0% | 0% | 0% | 1% | 1% | 2% | 1% | 0% | 2% | 0% |
| Direction | in | - | - | - | - | in | out | out | out | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **528** | **1,526** | **364** | **178** | **3,089** | **231** | **345** | **569** | **1,724** | **1,116** | **1,237** | **150** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

### 4697-NW 107 Ave. at NW 25 St.

(Existing Geometry)

| | | | |
|---|---|---|---|
| Growth Rate = | 3.21% | =NW 25 St | 1.00% =NW 107 Ave. |
| Peak Season = | 1.00 | | |
| Buildout Year = | 2038 | | |
| Years = | 25 | | |

### AM Peak Hour

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 196 | 1327 | 447 | 185 | 1199 | 191 | 255 | 989 | 61 | 124 | 392 | 213 |
| Peak Season Volume | 196 | 1,327 | 447 | 185 | 1,199 | 191 | 255 | 989 | 61 | 124 | 392 | 213 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 251 | 1,702 | 573 | 237 | 1,538 | 245 | 562 | 2,179 | 134 | 273 | 864 | 469 |
| % Project Traffic -Passenger Cars | 0% | 6% | 5% | 0% | 6% | 2% | 2% | 0% | 0% | 5% | 0% | 0% |
| Direction | - | out | out | - | in | in | out | - | - | in | - | - |
| Project Traffic | 0 | 3 | 3 | 0 | 3 | 1 | 1 | 0 | 0 | 3 | 0 | 0 |
| % Project Traffic -Trucks | 5% | 0% | 0% | 0% | 0% | 5% | 5% | 46% | 5% | 0% | 46% | 1% |
| Direction | in | - | - | - | - | in | out | out | out | - | in | out |
| Project Traffic | 2 | 0 | 0 | 0 | 0 | 2 | 2 | 23 | 2 | 0 | 22 | 0 |
| **Total** | **253** | **1,706** | **577** | **237** | **1,542** | **249** | **568** | **2,222** | **138** | **279** | **905** | **469** |

### PM Peak Hour

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 139 | 887 | 171 | 174 | 1489 | 244 | 174 | 371 | 82 | 353 | 936 | 169 |
| Peak Season Volume | 139 | 887 | 171 | 174 | 1,489 | 244 | 174 | 371 | 82 | 353 | 936 | 169 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 178 | 1,138 | 219 | 223 | 1,910 | 313 | 383 | 817 | 181 | 778 | 2,062 | 372 |
| % Project Traffic -Passenger Cars | 0% | 6% | 5% | 0% | 6% | 2% | 2% | 0% | 0% | 5% | 0% | 0% |
| Direction | - | out | out | - | in | in | out | - | - | in | - | - |
| Project Traffic | 0 | 3 | 3 | 0 | 3 | 1 | 1 | 0 | 0 | 3 | 0 | 0 |
| % Project Traffic -Trucks | 5% | 0% | 0% | 0% | 0% | 5% | 5% | 46% | 5% | 0% | 46% | 1% |
| Direction | in | - | - | - | - | in | out | out | out | - | in | out |
| Project Traffic | 1 | 0 | 0 | 0 | 0 | 1 | 1 | 8 | 1 | 0 | 9 | 0 |
| **Total** | **179** | **1,142** | **223** | **223** | **1,914** | **315** | **387** | **832** | **183** | **784** | **2,079** | **372** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

**5899-NW 112 Ave. at NW 25 St.**

(Existing Geometry)

| | | | |
|---|---|---|---|
| Growth Rate = | 3.21% | =NW 25 St | 1.00% =NW 112 Ave. |
| Peak Season = | 1.00 | | |
| Buildout Year = | 2038 | | |
| Years = | 25 | | |

### AM Peak Hour

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 58 | 294 | 85 | 180 | 180 | 106 | 295 | 1060 | 29 | 126 | 404 | 207 |
| Peak Season Volume | 58 | 294 | 85 | 180 | 180 | 106 | 295 | 1,060 | 29 | 126 | 404 | 207 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 74 | 377 | 109 | 231 | 231 | 136 | 650 | 2,335 | 64 | 278 | 890 | 456 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 2% | 0% |
| Direction | - | - | - | - | - | - | - | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| % Project Traffic -Trucks | 8% | 0% | 0% | 0% | 0% | 0% | 0% | 56% | 8% | 0% | 56% | 0% |
| Direction | in | - | - | - | - | - | - | out | out | - | in | - |
| Project Traffic | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 4 | 0 | 26 | 0 |
| **Total** | **79** | **377** | **109** | **231** | **231** | **136** | **650** | **2,388** | **72** | **278** | **941** | **456** |

### PM Peak Hour

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 33 | 167 | 119 | 140 | 399 | 532 | 54 | 339 | 43 | 161 | 973 | 195 |
| Peak Season Volume | 33 | 167 | 119 | 140 | 399 | 532 | 54 | 339 | 43 | 161 | 973 | 195 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 42 | 214 | 153 | 180 | 512 | 682 | 119 | 747 | 95 | 355 | 2,144 | 430 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 2% | 0% |
| Direction | - | - | - | - | - | - | - | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| % Project Traffic -Trucks | 8% | 0% | 0% | 0% | 0% | 0% | 0% | 56% | 8% | 0% | 56% | 0% |
| Direction | in | - | - | - | - | - | - | out | out | - | in | - |
| Project Traffic | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 1 | 0 | 11 | 0 |
| **Total** | **44** | **214** | **153** | **180** | **512** | **682** | **119** | **768** | **97** | **355** | **2,167** | **430** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

**5931-NW 127 Ave. at NW 12 St.**

(Existing Geometry)

| | | | |
|---|---|---|---|
| Growth Rate = | 2.03% | =NW 12 St | 2.35% =NW 127 Ave. |
| Peak Season = | 1.00 | | |
| Buildout Year = | 2038 | | |
| Years = | 25 | | |

**AM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 7 | 689 | 435 | 34 | 126 | 56 | 582 | 1624 | 11 | 119 | 266 | 187 |
| Peak Season Volume | 7 | 689 | 435 | 34 | 126 | 56 | 582 | 1,624 | 11 | 119 | 266 | 187 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 12 | 1,139 | 719 | 56 | 208 | 93 | 962 | 2,684 | 18 | 197 | 440 | 309 |
| % Project Traffic -Passenger Cars | 0% | 0% | 4% | 2% | 0% | 0% | 0% | 20% | 0% | 4% | 20% | 2% |
| Direction | - | - | in | in | - | - | - | in | - | out | out | out |
| Project Traffic | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 11 | 0 | 2 | 10 | 1 |
| % Project Traffic -Trucks | 0% | 2% | 0% | 28% | 2% | 4% | 4% | 0% | 0% | 0% | 0% | 28% |
| Direction | - | in | - | out | out | out | in | - | - | - | - | in |
| Project Traffic | 0 | 1 | 0 | 14 | 1 | 2 | 2 | 0 | 0 | 0 | 0 | 13 |
| **Total** | **12** | **1,141** | **722** | **80** | **210** | **96** | **965** | **2,700** | **18** | **200** | **455** | **330** |

**PM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 15 | 154 | 211 | 147 | 765 | 316 | 78 | 490 | 29 | 561 | 1285 | 50 |
| Peak Season Volume | 15 | 154 | 211 | 147 | 765 | 316 | 78 | 490 | 29 | 561 | 1,285 | 50 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 25 | 255 | 349 | 243 | 1,264 | 522 | 129 | 810 | 48 | 927 | 2,124 | 83 |
| % Project Traffic -Passenger Cars | 0% | 0% | 4% | 2% | 0% | 0% | 0% | 20% | 0% | 4% | 20% | 2% |
| Direction | - | - | in | in | - | - | - | in | - | out | out | out |
| Project Traffic | 0 | 0 | 2 | 1 | 0 | 0 | 0 | 10 | 0 | 2 | 10 | 1 |
| % Project Traffic -Trucks | 0% | 2% | 0% | 28% | 2% | 4% | 4% | 0% | 0% | 0% | 0% | 28% |
| Direction | - | in | - | out | out | out | in | - | - | - | - | in |
| Project Traffic | 0 | 0 | 0 | 5 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 5 |
| **Total** | **25** | **255** | **352** | **253** | **1,264** | **524** | **130** | **825** | **48** | **930** | **2,139** | **92** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

**5934-NW 12 St. at SB SR 821**

(Existing Geometry)

Growth Rate = 2.03% for both NW 12 St. and SR 821 Ramps
Peak Season = 1.00
Buildout Year = 2038
Years = 25

**AM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 0 | 0 | 0 | 942 | 0 | 241 | 117 | 795 | 0 | 0 | 321 | 28 |
| Peak Season Volume | 0 | 0 | 0 | 942 | 0 | 241 | 117 | 795 | 0 | 0 | 321 | 28 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 0 | 0 | 0 | 1,557 | 0 | 398 | 193 | 1,314 | 0 | 0 | 531 | 46 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 5% | 28% | 46% | 0% | 0% | 69% | 0% |
| Direction | - | - | - | - | - | in | out | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 3 | 15 | 24 | 0 | 0 | 37 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 12% | 12% | 16% | 0% | 0% | 16% | 0% |
| Direction | - | - | - | - | - | in | out | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 8 | 0 | 0 | 8 | 0 |
| **Total** | **0** | **0** | **0** | **1,557** | **0** | **407** | **224** | **1,362** | **0** | **0** | **598** | **46** |

**PM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 0 | 0 | 0 | 401 | 0 | 883 | 59 | 360 | 0 | 0 | 1208 | 270 |
| Peak Season Volume | 0 | 0 | 0 | 401 | 0 | 883 | 59 | 360 | 0 | 0 | 1,208 | 270 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 0 | 0 | 0 | 663 | 0 | 1,459 | 98 | 595 | 0 | 0 | 1,996 | 446 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 5% | 28% | 46% | 0% | 0% | 69% | 0% |
| Direction | - | - | - | - | - | in | out | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 3 | 14 | 23 | 0 | 0 | 36 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 12% | 12% | 16% | 0% | 0% | 16% | 0% |
| Direction | - | - | - | - | - | in | out | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 3 | 0 | 0 | 3 | 0 |
| **Total** | **0** | **0** | **0** | **663** | **0** | **1,464** | **122** | **634** | **0** | **0** | **2,054** | **446** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

**5935-NW 12 St. at NB SR 821**

(Existing Geometry)

Growth Rate = 2.03% for both NW 12 St. and SR 821 Ramps
Peak Season = 1.00
Buildout Year = 2038
Years = 25

**AM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 0 | 0 | 0 | 403 | 0 | 91 | 951 | 61 | 0 | 0 | 248 | 97 |
| Peak Season Volume | 0 | 0 | 0 | 403 | 0 | 91 | 951 | 61 | 0 | 0 | 248 | 97 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 0 | 0 | 0 | 666 | 0 | 150 | 1,572 | 101 | 0 | 0 | 410 | 160 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 28% | 5% | 41% | 0% | 0% | 41% | 0% |
| Direction | - | - | - | - | - | in | out | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 15 | 3 | 21 | 0 | 0 | 22 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 12% | 12% | 4% | 0% | 0% | 4% | 0% |
| Direction | - | - | - | - | - | in | out | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 2 | 0 | 0 | 2 | 0 |
| **Total** | **0** | **0** | **0** | **666** | **0** | **171** | **1,585** | **135** | **0** | **0** | **446** | **160** |

**PM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 0 | 0 | 0 | 251 | 0 | 151 | 292 | 68 | 0 | 0 | 1320 | 550 |
| Peak Season Volume | 0 | 0 | 0 | 251 | 0 | 151 | 292 | 68 | 0 | 0 | 1,320 | 550 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 0 | 0 | 0 | 415 | 0 | 250 | 483 | 112 | 0 | 0 | 2,182 | 909 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 28% | 5% | 41% | 0% | 0% | 41% | 0% |
| Direction | - | - | - | - | - | in | out | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 15 | 3 | 21 | 0 | 0 | 21 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 12% | 12% | 4% | 0% | 0% | 4% | 0% |
| Direction | - | - | - | - | - | in | out | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 1 | 0 |
| **Total** | **0** | **0** | **0** | **415** | **0** | **267** | **490** | **145** | **0** | **0** | **2,215** | **909** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

**6048-NW 107 Ave. at On-Ramp to WB SR 836**

(Existing Geometry)

| | |
|---|---|
| Growth Rate = | 1.00% for both NW 107 Ave. and WB SR 836 Ramp |
| Peak Season = | 1.00 |
| Buildout Year = | 2038 |
| Years = | 25 |

**AM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 820 | 2908 | 0 | 0 | 1219 | 183 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Season Volume | 820 | 2,908 | 0 | 0 | 1,219 | 183 | 0 | 0 | 0 | 0 | 0 | 0 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 1,052 | 3,729 | 0 | 0 | 1,563 | 235 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Project Traffic -Passenger Cars | 0% | 15% | 0% | 0% | 15% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | in | - | - | out | - | - | - | - | - | - | - |
| Project Traffic | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Project Traffic -Trucks | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | in | - | - | out | - | - | - | - | - | - | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **1,052** | **3,737** | **0** | **0** | **1,571** | **235** | **0** | **0** | **0** | **0** | **0** | **0** |

**PM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 562 | 1483 | 0 | 0 | 3008 | 700 | 0 | 0 | 0 | 0 | 0 | 0 |
| Peak Season Volume | 562 | 1,483 | 0 | 0 | 3,008 | 700 | 0 | 0 | 0 | 0 | 0 | 0 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 721 | 1,902 | 0 | 0 | 3,858 | 898 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Project Traffic -Passenger Cars | 0% | 15% | 0% | 0% | 15% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | in | - | - | out | - | - | - | - | - | - | - |
| Project Traffic | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Project Traffic -Trucks | 0% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | in | - | - | out | - | - | - | - | - | - | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **721** | **1,910** | **0** | **0** | **3,866** | **898** | **0** | **0** | **0** | **0** | **0** | **0** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

**6375-NW 137 Ave. at NW 12 St.**

(Existing Geometry)

Growth Rate = 2.03% =NW 12 St 4.24% =NW 137 Ave.
Peak Season = 1.00
Buildout Year = 2038
Years = 25

**AM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 4 | 830 | 1629 | 9 | 82 | 1 | 1 | 1 | 3 | 298 | 1 | 30 |
| Peak Season Volume | 4 | 830 | 1,629 | 9 | 82 | 1 | 1 | 1 | 3 | 298 | 1 | 30 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 11 | 2,344 | 4,600 | 25 | 232 | 3 | 2 | 2 | 5 | 493 | 2 | 50 |
| % Project Traffic -Passenger Cars | 0% | 0% | 20% | 0% | 0% | 0% | 0% | 0% | 0% | 20% | 0% | 0% |
| Direction | - | - | in | - | - | - | - | - | - | out | - | - |
| Project Traffic | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 4% | 0% | 0% |
| Direction | - | - | in | - | - | - | - | - | - | out | - | - |
| Project Traffic | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| **Total** | **11** | **2,344** | **4,630** | **25** | **232** | **3** | **2** | **2** | **5** | **511** | **2** | **50** |

**PM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 3 | 71 | 537 | 31 | 797 | 0 | 0 | 1 | 5 | 1032 | 0 | 8 |
| Peak Season Volume | 3 | 71 | 537 | 31 | 797 | 0 | 0 | 1 | 5 | 1,032 | 0 | 8 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 8 | 201 | 1,516 | 88 | 2,251 | 0 | 0 | 2 | 8 | 1,706 | 0 | 13 |
| % Project Traffic -Passenger Cars | 0% | 0% | 20% | 0% | 0% | 0% | 0% | 0% | 0% | 20% | 0% | 0% |
| Direction | - | - | in | - | - | - | - | - | - | out | - | - |
| Project Traffic | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 4% | 0% | 0% | 0% | 0% | 0% | 0% | 4% | 0% | 0% |
| Direction | - | - | in | - | - | - | - | - | - | out | - | - |
| Project Traffic | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| **Total** | **8** | **201** | **1,541** | **88** | **2,251** | **0** | **0** | **2** | **8** | **1,722** | **0** | **13** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

### 6097-NW 107 Ave. at WB SR 836 Off-Ramp

(Existing Geometry)

| | |
|---|---|
| Growth Rate = | 1.00% for both NW 107 Ave. and WB SR 836 Ramp |
| Peak Season = | 1.00 |
| Buildout Year = | 2038 |
| Years = | 25 |

**AM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 0 | 2908 | 0 | 0 | 1219 | 0 | 0 | 0 | 0 | 0 | 0 | 753 |
| Peak Season Volume | 0 | 2,908 | 0 | 0 | 1,219 | 0 | 0 | 0 | 0 | 0 | 0 | 753 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 0 | 3,729 | 0 | 0 | 1,563 | 0 | 0 | 0 | 0 | 0 | 0 | 966 |
| % Project Traffic -Passenger Cars | 0% | 10% | 0% | 0% | 15% | 0% | 0% | 0% | 0% | 0% | 0% | 5% |
| Direction | - | in | - | - | out | - | - | - | - | - | - | in |
| Project Traffic | 0 | 5 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 1% |
| Direction | - | - | - | - | out | - | - | - | - | - | - | in |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **0** | **3,734** | **0** | **0** | **1,571** | **0** | **0** | **0** | **0** | **0** | **0** | **970** |

**PM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 0 | 1483 | 0 | 0 | 3008 | 0 | 0 | 0 | 0 | 0 | 0 | 678 |
| Peak Season Volume | 0 | 1,483 | 0 | 0 | 3,008 | 0 | 0 | 0 | 0 | 0 | 0 | 678 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 0 | 1,902 | 0 | 0 | 3,858 | 0 | 0 | 0 | 0 | 0 | 0 | 869 |
| % Project Traffic -Passenger Cars | 0% | 10% | 0% | 0% | 15% | 0% | 0% | 0% | 0% | 0% | 0% | 5% |
| Direction | - | in | - | - | out | - | - | - | - | - | - | in |
| Project Traffic | 0 | 5 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 1% |
| Direction | - | - | - | - | out | - | - | - | - | - | - | in |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **0** | **1,907** | **0** | **0** | **3,866** | **0** | **0** | **0** | **0** | **0** | **0** | **873** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

### 6821-NW 124 Path at NW 12 St.

(Existing Geometry)

| | | | | |
|---|---|---|---|---|
| Growth Rate = | 2.03% | =NW 12 St | 2.35% | =NW 124 Path |
| Peak Season = | 1.00 | | | |
| Buildout Year = | 2038 | | | |
| Years = | 25 | | | |

### AM Peak Hour

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 37 | 0 | 228 | 0 | 0 | 0 | 0 | 2076 | 22 | 30 | 531 | 0 |
| Peak Season Volume | 37 | 0 | 228 | 0 | 0 | 0 | 0 | 2,076 | 22 | 30 | 531 | 0 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 66 | 0 | 408 | 0 | 0 | 0 | 0 | 3,431 | 36 | 50 | 878 | 0 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 26% | 0% | 0% | 26% | 0% |
| Direction | - | - | - | - | - | - | - | in | - | - | out | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 14 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 28% | 0% | 0% | 28% | 0% |
| Direction | - | - | - | - | - | - | - | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 13 | 0 |
| **Total** | **66** | **0** | **408** | **0** | **0** | **0** | **0** | **3,473** | **36** | **50** | **918** | **0** |

### PM Peak Hour

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 22 | 0 | 54 | 0 | 0 | 0 | 0 | 809 | 43 | 182 | 1865 | 0 |
| Peak Season Volume | 22 | 0 | 54 | 0 | 0 | 0 | 0 | 809 | 43 | 182 | 1,865 | 0 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 39 | 0 | 97 | 0 | 0 | 0 | 0 | 1,337 | 71 | 301 | 3,082 | 0 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 26% | 0% | 0% | 26% | 0% |
| Direction | - | - | - | - | - | - | - | in | - | - | out | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 13 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 28% | 0% | 0% | 28% | 0% |
| Direction | - | - | - | - | - | - | - | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| **Total** | **39** | **0** | **97** | **0** | **0** | **0** | **0** | **1,365** | **71** | **301** | **3,109** | **0** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

### 4608-NW 107 Ave. at EB SR 836 Off Ramp

(Existing Geometry)

| | | | |
|---|---|---|---|
| Growth Rate = | 2.03% | =NW 12 St | 2.35% =NW 124 Path |
| Peak Season = | 1.00 | | |
| Buildout Year = | 2038 | | |
| Years = | 25 | | |

**AM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 0 | 964 | 0 | 0 | 1311 | 213 | 791 | 0 | 199 | 0 | 0 | 0 |
| Peak Season Volume | 0 | 964 | 0 | 0 | 1,311 | 213 | 791 | 0 | 199 | 0 | 0 | 0 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 0 | 1,723 | 0 | 0 | 2,343 | 381 | 1,307 | 0 | 329 | 0 | 0 | 0 |
| % Project Traffic -Passenger Cars | 0% | 10% | 0% | 0% | 10% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | in | - | - | out | - | - | - | - | - | - | - |
| Project Traffic | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | - | - | - | - | - | - | - | - | - | - | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **0** | **1,731** | **0** | **0** | **2,351** | **381** | **1,307** | **0** | **329** | **0** | **0** | **0** |

**PM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 0 | 621 | 0 | 0 | 2579 | 973 | 183 | 0 | 147 | 0 | 0 | 0 |
| Peak Season Volume | 0 | 621 | 0 | 0 | 2,579 | 973 | 183 | 0 | 147 | 0 | 0 | 0 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 0 | 1,110 | 0 | 0 | 4,609 | 1,739 | 302 | 0 | 243 | 0 | 0 | 0 |
| % Project Traffic -Passenger Cars | 0% | 10% | 0% | 0% | 10% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | in | - | - | out | - | - | - | - | - | - | - |
| Project Traffic | 0 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | - | - | - | - | - | - | - | - | - | - | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **0** | **1,118** | **0** | **0** | **4,617** | **1,739** | **302** | **0** | **243** | **0** | **0** | **0** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

### NW 12 Street at Access to Park-and-Ride Lot

(Existing Geometry)

| | | | |
|---|---|---|---|
| Growth Rate = | 2.03% | =NW 12 St | 2.03% =Access |
| Peak Season = | 1.00 | | |
| Buildout Year = | 2038 | | |
| Years = | 25 | | |

**AM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2304 | 0 | 0 | 562 | 0 |
| Peak Season Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,304 | 0 | 0 | 562 | 0 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,808 | 0 | 0 | 929 | 0 |
| % Project Traffic -Passenger Cars | 0% | 10% | 0% | 74% | 0% | 26% | 26% | 0% | 0% | 0% | 0% | 74% |
| Direction | - | in | - | out | - | out | in | - | - | - | - | in |
| Project Traffic | 0 | 5 | 0 | 38 | 0 | 14 | 14 | 0 | 0 | 0 | 0 | 40 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 28% | 0% | 0% | 28% | 0% |
| Direction | - | - | - | - | - | - | - | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 13 | 0 |
| **Total** | **0** | **7** | **0** | **57** | **0** | **21** | **21** | **3,829** | **0** | **0** | **948** | **60** |

**PM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2013) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 863 | 0 | 0 | 2091 | 0 |
| Peak Season Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 863 | 0 | 0 | 2,091 | 0 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,426 | 0 | 0 | 3,456 | 0 |
| % Project Traffic -Passenger Cars | 0% | 10% | 0% | 74% | 0% | 26% | 26% | 0% | 0% | 0% | 0% | 74% |
| Direction | - | in | - | out | - | out | in | - | - | - | - | in |
| Project Traffic | 0 | 5 | 0 | 38 | 0 | 13 | 14 | 0 | 0 | 0 | 0 | 38 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 28% | 0% | 0% | 28% | 0% |
| Direction | - | - | - | - | - | - | - | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| **Total** | **0** | **7** | **0** | **57** | **0** | **19** | **21** | **1,433** | **0** | **0** | **3,463** | **57** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

### NW 117 Ave. at NW 25 St.

(Existing Geometry)

| | | | | |
|---|---|---|---|---|
| Growth Rate = | 3.21% | =NW 25 St | 1.00% | =NW 117 Ave. |
| Peak Season = | 1.00 | | | |
| Buildout Year = | 2038 | | | |
| Years = | 25 | | | |

### AM Peak Hour

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2012) | 9 | 18 | 30 | 32 | 22 | 206 | 612 | 1340 | 69 | 36 | 333 | 66 |
| Peak Season Volume | 9 | 18 | 30 | 32 | 22 | 206 | 612 | 1,340 | 69 | 36 | 333 | 66 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 12 | 23 | 38 | 41 | 28 | 264 | 1,348 | 2,952 | 152 | 79 | 734 | 145 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 2% | 0% |
| Direction | - | - | - | - | - | - | - | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| % Project Traffic -Trucks | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 64% | 2% | 0% | 64% | 0% |
| Direction | in | - | - | - | - | - | - | out | out | - | in | - |
| Project Traffic | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 1 | 0 | 30 | 0 |
| **Total** | **13** | **23** | **38** | **41** | **28** | **264** | **1,348** | **3,012** | **154** | **79** | **792** | **145** |

### PM Peak Hour

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2012) | 28 | 47 | 51 | 9 | 30 | 342 | 257 | 305 | 50 | 18 | 1428 | 77 |
| Peak Season Volume | 28 | 47 | 51 | 9 | 30 | 342 | 257 | 305 | 50 | 18 | 1,428 | 77 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 36 | 60 | 65 | 12 | 38 | 439 | 566 | 672 | 110 | 40 | 3,146 | 170 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 2% | 0% |
| Direction | - | - | - | - | - | - | - | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| % Project Traffic -Trucks | 2% | 0% | 0% | 0% | 0% | 0% | 0% | 64% | 2% | 0% | 64% | 0% |
| Direction | in | - | - | - | - | - | - | out | out | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 |
| **Total** | **36** | **60** | **65** | **12** | **38** | **439** | **566** | **696** | **110** | **40** | **3,170** | **170** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

### NW 114 Ave. at NW 25 St.

(Existing Geometry)

| | | | |
|---|---|---|---|
| Growth Rate = | 3.21% | =NW 25 St | 1.00% =NW 114 Ave. |
| Peak Season = | 1.00 | | |
| Buildout Year = | 2038 | | |
| Years = | 25 | | |

**AM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2012) | 3 | 0 | 26 | 7 | 0 | 2 | 0 | 1357 | 39 | 88 | 445 | 19 |
| Peak Season Volume | 3 | 0 | 26 | 7 | 0 | 2 | 0 | 1,357 | 39 | 88 | 445 | 19 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 4 | 0 | 33 | 9 | 0 | 3 | 0 | 2,990 | 86 | 194 | 980 | 42 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 2% | 0% |
| Direction | - | - | - | - | - | - | - | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 64% | 0% | 0% | 64% | 0% |
| Direction | - | - | - | - | - | - | - | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 0 | 0 | 30 | 0 |
| **Total** | **4** | **0** | **33** | **9** | **0** | **3** | **0** | **3,050** | **86** | **194** | **1,038** | **42** |

**PM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2012) | 54 | 0 | 87 | 14 | 0 | 11 | 4 | 366 | 3 | 27 | 1489 | 4 |
| Peak Season Volume | 54 | 0 | 87 | 14 | 0 | 11 | 4 | 366 | 3 | 27 | 1,489 | 4 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 69 | 0 | 112 | 18 | 0 | 14 | 9 | 806 | 7 | 59 | 3,280 | 9 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 2% | 0% |
| Direction | - | - | - | - | - | - | - | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 64% | 0% | 0% | 64% | 0% |
| Direction | - | - | - | - | - | - | - | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 12 | 0 |
| **Total** | **69** | **0** | **112** | **18** | **0** | **14** | **9** | **830** | **7** | **59** | **3,304** | **9** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

### NW 122 Ave. at NW 6 Ter.

(Existing Geometry)

| | | | |
|---|---|---|---|
| Growth Rate = | 1.00% | =NW 6 Ter | 2.76% =NW 122 Ave. |
| Peak Season = | 1.00 | | |
| Buildout Year = | 2038 | | |
| Years = | 25 | | |

**AM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2012) | 121 | 52 | 40 | 111 | 114 | 9 | 4 | 251 | 234 | 28 | 101 | 36 |
| Peak Season Volume | 121 | 52 | 40 | 111 | 114 | 9 | 4 | 251 | 234 | 28 | 101 | 36 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 239 | 103 | 79 | 219 | 225 | 18 | 5 | 322 | 300 | 36 | 130 | 46 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | - | - | - | - | - | - | - | - | - | - | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | - | - | - | - | - | - | - | - | - | - | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **239** | **103** | **79** | **219** | **225** | **18** | **5** | **322** | **300** | **36** | **130** | **46** |

**PM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Existing Volume (2012) | 109 | 65 | 22 | 41 | 73 | 5 | 8 | 148 | 73 | 8 | 268 | 86 |
| Peak Season Volume | 109 | 65 | 22 | 41 | 73 | 5 | 8 | 148 | 73 | 8 | 268 | 86 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 215 | 128 | 43 | 81 | 144 | 10 | 10 | 190 | 94 | 10 | 344 | 110 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | - | - | - | - | - | - | - | - | - | - | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Project Traffic -Trucks | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% |
| Direction | - | - | - | - | - | - | - | - | - | - | - | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| **Total** | **215** | **128** | **43** | **81** | **144** | **10** | **10** | **190** | **94** | **10** | **344** | **110** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

### NW 25 St. at Access to Truck Parking Lot
(Existing Geometry)

| | | | |
|---|---|---|---|
| Growth Rate = | 3.21% | =NW 25 St | 1.00% =NW 121 Ct. |
| Peak Season = | 1.00 | | |
| Buildout Year = | 2038 | | |
| Years = | 25 | | |

**AM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Assumed Volume (2013) | 25 | 0 | 20 | 0 | 0 | 0 | 0 | 1458 | 25 | 50 | 326 | 0 |
| Peak Season Volume | 25 | 0 | 20 | 0 | 0 | 0 | 0 | 1,458 | 25 | 50 | 326 | 0 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 32 | 0 | 26 | 0 | 0 | 0 | 0 | 3,212 | 55 | 110 | 718 | 0 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 2% | 0% |
| Direction | - | - | - | - | - | - | - | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| % Project Traffic -Trucks | 34% | 0% | 66% | 0% | 0% | 0% | 0% | 0% | 34% | 66% | 51% | 0% |
| Direction | out | - | out | - | - | - | - | - | in | in | in | - |
| Project Traffic | 17 | 0 | 32 | 0 | 0 | 0 | 0 | 0 | 16 | 31 | 24 | 0 |
| **Total** | **53** | **0** | **65** | **0** | **0** | **0** | **0** | **3,214** | **85** | **168** | **765** | **0** |

**PM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT | LT | Thru | RT |
| Assumed Volume (2013) | 25 | 0 | 25 | 0 | 0 | 0 | 0 | 552 | 25 | 25 | 1293 | 0 |
| Peak Season Volume | 25 | 0 | 25 | 0 | 0 | 0 | 0 | 552 | 25 | 25 | 1,293 | 0 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Background | 32 | 0 | 32 | 0 | 0 | 0 | 0 | 1,216 | 55 | 55 | 2,849 | 0 |
| % Project Traffic -Passenger Cars | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 2% | 0% | 0% | 2% | 0% |
| Direction | - | - | - | - | - | - | - | out | - | - | in | - |
| Project Traffic | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| % Project Traffic -Trucks | 34% | 0% | 66% | 0% | 0% | 0% | 0% | 0% | 34% | 66% | 51% | 0% |
| Direction | out | - | out | - | - | - | - | - | in | in | in | - |
| Project Traffic | 6 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 6 | 13 | 10 | 0 |
| **Total** | **39** | **0** | **47** | **0** | **0** | **0** | **0** | **1,218** | **66** | **79** | **2,870** | **0** |

# INTERSECTION ANALYSIS SHEET
## Site Feasibility Study for Truck Parking and Park-and-Ride Lot

**Reese Road at Entrance to Park-and-Ride Lot**

(Proposed Geometry)

| | |
|---|---|
| Growth Rate = | 1.00% |
| Peak Season = | 1.04 |
| Buildout Year = | 2014 |
| Years = | 2 |

**AM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **LT** | **Thru** | **RT** | **LT** | **Thru** | **RT** | **LT** | **Thru** | **RT** | **LT** | **Thru** | **RT** |
| Existing Volume (2012) | | #REF! | | | #REF! | | | | | | | |
| Peak Season Volume | 0 | #REF! | 0 | 0 | #REF! | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Skybox* | | | | | | | | | | | | |
| *Transal Warehouses* | | | | | | | | | | | | |
| *Park Square* | | | | | | | | | | | | |
| *Baptist Warehouse* | | | | | | | | | | | | |
| *Doral Gateway* | | | | | | | | | | | | |
| Background | 0 | #REF! | 0 | 0 | #REF! | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Project Traffic -Passenger Cars | 98% | 0% | 0% | 0% | 0% | 2% | 2% | 0% | 98% | 0% | 0% | 0% |
| Direction | in | - | - | - | - | in | out | - | out | - | - | - |
| Project Traffic | 53 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 51 | 0 | 0 | 0 |
| % Project Traffic -Trucks | 98% | 0% | 0% | 0% | 0% | 2% | 2% | 0% | 98% | 0% | 0% | 0% |
| Direction | in | - | - | - | - | in | out | - | out | - | - | - |
| Project Traffic | 46 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 48 | 0 | 0 | 0 |
| **Total** | **53** | **#REF!** | **0** | **0** | **#REF!** | **1** | **1** | **0** | **51** | **0** | **0** | **0** |

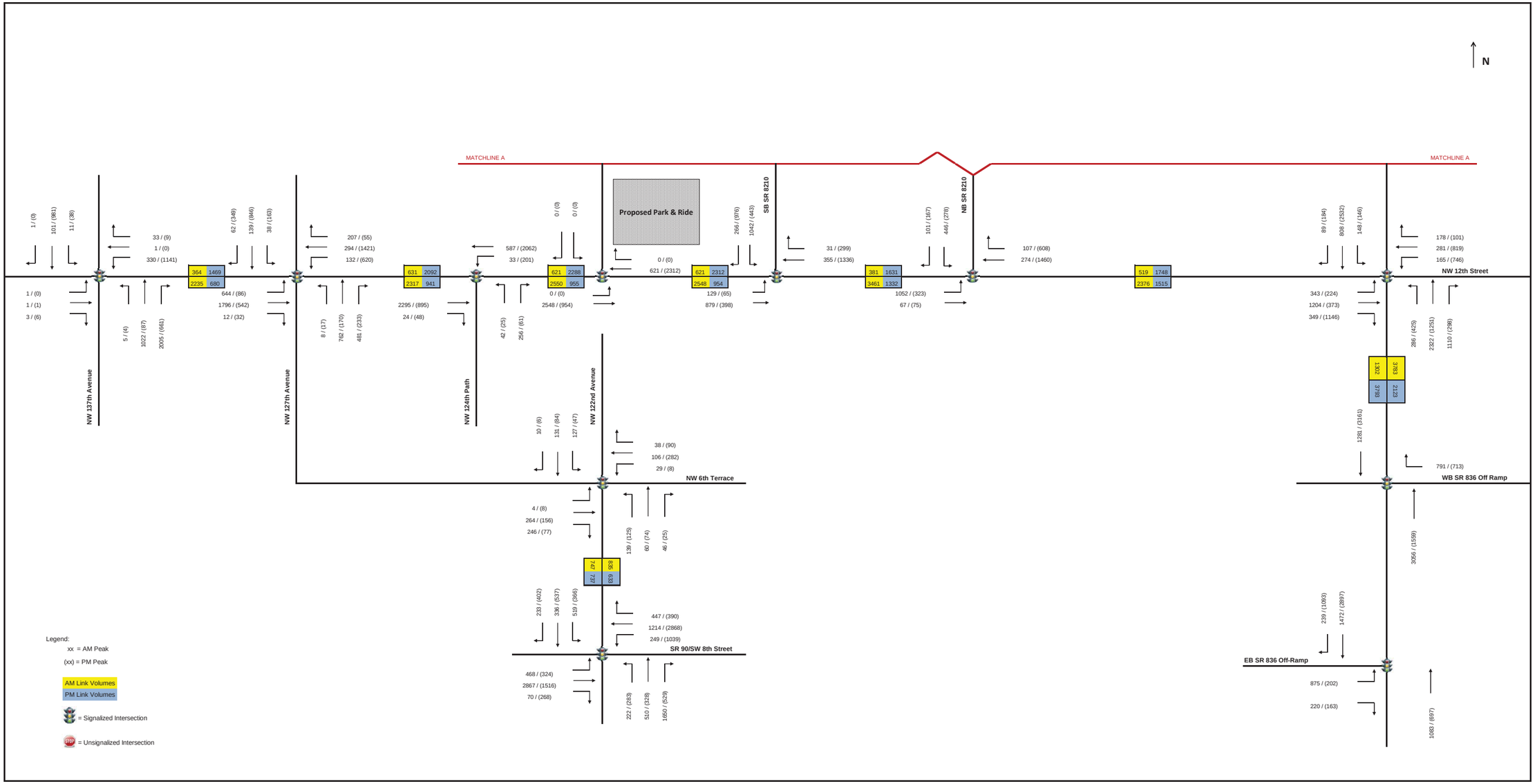
**PM Peak Hour**

Intersection Volume Development

| | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | **LT** | **Thru** | **RT** | **LT** | **Thru** | **RT** | **LT** | **Thru** | **RT** | **LT** | **Thru** | **RT** |
| Existing Volume (2012) | | #REF! | | | #REF! | | | | | | | |
| Peak Season Volume | 0 | #REF! | 0 | 0 | #REF! | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Committed Trips | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| *Skybox* | | | | | | | | | | | | |
| *Transal Warehouses* | | | | | | | | | | | | |
| *Park Square* | | | | | | | | | | | | |
| *Baptist Warehouse* | | | | | | | | | | | | |
| *Doral Gateway* | | | | | | | | | | | | |
| Background | 0 | #REF! | 0 | 0 | #REF! | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % Project Traffic -Passenger Cars | 98% | 0% | 0% | 0% | 0% | 2% | 2% | 0% | 98% | 0% | 0% | 0% |
| Direction | in | - | - | - | - | in | out | - | out | - | - | - |
| Project Traffic | 51 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 50 | 0 | 0 | 0 |
| % Project Traffic -Trucks | 98% | 0% | 0% | 0% | 0% | 2% | 2% | 0% | 98% | 0% | 0% | 0% |
| Direction | in | - | - | - | - | in | out | - | out | - | - | - |
| Project Traffic | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| **Total** | **51** | **#REF!** | **0** | **0** | **#REF!** | **1** | **1** | **0** | **50** | **0** | **0** | **0** |

# *Figures for Background Traffic Volumes*

# 2018 Background Traffic Volume



# 2018 Background Traffic Volume

Legend:

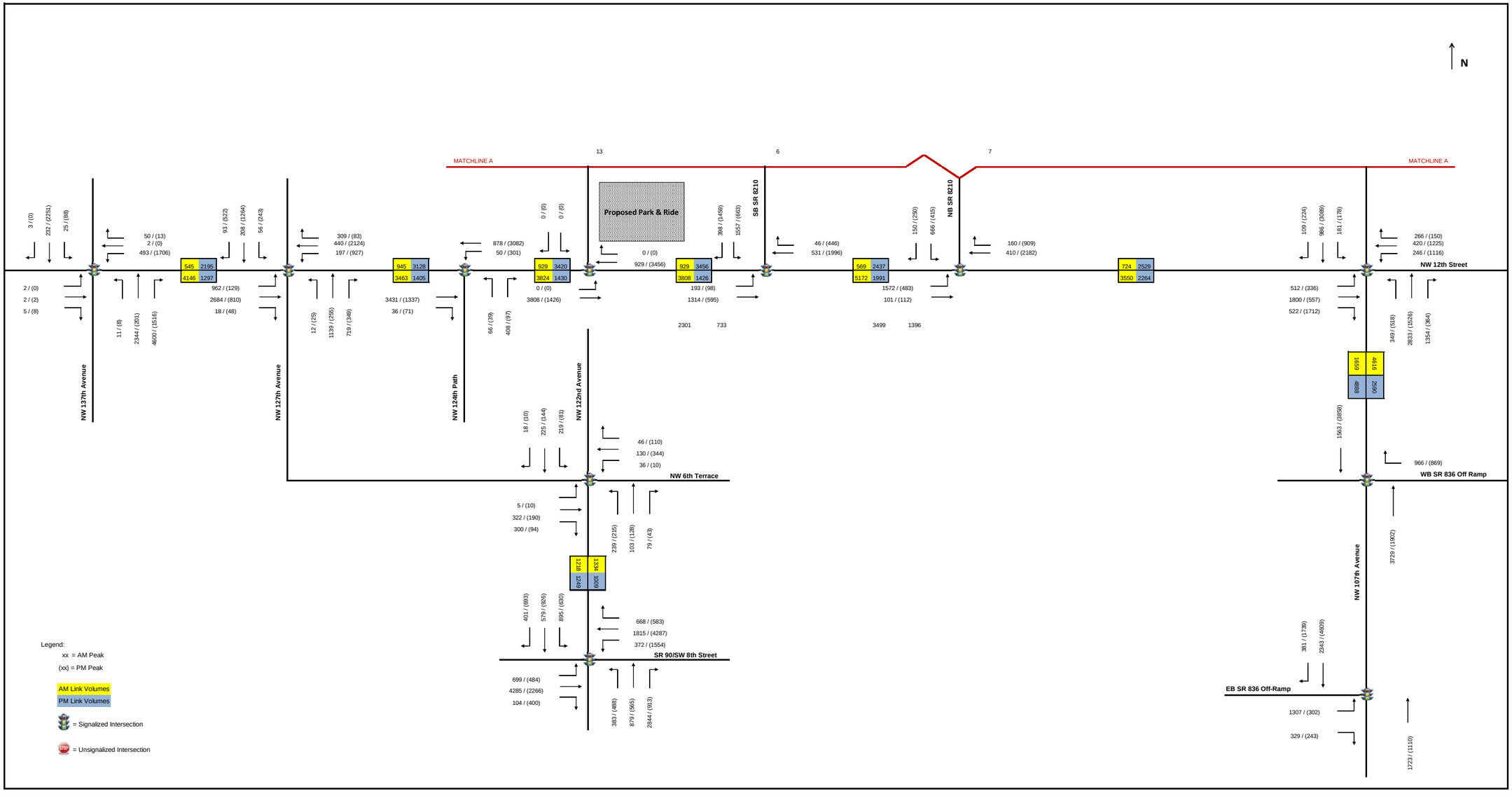
xx = AM Peak

(xx) = PM Peak

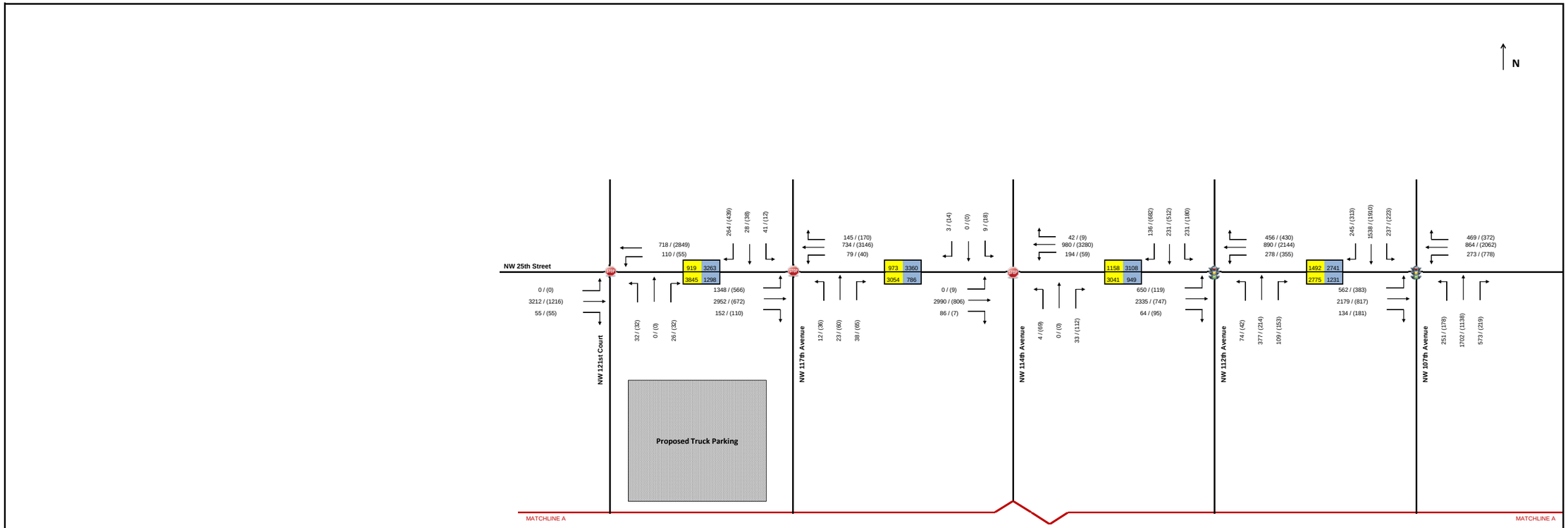
= Signalized Intersection

= Unsignalized Intersection

# 2038 Bakground Traffic Volume



# 2038 Background Traffic Volume




Legend:

xx = AM Peak

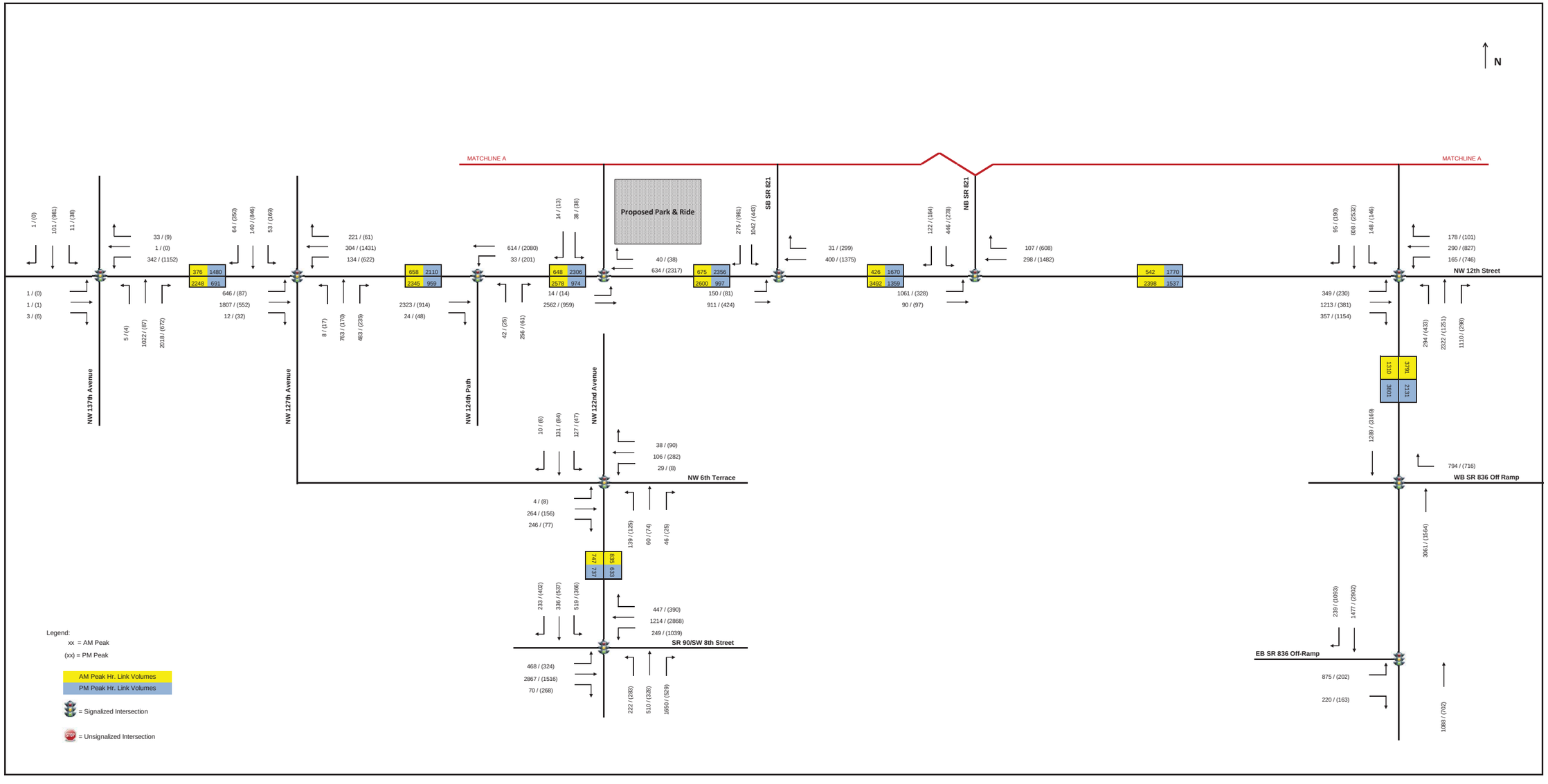
(xx) = PM Peak

= Signalized Intersection

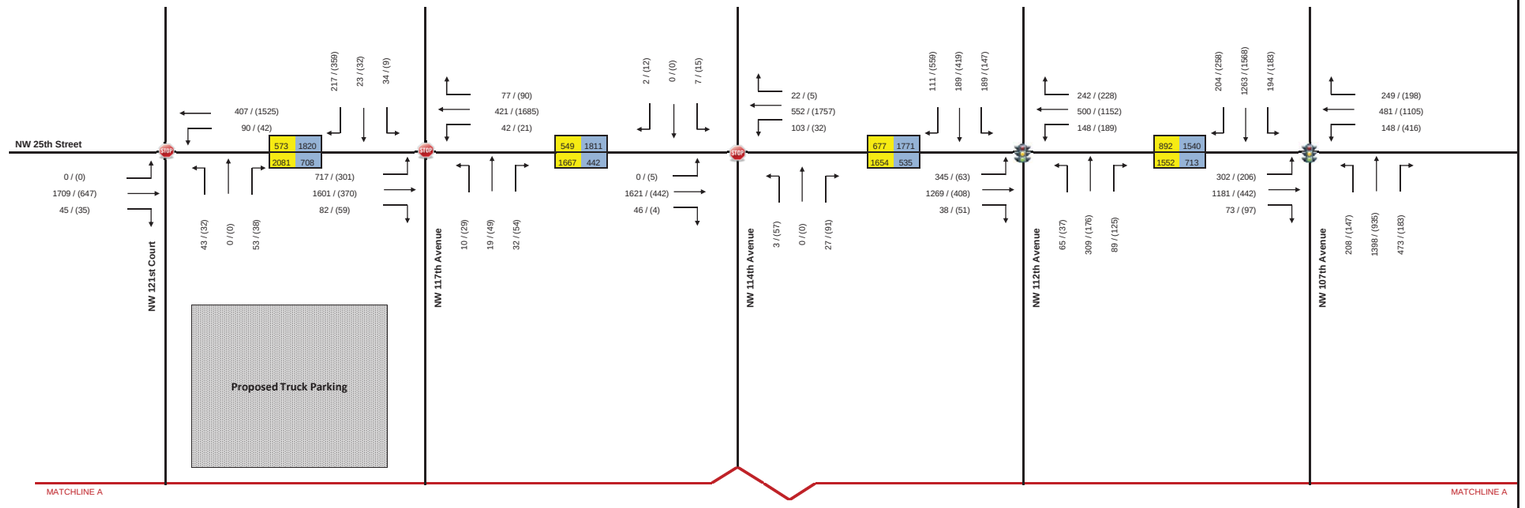
= Unsignalized Intersection

# *Figures for Future Total Traffic Volumes*

# 2018 Future Total TrafficVolume



# 2018 Future Total Traffic Volume




Legend:

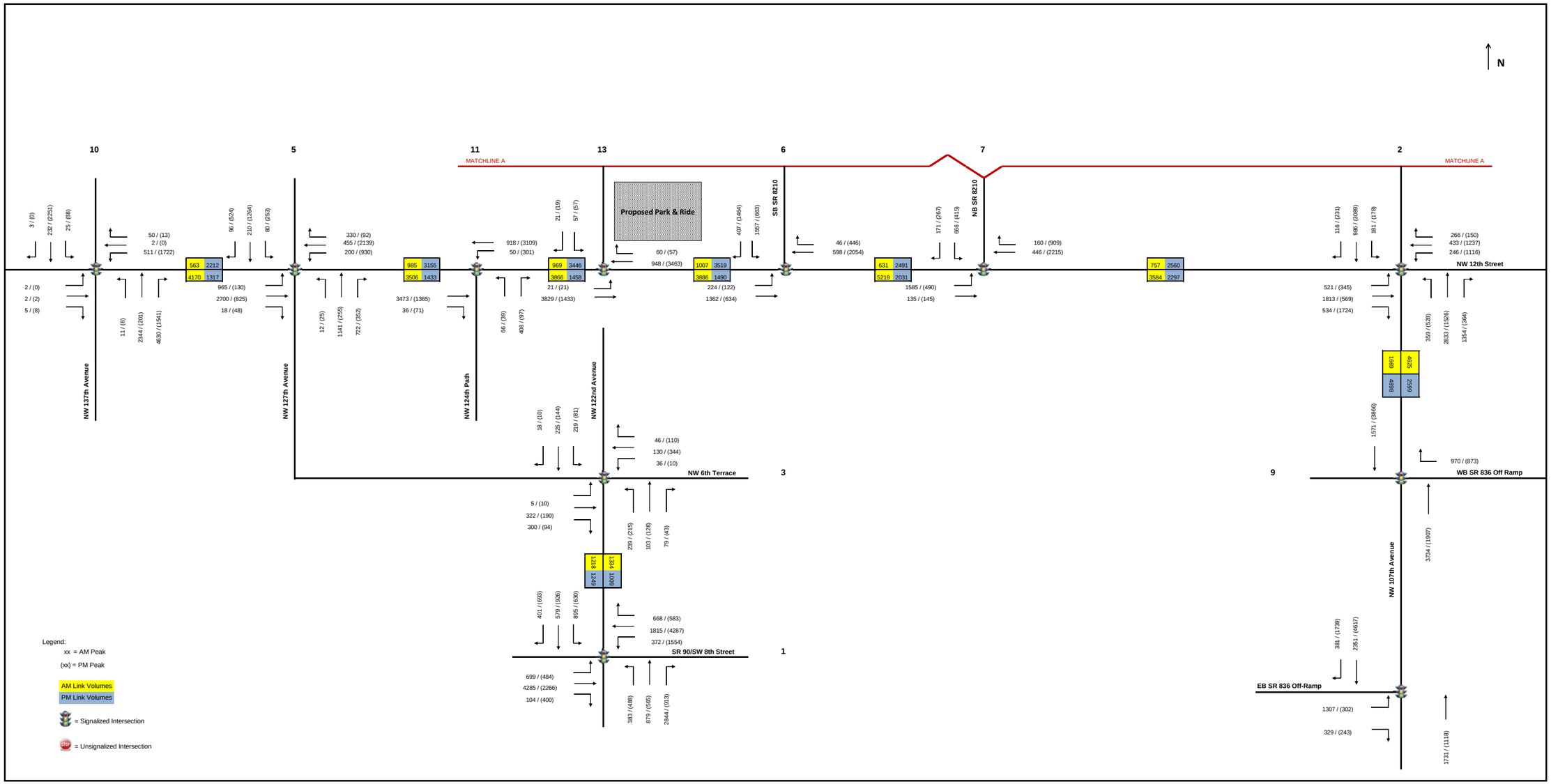
xx = AM Peak

(xx) = PM Peak

= Signalized Intersection

= Unsignalized Intersection

# 2038 Future Total Traffic Volume




Legend:

xx = AM Peak

(xx) = PM Peak

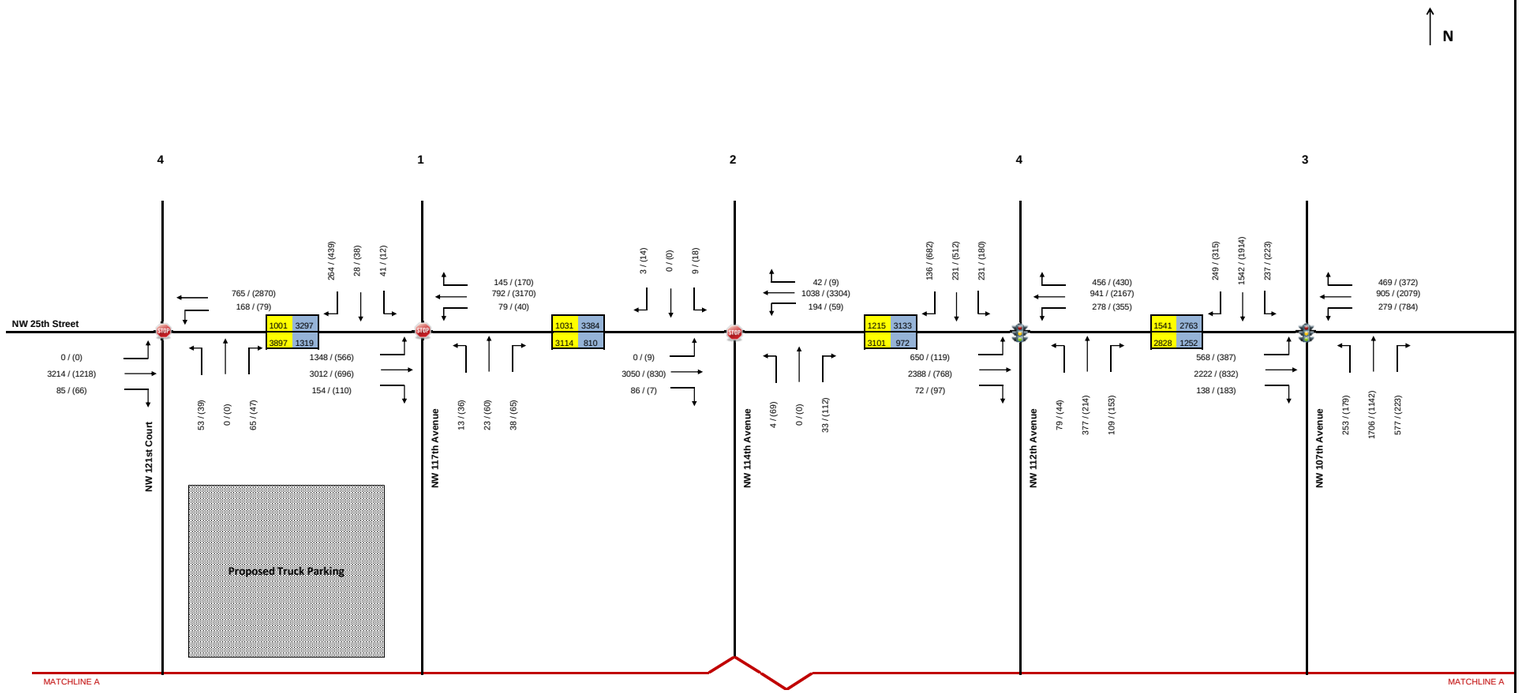
AM Link Volumes

PM Link Volumes

= Signalized Intersection

= Unsignalized Intersection

# 2038 Future Total Traffic Volume




Legend:

xx = AM Peak

(xx) = PM Peak

= Signalized Intersection

= Unsignalized Intersection

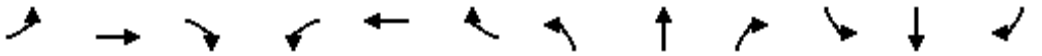
# Appendix L

Synchro Output Reports – No-Build Scenario

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 1 | 1 | 3 | 330 | 1 | 33 | 5 | 1022 | 2005 | 11 | 101 | 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 | 0.69 | 1.00 | 1.00 | 0.04 | 1.00 | |
| Satd. Flow (perm) | | 1695 | | 1588 | 1593 | 1380 | 1279 | 3138 | 1441 | 39 | 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 | 337 | 1 | 34 | 5 | 1043 | 2046 | 11 | 103 | 1 |
| RTOR Reduction (vph) | 0 | 3 | 0 | 0 | 0 | 24 | 0 | 98 | 148 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 2 | 0 | 168 | 170 | 10 | 5 | 1968 | 875 | 11 | 104 | 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) | | 4.4 | | 50.5 | 50.5 | 50.5 | 100.7 | 100.7 | 151.2 | 108.7 | 108.7 | |
| Effective Green, g (s) | | 4.4 | | 50.5 | 50.5 | 50.5 | 100.7 | 100.7 | 151.2 | 108.7 | 108.7 | |
| Actuated g/C Ratio | | 0.02 | | 0.28 | 0.28 | 0.28 | 0.56 | 0.56 | 0.84 | 0.60 | 0.60 | |
| Clearance Time (s) | | 5.6 | | 5.5 | 5.5 | 5.5 | 5.3 | 5.3 | 5.5 | 3.0 | 5.3 | |
| 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) | | 41 | | 445 | 446 | 387 | 715 | 1755 | 1210 | 48 | 1678 | |
| v/s Ratio Prot | | c0.00 | | 0.11 | 0.11 | | | c0.63 | c0.20 | c0.01 | 0.04 | |
| v/s Ratio Perm | | | | | | 0.01 | 0.00 | | 0.40 | 0.13 | | |
| v/c Ratio | | 0.05 | | 0.38 | 0.38 | 0.02 | 0.01 | 1.12 | 0.72 | 0.23 | 0.06 | |
| Uniform Delay, d1 | | 85.8 | | 52.1 | 52.2 | 46.9 | 17.5 | 39.6 | 5.9 | 42.2 | 14.7 | |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 0.5 | | 2.4 | 2.5 | 0.1 | 0.0 | 62.8 | 2.2 | 2.4 | 0.0 | |
| Delay (s) | | 86.3 | | 54.5 | 54.6 | 47.0 | 17.5 | 102.4 | 8.0 | 44.6 | 14.7 | |
| Level of Service | | F | | D | D | D | B | F | A | D | B | |
| Approach Delay (s) | | 86.3 | | | 53.9 | | | 71.1 | | | 17.5 | |
| Approach LOS | | F | | | D | | | E | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 67.6 | HCM 2000 Level of Service | E |
| HCM 2000 Volume to Capacity ratio | 0.94 | | |
| Actuated Cycle Length (s) | 180.0 | Sum of lost time (s) | 19.4 |
| Intersection Capacity Utilization | 105.3% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



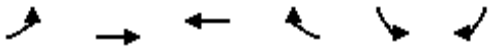
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 644 | 1796 | 12 | 132 | 294 | 207 | 8 | 762 | 481 | 38 | 139 | 62 |
| Ideal Flow (vphpl) | 1900 | 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 | 3306 | |
| Flt Permitted | 0.32 | 1.00 | | 0.06 | 1.00 | | 0.58 | 1.00 | | 0.07 | 1.00 | |
| Satd. Flow (perm) | 588 | 3536 | | 119 | 3227 | | 972 | 3334 | | 95 | 3306 | |
| 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) | 685 | 1911 | 13 | 140 | 313 | 220 | 9 | 811 | 512 | 40 | 148 | 66 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 71 | 0 | 0 | 56 | 0 | 0 | 26 | 0 |
| Lane Group Flow (vph) | 685 | 1924 | 0 | 140 | 462 | 0 | 9 | 1267 | 0 | 40 | 188 | 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 | | 65.2 | 59.0 | | 64.8 | 58.8 | |
| Effective Green, g (s) | 102.0 | 92.0 | | 69.0 | 62.0 | | 65.2 | 59.0 | | 64.8 | 58.8 | |
| Actuated g/C Ratio | 0.57 | 0.51 | | 0.38 | 0.34 | | 0.36 | 0.33 | | 0.36 | 0.33 | |
| 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) | 576 | 1807 | | 109 | 1111 | | 373 | 1092 | | 75 | 1079 | |
| v/s Ratio Prot | c0.24 | 0.54 | | c0.05 | 0.14 | | 0.00 | c0.38 | | c0.02 | 0.06 | |
| v/s Ratio Perm | 0.43 | | | c0.44 | | | 0.01 | | | 0.17 | | |
| v/c Ratio | 1.19 | 1.06 | | 1.28 | 0.42 | | 0.02 | 1.16 | | 0.53 | 0.17 | |
| Uniform Delay, d1 | 28.9 | 44.0 | | 48.3 | 45.1 | | 36.8 | 60.5 | | 46.6 | 43.3 | |
| Progression Factor | 1.00 | 1.00 | | 0.83 | 0.91 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 101.6 | 40.7 | | 179.8 | 1.1 | | 0.0 | 82.6 | | 7.1 | 0.1 | |
| Delay (s) | 130.5 | 84.7 | | 219.9 | 42.1 | | 36.9 | 143.1 | | 53.7 | 43.3 | |
| Level of Service | F | F | | F | D | | D | F | | D | D | |
| Approach Delay (s) | | 96.8 | | | 79.1 | | | 142.4 | | | 45.0 | |
| Approach LOS | | F | | | E | | | F | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 104.1 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 1.19 | | |
| Actuated Cycle Length (s) | 180.0 | Sum of lost time (s) | 16.0 |
| Intersection Capacity Utilization | 105.5% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 2295 | 24 | 33 | 587 | 42 | 256 |
| 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) | 2416 | 25 | 35 | 618 | 44 | 269 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 87 | 0 |
| Lane Group Flow (vph) | 2441 | 0 | 35 | 618 | 226 | 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 | c0.69 | | 0.01 | c0.18 | c0.14 | |
| v/s Ratio Perm | | | 0.16 | | | |
| v/c Ratio | 0.99 | | 0.22 | 0.23 | 0.83 | |
| Uniform Delay, d1 | 27.0 | | 48.2 | 5.4 | 72.6 | |
| Progression Factor | 0.56 | | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 4.2 | | 3.2 | 0.2 | 24.7 | |
| Delay (s) | 19.4 | | 51.4 | 5.6 | 97.3 | |
| Level of Service | B | | D | A | F | |
| Approach Delay (s) | 19.4 | | | 8.0 | 97.3 | |
| Approach LOS | B | | | A | F | |

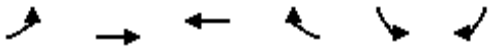
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 24.4 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.91 | | |
| Actuated Cycle Length (s) | 180.0 | Sum of lost time (s) | 12.8 |
| Intersection Capacity Utilization | 90.5% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 129 | 879 | 355 | 31 | 1042 | 266 |
| 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 | 0.41 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 763 | 3539 | 3505 | 1553 | 3367 | 1482 |
| Peak-hour factor, PHF | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Adj. Flow (vph) | 136 | 925 | 374 | 33 | 1097 | 280 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 24 | 0 | 176 |
| Lane Group Flow (vph) | 136 | 925 | 374 | 9 | 1097 | 104 |
| 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) | 46.6 | 46.6 | 24.0 | 24.0 | 33.4 | 33.4 |
| Effective Green, g (s) | 46.6 | 46.6 | 24.0 | 24.0 | 33.4 | 33.4 |
| Actuated g/C Ratio | 0.52 | 0.52 | 0.27 | 0.27 | 0.37 | 0.37 |
| 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) | 614 | 1832 | 934 | 414 | 1249 | 549 |
| v/s Ratio Prot | 0.05 | c0.26 | 0.11 | | c0.33 | |
| v/s Ratio Perm | 0.07 | | | 0.01 | | 0.07 |
| v/c Ratio | 0.22 | 0.50 | 0.40 | 0.02 | 0.88 | 0.19 |
| Uniform Delay, d1 | 11.6 | 14.2 | 27.1 | 24.3 | 26.4 | 19.1 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.64 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.8 | 1.0 | 1.2 | 0.1 | 7.3 | 0.2 |
| Delay (s) | 12.4 | 15.2 | 28.2 | 39.9 | 33.7 | 19.3 |
| Level of Service | B | B | C | D | C | B |
| Approach Delay (s) | | 14.8 | 29.2 | | 30.8 | |
| Approach LOS | | B | C | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 24.6 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.69 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 13.0 |
| Intersection Capacity Utilization | 62.4% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

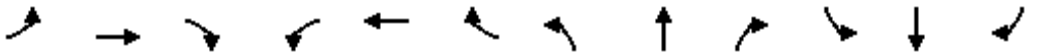
c Critical Lane Group



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 1052 | 67 | 274 | 107 | 446 | 101 |
| 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) | 1107 | 71 | 288 | 113 | 469 | 106 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 89 | 0 | 85 |
| Lane Group Flow (vph) | 1107 | 71 | 288 | 24 | 469 | 21 |
| 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) | 40.3 | 62.3 | 19.0 | 19.0 | 17.7 | 17.7 |
| Effective Green, g (s) | 40.3 | 62.3 | 19.0 | 19.0 | 17.7 | 17.7 |
| Actuated g/C Ratio | 0.45 | 0.69 | 0.21 | 0.21 | 0.20 | 0.20 |
| 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) | 1522 | 1277 | 699 | 264 | 675 | 305 |
| v/s Ratio Prot | c0.33 | 0.04 | c0.09 | | c0.14 | |
| v/s Ratio Perm | | | | 0.02 | | 0.01 |
| v/c Ratio | 0.73 | 0.06 | 0.41 | 0.09 | 0.69 | 0.07 |
| Uniform Delay, d1 | 20.4 | 4.4 | 30.7 | 28.6 | 33.6 | 29.4 |
| Progression Factor | 0.70 | 0.77 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 2.2 | 0.1 | 1.8 | 0.7 | 3.1 | 0.1 |
| Delay (s) | 16.4 | 3.5 | 32.5 | 29.2 | 36.7 | 29.5 |
| Level of Service | B | A | C | C | D | C |
| Approach Delay (s) | | 15.7 | 31.6 | | 35.4 | |
| Approach LOS | | B | C | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 23.9 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.64 | | |
| Actuated Cycle Length (s) | 90.0 | Sum of lost time (s) | 13.0 |
| Intersection Capacity Utilization | 62.0% | ICU Level of Service | B |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 343 | 1204 | 349 | 165 | 281 | 178 | 286 | 2322 | 1110 | 148 | 808 | 89 |
| 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) | 350 | 1229 | 356 | 168 | 287 | 182 | 292 | 2369 | 1133 | 151 | 824 | 91 |
| RTOR Reduction (vph) | 0 | 0 | 70 | 0 | 63 | 0 | 0 | 0 | 54 | 0 | 0 | 45 |
| Lane Group Flow (vph) | 350 | 1229 | 286 | 168 | 406 | 0 | 292 | 2369 | 1079 | 151 | 824 | 46 |
| 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) | 18.0 | 43.0 | 59.6 | 11.1 | 36.1 | | 16.6 | 69.1 | 80.2 | 11.1 | 63.6 | 81.6 |
| Effective Green, g (s) | 18.0 | 43.0 | 59.6 | 11.1 | 36.1 | | 16.6 | 69.1 | 80.2 | 11.1 | 63.6 | 81.6 |
| 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) | 386 | 951 | 1038 | 224 | 726 | | 356 | 2196 | 793 | 235 | 2498 | 792 |
| v/s Ratio Prot | 0.10 | c0.35 | 0.03 | 0.05 | 0.13 | | c0.09 | 0.47 | c0.09 | 0.04 | 0.13 | 0.01 |
| v/s Ratio Perm | | | 0.07 | | | | | | 0.59 | | | 0.02 |
| v/c Ratio | 0.91 | 1.29 | 0.28 | 0.75 | 0.56 | | 0.82 | 1.08 | 1.36 | 0.64 | 0.33 | 0.06 |
| Uniform Delay, d1 | 70.2 | 58.5 | 35.1 | 73.1 | 54.9 | | 70.2 | 45.5 | 39.9 | 72.5 | 33.4 | 19.8 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | | 1.11 | 0.86 | 0.86 | 0.91 | 1.57 | 1.40 |
| Incremental Delay, d2 | 24.2 | 139.4 | 0.1 | 13.2 | 0.9 | | 12.5 | 43.5 | 169.6 | 7.0 | 0.2 | 0.0 |
| Delay (s) | 94.3 | 197.9 | 35.3 | 86.3 | 55.8 | | 90.3 | 82.8 | 203.7 | 72.9 | 52.7 | 27.7 |
| Level of Service | F | F | D | F | E | | F | F | F | E | D | C |
| Approach Delay (s) | | 149.3 | | | 63.9 | | | 119.5 | | | 53.5 | |
| Approach LOS | | F | | | E | | | F | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 113.0 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 1.31 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 25.7 |
| Intersection Capacity Utilization | 121.9% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 3.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 717 | 1569 | 81 | 42 | 390 | 77 | 9 | 19 | 32 | 34 | 23 | 217 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | 50 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 2 | 3 | 2 | 2 | 14 | 6 | 33 | 2 | 3 | 2 | 2 | 5 |
| Mvmt Flow | 732 | 1601 | 83 | 43 | 398 | 79 | 9 | 19 | 33 | 35 | 23 | 221 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 477 | 0 | 0 | 1684 | 0 | 0 | 3402 | 3668 | 842 | 2796 | 3670 | 238 |
| Stage 1 | - | - | - | - | - | - | 3106 | 3106 | - | 523 | 523 | - |
| Stage 2 | - | - | - | - | - | - | 296 | 562 | - | 2273 | 3147 | - |
| Follow-up Headway | 2.22 | - | - | 2.22 | - | - | 3.83 | 4.02 | 3.33 | 3.52 | 4.02 | 3.35 |
| Pot Capacity-1 Maneuver | 1082 | - | - | 376 | - | - | # 2 | # 5 | 306 | # 9 | # 5 | 754 |
| Stage 1 | - | - | - | - | - | - | # 7 | 27 | - | 505 | 529 | - |
| Stage 2 | - | - | - | - | - | - | 608 | 508 | - | 41 | 26 | - |
| Time blocked-Platoon, % | | - | - | | - | - | | | | | | |
| Mov Capacity-1 Maneuver | 1082 | - | - | 376 | - | - | - | # 1 | 306 | - | # 1 | 754 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | - | # 1 | - | - | # 1 | - |
| Stage 1 | - | - | - | - | - | - | # 2 | # 9 | - | 163 | 469 | - |
| Stage 2 | - | - | - | - | - | - | 361 | 450 | - | - | # 8 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 4.5 | 1.3 | + | + |
| HCM LOS | | | - | - |

| Minor Lane / Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | + | 1082 | - | - | 376 | - | - | + |
| HCM Lane V/C Ratio | + | 0.676 | - | - | 0.114 | - | - | + |
| HCM Control Delay (s) | + | 14.972 | - | - | 15.802 | - | - | + |
| HCM Lane LOS | + | B | | | C | | | + |
| HCM 95th %tile Q(veh) | + | 5.559 | - | - | 0.382 | - | - | + |

| Notes |
|---|
| ~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 1.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 1589 | 46 | 103 | 521 | 22 | 3 | 0 | 27 | 7 | 0 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | - | 415 | - | - | 0 | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 14 | 3 | 2 | 6 | 10 | 2 | 2 | 2 | 8 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 1621 | 47 | 105 | 532 | 22 | 3 | 0 | 28 | 7 | 0 | 2 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 554 | 0 | 0 | 1668 | 0 | 0 | 2121 | 2409 | 834 | 1564 | 2421 | 277 |
| Stage 1 | - | - | - | - | - | - | 1645 | 1645 | - | 753 | 753 | - |
| Stage 2 | - | - | - | - | - | - | 476 | 764 | - | 811 | 1668 | - |
| Follow-up Headway | 2.34 | - | - | 2.26 | - | - | 3.52 | 4.02 | 3.38 | 3.52 | 4.02 | 3.32 |
| Pot Capacity-1 Maneuver | 934 | - | - | 364 | - | - | 29 | 32 | 299 | 75 | 32 | 720 |
| Stage 1 | - | - | - | - | - | - | 104 | 156 | - | 368 | 416 | - |
| Stage 2 | - | - | - | - | - | - | 539 | 411 | - | 339 | 152 | - |
| Time blocked-Platoon, % | | - | - | | - | - | | | | | | |
| Mov Capacity-1 Maneuver | 934 | - | - | 364 | - | - | 22 | 23 | 299 | 53 | 23 | 720 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | 22 | 23 | - | 53 | 23 | - |
| Stage 1 | - | - | - | - | - | - | 104 | 156 | - | 368 | 296 | - |
| Stage 2 | - | - | - | - | - | - | 382 | 292 | - | 308 | 152 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 3 | 35.8 | 67.1 |
| HCM LOS | | | E | F |

| Minor Lane / Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 22 | 299 | 934 | - | - | 364 | - | - | 67 |
| HCM Lane V/C Ratio | 0.139 | 0.092 | - | - | - | 0.289 | - | - | 0.137 |
| HCM Control Delay (s) | 193.5 | 18.3 | 0 | - | - | 18.856 | - | - | 67.1 |
| HCM Lane LOS | F | C | A | | | C | | | F |
| HCM 95th %tile Q(veh) | 0.413 | 0.302 | 0 | - | - | 1.175 | - | - | 0.449 |

| Notes |
|---|
| ~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 4.2 |

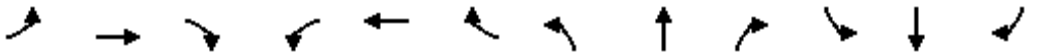
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 1708 | 29 | 59 | 382 | 26 | 21 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 150 | - | 100 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 3 | 3 | 3 | 14 | 3 | 3 |
| Mvmt Flow | 1817 | 31 | 63 | 406 | 28 | 22 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 1848 | 0 | 2161 | 924 |
| Stage 1 | - | - | - | - | 1832 | - |
| Stage 2 | - | - | - | - | 329 | - |
| Follow-up Headway | - | - | 2.23 | - | 3.53 | 3.33 |
| Pot Capacity-1 Maneuver | - | - | 320 | - | 40 | 269 |
| Stage 1 | - | - | - | - | 111 | - |
| Stage 2 | - | - | - | - | 698 | - |
| Time blocked-Platoon, % | - | - | | - | | |
| Mov Capacity-1 Maneuver | - | - | 320 | - | 32 | 269 |
| Mov Capacity-2 Maneuver | - | - | - | - | 32 | - |
| Stage 1 | - | - | - | - | 111 | - |
| Stage 2 | - | - | - | - | 561 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 2.5 | 173.8 |
| HCM LOS | | | F |

| Minor Lane / Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 32 | 269 | - | - | 320 | - |
| HCM Lane V/C Ratio | 0.864 | 0.083 | - | - | 0.196 | - |
| HCM Control Delay (s) | 298.4 | 19.6 | - | - | 18.975 | - |
| HCM Lane LOS | F | C | | | C | |
| HCM 95th %tile Q(veh) | 2.961 | 0.269 | - | - | 0.716 | - |

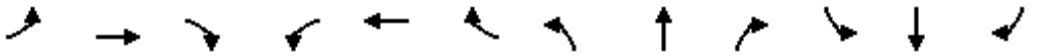
| Notes |
|---|
| ~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 345 | 1241 | 34 | 148 | 473 | 242 | 61 | 309 | 89 | 189 | 189 | 111 |
| 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 | 0.27 | 1.00 | | 0.11 | 1.00 | | 0.53 | 1.00 | | 0.34 | 1.00 | |
| Satd. Flow (perm) | 500 | 3391 | | 213 | 3088 | | 990 | 3355 | | 602 | 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) | 375 | 1349 | 37 | 161 | 514 | 263 | 66 | 336 | 97 | 205 | 205 | 121 |
| RTOR Reduction (vph) | 0 | 2 | 0 | 0 | 79 | 0 | 0 | 33 | 0 | 0 | 100 | 0 |
| Lane Group Flow (vph) | 375 | 1384 | 0 | 161 | 698 | 0 | 66 | 400 | 0 | 205 | 226 | 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) | 44.8 | 36.3 | | 42.2 | 35.0 | | 19.9 | 13.5 | | 21.1 | 14.1 | |
| Effective Green, g (s) | 44.8 | 36.3 | | 42.2 | 35.0 | | 19.9 | 13.5 | | 21.1 | 14.1 | |
| Actuated g/C Ratio | 0.55 | 0.44 | | 0.51 | 0.43 | | 0.24 | 0.16 | | 0.26 | 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) | 404 | 1499 | | 246 | 1316 | | 300 | 551 | | 247 | 557 | |
| v/s Ratio Prot | c0.10 | 0.41 | | 0.06 | 0.23 | | 0.02 | 0.12 | | c0.07 | 0.07 | |
| v/s Ratio Perm | c0.41 | | | 0.28 | | | 0.04 | | | c0.14 | | |
| v/c Ratio | 0.93 | 0.92 | | 0.65 | 0.53 | | 0.22 | 0.73 | | 0.83 | 0.41 | |
| Uniform Delay, d1 | 13.5 | 21.6 | | 15.2 | 17.5 | | 24.5 | 32.5 | | 26.8 | 30.3 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | |
| Incremental Delay, d2 | 27.3 | 11.0 | | 6.1 | 1.5 | | 0.3 | 4.4 | | 20.1 | 0.4 | |
| Delay (s) | 40.8 | 32.5 | | 21.4 | 19.0 | | 24.7 | 37.0 | | 46.9 | 30.6 | |
| Level of Service | D | C | | C | B | | C | D | | D | C | |
| Approach Delay (s) | | 34.3 | | | 19.4 | | | 35.4 | | | 36.9 | |
| Approach LOS | | C | | | B | | | D | | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 31.1 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.92 | | |
| Actuated Cycle Length (s) | 82.1 | Sum of lost time (s) | 18.1 |
| Intersection Capacity Utilization | 82.2% | ICU Level of Service | E |
| Analysis Period (min) | 15 | | |

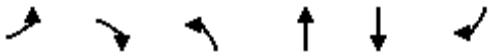
c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 299 | 1158 | 71 | 145 | 459 | 249 | 206 | 1395 | 470 | 194 | 1260 | 201 |
| 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 | 0.11 | 1.00 | | 0.95 | 1.00 | | 0.06 | 1.00 | 1.00 | 0.07 | 1.00 | |
| Satd. Flow (perm) | 200 | 3399 | | 3433 | 3331 | | 115 | 3539 | 1583 | 123 | 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) | 308 | 1194 | 73 | 149 | 473 | 257 | 212 | 1438 | 485 | 200 | 1299 | 207 |
| RTOR Reduction (vph) | 0 | 3 | 0 | 0 | 45 | 0 | 0 | 0 | 77 | 0 | 14 | 0 |
| Lane Group Flow (vph) | 308 | 1264 | 0 | 149 | 685 | 0 | 212 | 1438 | 408 | 200 | 1492 | 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 | 56.5 | | 7.0 | 39.5 | | 82.5 | 65.5 | 65.5 | 74.5 | 60.5 | |
| Effective Green, g (s) | 66.5 | 56.5 | | 7.0 | 39.5 | | 82.5 | 65.5 | 65.5 | 74.5 | 60.5 | |
| Actuated g/C Ratio | 0.42 | 0.35 | | 0.04 | 0.25 | | 0.52 | 0.41 | 0.41 | 0.47 | 0.38 | |
| 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) | 315 | 1200 | | 150 | 822 | | 251 | 1448 | 648 | 201 | 1883 | |
| v/s Ratio Prot | c0.15 | c0.37 | | 0.04 | 0.21 | | c0.10 | c0.41 | | c0.09 | 0.30 | |
| v/s Ratio Perm | 0.26 | | | | | | 0.33 | | 0.26 | 0.38 | | |
| v/c Ratio | 0.98 | 1.05 | | 0.99 | 0.83 | | 0.84 | 0.99 | 0.63 | 1.00 | 0.79 | |
| Uniform Delay, d1 | 48.5 | 51.8 | | 76.5 | 57.1 | | 48.0 | 47.0 | 37.6 | 50.9 | 44.2 | |
| Progression Factor | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.48 | 1.13 | 1.34 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 44.2 | 41.4 | | 71.2 | 7.3 | | 3.3 | 5.7 | 0.4 | 62.2 | 3.5 | |
| Delay (s) | 92.6 | 93.1 | | 147.6 | 64.4 | | 74.6 | 58.8 | 50.7 | 113.2 | 47.7 | |
| Level of Service | F | F | | F | E | | E | E | D | F | D | |
| Approach Delay (s) | | 93.0 | | | 78.5 | | | 58.5 | | | 55.4 | |
| Approach LOS | | F | | | E | | | E | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 69.1 | HCM 2000 Level of Service | E |
| HCM 2000 Volume to Capacity ratio | 1.03 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 17.0 |
| Intersection Capacity Utilization | 103.5% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |

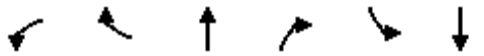
c Critical Lane Group



| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 0 | 0 | 862 | 3056 | 1281 | 192 |
| 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 | | | 0.16 | 1.00 | 1.00 | 1.00 |
| Satd. Flow (perm) | | | 299 | 5085 | 4940 | 1482 |
| Peak-hour factor, PHF | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 | 0.98 |
| Adj. Flow (vph) | 0 | 0 | 880 | 3118 | 1307 | 196 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 0 | 28 |
| Lane Group Flow (vph) | 0 | 0 | 880 | 3118 | 1307 | 168 |
| 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) | | | 767 | 5085 | 3087 | 926 |
| v/s Ratio Prot | | | c0.37 | 0.61 | 0.26 | |
| v/s Ratio Perm | | | c0.74 | | | 0.11 |
| v/c Ratio | | | 1.15 | 0.61 | 0.42 | 0.18 |
| Uniform Delay, d1 | | | 35.7 | 0.0 | 15.3 | 12.7 |
| Progression Factor | | | 0.78 | 1.00 | 1.21 | 1.37 |
| Incremental Delay, d2 | | | 72.4 | 0.2 | 0.4 | 0.4 |
| Delay (s) | | | 100.1 | 0.2 | 18.9 | 17.8 |
| Level of Service | | | F | A | B | B |
| Approach Delay (s) | 0.0 | | | 22.2 | 18.8 | |
| Approach LOS | A | | | C | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 21.2 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 1.17 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 8.0 |
| Intersection Capacity Utilization | 80.0% | 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 | 791 | 3056 | 0 | 0 | 1281 |
| 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 | 807 | 3118 | 0 | 0 | 1307 |
| RTOR Reduction (vph) | 0 | 3 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 804 | 3118 | 0 | 0 | 1307 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 5% |
| Turn Type | | custom | NA | | | NA |
| Protected Phases | | | 6 | | | 2 |
| Permitted Phases | | 4 | | | | |
| Actuated Green, G (s) | | 35.2 | 115.1 | | | 115.1 |
| Effective Green, g (s) | | 35.2 | 115.1 | | | 115.1 |
| Actuated g/C Ratio | | 0.22 | 0.72 | | | 0.72 |
| Clearance Time (s) | | 4.8 | 4.9 | | | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | | 3.0 |
| Lane Grp Cap (vph) | | 613 | 3658 | | | 3553 |
| v/s Ratio Prot | | | c0.61 | | | 0.26 |
| v/s Ratio Perm | | c0.29 | | | | |
| v/c Ratio | | 1.31 | 0.85 | | | 0.37 |
| Uniform Delay, d1 | | 62.4 | 16.3 | | | 8.6 |
| Progression Factor | | 1.00 | 1.00 | | | 1.17 |
| Incremental Delay, d2 | | 151.6 | 2.7 | | | 0.3 |
| Delay (s) | | 214.0 | 19.0 | | | 10.3 |
| Level of Service | | F | B | | | B |
| Approach Delay (s) | 214.0 | | 19.0 | | | 10.3 |
| Approach LOS | F | | B | | | B |

| Intersection Summary | | | | |
|---|---|---|---|---|
| HCM 2000 Control Delay | 46.9 | HCM 2000 Level of Service | D | |
| HCM 2000 Volume to Capacity ratio | 0.96 | | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 9.7 | |
| Intersection Capacity Utilization | 94.8% | ICU Level of Service | F | |
| Analysis Period (min) | 15 | | | |

c Critical Lane Group

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 875 | 220 | 0 | 1083 | 1472 | 239 |
| Number | 3 | 18 | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 186.3 | 0.0 | 186.3 | 184.5 | 169.6 |
| Lanes | 1 | 1 | 0 | 1 | 3 | 1 |
| Cap, veh/h | 897 | 801 | 0 | 665 | 1976 | 515 |
| Arrive On Green | 0.51 | 0.00 | 0.00 | 0.36 | 0.36 | 0.36 |
| Sat Flow, veh/h | 1774 | 1583 | 0 | 1863 | 5534 | 1442 |
| Grp Volume(v), veh/h | 884 | 0 | 0 | 1094 | 1487 | 241 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1583 | 0 | 1863 | 1845 | 1442 |
| Q Serve(g_s), s | 34.4 | 0.0 | 0.0 | 25.0 | 16.5 | 9.0 |
| Cycle Q Clear(g_c), s | 34.4 | 0.0 | 0.0 | 25.0 | 16.5 | 9.0 |
| Prop In Lane | 1.00 | 1.00 | 0.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 897 | 801 | 0 | 665 | 1976 | 515 |
| V/C Ratio(X) | 0.99 | 0.00 | 0.00 | 1.64 | 0.75 | 0.47 |
| Avail Cap(c_a), veh/h | 897 | 801 | 0 | 665 | 1976 | 515 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 17.0 | 0.0 | 0.0 | 22.5 | 19.8 | 17.4 |
| Incr Delay (d2), s/veh | 26.4 | 0.0 | 0.0 | 296.8 | 1.7 | 0.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 20.1 | 0.0 | 0.0 | 65.7 | 7.3 | 3.1 |
| Lane Grp Delay (d), s/veh | 43.4 | 0.0 | 0.0 | 319.3 | 21.4 | 18.0 |
| Lane Grp LOS | D | | | F | C | B |
| Approach Vol, veh/h | 884 | | | 1094 | 1728 | |
| Approach Delay, s/veh | 43.4 | | | 319.3 | 21.0 | |
| Approach LOS | D | | | F | C | |

| Timer | | |
|---|---|---|
| Assigned Phs | 6 | 2 |
| Phs Duration (G+Y+Rc), s | 30.0 | 30.0 |
| Change Period (Y+Rc), s | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 25.0 | 25.0 |
| Max Q Clear Time (g_c+I1), s | 27.0 | 18.5 |
| Green Ext Time (p_c), s | 0.0 | 6.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 114.4 |
| HCM 2010 LOS | F |

Notes

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 17.1 |
| Intersection LOS | C |

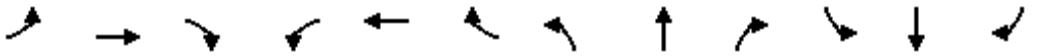
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 4 | 264 | 246 | 29 | 106 | 38 | 139 | 60 | 46 | 127 | 131 | 10 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 6 | 3 | 2 | 2 | 11 |
| Mvmt Flow | 4 | 297 | 276 | 33 | 119 | 43 | 156 | 67 | 52 | 143 | 147 | 11 |
| Number of Lanes | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 2 |
| HCM Control Delay | 17 | 14.5 | 17.4 | 18.9 |
| HCM LOS | C | B | C | C |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 |
|---|---|---|---|---|---|
| Vol Left, % | 57% | 1% | 0% | 17% | 47% |
| Vol Thru, % | 24% | 99% | 0% | 61% | 49% |
| Vol Right, % | 19% | 0% | 100% | 22% | 4% |
| Sign Control | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 245 | 268 | 246 | 173 | 268 |
| LT Vol | 60 | 264 | 0 | 106 | 131 |
| Through Vol | 46 | 0 | 246 | 38 | 10 |
| RT Vol | 139 | 4 | 0 | 29 | 127 |
| Lane Flow Rate | 275 | 301 | 276 | 194 | 301 |
| Geometry Grp | 2 | 7 | 7 | 5 | 2 |
| Degree of Util (X) | 0.526 | 0.583 | 0.48 | 0.382 | 0.575 |
| Departure Headway (Hd) | 6.878 | 6.975 | 6.251 | 7.08 | 6.873 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes |
| Cap | 523 | 515 | 575 | 505 | 524 |
| Service Time | 4.944 | 4.737 | 4.013 | 5.156 | 4.937 |
| HCM Lane V/C Ratio | 0.526 | 0.584 | 0.48 | 0.384 | 0.574 |
| HCM Control Delay | 17.4 | 19.1 | 14.7 | 14.5 | 18.9 |
| HCM Lane LOS | C | C | B | B | C |
| HCM 95th-tile Q | 3 | 3.7 | 2.6 | 1.8 | 3.6 |

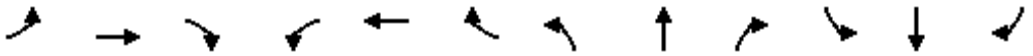
Notes

~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 468 | 2867 | 70 | 249 | 1214 | 447 | 222 | 510 | 1650 | 519 | 336 | 233 |
| 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 | 2965 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.24 | 1.00 | 1.00 | 0.15 | 0.51 | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3367 | 4988 | 1583 | 448 | 3539 | 1583 | 482 | 1521 | |
| 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) | 509 | 3116 | 76 | 271 | 1320 | 486 | 241 | 554 | 1793 | 564 | 365 | 253 |
| RTOR Reduction (vph) | 0 | 0 | 22 | 0 | 0 | 162 | 0 | 0 | 42 | 0 | 35 | 0 |
| Lane Group Flow (vph) | 509 | 3116 | 54 | 271 | 1320 | 324 | 241 | 554 | 1751 | 502 | 645 | 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 | 262 | 522 | 348 | 409 | 554 | |
| v/s Ratio Prot | c0.15 | c0.61 | | 0.08 | 0.26 | | 0.10 | 0.16 | c0.36 | c0.14 | 0.13 | |
| v/s Ratio Perm | | | 0.03 | | | 0.20 | 0.14 | | 0.74 | 0.18 | 0.17 | |
| v/c Ratio | 1.41 | 1.07 | 0.06 | 1.12 | 0.49 | 0.38 | 0.92 | 1.06 | 5.03 | 1.23 | 1.16 | |
| Uniform Delay, d1 | 80.5 | 38.5 | 17.0 | 83.5 | 26.0 | 24.0 | 58.1 | 76.7 | 70.2 | 59.4 | 66.7 | |
| 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 | 198.6 | 39.1 | 0.1 | 92.2 | 0.6 | 1.3 | 38.3 | 56.7 | 1820.5 | 122.2 | 92.5 | |
| Delay (s) | 279.1 | 77.6 | 17.1 | 175.7 | 26.6 | 25.3 | 96.4 | 133.4 | 1890.7 | 181.6 | 159.2 | |
| Level of Service | F | F | B | F | C | C | F | F | F | F | F | |
| Approach Delay (s) | | 104.1 | | | 45.8 | | | 1347.4 | | | 168.7 | |
| Approach LOS | | F | | | D | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 436.4 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 2.08 | | |
| Actuated Cycle Length (s) | 180.0 | Sum of lost time (s) | 17.3 |
| Intersection Capacity Utilization | 186.2% | 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) | 0 | 1 | 6 | 1141 | 0 | 9 | 4 | 87 | 661 | 38 | 981 | 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 | | 0.88 | | 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) | | 1647 | | 1681 | 1681 | 1077 | 1770 | 2988 | 1441 | 1597 | 3539 | |
| Flt Permitted | | 1.00 | | 0.95 | 0.95 | 1.00 | 0.19 | 1.00 | 1.00 | 0.37 | 1.00 | |
| Satd. Flow (perm) | | 1647 | | 1681 | 1681 | 1077 | 363 | 2988 | 1441 | 626 | 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 | 6 | 1176 | 0 | 9 | 4 | 90 | 681 | 39 | 1011 | 0 |
| RTOR Reduction (vph) | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 236 | 114 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1 | 0 | 588 | 588 | 3 | 4 | 195 | 226 | 39 | 1011 | 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) | | 7.0 | | 35.9 | 35.9 | 35.9 | 30.7 | 30.7 | 66.6 | 40.7 | 40.7 | |
| Effective Green, g (s) | | 7.0 | | 35.9 | 35.9 | 35.9 | 30.7 | 30.7 | 66.6 | 40.7 | 40.7 | |
| Actuated g/C Ratio | | 0.07 | | 0.36 | 0.36 | 0.36 | 0.31 | 0.31 | 0.67 | 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 | |
| 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) | | 115 | | 603 | 603 | 386 | 111 | 917 | 959 | 322 | 1440 | |
| v/s Ratio Prot | | c0.00 | | c0.35 | 0.35 | | | 0.07 | 0.08 | 0.01 | c0.29 | |
| v/s Ratio Perm | | | | | | 0.00 | 0.01 | | 0.07 | 0.04 | | |
| v/c Ratio | | 0.01 | | 0.98 | 0.98 | 0.01 | 0.04 | 0.21 | 0.24 | 0.12 | 0.70 | |
| Uniform Delay, d1 | | 43.3 | | 31.6 | 31.6 | 20.6 | 24.3 | 25.7 | 6.6 | 18.4 | 24.6 | |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 0.0 | | 31.0 | 31.0 | 0.0 | 0.1 | 0.1 | 0.1 | 0.2 | 2.9 | |
| Delay (s) | | 43.3 | | 62.6 | 62.6 | 20.6 | 24.4 | 25.8 | 6.7 | 18.5 | 27.5 | |
| Level of Service | | D | | E | E | C | C | C | A | B | C | |
| Approach Delay (s) | | 43.3 | | | 62.3 | | | 17.4 | | | 27.2 | |
| Approach LOS | | D | | | E | | | B | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 38.5 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.79 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 19.4 |
| Intersection Capacity Utilization | 78.9% | 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 (veh/h) | 86 | 542 | 32 | 620 | 1421 | 55 | 17 | 170 | 233 | 163 | 846 | 349 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 186.3 | 190.0 | 186.3 | 185.1 | 190.0 | 186.3 | 186.3 | 190.0 | 184.5 | 186.3 | 190.0 |
| Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| Cap, veh/h | 256 | 1219 | 73 | 437 | 1239 | 48 | 205 | 559 | 475 | 399 | 804 | 330 |
| Arrive On Green | 0.10 | 0.35 | 0.35 | 0.10 | 0.35 | 0.35 | 0.07 | 0.30 | 0.30 | 0.09 | 0.32 | 0.32 |
| Sat Flow, veh/h | 1774 | 3481 | 207 | 1774 | 3541 | 136 | 1774 | 1863 | 1583 | 1757 | 2512 | 1031 |
| Grp Volume(v), veh/h | 88 | 295 | 291 | 633 | 756 | 750 | 17 | 173 | 238 | 166 | 639 | 580 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1826 | 1774 | 1851 | 1827 | 1774 | 1863 | 1583 | 1757 | 1863 | 1681 |
| Q Serve(g_s), s | 2.9 | 12.3 | 12.3 | 10.0 | 35.0 | 35.0 | 0.6 | 7.2 | 12.4 | 6.1 | 32.0 | 32.0 |
| Cycle Q Clear(g_c), s | 2.9 | 12.3 | 12.3 | 10.0 | 35.0 | 35.0 | 0.6 | 7.2 | 12.4 | 6.1 | 32.0 | 32.0 |
| Prop In Lane | 1.00 | | 0.11 | 1.00 | | 0.07 | 1.00 | | 1.00 | 1.00 | | 0.61 |
| Lane Grp Cap(c), veh/h | 256 | 652 | 639 | 437 | 648 | 639 | 205 | 559 | 475 | 399 | 596 | 538 |
| V/C Ratio(X) | 0.34 | 0.45 | 0.45 | 1.45 | 1.17 | 1.17 | 0.08 | 0.31 | 0.50 | 0.42 | 1.07 | 1.08 |
| Avail Cap(c_a), veh/h | 256 | 652 | 639 | 437 | 648 | 639 | 205 | 559 | 475 | 399 | 596 | 538 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.47 | 0.47 | 0.47 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 22.0 | 25.1 | 25.1 | 28.9 | 32.5 | 32.5 | 24.1 | 27.0 | 28.8 | 20.0 | 34.0 | 34.0 |
| Incr Delay (d2), s/veh | 3.6 | 2.3 | 2.3 | 207.9 | 83.7 | 85.7 | 0.8 | 1.4 | 3.7 | 3.2 | 57.6 | 61.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 1.5 | 6.0 | 5.9 | 31.6 | 31.1 | 31.0 | 0.3 | 3.5 | 5.4 | 2.9 | 24.3 | 22.5 |
| Lane Grp Delay (d), s/veh | 25.6 | 27.4 | 27.4 | 236.8 | 116.2 | 118.2 | 24.9 | 28.4 | 32.6 | 23.2 | 91.6 | 95.7 |
| Lane Grp LOS | C | C | C | F | F | F | C | C | C | C | F | F |
| Approach Vol, veh/h | | 674 | | | 2139 | | | 428 | | | 1385 | |
| Approach Delay, s/veh | | 27.2 | | | 152.6 | | | 30.6 | | | 85.1 | |
| Approach LOS | | C | | | F | | | C | | | F | |

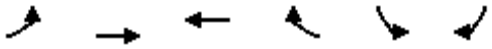
| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Phs Duration (G+Y+Rc), s | 13.0 | 40.0 | | 13.0 | 40.0 | | 10.0 | 35.0 | | 12.0 | 37.0 | |
| Change Period (Y+Rc), s | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Max Green Setting (Gmax), s | 10.0 | 35.0 | | 10.0 | 35.0 | | 7.0 | 30.0 | | 9.0 | 32.0 | |
| Max Q Clear Time (g_c+I1), s | 4.9 | 14.3 | | 12.0 | 37.0 | | 2.6 | 14.4 | | 8.1 | 34.0 | |
| Green Ext Time (p_c), s | 0.1 | 14.7 | | 0.0 | 0.0 | | 0.0 | 9.7 | | 0.0 | 0.0 | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2010 Ctrl Delay | | 102.8 | |
| HCM 2010 LOS | | F | |

| Notes |
|---|

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 895 | 48 | 201 | 2062 | 25 | 61 |
| 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) | 3512 | | 1770 | 3539 | 1646 | |
| Flt Permitted | 1.00 | | 0.23 | 1.00 | 0.99 | |
| Satd. Flow (perm) | 3512 | | 427 | 3539 | 1646 | |
| Peak-hour factor, PHF | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Adj. Flow (vph) | 923 | 49 | 207 | 2126 | 26 | 63 |
| RTOR Reduction (vph) | 4 | 0 | 0 | 0 | 51 | 0 |
| Lane Group Flow (vph) | 968 | 0 | 207 | 2126 | 38 | 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 | | 411 | 2519 | 312 | |
| v/s Ratio Prot | 0.28 | | 0.04 | c0.60 | c0.02 | |
| v/s Ratio Perm | | | 0.32 | | | |
| v/c Ratio | 0.46 | | 0.50 | 0.84 | 0.12 | |
| Uniform Delay, d1 | 10.9 | | 6.3 | 10.4 | 33.6 | |
| Progression Factor | 1.65 | | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.7 | | 4.4 | 3.7 | 0.8 | |
| Delay (s) | 18.7 | | 10.6 | 14.1 | 34.4 | |
| Level of Service | B | | B | B | C | |
| Approach Delay (s) | 18.7 | | | 13.8 | 34.4 | |
| Approach LOS | B | | | B | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 15.7 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.72 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 12.8 |
| Intersection Capacity Utilization | 71.0% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

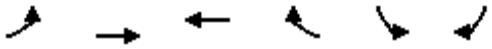


| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 65 | 398 | 1336 | 299 | 443 | 976 |
| Number | 1 | 6 | 2 | 12 | 3 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 186.3 | 186.3 | 186.3 | 184.5 | 184.5 |
| Lanes | 1 | 2 | 2 | 1 | 2 | 1 |
| Cap, veh/h | 416 | 2684 | 2065 | 877 | 575 | 265 |
| Arrive On Green | 0.13 | 0.72 | 0.74 | 0.74 | 0.17 | 0.00 |
| Sat Flow, veh/h | 1774 | 3725 | 3725 | 1583 | 3408 | 1568 |
| Grp Volume(v), veh/h | 68 | 419 | 1406 | 315 | 466 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1863 | 1583 | 1704 | 1568 |
| Q Serve(g_s), s | 1.0 | 3.2 | 18.0 | 6.4 | 11.9 | 0.0 |
| Cycle Q Clear(g_c), s | 1.0 | 3.2 | 18.0 | 6.4 | 11.9 | 0.0 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 416 | 2684 | 2065 | 877 | 575 | 265 |
| V/C Ratio(X) | 0.16 | 0.16 | 0.68 | 0.36 | 0.81 | 0.00 |
| Avail Cap(c_a), veh/h | 416 | 2684 | 2065 | 877 | 944 | 434 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.33 | 1.33 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.40 | 0.40 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 6.9 | 4.0 | 7.7 | 6.1 | 36.1 | 0.0 |
| Incr Delay (d2), s/veh | 0.8 | 0.1 | 0.7 | 0.5 | 2.8 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 0.5 | 1.3 | 6.0 | 2.1 | 5.3 | 0.0 |
| Lane Grp Delay (d), s/veh | 7.7 | 4.1 | 8.4 | 6.6 | 38.9 | 0.0 |
| Lane Grp LOS | A | A | A | A | D | |
| Approach Vol, veh/h | | 487 | 1721 | | 466 | |
| Approach Delay, s/veh | | 4.6 | 8.1 | | 38.9 | |
| Approach LOS | | A | A | | D | |

| Timer | | | | | | |
|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | 2 | | | |
| Phs Duration (G+Y+Rc), s | 15.0 | 70.0 | 55.0 | | | |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 5.0 | | | |
| Max Green Setting (Gmax), s | 12.0 | 65.0 | 50.0 | | | |
| Max Q Clear Time (g_c+I1), s | 3.0 | 5.2 | 20.0 | | | |
| Green Ext Time (p_c), s | 0.1 | 27.4 | 19.1 | | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 12.8 |
| HCM 2010 LOS | B |

Notes



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 323 | 75 | 1460 | 608 | 278 | 167 |
| Number | 1 | 6 | 2 | 12 | 3 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 179.2 | 182.7 | 186.3 | 181.0 | 186.3 | 182.7 |
| Lanes | 2 | 1 | 2 | 1 | 2 | 1 |
| Cap, veh/h | 450 | 1343 | 2107 | 870 | 522 | 235 |
| Arrive On Green | 0.23 | 1.00 | 0.57 | 0.57 | 0.15 | 0.15 |
| Sat Flow, veh/h | 3312 | 1827 | 3725 | 1538 | 3442 | 1553 |
| Grp Volume(v), veh/h | 351 | 82 | 1587 | 661 | 302 | 182 |
| Grp Sat Flow(s),veh/h/ln | 1656 | 1827 | 1863 | 1538 | 1721 | 1553 |
| Q Serve(g_s), s | 8.8 | 0.0 | 28.5 | 28.9 | 7.2 | 10.0 |
| Cycle Q Clear(g_c), s | 8.8 | 0.0 | 28.5 | 28.9 | 7.2 | 10.0 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 450 | 1343 | 2107 | 870 | 522 | 235 |
| V/C Ratio(X) | 0.78 | 0.06 | 0.75 | 0.76 | 0.58 | 0.77 |
| Avail Cap(c_a), veh/h | 450 | 1343 | 2107 | 870 | 973 | 439 |
| HCM Platoon Ratio | 1.67 | 1.67 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 32.9 | 0.0 | 14.5 | 14.6 | 34.9 | 36.0 |
| Incr Delay (d2), s/veh | 11.9 | 0.1 | 2.5 | 6.2 | 1.0 | 5.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 4.1 | 0.0 | 12.9 | 11.8 | 3.2 | 4.2 |
| Lane Grp Delay (d), s/veh | 44.8 | 0.1 | 17.1 | 20.8 | 35.9 | 41.4 |
| Lane Grp LOS | D | A | B | C | D | D |
| Approach Vol, veh/h | | 433 | 2248 | | 484 | |
| Approach Delay, s/veh | | 36.4 | 18.2 | | 38.0 | |
| Approach LOS | | D | B | | D | |

| Timer | | | | | | |
|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | 2 | | | |
| Phs Duration (G+Y+Rc), s | 15.0 | 70.0 | 55.0 | | | |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 5.0 | | | |
| Max Green Setting (Gmax), s | 12.0 | 65.0 | 50.0 | | | |
| Max Q Clear Time (g_c+I1), s | 10.8 | 2.0 | 30.9 | | | |
| Green Ext Time (p_c), s | 0.2 | 31.1 | 14.5 | | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 23.7 |
| HCM 2010 LOS | C |

Notes

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 224 | 373 | 1146 | 746 | 819 | 101 | 425 | 1251 | 298 | 146 | 2532 | 184 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 184.5 | 186.3 | 186.3 | 185.9 | 190.0 | 186.3 | 184.5 | 182.7 | 186.3 | 186.3 | 186.3 |
| Lanes | 2 | 2 | 2 | 2 | 2 | 0 | 2 | 3 | 1 | 2 | 4 | 1 |
| Cap, veh/h | 283 | 231 | 576 | 798 | 689 | 85 | 411 | 2598 | 1089 | 260 | 3171 | 804 |
| Arrive On Green | 0.08 | 0.06 | 0.06 | 0.23 | 0.21 | 0.21 | 0.24 | 0.94 | 0.94 | 0.08 | 0.43 | 0.43 |
| Sat Flow, veh/h | 3442 | 3689 | 3167 | 3442 | 3248 | 399 | 3442 | 5534 | 1553 | 3442 | 7451 | 1583 |
| Grp Volume(v), veh/h | 238 | 397 | 1219 | 794 | 498 | 480 | 452 | 1331 | 317 | 155 | 2694 | 196 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 1845 | 1583 | 1721 | 1859 | 1788 | 1721 | 1845 | 1553 | 1721 | 1863 | 1583 |
| Q Serve(g_s), s | 10.9 | 10.0 | 10.0 | 36.9 | 33.9 | 33.9 | 19.1 | 4.5 | 1.9 | 7.0 | 52.0 | 11.1 |
| Cycle Q Clear(g_c), s | 10.9 | 10.0 | 10.0 | 36.9 | 33.9 | 33.9 | 19.1 | 4.5 | 1.9 | 7.0 | 52.0 | 11.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.22 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 283 | 231 | 576 | 798 | 394 | 379 | 411 | 2598 | 1089 | 260 | 3171 | 804 |
| V/C Ratio(X) | 0.84 | 1.72 | 2.12 | 0.99 | 1.26 | 1.26 | 1.10 | 0.51 | 0.29 | 0.60 | 0.85 | 0.24 |
| Avail Cap(c_a), veh/h | 346 | 231 | 576 | 798 | 394 | 379 | 411 | 2598 | 1089 | 260 | 3171 | 804 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.96 | 0.96 | 0.96 | 0.18 | 0.18 | 0.18 |
| Uniform Delay (d), s/veh | 72.4 | 75.0 | 65.4 | 61.4 | 63.0 | 63.0 | 60.9 | 2.7 | 0.9 | 71.6 | 41.3 | 22.1 |
| Incr Delay (d2), s/veh | 14.3 | 342.4 | 508.3 | 30.5 | 137.6 | 138.2 | 73.4 | 0.7 | 0.7 | 1.9 | 0.6 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 5.5 | 15.8 | 52.7 | 19.9 | 31.7 | 30.6 | 12.2 | 1.3 | 0.6 | 3.2 | 25.0 | 4.5 |
| Lane Grp Delay (d), s/veh | 86.7 | 417.4 | 573.8 | 91.9 | 200.6 | 201.3 | 134.3 | 3.4 | 1.5 | 73.4 | 41.9 | 22.2 |
| Lane Grp LOS | F | F | F | F | F | F | F | A | A | E | D | C |
| Approach Vol, veh/h | | 1854 | | | 1772 | | | 2100 | | | 3045 | |
| Approach Delay, s/veh | | 477.8 | | | 152.1 | | | 31.3 | | | 42.3 | |
| Approach LOS | | F | | | F | | | C | | | D | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Phs Duration (G+Y+Rc), s | 19.1 | 17.0 | | 43.0 | 40.9 | | 25.0 | 82.0 | | 18.0 | 75.0 | |
| Change Period (Y+Rc), s | 5.9 | 7.0 | | 5.9 | 7.0 | | 5.9 | 6.9 | | 5.9 | 6.9 | |
| Max Green Setting (Gmax), s | 16.1 | 10.0 | | 37.1 | 31.0 | | 19.1 | 75.1 | | 12.1 | 68.1 | |
| Max Q Clear Time (g_c+I1), s | 12.9 | 12.0 | | 38.9 | 35.9 | | 21.1 | 6.5 | | 9.0 | 54.0 | |
| Green Ext Time (p_c), s | 0.2 | 0.0 | | 0.0 | 0.0 | | 0.0 | 65.9 | | 0.1 | 13.9 | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 2010 Ctrl Delay | | | 153.9 | | | | | | | | | |
| HCM 2010 LOS | | | F | | | | | | | | | |

Notes

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 12 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 301 | 357 | 59 | 21 | 1672 | 90 | 29 | 49 | 54 | 9 | 32 | 359 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | 50 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 12 | 2 | 2 | 2 | 3 | 2 | 2 | 4 | 11 | 3 | 2 |
| Mvmt Flow | 331 | 392 | 65 | 23 | 1837 | 99 | 32 | 54 | 59 | 10 | 35 | 395 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1936 | 0 | 0 | 457 | 0 | 0 | 2068 | 3068 | 229 | 2818 | 3052 | 968 |
| Stage 1 | - | - | - | - | - | - | 1086 | 1086 | - | 1933 | 1933 | - |
| Stage 2 | - | - | - | - | - | - | 982 | 1982 | - | 885 | 1119 | - |
| Follow-up Headway | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.34 | 3.61 | 4.03 | 3.32 |
| Pot Capacity-1 Maneuver | # 300 | - | - | 1100 | - | - | # 31 | # 12 | 767 | # 7 | # 12 | # 254 |
| Stage 1 | - | - | - | - | - | - | 231 | 291 | - | 61 | 110 | - |
| Stage 2 | - | - | - | - | - | - | 267 | 105 | - | 288 | 278 | - |
| Time blocked-Platoon, % | | - | - | | - | - | | | | | | |
| Mov Capacity-1 Maneuver | # 300 | - | - | 1100 | - | - | - | # 12 | 767 | - | # 12 | # 254 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | - | # 12 | - | - | # 12 | - |
| Stage 1 | - | - | - | - | - | - | 231 | 291 | - | 61 | 108 | - |
| Stage 2 | - | - | - | - | - | - | - | 103 | - | 217 | 278 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 50.6 | 0.1 | + | + |
| HCM LOS | | | - | - |

| Minor Lane / Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | + | # 300 | - | - | 1100 | - | - | + |
| HCM Lane V/C Ratio | + | 1.103 | - | - | 0.021 | - | - | + |
| HCM Control Delay (s) | + | 120.615 | - | - | 8.343 | - | - | + |
| HCM Lane LOS | + | F | | | A | | | + |
| HCM 95th %tile Q(veh) | + | 13.225 | - | - | 0.064 | - | - | + |

| Notes |
|---|
| ~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 5.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 5 | 429 | 4 | 32 | 1744 | 5 | 57 | 0 | 91 | 15 | 0 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | - | 415 | - | - | 0 | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 6 | 33 | 19 | 2 | 2 | 2 | 2 | 7 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 452 | 4 | 34 | 1836 | 5 | 60 | 0 | 96 | 16 | 0 | 13 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1841 | 0 | 0 | 456 | 0 | 0 | 1449 | 2372 | 228 | 2142 | 2372 | 921 |
| Stage 1 | - | - | - | - | - | - | 464 | 464 | - | 1906 | 1906 | - |
| Stage 2 | - | - | - | - | - | - | 985 | 1908 | - | 236 | 466 | - |
| Follow-up Headway | 2.22 | - | - | 2.39 | - | - | 3.52 | 4.02 | 3.37 | 3.52 | 4.02 | 3.32 |
| Pot Capacity-1 Maneuver | 327 | - | - | 990 | - | - | 92 | 34 | 760 | 28 | 34 | 273 |
| Stage 1 | - | - | - | - | - | - | 548 | 562 | - | 71 | 115 | - |
| Stage 2 | - | - | - | - | - | - | 266 | 115 | - | 746 | 561 | - |
| Time blocked-Platoon, % | | - | - | | - | - | | | | | | |
| Mov Capacity-1 Maneuver | 327 | - | - | 990 | - | - | 84 | 32 | 760 | 24 | 32 | 273 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | 84 | 32 | - | 24 | 32 | - |
| Stage 1 | - | - | - | - | - | - | 540 | 553 | - | 70 | 111 | - |
| Stage 2 | - | - | - | - | - | - | 245 | 111 | - | 642 | 552 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0.2 | 51.6 | 211.6 |
| HCM LOS | | | F | F |

| Minor Lane / Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 84 | 760 | 327 | - | - | 990 | - | - | 40 |
| HCM Lane V/C Ratio | 0.714 | 0.126 | 0.016 | - | - | 0.034 | - | - | 0.711 |
| HCM Control Delay (s) | 117.4 | 10.4 | 16.189 | - | - | 8.764 | - | - | 211.6 |
| HCM Lane LOS | F | B | C | | | A | | | F |
| HCM 95th %tile Q(veh) | 3.475 | 0.43 | 0.049 | - | - | 0.106 | - | - | 2.62 |

| Notes |
|---|
| ~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 0.9 |

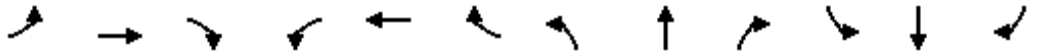
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 646 | 29 | 29 | 1514 | 26 | 26 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 150 | - | 100 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 3 | 3 | 3 | 14 | 3 | 3 |
| Mvmt Flow | 687 | 31 | 31 | 1611 | 28 | 28 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 718 | 0 | 1570 | 359 |
| Stage 1 | - | - | - | - | 703 | - |
| Stage 2 | - | - | - | - | 867 | - |
| Follow-up Headway | - | - | 2.23 | - | 3.53 | 3.33 |
| Pot Capacity-1 Maneuver | - | - | 872 | - | 100 | 635 |
| Stage 1 | - | - | - | - | 449 | - |
| Stage 2 | - | - | - | - | 369 | - |
| Time blocked-Platoon, % | - | - | | - | | |
| Mov Capacity-1 Maneuver | - | - | 872 | - | 96 | 635 |
| Mov Capacity-2 Maneuver | - | - | - | - | 96 | - |
| Stage 1 | - | - | - | - | 449 | - |
| Stage 2 | - | - | - | - | 356 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.2 | 34 |
| HCM LOS | | | D |

| Minor Lane / Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 96 | 635 | - | - | 872 | - |
| HCM Lane V/C Ratio | 0.288 | 0.044 | - | - | 0.035 | - |
| HCM Control Delay (s) | 57 | 10.9 | - | - | 9.28 | - |
| HCM Lane LOS | F | B | | | A | |
| HCM 95th %tile Q(veh) | 1.078 | 0.136 | - | - | 0.11 | - |

| Notes |
|---|
| ~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined |

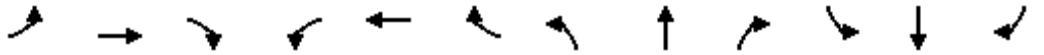


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 63 | 397 | 50 | 189 | 1140 | 228 | 35 | 176 | 125 | 147 | 419 | 559 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 171.2 | 168.6 | 190.0 | 186.3 | 185.1 | 190.0 | 163.8 | 185.5 | 190.0 | 168.1 | 186.3 | 190.0 |
| Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| Cap, veh/h | 208 | 1295 | 163 | 550 | 1416 | 281 | 201 | 339 | 229 | 305 | 352 | 299 |
| Arrive On Green | 0.05 | 0.44 | 0.44 | 0.08 | 0.47 | 0.47 | 0.06 | 0.16 | 0.16 | 0.09 | 0.19 | 0.19 |
| Sat Flow, veh/h | 1630 | 2937 | 370 | 1774 | 3001 | 595 | 1560 | 2068 | 1396 | 1601 | 1863 | 1583 |
| Grp Volume(v), veh/h | 66 | 239 | 232 | 199 | 736 | 704 | 37 | 165 | 152 | 155 | 441 | 588 |
| Grp Sat Flow(s),veh/h/ln | 1630 | 1686 | 1621 | 1774 | 1851 | 1746 | 1560 | 1855 | 1609 | 1601 | 1863 | 1583 |
| Q Serve(g_s), s | 1.7 | 7.3 | 7.4 | 4.3 | 27.7 | 28.3 | 1.5 | 6.5 | 6.9 | 6.0 | 15.0 | 15.0 |
| Cycle Q Clear(g_c), s | 1.7 | 7.3 | 7.4 | 4.3 | 27.7 | 28.3 | 1.5 | 6.5 | 6.9 | 6.0 | 15.0 | 15.0 |
| Prop In Lane | 1.00 | | 0.23 | 1.00 | | 0.34 | 1.00 | | 0.87 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 208 | 744 | 715 | 550 | 873 | 823 | 201 | 304 | 263 | 305 | 352 | 299 |
| V/C Ratio(X) | 0.32 | 0.32 | 0.32 | 0.36 | 0.84 | 0.85 | 0.18 | 0.54 | 0.58 | 0.51 | 1.25 | 1.97 |
| Avail Cap(c_a), veh/h | 273 | 744 | 715 | 566 | 873 | 823 | 240 | 351 | 304 | 305 | 352 | 299 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.09 | 0.09 | 0.09 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 16.0 | 14.5 | 14.5 | 9.3 | 18.4 | 18.6 | 25.1 | 30.5 | 30.7 | 22.9 | 32.2 | 32.2 |
| Incr Delay (d2), s/veh | 0.9 | 1.1 | 1.2 | 0.0 | 1.0 | 1.1 | 0.3 | 1.1 | 1.5 | 1.4 | 135.1 | 446.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 0.7 | 3.2 | 3.1 | 1.7 | 12.1 | 11.6 | 0.6 | 3.1 | 2.9 | 2.4 | 20.2 | 43.0 |
| Lane Grp Delay (d), s/veh | 16.9 | 15.6 | 15.7 | 9.4 | 19.4 | 19.7 | 25.5 | 31.6 | 32.1 | 24.3 | 167.3 | 478.5 |
| Lane Grp LOS | B | B | B | A | B | B | C | C | C | C | F | F |
| Approach Vol, veh/h | | 537 | | | 1639 | | | 354 | | | 1184 | |
| Approach Delay, s/veh | | 15.8 | | | 18.3 | | | 31.2 | | | 303.1 | |
| Approach LOS | | B | | | B | | | C | | | F | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Phs Duration (G+Y+Rc), s | 6.8 | 41.1 | | 9.3 | 43.5 | | 8.0 | 19.0 | | 10.0 | 21.0 | |
| Change Period (Y+Rc), s | 3.0 | 6.1 | | 3.0 | 6.1 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Max Green Setting (Gmax), s | 7.0 | 35.0 | | 7.0 | 35.0 | | 7.0 | 15.0 | | 7.0 | 15.0 | |
| Max Q Clear Time (g_c+I1), s | 3.7 | 9.4 | | 6.3 | 30.3 | | 3.5 | 8.9 | | 8.0 | 17.0 | |
| Green Ext Time (p_c), s | 0.0 | 5.5 | | 0.0 | 2.5 | | 0.0 | 3.7 | | 0.0 | 0.0 | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2010 Ctrl Delay | | 110.0 | |
| HCM 2010 LOS | | F | |

Notes



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 204 | 434 | 96 | 413 | 1096 | 198 | 146 | 932 | 180 | 183 | 1565 | 256 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 182.7 | 170.3 | 190.0 | 186.3 | 186.3 | 190.0 | 182.7 | 186.3 | 186.3 | 182.7 | 186.3 | 190.0 |
| Lanes | 1 | 2 | 0 | 2 | 2 | 0 | 1 | 2 | 1 | 1 | 3 | 0 |
| Cap, veh/h | 234 | 746 | 164 | 480 | 954 | 171 | 206 | 1346 | 572 | 311 | 1844 | 300 |
| Arrive On Green | 0.10 | 0.28 | 0.28 | 0.14 | 0.31 | 0.31 | 0.08 | 0.36 | 0.36 | 0.12 | 0.39 | 0.39 |
| Sat Flow, veh/h | 1740 | 2707 | 595 | 3442 | 3076 | 552 | 1740 | 3725 | 1583 | 1740 | 4689 | 764 |
| Grp Volume(v), veh/h | 212 | 283 | 269 | 430 | 689 | 659 | 152 | 971 | 188 | 191 | 1293 | 604 |
| Grp Sat Flow(s),veh/h/ln | 1740 | 1703 | 1598 | 1721 | 1863 | 1765 | 1740 | 1863 | 1583 | 1740 | 1863 | 1728 |
| Q Serve(g_s), s | 14.2 | 22.6 | 22.9 | 19.2 | 48.5 | 48.5 | 8.3 | 35.2 | 13.5 | 9.2 | 50.5 | 51.0 |
| Cycle Q Clear(g_c), s | 14.2 | 22.6 | 22.9 | 19.2 | 48.5 | 48.5 | 8.3 | 35.2 | 13.5 | 9.2 | 50.5 | 51.0 |
| Prop In Lane | 1.00 | | 0.37 | 1.00 | | 0.31 | 1.00 | | 1.00 | 1.00 | | 0.44 |
| Lane Grp Cap(c), veh/h | 234 | 469 | 440 | 480 | 578 | 547 | 206 | 1346 | 572 | 311 | 1465 | 679 |
| V/C Ratio(X) | 0.91 | 0.60 | 0.61 | 0.90 | 1.19 | 1.20 | 0.74 | 0.72 | 0.33 | 0.61 | 0.88 | 0.89 |
| Avail Cap(c_a), veh/h | 274 | 474 | 445 | 550 | 578 | 547 | 206 | 1346 | 572 | 311 | 1465 | 679 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.93 | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 | 0.78 | 0.78 | 0.78 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 43.9 | 49.2 | 49.4 | 66.2 | 54.0 | 54.0 | 36.1 | 43.2 | 36.2 | 29.4 | 44.1 | 44.3 |
| Incr Delay (d2), s/veh | 27.5 | 2.0 | 2.2 | 15.8 | 103.3 | 107.8 | 16.7 | 2.6 | 1.2 | 8.8 | 8.0 | 16.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 10.5 | 10.3 | 9.8 | 9.8 | 40.0 | 38.6 | 7.2 | 17.4 | 5.7 | 8.2 | 25.7 | 25.7 |
| Lane Grp Delay (d), s/veh | 71.4 | 51.2 | 51.6 | 82.0 | 157.3 | 161.8 | 52.8 | 45.8 | 37.4 | 38.2 | 52.1 | 60.3 |
| Lane Grp LOS | E | D | D | F | F | F | D | D | D | D | D | E |
| Approach Vol, veh/h | | 764 | | | 1778 | | | 1311 | | | 2088 | |
| Approach Delay, s/veh | | 57.0 | | | 140.7 | | | 45.4 | | | 53.2 | |
| Approach LOS | | E | | | F | | | D | | | D | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Phs Duration (G+Y+Rc), s | 19.4 | 48.6 | | 24.8 | 54.0 | | 16.0 | 62.0 | | 21.0 | 67.0 | |
| Change Period (Y+Rc), s | 3.0 | 5.5 | | 3.0 | 5.5 | | 3.0 | 5.5 | | 3.0 | 5.5 | |
| Max Green Setting (Gmax), s | 20.0 | 43.5 | | 25.0 | 48.5 | | 13.0 | 56.5 | | 18.0 | 61.5 | |
| Max Q Clear Time (g_c+I1), s | 16.2 | 24.9 | | 21.2 | 50.5 | | 10.3 | 37.2 | | 11.2 | 53.0 | |
| Green Ext Time (p_c), s | 0.2 | 12.5 | | 0.6 | 0.0 | | 0.1 | 17.4 | | 0.3 | 8.1 | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2010 Ctrl Delay | | 78.2 | |
| HCM 2010 LOS | | E | |

Notes

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 0 | 0 | 591 | 1559 | 3161 | 736 |
| Number | | | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | | | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | 1.00 | | | 1.00 |
| Parking Bus Adj | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | | | 186.3 | 186.3 | 186.3 | 186.3 |
| Lanes | | | 1 | 3 | 3 | 1 |
| Cap, veh/h | | | 479 | 5414 | 4086 | 1158 |
| Arrive On Green | | | 0.44 | 1.00 | 1.00 | 0.00 |
| Sat Flow, veh/h | | | 1774 | 5588 | 5588 | 1583 |
| Grp Volume(v), veh/h | | | 603 | 1591 | 3226 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | 1774 | 1863 | 1863 | 1583 |
| Q Serve(g_s), s | | | 35.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | | | 35.0 | 0.0 | 0.0 | 0.0 |
| Prop In Lane | | | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | | | 479 | 5414 | 4086 | 1158 |
| V/C Ratio(X) | | | 1.26 | 0.29 | 0.79 | 0.00 |
| Avail Cap(c_a), veh/h | | | 479 | 5414 | 4086 | 1158 |
| HCM Platoon Ratio | | | 2.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(I) | | | 0.75 | 0.75 | 0.09 | 0.00 |
| Uniform Delay (d), s/veh | | | 34.9 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | | | 128.9 | 0.1 | 0.1 | 0.0 |
| Initial Q Delay(d3),s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | | | 27.7 | 0.1 | 0.1 | 0.0 |
| Lane Grp Delay (d), s/veh | | | 163.9 | 0.1 | 0.1 | 0.0 |
| Lane Grp LOS | | | F | A | A | |
| Approach Vol, veh/h | | | | 2194 | 3226 | |
| Approach Delay, s/veh | | | | 45.1 | 0.1 | |
| Approach LOS | | | | D | A | |

| Timer | | | |
|---|---|---|---|
| Assigned Phs | 1 | 6 | 2 |
| Phs Duration (G+Y+Rc), s | 38.0 | 160.0 | 122.0 |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 35.0 | 155.0 | 117.0 |
| Max Q Clear Time (g_c+I1), s | 37.0 | 2.0 | 2.0 |
| Green Ext Time (p_c), s | 0.0 | 148.6 | 112.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 18.3 |
| HCM 2010 LOS | B |

Notes

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 0 | 713 | 1559 | 0 | 0 | 3161 |
| 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 | 728 | 1591 | 0 | 0 | 3226 |
| RTOR Reduction (vph) | 0 | 69 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 659 | 1591 | 0 | 0 | 3226 |
| 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 | | | 0.31 | | | c0.63 |
| v/s Ratio Perm | | c0.24 | | | | |
| v/c Ratio | | 0.99 | 0.45 | | | 0.91 |
| Uniform Delay, d1 | | 60.7 | 10.4 | | | 19.6 |
| Progression Factor | | 1.00 | 1.00 | | | 0.17 |
| Incremental Delay, d2 | | 32.7 | 0.4 | | | 2.2 |
| Delay (s) | | 93.4 | 10.8 | | | 5.4 |
| Level of Service | | F | B | | | A |
| Approach Delay (s) | 93.4 | | 10.8 | | | 5.4 |
| Approach LOS | F | | B | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 18.5 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.93 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 9.7 |
| Intersection Capacity Utilization | 65.2% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 202 | 163 | 0 | 697 | 2897 | 1093 |
| Number | 3 | 18 | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 182.7 | 186.3 | 0.0 | 186.3 | 186.3 | 186.3 |
| Lanes | 1 | 1 | 0 | 1 | 3 | 1 |
| Cap, veh/h | 240 | 218 | 0 | 1481 | 4443 | 1259 |
| Arrive On Green | 0.14 | 0.00 | 0.00 | 0.80 | 0.80 | 0.80 |
| Sat Flow, veh/h | 1740 | 1583 | 0 | 1863 | 5588 | 1583 |
| Grp Volume(v), veh/h | 213 | 0 | 0 | 734 | 3049 | 1151 |
| Grp Sat Flow(s),veh/h/ln | 1740 | 1583 | 0 | 1863 | 1863 | 1583 |
| Q Serve(g_s), s | 17.2 | 0.0 | 0.0 | 19.1 | 35.3 | 78.2 |
| Cycle Q Clear(g_c), s | 17.2 | 0.0 | 0.0 | 19.1 | 35.3 | 78.2 |
| Prop In Lane | 1.00 | 1.00 | 0.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 240 | 218 | 0 | 1481 | 4443 | 1259 |
| V/C Ratio(X) | 0.89 | 0.00 | 0.00 | 0.50 | 0.69 | 0.91 |
| Avail Cap(c_a), veh/h | 442 | 402 | 0 | 1481 | 4443 | 1259 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 60.7 | 0.0 | 0.0 | 5.0 | 6.6 | 11.0 |
| Incr Delay (d2), s/veh | 10.6 | 0.0 | 0.0 | 1.2 | 0.9 | 11.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 8.6 | 0.0 | 0.0 | 8.0 | 14.5 | 30.9 |
| Lane Grp Delay (d), s/veh | 71.3 | 0.0 | 0.0 | 6.2 | 7.5 | 22.7 |
| Lane Grp LOS | E | | | A | A | C |
| Approach Vol, veh/h | 213 | | | 734 | 4200 | |
| Approach Delay, s/veh | 71.3 | | | 6.2 | 11.7 | |
| Approach LOS | E | | | A | B | |

| Timer | | | | | | |
|---|---|---|---|---|---|---|
| Assigned Phs | | | | 6 | 2 | |
| Phs Duration (G+Y+Rc), s | | | | 119.0 | 119.0 | |
| Change Period (Y+Rc), s | | | | 5.0 | 5.0 | |
| Max Green Setting (Gmax), s | | | | 114.0 | 114.0 | |
| Max Q Clear Time (g_c+I1), s | | | | 21.1 | 80.2 | |
| Green Ext Time (p_c), s | | | | 90.6 | 33.5 | |

| Intersection Summary | | | | | | |
|---|---|---|---|---|---|---|
| HCM 2010 Ctrl Delay | | | 13.4 | | | |
| HCM 2010 LOS | | | B | | | |

Notes

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 17 |
| Intersection LOS | C |

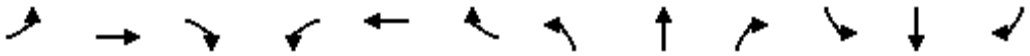
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 8 | 156 | 77 | 8 | 282 | 90 | 125 | 74 | 25 | 47 | 84 | 6 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 2 |
| Mvmt Flow | 9 | 181 | 90 | 9 | 328 | 105 | 145 | 86 | 29 | 55 | 98 | 7 |
| Number of Lanes | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 2 |
| HCM Control Delay | 12.1 | 22.6 | 15.2 | 12.7 |
| HCM LOS | B | C | C | B |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 |
|---|---|---|---|---|---|
| Vol Left, % | 56% | 5% | 0% | 2% | 34% |
| Vol Thru, % | 33% | 95% | 0% | 74% | 61% |
| Vol Right, % | 11% | 0% | 100% | 24% | 4% |
| Sign Control | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 224 | 164 | 77 | 380 | 137 |
| LT Vol | 74 | 156 | 0 | 282 | 84 |
| Through Vol | 25 | 0 | 77 | 90 | 6 |
| RT Vol | 125 | 8 | 0 | 8 | 47 |
| Lane Flow Rate | 260 | 191 | 90 | 442 | 159 |
| Geometry Grp | 2 | 7 | 7 | 5 | 2 |
| Degree of Util (X) | 0.47 | 0.357 | 0.149 | 0.72 | 0.3 |
| Departure Headway (Hd) | 6.496 | 6.747 | 6.007 | 5.868 | 6.79 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes |
| Cap | 555 | 532 | 596 | 614 | 529 |
| Service Time | 4.542 | 4.492 | 3.752 | 3.907 | 4.842 |
| HCM Lane V/C Ratio | 0.468 | 0.359 | 0.151 | 0.72 | 0.301 |
| HCM Control Delay | 15.2 | 13.2 | 9.8 | 22.6 | 12.7 |
| HCM Lane LOS | C | B | A | C | B |
| HCM 95th-tile Q | 2.5 | 1.6 | 0.5 | 6 | 1.3 |

Notes

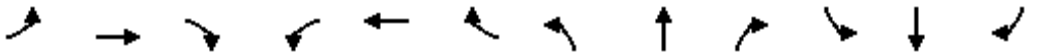
~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 324 | 1516 | 268 | 1039 | 2868 | 390 | 283 | 328 | 529 | 366 | 537 | 402 |
| 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 | 0.12 | 1.00 | 1.00 | 0.45 | 0.93 | |
| Satd. Flow (perm) | 3433 | 5036 | 1583 | 3433 | 5085 | 1583 | 221 | 3406 | 1583 | 1431 | 2787 | |
| 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) | 331 | 1547 | 273 | 1060 | 2927 | 398 | 289 | 335 | 540 | 373 | 548 | 410 |
| RTOR Reduction (vph) | 0 | 0 | 59 | 0 | 0 | 98 | 0 | 0 | 22 | 0 | 58 | 0 |
| Lane Group Flow (vph) | 331 | 1547 | 214 | 1060 | 2927 | 300 | 289 | 335 | 518 | 336 | 937 | 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 | 50.7 | 33.7 | 73.7 | 48.5 | 48.5 | |
| Effective Green, g (s) | 13.0 | 43.1 | 43.1 | 40.0 | 70.1 | 70.1 | 50.7 | 33.7 | 73.7 | 48.5 | 48.5 | |
| Actuated g/C Ratio | 0.09 | 0.29 | 0.29 | 0.27 | 0.47 | 0.47 | 0.34 | 0.22 | 0.49 | 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 | 250 | 765 | 777 | 633 | 923 | |
| v/s Ratio Prot | 0.10 | 0.31 | | c0.31 | c0.58 | | c0.13 | 0.10 | 0.18 | 0.06 | 0.11 | |
| v/s Ratio Perm | | | 0.14 | | | 0.19 | c0.26 | | 0.15 | 0.12 | 0.22 | |
| v/c Ratio | 1.11 | 1.07 | 0.47 | 1.16 | 1.23 | 0.41 | 1.16 | 0.44 | 0.67 | 0.53 | 1.02 | |
| Uniform Delay, d1 | 68.5 | 53.4 | 44.1 | 55.0 | 40.0 | 26.3 | 44.1 | 50.0 | 28.9 | 38.8 | 50.8 | |
| 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 | 86.6 | 44.5 | 3.5 | 83.6 | 108.2 | 1.7 | 105.7 | 0.4 | 2.2 | 0.9 | 33.6 | |
| Delay (s) | 155.1 | 98.0 | 47.5 | 138.6 | 148.2 | 27.9 | 149.7 | 50.4 | 31.0 | 39.6 | 84.3 | |
| Level of Service | F | F | D | F | F | C | F | D | C | D | F | |
| Approach Delay (s) | | 100.4 | | | 134.9 | | | 66.1 | | | 73.1 | |
| Approach LOS | | F | | | F | | | E | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 108.7 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 1.21 | | |
| Actuated Cycle Length (s) | 150.0 | Sum of lost time (s) | 17.3 |
| Intersection Capacity Utilization | 116.8% | 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) | 2 | 2 | 5 | 493 | 2 | 50 | 11 | 2344 | 4600 | 25 | 232 | 3 |
| 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 | | 0.93 | | 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) | | 1704 | | 1588 | 1593 | 1380 | 1770 | 3138 | 1441 | 955 | 2779 | |
| Flt Permitted | | 0.99 | | 0.95 | 0.95 | 1.00 | 0.60 | 1.00 | 1.00 | 0.04 | 1.00 | |
| Satd. Flow (perm) | | 1704 | | 1588 | 1593 | 1380 | 1122 | 3138 | 1441 | 39 | 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) | 2 | 2 | 5 | 503 | 2 | 51 | 11 | 2392 | 4694 | 26 | 237 | 3 |
| RTOR Reduction (vph) | 0 | 5 | 0 | 0 | 0 | 37 | 0 | 98 | 122 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 4 | 0 | 251 | 254 | 14 | 11 | 4641 | 2225 | 26 | 240 | 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) | | 4.4 | | 50.5 | 50.5 | 50.5 | 100.7 | 100.7 | 151.2 | 108.7 | 108.7 | |
| Effective Green, g (s) | | 4.4 | | 50.5 | 50.5 | 50.5 | 100.7 | 100.7 | 151.2 | 108.7 | 108.7 | |
| Actuated g/C Ratio | | 0.02 | | 0.28 | 0.28 | 0.28 | 0.56 | 0.56 | 0.84 | 0.60 | 0.60 | |
| Clearance Time (s) | | 5.6 | | 5.5 | 5.5 | 5.5 | 5.3 | 5.3 | 5.5 | 3.0 | 5.3 | |
| 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) | | 41 | | 445 | 446 | 387 | 627 | 1755 | 1210 | 48 | 1678 | |
| v/s Ratio Prot | | c0.00 | | 0.16 | 0.16 | | | c1.48 | c0.52 | c0.01 | 0.09 | |
| v/s Ratio Perm | | | | | | 0.01 | 0.01 | | 1.03 | 0.31 | | |
| v/c Ratio | | 0.10 | | 0.56 | 0.57 | 0.04 | 0.02 | 2.64 | 1.84 | 0.54 | 0.14 | |
| Uniform Delay, d1 | | 85.9 | | 55.3 | 55.4 | 47.1 | 17.6 | 39.6 | 14.4 | 42.9 | 15.5 | |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 1.1 | | 5.1 | 5.2 | 0.2 | 0.0 | 741.6 | 380.7 | 11.9 | 0.0 | |
| Delay (s) | | 86.9 | | 60.4 | 60.6 | 47.3 | 17.7 | 781.2 | 395.1 | 54.8 | 15.5 | |
| Level of Service | | F | | E | E | D | B | F | F | D | B | |
| Approach Delay (s) | | 86.9 | | | 59.3 | | | 652.3 | | | 19.3 | |
| Approach LOS | | F | | | E | | | F | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 588.9 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 2.25 | | |
| Actuated Cycle Length (s) | 180.0 | Sum of lost time (s) | 19.4 |
| Intersection Capacity Utilization | 212.5% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 962 | 2684 | 18 | 197 | 440 | 309 | 12 | 1139 | 719 | 56 | 208 | 93 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 186.3 | 190.0 | 184.5 | 181.1 | 190.0 | 166.7 | 186.3 | 190.0 | 139.7 | 182.4 | 190.0 |
| Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| Cap, veh/h | 484 | 1889 | 13 | 109 | 684 | 479 | 357 | 732 | 416 | 86 | 698 | 302 |
| Arrive On Green | 0.21 | 0.51 | 0.51 | 0.01 | 0.11 | 0.11 | 0.07 | 0.33 | 0.33 | 0.03 | 0.29 | 0.29 |
| Sat Flow, veh/h | 1774 | 3697 | 25 | 1757 | 1986 | 1390 | 1587 | 2233 | 1268 | 1331 | 2418 | 1046 |
| Grp Volume(v), veh/h | 1023 | 1437 | 1437 | 210 | 427 | 370 | 13 | 989 | 989 | 60 | 165 | 155 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1858 | 1757 | 1811 | 1565 | 1587 | 1863 | 1639 | 1331 | 1824 | 1639 |
| Q Serve(g_s), s | 37.0 | 92.0 | 92.0 | 7.0 | 40.8 | 41.0 | 0.9 | 59.0 | 59.0 | 5.8 | 12.7 | 13.4 |
| Cycle Q Clear(g_c), s | 37.0 | 92.0 | 92.0 | 7.0 | 40.8 | 41.0 | 0.9 | 59.0 | 59.0 | 5.8 | 12.7 | 13.4 |
| Prop In Lane | 1.00 | | 0.01 | 1.00 | | 0.89 | 1.00 | | 0.77 | 1.00 | | 0.64 |
| Lane Grp Cap(c), veh/h | 484 | 952 | 950 | 109 | 624 | 539 | 357 | 611 | 537 | 86 | 527 | 474 |
| V/C Ratio(X) | 2.11 | 1.51 | 1.51 | 1.92 | 0.68 | 0.69 | 0.04 | 1.62 | 1.84 | 0.70 | 0.31 | 0.33 |
| Avail Cap(c_a), veh/h | 484 | 952 | 950 | 109 | 624 | 539 | 357 | 611 | 537 | 86 | 527 | 474 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.66 | 0.66 | 0.66 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 53.1 | 44.0 | 44.0 | 49.7 | 70.4 | 70.4 | 32.9 | 60.5 | 60.5 | 50.8 | 50.0 | 50.3 |
| Incr Delay (d2), s/veh | 508.0 | 234.7 | 236.2 | 436.1 | 4.0 | 4.7 | 0.2 | 286.1 | 385.2 | 37.6 | 1.5 | 1.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 80.0 | 105.7 | 105.9 | 15.1 | 20.9 | 18.2 | 0.4 | 77.2 | 82.7 | 2.9 | 6.3 | 6.0 |
| Lane Grp Delay (d), s/veh | 561.2 | 278.7 | 280.3 | 485.8 | 74.4 | 75.1 | 33.1 | 346.6 | 445.7 | 88.3 | 51.6 | 52.1 |
| Lane Grp LOS | F | F | F | F | E | E | C | F | F | F | D | D |
| Approach Vol, veh/h | | 3897 | | | 1007 | | | 1990 | | | 380 | |
| Approach Delay, s/veh | | 353.4 | | | 160.4 | | | 393.8 | | | 57.6 | |
| Approach LOS | | F | | | F | | | F | | | E | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Phs Duration (G+Y+Rc), s | 40.0 | 97.0 | | 10.0 | 67.0 | | 16.0 | 64.0 | | 9.0 | 57.0 | |
| Change Period (Y+Rc), s | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Max Green Setting (Gmax), s | 37.0 | 92.0 | | 7.0 | 62.0 | | 13.0 | 58.0 | | 6.0 | 52.0 | |
| Max Q Clear Time (g_c+I1), s | 39.0 | 94.0 | | 9.0 | 43.0 | | 2.9 | 61.0 | | 7.8 | 15.4 | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | 18.9 | | 0.0 | 0.0 | | 0.0 | 27.1 | |

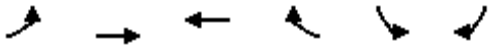
| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | 322.3 | |
| HCM 2010 LOS | F | |

Notes

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 3431 | 36 | 50 | 878 | 66 | 408 |
| 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) | 3612 | 38 | 53 | 924 | 69 | 429 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 34 | 0 |
| Lane Group Flow (vph) | 3650 | 0 | 53 | 924 | 464 | 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) | 123.2 | | 131.2 | 131.2 | 39.0 | |
| Effective Green, g (s) | 123.2 | | 131.2 | 131.2 | 39.0 | |
| Actuated g/C Ratio | 0.68 | | 0.73 | 0.73 | 0.22 | |
| Clearance Time (s) | 4.8 | | 3.0 | 4.8 | 5.0 | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 2416 | | 89 | 2482 | 353 | |
| v/s Ratio Prot | c1.03 | | c0.02 | 0.27 | c0.28 | |
| v/s Ratio Perm | | | 0.41 | | | |
| v/c Ratio | 1.51 | | 0.60 | 0.37 | 1.32 | |
| Uniform Delay, d1 | 28.4 | | 49.5 | 9.1 | 70.5 | |
| Progression Factor | 0.72 | | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 230.0 | | 10.3 | 0.4 | 160.7 | |
| Delay (s) | 250.5 | | 59.8 | 9.5 | 231.2 | |
| Level of Service | F | | E | A | F | |
| Approach Delay (s) | 250.5 | | | 12.2 | 231.2 | |
| Approach LOS | F | | | B | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 203.2 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 1.44 | | |
| Actuated Cycle Length (s) | 180.0 | Sum of lost time (s) | 12.8 |
| Intersection Capacity Utilization | 133.0% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

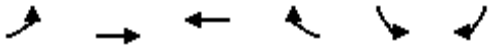


| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 193 | 1314 | 531 | 46 | 1557 | 398 |
| Number | 1 | 6 | 2 | 12 | 3 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 186.3 | 184.5 | 182.7 | 182.7 | 174.3 |
| Lanes | 1 | 2 | 2 | 1 | 2 | 1 |
| Cap, veh/h | 366 | 1490 | 943 | 397 | 1650 | 724 |
| Arrive On Green | 0.11 | 0.40 | 0.08 | 0.08 | 0.49 | 0.00 |
| Sat Flow, veh/h | 1774 | 3725 | 3689 | 1553 | 3375 | 1482 |
| Grp Volume(v), veh/h | 203 | 1383 | 559 | 48 | 1639 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1845 | 1553 | 1688 | 1482 |
| Q Serve(g_s), s | 7.1 | 31.9 | 13.1 | 2.6 | 43.4 | 0.0 |
| Cycle Q Clear(g_c), s | 7.1 | 31.9 | 13.1 | 2.6 | 43.4 | 0.0 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 366 | 1490 | 943 | 397 | 1650 | 724 |
| V/C Ratio(X) | 0.55 | 0.93 | 0.59 | 0.12 | 0.99 | 0.00 |
| Avail Cap(c_a), veh/h | 366 | 1490 | 943 | 397 | 1650 | 724 |
| HCM Platoon Ratio | 1.00 | 1.00 | 0.33 | 0.33 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.77 | 0.77 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 20.7 | 25.8 | 36.7 | 31.9 | 22.9 | 0.0 |
| Incr Delay (d2), s/veh | 6.0 | 11.5 | 2.1 | 0.5 | 20.5 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 3.6 | 16.6 | 6.8 | 1.1 | 21.8 | 0.0 |
| Lane Grp Delay (d), s/veh | 26.6 | 37.3 | 38.8 | 32.3 | 43.3 | 0.0 |
| Lane Grp LOS | C | D | D | C | D | |
| Approach Vol, veh/h | | 1586 | 607 | | 1639 | |
| Approach Delay, s/veh | | 35.9 | 38.3 | | 43.3 | |
| Approach LOS | | D | D | | D | |

| Timer | | | | | | |
|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | 2 | | | |
| Phs Duration (G+Y+Rc), s | 13.0 | 41.0 | 28.0 | | | |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 5.0 | | | |
| Max Green Setting (Gmax), s | 10.0 | 36.0 | 23.0 | | | |
| Max Q Clear Time (g_c+I1), s | 9.1 | 33.9 | 15.1 | | | |
| Green Ext Time (p_c), s | 0.1 | 1.9 | 6.5 | | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 39.5 |
| HCM 2010 LOS | D |

Notes



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1572 | 101 | 410 | 160 | 666 | 150 |
| Number | 1 | 6 | 2 | 12 | 3 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 184.5 | 184.5 | 174.3 | 147.3 | 186.3 | 182.7 |
| Lanes | 2 | 1 | 2 | 1 | 2 | 1 |
| Cap, veh/h | 1591 | 1271 | 659 | 236 | 688 | 311 |
| Arrive On Green | 0.78 | 1.00 | 0.19 | 0.19 | 0.20 | 0.20 |
| Sat Flow, veh/h | 3408 | 1845 | 3486 | 1252 | 3442 | 1553 |
| Grp Volume(v), veh/h | 1655 | 106 | 432 | 168 | 701 | 158 |
| Grp Sat Flow(s),veh/h/ln | 1704 | 1845 | 1743 | 1252 | 1721 | 1553 |
| Q Serve(g_s), s | 42.0 | 0.0 | 10.3 | 11.3 | 18.0 | 8.2 |
| Cycle Q Clear(g_c), s | 42.0 | 0.0 | 10.3 | 11.3 | 18.0 | 8.2 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 1591 | 1271 | 659 | 236 | 688 | 311 |
| V/C Ratio(X) | 1.04 | 0.08 | 0.66 | 0.71 | 1.02 | 0.51 |
| Avail Cap(c_a), veh/h | 1591 | 1271 | 659 | 236 | 688 | 311 |
| HCM Platoon Ratio | 1.67 | 1.67 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.12 | 0.12 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 9.9 | 0.0 | 33.8 | 34.2 | 36.0 | 32.1 |
| Incr Delay (d2), s/veh | 21.3 | 0.0 | 5.0 | 16.6 | 39.0 | 1.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 12.8 | 0.0 | 5.0 | 4.6 | 11.5 | 3.3 |
| Lane Grp Delay (d), s/veh | 31.2 | 0.0 | 38.8 | 50.8 | 75.0 | 33.4 |
| Lane Grp LOS | F | A | D | D | F | C |
| Approach Vol, veh/h | | 1761 | 600 | | 859 | |
| Approach Delay, s/veh | | 29.3 | 42.2 | | 67.4 | |
| Approach LOS | | C | D | | E | |

| Timer | | | | | | |
|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | 2 | | | |
| Phs Duration (G+Y+Rc), s | 45.0 | 67.0 | 22.0 | | | |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 5.0 | | | |
| Max Green Setting (Gmax), s | 42.0 | 62.0 | 17.0 | | | |
| Max Q Clear Time (g_c+I1), s | 44.0 | 2.0 | 13.3 | | | |
| Green Ext Time (p_c), s | 0.0 | 4.7 | 1.4 | | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 41.9 |
| HCM 2010 LOS | D |

Notes

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 512 | 1800 | 522 | 246 | 420 | 266 | 349 | 2833 | 1354 | 181 | 986 | 109 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 186.3 | 186.3 | 175.9 | 179.9 | 190.0 | 186.3 | 186.3 | 186.3 | 184.5 | 182.7 | 182.7 |
| Lanes | 2 | 2 | 2 | 2 | 2 | 0 | 2 | 3 | 1 | 2 | 4 | 1 |
| Cap, veh/h | 389 | 1001 | 1189 | 225 | 466 | 292 | 368 | 2413 | 794 | 236 | 2882 | 788 |
| Arrive On Green | 0.11 | 0.27 | 0.27 | 0.07 | 0.22 | 0.22 | 0.04 | 0.14 | 0.14 | 0.07 | 0.39 | 0.39 |
| Sat Flow, veh/h | 3442 | 3725 | 3167 | 3250 | 2072 | 1297 | 3442 | 5588 | 1583 | 3408 | 7308 | 1553 |
| Grp Volume(v), veh/h | 522 | 1837 | 533 | 251 | 372 | 328 | 356 | 2891 | 1382 | 185 | 1006 | 111 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 1863 | 1583 | 1625 | 1799 | 1570 | 1721 | 1863 | 1583 | 1704 | 1827 | 1553 |
| Q Serve(g_s), s | 18.1 | 43.0 | 20.2 | 11.1 | 32.3 | 32.7 | 16.5 | 69.1 | 69.1 | 8.5 | 15.5 | 6.1 |
| Cycle Q Clear(g_c), s | 18.1 | 43.0 | 20.2 | 11.1 | 32.3 | 32.7 | 16.5 | 69.1 | 69.1 | 8.5 | 15.5 | 6.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.83 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 389 | 1001 | 1189 | 225 | 405 | 353 | 368 | 2413 | 794 | 236 | 2882 | 788 |
| V/C Ratio(X) | 1.34 | 1.83 | 0.45 | 1.11 | 0.92 | 0.93 | 0.97 | 1.20 | 1.74 | 0.78 | 0.35 | 0.14 |
| Avail Cap(c_a), veh/h | 389 | 1001 | 1189 | 225 | 405 | 353 | 368 | 2413 | 794 | 236 | 2882 | 788 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.58 | 0.58 | 0.58 | 0.27 | 0.27 | 0.27 |
| Uniform Delay (d), s/veh | 70.9 | 58.5 | 37.5 | 74.4 | 60.6 | 60.7 | 76.9 | 68.6 | 57.4 | 73.3 | 34.0 | 20.9 |
| Incr Delay (d2), s/veh | 169.8 | 379.5 | 0.3 | 93.6 | 25.8 | 30.2 | 27.8 | 91.6 | 336.7 | 7.0 | 0.1 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 17.4 | 73.6 | 8.3 | 7.7 | 18.1 | 16.4 | 9.2 | 55.7 | 105.4 | 4.1 | 7.3 | 2.4 |
| Lane Grp Delay (d), s/veh | 240.7 | 438.0 | 37.8 | 168.1 | 86.4 | 91.0 | 104.7 | 160.2 | 394.1 | 80.3 | 34.1 | 21.0 |
| Lane Grp LOS | F | F | D | F | F | F | F | F | F | F | C | C |
| Approach Vol, veh/h | | 2892 | | | 951 | | | 4629 | | | 1302 | |
| Approach Delay, s/veh | | 328.7 | | | 109.5 | | | 225.8 | | | 39.6 | |
| Approach LOS | | F | | | F | | | F | | | D | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Phs Duration (G+Y+Rc), s | 24.0 | 50.0 | | 17.0 | 43.0 | | 23.0 | 76.0 | | 17.0 | 70.0 | |
| Change Period (Y+Rc), s | 5.9 | 7.0 | | 5.9 | 7.0 | | 5.9 | 6.9 | | 5.9 | 6.9 | |
| Max Green Setting (Gmax), s | 18.1 | 43.0 | | 11.1 | 36.0 | | 17.1 | 69.1 | | 11.1 | 63.1 | |
| Max Q Clear Time (g_c+I1), s | 20.1 | 45.0 | | 13.1 | 34.7 | | 18.5 | 71.1 | | 10.5 | 17.5 | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | 1.2 | | 0.0 | 0.0 | | 0.0 | 45.3 | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2010 Ctrl Delay | | 220.1 | |
| HCM 2010 LOS | | F | |

Notes

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1348 | 2952 | 152 | 79 | 734 | 145 | 12 | 23 | 38 | 41 | 28 | 264 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 184.6 | 190.0 | 186.3 | 168.6 | 190.0 | 190.0 | 176.7 | 190.0 | 190.0 | 182.0 | 190.0 |
| Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Cap, veh/h | 854 | 2530 | 129 | 117 | 925 | 183 | 0 | 85 | 144 | 51 | 25 | 177 |
| Arrive On Green | 0.42 | 0.73 | 0.73 | 0.02 | 0.23 | 0.23 | 0.00 | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 |
| Sat Flow, veh/h | 1774 | 3482 | 178 | 1774 | 2736 | 541 | 0 | 590 | 1000 | 150 | 174 | 1230 |
| Grp Volume(v), veh/h | 1376 | 1584 | 1584 | 81 | 461 | 436 | 0 | 0 | 62 | 340 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1846 | 1814 | 1774 | 1686 | 1591 | 0 | 0 | 1590 | 1554 | 0 | 0 |
| Q Serve(g_s), s | 59.0 | 101.0 | 101.0 | 4.1 | 36.0 | 36.0 | 0.0 | 0.0 | 4.8 | 15.2 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 59.0 | 101.0 | 101.0 | 4.1 | 36.0 | 36.0 | 0.0 | 0.0 | 4.8 | 20.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.10 | 1.00 | | 0.34 | 0.00 | | 0.63 | 0.12 | | 0.79 |
| Lane Grp Cap(c), veh/h | 854 | 1341 | 1318 | 117 | 570 | 538 | 0 | 0 | 229 | 253 | 0 | 0 |
| V/C Ratio(X) | 1.61 | 1.18 | 1.20 | 0.69 | 0.81 | 0.81 | 0.00 | 0.00 | 0.27 | 1.35 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 854 | 1341 | 1318 | 117 | 570 | 538 | 0 | 0 | 469 | 253 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.67 | 0.67 | 0.67 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 42.8 | 19.0 | 19.0 | 36.9 | 49.5 | 49.5 | 0.0 | 0.0 | 53.0 | 60.6 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 280.9 | 89.4 | 98.1 | 16.4 | 11.8 | 12.4 | 0.0 | 0.0 | 0.6 | 179.4 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 91.8 | 75.4 | 77.3 | 2.4 | 18.0 | 17.1 | 0.0 | 0.0 | 2.0 | 21.8 | 0.0 | 0.0 |
| Lane Grp Delay (d), s/veh | 323.7 | 108.4 | 117.1 | 53.3 | 61.3 | 62.0 | 0.0 | 0.0 | 53.6 | 240.0 | 0.0 | 0.0 |
| Lane Grp LOS | F | F | F | D | E | E | | | D | F | | |
| Approach Vol, veh/h | | 4543 | | | 978 | | | 62 | | | 340 | |
| Approach Delay, s/veh | | 176.6 | | | 60.9 | | | 53.6 | | | 240.0 | |
| Approach LOS | | F | | | E | | | D | | | F | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | | 5 | 2 | | 7 | 4 | | | 8 | |
| Phs Duration (G+Y+Rc), s | 62.0 | 106.0 | | 8.0 | 52.0 | | 0.0 | 25.0 | | | 25.0 | |
| Change Period (Y+Rc), s | 3.0 | 5.0 | | 3.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | |
| Max Green Setting (Gmax), s | 59.0 | 101.0 | | 5.0 | 47.0 | | 16.0 | 41.0 | | | 20.0 | |
| Max Q Clear Time (g_c+I1), s | 61.0 | 103.0 | | 6.1 | 38.0 | | 0.0 | 6.8 | | | 22.0 | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | 8.9 | | 0.0 | 2.9 | | | 0.0 | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 2010 Ctrl Delay | | | 159.9 | | | | | | | | | |
| HCM 2010 LOS | | | F | | | | | | | | | |

Notes

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 40.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 2990 | 86 | 194 | 980 | 42 | 4 | 0 | 33 | 9 | 0 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | - | 415 | - | - | 0 | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 14 | 3 | 2 | 6 | 10 | 2 | 2 | 2 | 8 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 3051 | 88 | 198 | 1000 | 43 | 4 | 0 | 34 | 9 | 0 | 3 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1043 | 0 | 0 | 3139 | 0 | 0 | 3991 | 4534 | 1569 | 2943 | 4556 | 521 |
| Stage 1 | - | - | - | - | - | - | 3095 | 3095 | - | 1417 | 1417 | - |
| Stage 2 | - | - | - | - | - | - | 896 | 1439 | - | 1526 | 3139 | - |
| Follow-up Headway | 2.34 | - | - | 2.26 | - | - | 3.52 | 4.02 | 3.38 | 3.52 | 4.02 | 3.32 |
| Pot Capacity-1 Maneuver | 596 | - | - | # 92 | - | - | # 1 | 1 | 94 | # 7 | 1 | 500 |
| Stage 1 | - | - | - | - | - | - | 12 | 27 | - | 144 | 201 | - |
| Stage 2 | - | - | - | - | - | - | 301 | 197 | - | 123 | 26 | - |
| Time blocked-Platoon, % | | - | - | | - | - | | | | | | |
| Mov Capacity-1 Maneuver | 596 | - | - | # 92 | - | - | # 1 | 1 | 94 | # 4 | 1 | 500 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | # 1 | 1 | - | # 4 | 1 | - |
| Stage 1 | - | - | - | - | - | - | 12 | 27 | - | 144 | 201 | - |
| Stage 2 | - | - | - | - | - | - | 299 | 197 | - | 79 | 26 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 100.1 | $ 809.1 | $ 1999.6 |
| HCM LOS | | | F | F |

| Minor Lane / Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1 | 94 | 596 | - | - | # 92 | - | - | 5 |
| HCM Lane V/C Ratio | 4.082 | 0.358 | - | - | - | 2.152 | - | - | 2.449 |
| HCM Control Delay (s) | $ 6961.6 | 63.3 | 0 | - | | $ 627.372 | - | - | $ 1999.6 |
| HCM Lane LOS | F | F | A | | | F | | | F |
| HCM 95th %tile Q(veh) | 1.445 | 1.411 | 0 | - | - | 17.489 | - | - | 2.643 |

| Notes |
|---|
| ~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 3212 | 55 | 110 | 718 | 32 | 26 |
| Number | 6 | 16 | 5 | 2 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 184.5 | 190.0 | 184.5 | 166.7 | 184.5 | 184.5 |
| Lanes | 2 | 0 | 1 | 2 | 1 | 1 |
| Cap, veh/h | 3067 | 53 | 108 | 3007 | 54 | 48 |
| Arrive On Green | 0.85 | 0.85 | 0.03 | 0.90 | 0.03 | 0.03 |
| Sat Flow, veh/h | 3616 | 62 | 1757 | 3333 | 1757 | 1568 |
| Grp Volume(v), veh/h | 1738 | 1738 | 117 | 764 | 34 | 28 |
| Grp Sat Flow(s),veh/h/ln | 1845 | 1834 | 1757 | 1667 | 1757 | 1568 |
| Q Serve(g_s), s | 126.0 | 126.0 | 5.0 | 4.3 | 2.8 | 2.6 |
| Cycle Q Clear(g_c), s | 126.0 | 126.0 | 5.0 | 4.3 | 2.8 | 2.6 |
| Prop In Lane | | 0.03 | 1.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 1565 | 1555 | 108 | 3007 | 54 | 48 |
| V/C Ratio(X) | 1.11 | 1.12 | 1.09 | 0.25 | 0.63 | 0.58 |
| Avail Cap(c_a), veh/h | 1565 | 1555 | 108 | 3007 | 189 | 169 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 11.3 | 11.3 | 63.6 | 0.9 | 71.2 | 71.1 |
| Incr Delay (d2), s/veh | 59.5 | 62.2 | 112.2 | 0.2 | 11.7 | 10.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 71.5 | 72.2 | 7.0 | 1.1 | 1.5 | 0.1 |
| Lane Grp Delay (d), s/veh | 70.8 | 73.5 | 175.9 | 1.1 | 82.8 | 81.8 |
| Lane Grp LOS | F | F | F | A | F | F |
| Approach Vol, veh/h | 3476 | | | 881 | 62 | |
| Approach Delay, s/veh | 72.1 | | | 24.3 | 82.4 | |
| Approach LOS | E | | | C | F | |

| Timer | | | | |
|---|---|---|---|---|
| Assigned Phs | 6 | | 5 | 2 |
| Phs Duration (G+Y+Rc), s | 131.0 | | 8.0 | 139.0 |
| Change Period (Y+Rc), s | 5.0 | | 3.0 | 5.0 |
| Max Green Setting (Gmax), s | 126.0 | | 5.0 | 134.0 |
| Max Q Clear Time (g_c+I1), s | 128.0 | | 7.0 | 6.3 |
| Green Ext Time (p_c), s | 0.0 | | 0.0 | 126.7 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 62.7 |
| HCM 2010 LOS | E |

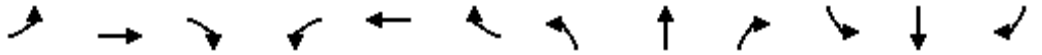
Notes

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 650 | 2335 | 64 | 278 | 890 | 456 | 74 | 377 | 109 | 231 | 231 | 136 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 179.2 | 190.0 | 186.3 | 171.2 | 190.0 | 186.3 | 182.7 | 190.0 | 177.6 | 181.0 | 190.0 |
| Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| Cap, veh/h | 511 | 2038 | 56 | 224 | 914 | 458 | 159 | 325 | 93 | 182 | 352 | 200 |
| Arrive On Green | 0.26 | 0.59 | 0.59 | 0.13 | 0.56 | 0.56 | 0.04 | 0.12 | 0.12 | 0.08 | 0.16 | 0.16 |
| Sat Flow, veh/h | 1774 | 3472 | 95 | 1774 | 2154 | 1080 | 1774 | 2737 | 779 | 1691 | 2168 | 1234 |
| Grp Volume(v), veh/h | 707 | 1304 | 1304 | 302 | 764 | 699 | 80 | 272 | 256 | 251 | 208 | 191 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1792 | 1775 | 1774 | 1712 | 1522 | 1774 | 1827 | 1689 | 1691 | 1810 | 1592 |
| Q Serve(g_s), s | 42.0 | 93.9 | 93.9 | 16.0 | 67.9 | 67.9 | 6.0 | 19.0 | 19.0 | 13.0 | 17.4 | 18.3 |
| Cycle Q Clear(g_c), s | 42.0 | 93.9 | 93.9 | 16.0 | 67.9 | 67.9 | 6.0 | 19.0 | 19.0 | 13.0 | 17.4 | 18.3 |
| Prop In Lane | 1.00 | | 0.05 | 1.00 | | 0.71 | 1.00 | | 0.46 | 1.00 | | 0.77 |
| Lane Grp Cap(c), veh/h | 511 | 1052 | 1042 | 224 | 727 | 646 | 159 | 217 | 201 | 182 | 294 | 259 |
| V/C Ratio(X) | 1.38 | 1.24 | 1.25 | 1.35 | 1.05 | 1.08 | 0.50 | 1.25 | 1.27 | 1.38 | 0.71 | 0.74 |
| Avail Cap(c_a), veh/h | 511 | 1052 | 1042 | 224 | 727 | 646 | 159 | 217 | 201 | 182 | 294 | 259 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.09 | 0.09 | 0.09 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 55.2 | 33.0 | 33.1 | 51.9 | 34.8 | 34.8 | 60.7 | 70.5 | 70.5 | 54.0 | 63.4 | 63.8 |
| Incr Delay (d2), s/veh | 184.9 | 116.2 | 121.3 | 159.8 | 27.1 | 40.0 | 1.9 | 146.6 | 156.6 | 199.8 | 7.1 | 10.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 47.8 | 76.3 | 77.1 | 19.2 | 33.6 | 32.2 | 0.4 | 18.0 | 17.2 | 11.8 | 8.8 | 8.4 |
| Lane Grp Delay (d), s/veh | 240.1 | 149.2 | 154.3 | 211.7 | 62.0 | 74.9 | 62.6 | 217.1 | 227.1 | 253.8 | 70.5 | 73.9 |
| Lane Grp LOS | F | F | F | F | F | F | E | F | F | F | E | E |
| Approach Vol, veh/h | | 3315 | | | 1765 | | | 608 | | | 650 | |
| Approach Delay, s/veh | | 170.6 | | | 92.7 | | | 201.0 | | | 142.3 | |
| Approach LOS | | F | | | F | | | F | | | F | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Phs Duration (G+Y+Rc), s | 45.0 | 100.0 | | 19.0 | 74.0 | | 9.0 | 25.0 | | 16.0 | 32.0 | |
| Change Period (Y+Rc), s | 3.0 | 6.1 | | 3.0 | 6.1 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Max Green Setting (Gmax), s | 42.0 | 93.9 | | 16.0 | 67.9 | | 6.0 | 19.0 | | 13.0 | 26.0 | |
| Max Q Clear Time (g_c+I1), s | 44.0 | 95.9 | | 18.0 | 69.9 | | 8.0 | 21.0 | | 15.0 | 20.3 | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 2.4 | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2010 Ctrl Delay | | 148.9 | |
| HCM 2010 LOS | | F | |

| Notes |
|---|



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 562 | 2179 | 134 | 273 | 864 | 469 | 251 | 1702 | 573 | 237 | 1538 | 245 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 184.5 | 180.5 | 190.0 | 186.3 | 185.1 | 190.0 | 182.7 | 186.3 | 186.3 | 186.3 | 186.3 | 190.0 |
| Lanes | 1 | 2 | 0 | 2 | 2 | 0 | 1 | 2 | 1 | 1 | 3 | 0 |
| Cap, veh/h | 265 | 1023 | 62 | 321 | 618 | 330 | 241 | 1548 | 658 | 191 | 1868 | 297 |
| Arrive On Green | 0.13 | 0.30 | 0.30 | 0.09 | 0.27 | 0.27 | 0.10 | 0.42 | 0.42 | 0.08 | 0.40 | 0.40 |
| Sat Flow, veh/h | 1757 | 3368 | 205 | 3442 | 2273 | 1215 | 1740 | 3725 | 1583 | 1774 | 4708 | 748 |
| Grp Volume(v), veh/h | 579 | 1192 | 1192 | 281 | 723 | 652 | 259 | 1755 | 591 | 244 | 1254 | 585 |
| Grp Sat Flow(s),veh/h/ln | 1757 | 1805 | 1768 | 1721 | 1851 | 1637 | 1740 | 1863 | 1583 | 1774 | 1863 | 1731 |
| Q Serve(g_s), s | 20.0 | 48.6 | 48.6 | 12.9 | 43.5 | 43.5 | 16.0 | 66.5 | 55.7 | 13.0 | 48.9 | 49.3 |
| Cycle Q Clear(g_c), s | 20.0 | 48.6 | 48.6 | 12.9 | 43.5 | 43.5 | 16.0 | 66.5 | 55.7 | 13.0 | 48.9 | 49.3 |
| Prop In Lane | 1.00 | | 0.12 | 1.00 | | 0.74 | 1.00 | | 1.00 | 1.00 | | 0.43 |
| Lane Grp Cap(c), veh/h | 265 | 548 | 537 | 321 | 503 | 445 | 241 | 1548 | 658 | 191 | 1479 | 687 |
| V/C Ratio(X) | 2.19 | 2.18 | 2.22 | 0.88 | 1.44 | 1.47 | 1.08 | 1.13 | 0.90 | 1.28 | 0.85 | 0.85 |
| Avail Cap(c_a), veh/h | 265 | 548 | 537 | 323 | 503 | 445 | 241 | 1548 | 658 | 191 | 1479 | 687 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.09 | 0.09 | 0.09 | 1.00 | 1.00 | 1.00 | 0.09 | 0.09 | 0.09 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 53.1 | 55.7 | 55.7 | 71.6 | 58.3 | 58.3 | 48.2 | 46.8 | 43.6 | 51.4 | 43.9 | 44.0 |
| Incr Delay (d2), s/veh | 535.8 | 529.4 | 549.4 | 22.5 | 207.6 | 221.5 | 41.7 | 60.9 | 2.1 | 158.8 | 6.2 | 12.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 50.6 | 103.4 | 104.3 | 6.9 | 50.1 | 46.0 | 13.0 | 44.9 | 23.0 | 16.5 | 24.8 | 24.4 |
| Lane Grp Delay (d), s/veh | 588.9 | 585.1 | 605.1 | 94.2 | 265.8 | 279.8 | 89.9 | 107.7 | 45.7 | 210.2 | 50.1 | 56.6 |
| Lane Grp LOS | F | F | F | F | F | F | F | F | D | F | D | E |
| Approach Vol, veh/h | | 2963 | | | 1656 | | | 2605 | | | 2083 | |
| Approach Delay, s/veh | | 593.9 | | | 242.2 | | | 91.8 | | | 70.7 | |
| Approach LOS | | F | | | F | | | F | | | E | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Phs Duration (G+Y+Rc), s | 23.0 | 54.1 | | 17.9 | 49.0 | | 19.0 | 72.0 | | 16.0 | 69.0 | |
| Change Period (Y+Rc), s | 3.0 | 5.5 | | 3.0 | 5.5 | | 3.0 | 5.5 | | 3.0 | 5.5 | |
| Max Green Setting (Gmax), s | 20.0 | 48.5 | | 15.0 | 43.5 | | 16.0 | 66.5 | | 13.0 | 63.5 | |
| Max Q Clear Time (g_c+I1), s | 22.0 | 50.6 | | 14.9 | 45.5 | | 18.0 | 68.5 | | 15.0 | 51.3 | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 12.0 | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2010 Ctrl Delay | | 273.7 | |
| HCM 2010 LOS | | F | |

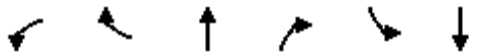
Notes

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 0 | 0 | 1052 | 3729 | 1563 | 235 |
| Number | | | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | | | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | 1.00 | | | 1.00 |
| Parking Bus Adj | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | | | 186.3 | 186.3 | 181.0 | 174.3 |
| Lanes | | | 1 | 3 | 3 | 1 |
| Cap, veh/h | | | 771 | 5414 | 3393 | 926 |
| Arrive On Green | | | 0.65 | 1.00 | 0.63 | 0.00 |
| Sat Flow, veh/h | | | 1774 | 5588 | 5429 | 1482 |
| Grp Volume(v), veh/h | | | 1073 | 3805 | 1595 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | 1774 | 1863 | 1810 | 1482 |
| Q Serve(g_s), s | | | 52.0 | 0.0 | 25.0 | 0.0 |
| Cycle Q Clear(g_c), s | | | 52.0 | 0.0 | 25.0 | 0.0 |
| Prop In Lane | | | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | | | 771 | 5414 | 3393 | 926 |
| V/C Ratio(X) | | | 1.39 | 0.70 | 0.47 | 0.00 |
| Avail Cap(c_a), veh/h | | | 771 | 5414 | 3393 | 926 |
| HCM Platoon Ratio | | | 2.00 | 2.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | 0.09 | 0.09 | 0.84 | 0.00 |
| Uniform Delay (d), s/veh | | | 12.7 | 0.0 | 15.9 | 0.0 |
| Incr Delay (d2), s/veh | | | 177.3 | 0.1 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | | | 48.5 | 0.0 | 11.2 | 0.0 |
| Lane Grp Delay (d), s/veh | | | 189.9 | 0.1 | 16.3 | 0.0 |
| Lane Grp LOS | | | F | A | B | |
| Approach Vol, veh/h | | | | 4878 | 1595 | |
| Approach Delay, s/veh | | | | 41.8 | 16.3 | |
| Approach LOS | | | | D | B | |

| Timer | | | |
|---|---|---|---|
| Assigned Phs | 1 | 6 | 2 |
| Phs Duration (G+Y+Rc), s | 55.0 | 160.0 | 105.0 |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 52.0 | 155.0 | 100.0 |
| Max Q Clear Time (g_c+I1), s | 54.0 | 2.0 | 27.0 |
| Green Ext Time (p_c), s | 0.0 | 151.2 | 72.6 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 35.5 |
| HCM 2010 LOS | D |

Notes



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 0 | 966 | 3729 | 0 | 0 | 1563 |
| 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 | 986 | 3805 | 0 | 0 | 1595 |
| RTOR Reduction (vph) | 0 | 1 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 985 | 3805 | 0 | 0 | 1595 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 5% |
| Turn Type | | custom | NA | | | NA |
| Protected Phases | | | 6 | | | 2 |
| Permitted Phases | | 4 | | | | |
| Actuated Green, G (s) | | 35.2 | 115.1 | | | 115.1 |
| Effective Green, g (s) | | 35.2 | 115.1 | | | 115.1 |
| Actuated g/C Ratio | | 0.22 | 0.72 | | | 0.72 |
| Clearance Time (s) | | 4.8 | 4.9 | | | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | | 3.0 |
| Lane Grp Cap (vph) | | 613 | 3658 | | | 3553 |
| v/s Ratio Prot | | | c0.75 | | | 0.32 |
| v/s Ratio Perm | | c0.35 | | | | |
| v/c Ratio | | 1.61 | 1.04 | | | 0.45 |
| Uniform Delay, d1 | | 62.4 | 22.5 | | | 9.3 |
| Progression Factor | | 1.00 | 1.00 | | | 1.52 |
| Incremental Delay, d2 | | 280.8 | 26.7 | | | 0.4 |
| Delay (s) | | 343.2 | 49.2 | | | 14.5 |
| Level of Service | | F | D | | | B |
| Approach Delay (s) | 343.2 | | 49.2 | | | 14.5 |
| Approach LOS | F | | D | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 85.9 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 1.17 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 9.7 |
| Intersection Capacity Utilization | 113.9% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1307 | 329 | 0 | 1723 | 2343 | 381 |
| Number | 3 | 18 | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 186.3 | 0.0 | 186.3 | 184.5 | 169.6 |
| Lanes | 1 | 1 | 0 | 1 | 3 | 1 |
| Cap, veh/h | 897 | 801 | 0 | 665 | 1976 | 515 |
| Arrive On Green | 0.51 | 0.00 | 0.00 | 0.36 | 0.36 | 0.36 |
| Sat Flow, veh/h | 1774 | 1583 | 0 | 1863 | 5534 | 1442 |
| Grp Volume(v), veh/h | 1320 | 0 | 0 | 1740 | 2367 | 385 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1583 | 0 | 1863 | 1845 | 1442 |
| Q Serve(g_s), s | 35.4 | 0.0 | 0.0 | 25.0 | 25.0 | 16.4 |
| Cycle Q Clear(g_c), s | 35.4 | 0.0 | 0.0 | 25.0 | 25.0 | 16.4 |
| Prop In Lane | 1.00 | 1.00 | 0.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 897 | 801 | 0 | 665 | 1976 | 515 |
| V/C Ratio(X) | 1.47 | 0.00 | 0.00 | 2.62 | 1.20 | 0.75 |
| Avail Cap(c_a), veh/h | 897 | 801 | 0 | 665 | 1976 | 515 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 17.3 | 0.0 | 0.0 | 22.5 | 22.5 | 19.7 |
| Incr Delay (d2), s/veh | 218.2 | 0.0 | 0.0 | 731.3 | 94.1 | 5.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 68.3 | 0.0 | 0.0 | 146.0 | 28.0 | 6.3 |
| Lane Grp Delay (d), s/veh | 235.5 | 0.0 | 0.0 | 753.8 | 116.6 | 25.7 |
| Lane Grp LOS | F | | | F | F | C |
| Approach Vol, veh/h | 1320 | | | 1740 | 2752 | |
| Approach Delay, s/veh | 235.5 | | | 753.8 | 103.9 | |
| Approach LOS | F | | | F | F | |

| Timer | | | | | | |
|---|---|---|---|---|---|---|
| Assigned Phs | | | | 6 | 2 | |
| Phs Duration (G+Y+Rc), s | | | | 30.0 | 30.0 | |
| Change Period (Y+Rc), s | | | | 5.0 | 5.0 | |
| Max Green Setting (Gmax), s | | | | 25.0 | 25.0 | |
| Max Q Clear Time (g_c+I1), s | | | | 27.0 | 27.0 | |
| Green Ext Time (p_c), s | | | | 0.0 | 0.0 | |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | 328.4 | |
| HCM 2010 LOS | F | |

Notes

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 57.9 |
| Intersection LOS | F |

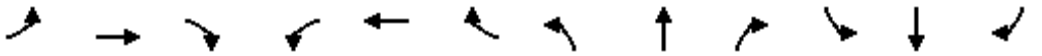
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 5 | 322 | 300 | 36 | 130 | 46 | 239 | 103 | 79 | 219 | 225 | 18 |
| Peak Hour Factor | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 | 0.89 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 6 | 3 | 2 | 2 | 11 |
| Mvmt Flow | 6 | 362 | 337 | 40 | 146 | 52 | 269 | 116 | 89 | 246 | 253 | 20 |
| Number of Lanes | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 2 |
| HCM Control Delay | 45.4 | 27.4 | 73.9 | 74.3 |
| HCM LOS | E | D | F | F |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 |
|---|---|---|---|---|---|
| Vol Left, % | 57% | 2% | 0% | 17% | 47% |
| Vol Thru, % | 24% | 98% | 0% | 61% | 49% |
| Vol Right, % | 19% | 0% | 100% | 22% | 4% |
| Sign Control | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 421 | 327 | 300 | 212 | 462 |
| LT Vol | 103 | 322 | 0 | 130 | 225 |
| Through Vol | 79 | 0 | 300 | 46 | 18 |
| RT Vol | 239 | 5 | 0 | 36 | 219 |
| Lane Flow Rate | 473 | 367 | 337 | 238 | 519 |
| Geometry Grp | 2 | 7 | 7 | 5 | 2 |
| Degree of Util (X) | 1 | 0.914 | 0.772 | 0.628 | 1 |
| Departure Headway (Hd) | 8.617 | 8.958 | 8.25 | 9.485 | 8.688 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes |
| Cap | 426 | 408 | 442 | 379 | 420 |
| Service Time | 6.628 | 6.658 | 5.95 | 7.579 | 6.699 |
| HCM Lane V/C Ratio | 1.11 | 0.9 | 0.762 | 0.628 | 1.236 |
| HCM Control Delay | 73.9 | 56 | 33.8 | 27.4 | 74.3 |
| HCM Lane LOS | F | F | D | D | F |
| HCM 95th-tile Q | 12.5 | 9.8 | 6.6 | 4.1 | 12.5 |

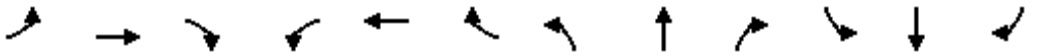
Notes

~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 699 | 4285 | 104 | 372 | 1815 | 668 | 383 | 879 | 2844 | 895 | 579 | 401 |
| 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 | 0.95 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.99 | |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3367 | 4988 | 1583 | 1770 | 3539 | 1583 | 3044 | 2969 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.15 | 1.00 | 1.00 | 0.15 | 0.53 | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3367 | 4988 | 1583 | 280 | 3539 | 1583 | 482 | 1588 | |
| 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) | 760 | 4658 | 113 | 404 | 1973 | 726 | 416 | 955 | 3091 | 973 | 629 | 436 |
| RTOR Reduction (vph) | 0 | 0 | 22 | 0 | 0 | 161 | 0 | 0 | 42 | 0 | 30 | 0 |
| Lane Group Flow (vph) | 760 | 4658 | 91 | 404 | 1973 | 565 | 416 | 955 | 3049 | 798 | 1210 | 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 | 238 | 522 | 348 | 409 | 564 | |
| v/s Ratio Prot | c0.22 | c0.92 | | 0.12 | 0.40 | | 0.19 | 0.27 | c0.63 | 0.22 | c0.24 | |
| v/s Ratio Perm | | | 0.06 | | | 0.36 | 0.26 | | 1.29 | 0.29 | 0.32 | |
| v/c Ratio | 2.10 | 1.60 | 0.10 | 1.66 | 0.73 | 0.66 | 1.75 | 1.83 | 8.76 | 1.95 | 2.14 | |
| Uniform Delay, d1 | 80.5 | 38.5 | 17.4 | 83.5 | 31.6 | 29.7 | 59.4 | 76.7 | 70.2 | 59.4 | 66.7 | |
| 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 | 504.1 | 271.5 | 0.2 | 315.7 | 1.8 | 4.0 | 353.4 | 380.7 | 3498.3 | 436.8 | 521.0 | |
| Delay (s) | 584.6 | 309.9 | 17.7 | 399.2 | 33.4 | 33.7 | 412.8 | 457.4 | 3568.5 | 496.2 | 587.7 | |
| Level of Service | F | F | B | F | C | C | F | F | F | F | F | |
| Approach Delay (s) | | 341.7 | | | 81.1 | | | 2608.5 | | | 551.9 | |
| Approach LOS | | F | | | F | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 984.9 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 3.44 | | |
| Actuated Cycle Length (s) | 180.0 | Sum of lost time (s) | 17.3 |
| Intersection Capacity Utilization | 299.1% | 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) | 0 | 2 | 8 | 1706 | 0 | 13 | 8 | 201 | 1516 | 88 | 2251 | 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) | | 1662 | | 1681 | 1681 | 1077 | 1770 | 2988 | 1441 | 1597 | 3539 | |
| Flt Permitted | | 1.00 | | 0.95 | 0.95 | 1.00 | 0.07 | 1.00 | 1.00 | 0.07 | 1.00 | |
| Satd. Flow (perm) | | 1662 | | 1681 | 1681 | 1077 | 138 | 2988 | 1441 | 118 | 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 | 2 | 8 | 1759 | 0 | 13 | 8 | 207 | 1563 | 91 | 2321 | 0 |
| RTOR Reduction (vph) | 0 | 2 | 0 | 0 | 0 | 7 | 0 | 420 | 125 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 8 | 0 | 879 | 880 | 6 | 8 | 569 | 656 | 91 | 2321 | 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) | | 2.9 | | 73.0 | 73.0 | 73.0 | 54.1 | 54.1 | 127.1 | 67.7 | 67.7 | |
| Effective Green, g (s) | | 2.9 | | 73.0 | 73.0 | 73.0 | 54.1 | 54.1 | 127.1 | 67.7 | 67.7 | |
| Actuated g/C Ratio | | 0.02 | | 0.46 | 0.46 | 0.46 | 0.34 | 0.34 | 0.79 | 0.42 | 0.42 | |
| Clearance Time (s) | | 5.6 | | 5.5 | 5.5 | 5.5 | 5.3 | 5.3 | 5.5 | 3.0 | 5.3 | |
| 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) | | 30 | | 766 | 766 | 491 | 46 | 1010 | 1144 | 147 | 1497 | |
| v/s Ratio Prot | | c0.00 | | 0.52 | c0.52 | | | 0.19 | 0.26 | 0.04 | c0.66 | |
| v/s Ratio Perm | | | | | | 0.01 | 0.06 | | 0.19 | 0.22 | | |
| v/c Ratio | | 0.27 | | 1.15 | 1.15 | 0.01 | 0.17 | 0.56 | 0.57 | 0.62 | 1.55 | |
| Uniform Delay, d1 | | 77.5 | | 43.5 | 43.5 | 23.8 | 37.2 | 43.3 | 6.2 | 35.5 | 46.1 | |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 4.8 | | 81.3 | 81.8 | 0.0 | 1.8 | 0.7 | 0.7 | 7.5 | 251.0 | |
| Delay (s) | | 82.3 | | 124.8 | 125.3 | 23.8 | 39.0 | 44.0 | 6.9 | 43.0 | 297.2 | |
| Level of Service | | F | | F | F | C | D | D | A | D | F | |
| Approach Delay (s) | | 82.3 | | | 124.3 | | | 27.7 | | | 287.6 | |
| Approach LOS | | F | | | F | | | C | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 161.4 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 1.35 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 19.4 |
| Intersection Capacity Utilization | 135.4% | 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 (veh/h) | 129 | 810 | 48 | 927 | 2124 | 83 | 25 | 255 | 349 | 243 | 1264 | 522 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 186.3 | 190.0 | 186.3 | 185.0 | 190.0 | 186.3 | 186.3 | 190.0 | 184.5 | 186.3 | 190.0 |
| Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| Cap, veh/h | 114 | 675 | 40 | 599 | 1659 | 65 | 115 | 419 | 356 | 342 | 909 | 356 |
| Arrive On Green | 0.01 | 0.06 | 0.06 | 0.31 | 0.47 | 0.47 | 0.04 | 0.22 | 0.22 | 0.06 | 0.12 | 0.12 |
| Sat Flow, veh/h | 1774 | 3483 | 206 | 1774 | 3539 | 138 | 1774 | 1863 | 1583 | 1757 | 2551 | 998 |
| Grp Volume(v), veh/h | 132 | 442 | 434 | 946 | 1126 | 1126 | 26 | 260 | 356 | 248 | 923 | 900 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1826 | 1774 | 1850 | 1826 | 1774 | 1863 | 1583 | 1757 | 1863 | 1687 |
| Q Serve(g_s), s | 6.0 | 31.0 | 31.0 | 50.0 | 75.0 | 75.0 | 1.8 | 20.1 | 36.0 | 18.1 | 57.0 | 57.0 |
| Cycle Q Clear(g_c), s | 6.0 | 31.0 | 31.0 | 50.0 | 75.0 | 75.0 | 1.8 | 20.1 | 36.0 | 18.1 | 57.0 | 57.0 |
| Prop In Lane | 1.00 | | 0.11 | 1.00 | | 0.08 | 1.00 | | 1.00 | 1.00 | | 0.59 |
| Lane Grp Cap(c), veh/h | 114 | 361 | 354 | 599 | 867 | 856 | 115 | 419 | 356 | 342 | 664 | 601 |
| V/C Ratio(X) | 1.16 | 1.23 | 1.23 | 1.58 | 1.30 | 1.32 | 0.23 | 0.62 | 1.00 | 0.73 | 1.39 | 1.50 |
| Avail Cap(c_a), veh/h | 114 | 361 | 354 | 599 | 867 | 856 | 115 | 419 | 356 | 342 | 664 | 601 |
| HCM Platoon Ratio | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.09 | 0.09 | 0.09 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 61.3 | 74.9 | 74.9 | 50.6 | 42.5 | 42.5 | 48.1 | 55.8 | 62.0 | 56.2 | 70.6 | 70.6 |
| Incr Delay (d2), s/veh | 134.4 | 123.7 | 124.2 | 261.0 | 135.0 | 142.7 | 4.5 | 6.8 | 47.5 | 12.7 | 184.8 | 233.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 6.1 | 28.2 | 27.7 | 55.1 | 67.7 | 68.7 | 0.9 | 10.5 | 19.5 | 7.0 | 63.1 | 65.2 |
| Lane Grp Delay (d), s/veh | 195.7 | 198.6 | 199.1 | 311.6 | 177.5 | 185.2 | 52.6 | 62.6 | 109.5 | 68.9 | 255.4 | 303.6 |
| Lane Grp LOS | F | F | F | F | F | F | D | E | F | E | F | F |
| Approach Vol, veh/h | | 1008 | | | 3198 | | | 642 | | | 2071 | |
| Approach Delay, s/veh | | 198.4 | | | 219.9 | | | 88.2 | | | 254.0 | |
| Approach LOS | | F | | | F | | | F | | | F | |

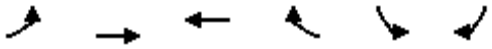
| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Phs Duration (G+Y+Rc), s | 9.0 | 36.0 | | 53.0 | 80.0 | | 9.0 | 41.0 | | 30.0 | 62.0 | |
| Change Period (Y+Rc), s | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Max Green Setting (Gmax), s | 6.0 | 31.0 | | 50.0 | 75.0 | | 6.0 | 36.0 | | 27.0 | 57.0 | |
| Max Q Clear Time (g_c+I1), s | 8.0 | 33.0 | | 52.0 | 77.0 | | 3.8 | 38.0 | | 20.1 | 59.0 | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.4 | 0.0 | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2010 Ctrl Delay | | 214.8 | |
| HCM 2010 LOS | | F | |

Notes

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 1337 | 71 | 301 | 3082 | 39 | 97 |
| 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 | | 0.11 | 1.00 | 0.99 | |
| Satd. Flow (perm) | 3513 | | 209 | 3539 | 1646 | |
| Peak-hour factor, PHF | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Adj. Flow (vph) | 1378 | 73 | 310 | 3177 | 40 | 100 |
| RTOR Reduction (vph) | 2 | 0 | 0 | 0 | 56 | 0 |
| Lane Group Flow (vph) | 1449 | 0 | 310 | 3177 | 84 | 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) | 99.2 | | 133.0 | 131.2 | 19.0 | |
| Effective Green, g (s) | 99.2 | | 133.0 | 131.2 | 19.0 | |
| Actuated g/C Ratio | 0.62 | | 0.83 | 0.82 | 0.12 | |
| Clearance Time (s) | 4.8 | | 3.0 | 4.8 | 5.0 | |
| Lane Grp Cap (vph) | 2178 | | 456 | 2901 | 195 | |
| v/s Ratio Prot | 0.41 | | 0.12 | c0.90 | c0.05 | |
| v/s Ratio Perm | | | 0.44 | | | |
| v/c Ratio | 0.67 | | 0.68 | 1.10 | 0.43 | |
| Uniform Delay, d1 | 19.7 | | 30.1 | 14.4 | 65.5 | |
| Progression Factor | 0.71 | | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.1 | | 7.9 | 49.0 | 6.7 | |
| Delay (s) | 14.1 | | 38.0 | 63.4 | 72.2 | |
| Level of Service | B | | D | E | E | |
| Approach Delay (s) | 14.1 | | | 61.2 | 72.2 | |
| Approach LOS | B | | | E | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 48.0 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 1.03 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 12.8 |
| Intersection Capacity Utilization | 101.5% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

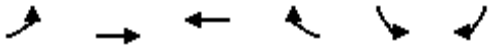


| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 98 | 595 | 1996 | 446 | 663 | 1459 |
| Number | 1 | 6 | 2 | 12 | 3 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 186.3 | 186.3 | 186.3 | 184.5 | 184.5 |
| Lanes | 1 | 2 | 2 | 1 | 2 | 1 |
| Cap, veh/h | 177 | 2467 | 2146 | 912 | 824 | 379 |
| Arrive On Green | 0.06 | 0.66 | 0.77 | 0.77 | 0.24 | 0.00 |
| Sat Flow, veh/h | 1774 | 3725 | 3725 | 1583 | 3408 | 1568 |
| Grp Volume(v), veh/h | 103 | 626 | 2101 | 469 | 698 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1863 | 1583 | 1704 | 1568 |
| Q Serve(g_s), s | 2.2 | 7.1 | 55.0 | 11.9 | 20.3 | 0.0 |
| Cycle Q Clear(g_c), s | 2.2 | 7.1 | 55.0 | 11.9 | 20.3 | 0.0 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 177 | 2467 | 2146 | 912 | 824 | 379 |
| V/C Ratio(X) | 0.58 | 0.25 | 0.98 | 0.51 | 0.85 | 0.00 |
| Avail Cap(c_a), veh/h | 177 | 2467 | 2146 | 912 | 2650 | 1219 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.33 | 1.33 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.09 | 0.09 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 25.0 | 7.1 | 11.6 | 6.6 | 37.7 | 0.0 |
| Incr Delay (d2), s/veh | 13.2 | 0.2 | 2.8 | 0.2 | 2.5 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 2.2 | 3.0 | 18.9 | 3.3 | 9.0 | 0.0 |
| Lane Grp Delay (d), s/veh | 38.2 | 7.4 | 14.4 | 6.8 | 40.2 | 0.0 |
| Lane Grp LOS | D | A | B | A | D | |
| Approach Vol, veh/h | | 729 | 2570 | | 698 | |
| Approach Delay, s/veh | | 11.7 | 13.0 | | 40.2 | |
| Approach LOS | | B | B | | D | |

| Timer | | | | | | |
|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | 2 | | | |
| Phs Duration (G+Y+Rc), s | 9.0 | 74.0 | 65.0 | | | |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 5.0 | | | |
| Max Green Setting (Gmax), s | 6.0 | 69.0 | 60.0 | | | |
| Max Q Clear Time (g_c+I1), s | 4.2 | 9.1 | 57.0 | | | |
| Green Ext Time (p_c), s | 0.0 | 49.0 | 2.9 | | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 17.5 |
| HCM 2010 LOS | B |

Notes



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 483 | 112 | 2182 | 909 | 415 | 250 |
| Number | 1 | 6 | 2 | 12 | 3 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 179.2 | 182.7 | 186.3 | 181.0 | 186.3 | 182.7 |
| Lanes | 2 | 1 | 2 | 1 | 2 | 1 |
| Cap, veh/h | 497 | 1484 | 2398 | 990 | 430 | 194 |
| Arrive On Green | 0.25 | 1.00 | 0.64 | 0.64 | 0.13 | 0.13 |
| Sat Flow, veh/h | 3312 | 1827 | 3725 | 1538 | 3442 | 1553 |
| Grp Volume(v), veh/h | 525 | 122 | 2372 | 988 | 451 | 272 |
| Grp Sat Flow(s),veh/h/ln | 1656 | 1827 | 1863 | 1538 | 1721 | 1553 |
| Q Serve(g_s), s | 24.0 | 0.0 | 99.9 | 102.4 | 20.0 | 20.0 |
| Cycle Q Clear(g_c), s | 24.0 | 0.0 | 99.9 | 102.4 | 20.0 | 20.0 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 497 | 1484 | 2398 | 990 | 430 | 194 |
| V/C Ratio(X) | 1.06 | 0.08 | 0.99 | 1.00 | 1.05 | 1.40 |
| Avail Cap(c_a), veh/h | 497 | 1484 | 2398 | 990 | 430 | 194 |
| HCM Platoon Ratio | 1.67 | 1.67 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.92 | 0.92 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 60.0 | 0.0 | 27.9 | 28.4 | 70.0 | 70.0 |
| Incr Delay (d2), s/veh | 54.6 | 0.1 | 16.0 | 28.1 | 56.6 | 208.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 13.7 | 0.0 | 50.5 | 45.9 | 12.5 | 19.4 |
| Lane Grp Delay (d), s/veh | 114.5 | 0.1 | 43.9 | 56.5 | 126.6 | 278.6 |
| Lane Grp LOS | F | A | D | E | F | F |
| Approach Vol, veh/h | | 647 | 3360 | | 723 | |
| Approach Delay, s/veh | | 92.9 | 47.6 | | 183.8 | |
| Approach LOS | | F | D | | F | |

| Timer | | | | | | |
|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | 2 | | | |
| Phs Duration (G+Y+Rc), s | 27.0 | 135.0 | 108.0 | | | |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 5.0 | | | |
| Max Green Setting (Gmax), s | 24.0 | 130.0 | 103.0 | | | |
| Max Q Clear Time (g_c+I1), s | 26.0 | 2.0 | 104.4 | | | |
| Green Ext Time (p_c), s | 0.0 | 98.7 | 0.0 | | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 74.6 |
| HCM 2010 LOS | E |

Notes

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 336 | 557 | 1712 | 1116 | 1225 | 150 | 518 | 1526 | 364 | 178 | 3089 | 224 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 184.5 | 186.3 | 186.3 | 185.9 | 190.0 | 186.3 | 184.5 | 182.7 | 186.3 | 186.3 | 186.3 |
| Lanes | 2 | 2 | 2 | 2 | 2 | 0 | 2 | 3 | 1 | 2 | 4 | 1 |
| Cap, veh/h | 346 | 231 | 576 | 798 | 630 | 77 | 411 | 2598 | 1089 | 260 | 3171 | 833 |
| Arrive On Green | 0.10 | 0.06 | 0.06 | 0.23 | 0.19 | 0.19 | 0.24 | 0.94 | 0.94 | 0.08 | 0.43 | 0.43 |
| Sat Flow, veh/h | 3442 | 3689 | 3167 | 3442 | 3251 | 397 | 3442 | 5534 | 1553 | 3442 | 7451 | 1583 |
| Grp Volume(v), veh/h | 357 | 593 | 1821 | 1187 | 742 | 721 | 551 | 1623 | 387 | 189 | 3286 | 238 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 1845 | 1583 | 1721 | 1859 | 1789 | 1721 | 1845 | 1553 | 1721 | 1863 | 1583 |
| Q Serve(g_s), s | 16.1 | 10.0 | 10.0 | 37.1 | 31.0 | 31.0 | 19.1 | 7.0 | 2.7 | 8.6 | 68.1 | 13.4 |
| Cycle Q Clear(g_c), s | 16.1 | 10.0 | 10.0 | 37.1 | 31.0 | 31.0 | 19.1 | 7.0 | 2.7 | 8.6 | 68.1 | 13.4 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.22 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 346 | 231 | 576 | 798 | 360 | 347 | 411 | 2598 | 1089 | 260 | 3171 | 833 |
| V/C Ratio(X) | 1.03 | 2.57 | 3.16 | 1.49 | 2.06 | 2.08 | 1.34 | 0.62 | 0.36 | 0.73 | 1.04 | 0.29 |
| Avail Cap(c_a), veh/h | 346 | 231 | 576 | 798 | 360 | 347 | 411 | 2598 | 1089 | 260 | 3171 | 833 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.93 | 0.93 | 0.93 | 0.09 | 0.09 | 0.09 |
| Uniform Delay (d), s/veh | 71.9 | 75.0 | 65.4 | 61.5 | 64.5 | 64.5 | 60.9 | 2.8 | 0.9 | 72.3 | 46.0 | 21.1 |
| Incr Delay (d2), s/veh | 56.5 | 719.8 | 977.4 | 226.0 | 486.7 | 496.0 | 168.2 | 1.1 | 0.8 | 1.6 | 17.6 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 10.0 | 27.9 | 90.3 | 41.8 | 63.8 | 62.3 | 17.6 | 1.6 | 0.8 | 4.0 | 36.3 | 5.4 |
| Lane Grp Delay (d), s/veh | 128.5 | 794.8 | 1042.8 | 287.5 | 551.2 | 560.5 | 229.1 | 3.9 | 1.7 | 74.0 | 63.6 | 21.2 |
| Lane Grp LOS | F | F | F | F | F | F | F | A | A | E | F | C |
| Approach Vol, veh/h | | 2771 | | | 2650 | | | 2561 | | | 3713 | |
| Approach Delay, s/veh | | 871.9 | | | 435.6 | | | 52.0 | | | 61.4 | |
| Approach LOS | | F | | | F | | | D | | | E | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Phs Duration (G+Y+Rc), s | 22.0 | 17.0 | | 43.0 | 38.0 | | 25.0 | 82.0 | | 18.0 | 75.0 | |
| Change Period (Y+Rc), s | 5.9 | 7.0 | | 5.9 | 7.0 | | 5.9 | 6.9 | | 5.9 | 6.9 | |
| Max Green Setting (Gmax), s | 16.1 | 10.0 | | 37.1 | 31.0 | | 19.1 | 75.1 | | 12.1 | 68.1 | |
| Max Q Clear Time (g_c+I1), s | 18.1 | 12.0 | | 39.1 | 33.0 | | 21.1 | 9.0 | | 10.6 | 70.1 | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 65.7 | | 0.1 | 0.0 | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2010 Ctrl Delay | | 336.2 | |
| HCM 2010 LOS | | F | |

Notes

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 566 | 672 | 110 | 40 | 3146 | 170 | 36 | 60 | 65 | 12 | 38 | 439 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 171.8 | 190.0 | 186.3 | 186.2 | 190.0 | 190.0 | 184.8 | 190.0 | 190.0 | 185.7 | 190.0 |
| Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Cap, veh/h | 345 | 2150 | 352 | 481 | 2117 | 113 | 0 | 112 | 120 | 29 | 20 | 199 |
| Arrive On Green | 0.17 | 0.75 | 0.75 | 0.02 | 0.60 | 0.60 | 0.00 | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 |
| Sat Flow, veh/h | 1774 | 2881 | 472 | 1774 | 3503 | 188 | 0 | 816 | 878 | 21 | 145 | 1453 |
| Grp Volume(v), veh/h | 622 | 440 | 419 | 44 | 1822 | 1822 | 0 | 0 | 137 | 537 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1718 | 1635 | 1774 | 1862 | 1829 | 0 | 0 | 1693 | 1619 | 0 | 0 |
| Q Serve(g_s), s | 23.0 | 12.1 | 12.2 | 1.3 | 84.0 | 84.0 | 0.0 | 0.0 | 10.6 | 8.4 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 23.0 | 12.1 | 12.2 | 1.3 | 84.0 | 84.0 | 0.0 | 0.0 | 10.6 | 19.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.29 | 1.00 | | 0.10 | 0.00 | | 0.52 | 0.02 | | 0.90 |
| Lane Grp Cap(c), veh/h | 345 | 1282 | 1220 | 481 | 1125 | 1105 | 0 | 0 | 231 | 248 | 0 | 0 |
| V/C Ratio(X) | 1.80 | 0.34 | 0.34 | 0.09 | 1.62 | 1.65 | 0.00 | 0.00 | 0.59 | 2.17 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 345 | 1282 | 1220 | 503 | 1125 | 1105 | 0 | 0 | 487 | 248 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 54.7 | 6.0 | 6.0 | 9.9 | 27.5 | 27.5 | 0.0 | 0.0 | 56.4 | 61.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 371.9 | 0.7 | 0.8 | 0.1 | 282.8 | 296.0 | 0.0 | 0.0 | 2.4 | 538.4 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 48.2 | 4.9 | 4.7 | 0.6 | 126.2 | 128.0 | 0.0 | 0.0 | 4.8 | 46.1 | 0.0 | 0.0 |
| Lane Grp Delay (d), s/veh | 426.6 | 6.7 | 6.8 | 10.0 | 310.3 | 323.5 | 0.0 | 0.0 | 58.8 | 599.4 | 0.0 | 0.0 |
| Lane Grp LOS | F | A | A | A | F | F | | | E | F | | |
| Approach Vol, veh/h | | 1481 | | | 3688 | | | 137 | | | 537 | |
| Approach Delay, s/veh | | 183.1 | | | 313.3 | | | 58.8 | | | 599.4 | |
| Approach LOS | | F | | | F | | | E | | | F | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | | 5 | 2 | | 7 | 4 | | | 8 | |
| Phs Duration (G+Y+Rc), s | 26.0 | 108.7 | | 6.3 | 89.0 | | 0.0 | 24.0 | | | 24.0 | |
| Change Period (Y+Rc), s | 3.0 | 5.0 | | 3.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | |
| Max Green Setting (Gmax), s | 23.0 | 102.0 | | 5.0 | 84.0 | | 16.0 | 40.0 | | | 19.0 | |
| Max Q Clear Time (g_c+I1), s | 25.0 | 14.2 | | 3.3 | 86.0 | | 0.0 | 12.6 | | | 21.0 | |
| Green Ext Time (p_c), s | 0.0 | 87.4 | | 0.0 | 0.0 | | 0.0 | 5.3 | | | 0.0 | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 300.6 |
| HCM 2010 LOS | F |

Notes

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 159.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 9 | 806 | 7 | 59 | 3280 | 9 | 69 | 0 | 112 | 18 | 0 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | - | 415 | - | - | 0 | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 6 | 33 | 19 | 2 | 2 | 2 | 2 | 7 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 848 | 7 | 62 | 3453 | 9 | 73 | 0 | 118 | 19 | 0 | 15 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 3462 | 0 | 0 | 856 | 0 | 0 | 2722 | 4457 | 428 | 4025 | 4457 | 1731 |
| Stage 1 | - | - | - | - | - | - | 871 | 871 | - | 3582 | 3582 | - |
| Stage 2 | - | - | - | - | - | - | 1851 | 3586 | - | 443 | 875 | - |
| Follow-up Headway | 2.22 | - | - | 2.39 | - | - | 3.52 | 4.02 | 3.37 | 3.52 | 4.02 | 3.32 |
| Pot Capacity-1 Maneuver | 73 | - | - | 681 | - | - | # 10 | 1 | 561 | # 1 | 1 | 77 |
| Stage 1 | - | - | - | - | - | - | 312 | 367 | - | # 6 | 15 | - |
| Stage 2 | - | - | - | - | - | - | 77 | 15 | - | 564 | 365 | - |
| Time blocked-Platoon, % | | - | - | | - | - | | | | | | |
| Mov Capacity-1 Maneuver | 73 | - | - | 681 | - | - | # 7 | 1 | 561 | # 1 | 1 | 77 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | # 7 | 1 | - | # 1 | 1 | - |
| Stage 1 | - | - | - | - | - | - | 274 | 322 | - | # 5 | 14 | - |
| Stage 2 | - | - | - | - | - | - | # 57 | 14 | - | 391 | 320 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.7 | 0.2 | $ 2008.1 | $ 10502.5 |
| HCM LOS | | | F | F |

| Minor Lane / Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 7 | 561 | 73 | - | - | 681 | - | - | 2 |
| HCM Lane V/C Ratio | 10.376 | 0.21 | 0.13 | - | - | 0.091 | - | - | 16.842 |
| HCM Control Delay (s) | $ 5246.4 | 13.1 | 61.536 | - | - | 10.816 | - | | $ 10502.5 |
| HCM Lane LOS | F | B | F | | | B | | | F |
| HCM 95th %tile Q(veh) | 10.74 | 0.787 | 0.425 | - | - | 0.3 | - | - | 6.049 |

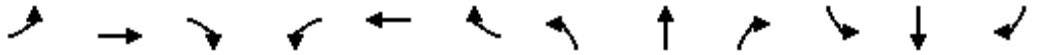
| Notes |
|---|
| ~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1216 | 55 | 55 | 2849 | 32 | 32 |
| Number | 6 | 16 | 5 | 2 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 184.5 | 190.0 | 184.5 | 166.7 | 184.5 | 184.5 |
| Lanes | 2 | 0 | 1 | 2 | 1 | 1 |
| Cap, veh/h | 2994 | 136 | 397 | 2998 | 59 | 52 |
| Arrive On Green | 0.85 | 0.85 | 0.02 | 0.90 | 0.03 | 0.03 |
| Sat Flow, veh/h | 3502 | 159 | 1757 | 3333 | 1757 | 1568 |
| Grp Volume(v), veh/h | 681 | 672 | 59 | 3031 | 34 | 34 |
| Grp Sat Flow(s),veh/h/ln | 1845 | 1817 | 1757 | 1667 | 1757 | 1568 |
| Q Serve(g_s), s | 12.6 | 12.7 | 0.6 | 134.0 | 2.8 | 3.2 |
| Cycle Q Clear(g_c), s | 12.6 | 12.7 | 0.6 | 134.0 | 2.8 | 3.2 |
| Prop In Lane | | 0.09 | 1.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 1577 | 1553 | 397 | 2998 | 59 | 52 |
| V/C Ratio(X) | 0.43 | 0.43 | 0.15 | 1.01 | 0.58 | 0.65 |
| Avail Cap(c_a), veh/h | 1577 | 1553 | 413 | 2998 | 189 | 168 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 2.5 | 2.5 | 1.7 | 7.5 | 71.0 | 71.1 |
| Incr Delay (d2), s/veh | 0.9 | 0.9 | 0.2 | 19.1 | 8.8 | 12.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 4.7 | 4.7 | 0.2 | 40.9 | 1.5 | 2.9 |
| Lane Grp Delay (d), s/veh | 3.4 | 3.4 | 1.9 | 26.6 | 79.8 | 83.9 |
| Lane Grp LOS | A | A | A | F | E | F |
| Approach Vol, veh/h | 1353 | | | 3090 | 68 | |
| Approach Delay, s/veh | 3.4 | | | 26.2 | 81.8 | |
| Approach LOS | A | | | C | F | |

| Timer | | | | |
|---|---|---|---|---|
| Assigned Phs | 6 | | 5 | 2 |
| Phs Duration (G+Y+Rc), s | 132.3 | | 6.7 | 139.0 |
| Change Period (Y+Rc), s | 5.0 | | 3.0 | 5.0 |
| Max Green Setting (Gmax), s | 126.0 | | 5.0 | 134.0 |
| Max Q Clear Time (g_c+I1), s | 14.7 | | 2.6 | 136.0 |
| Green Ext Time (p_c), s | 108.3 | | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 20.2 |
| HCM 2010 LOS | C |

Notes

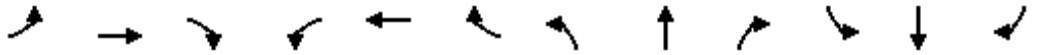


| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 119 | 747 | 95 | 355 | 2144 | 430 | 42 | 214 | 153 | 180 | 512 | 682 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 171.2 | 168.6 | 190.0 | 186.3 | 185.1 | 190.0 | 163.8 | 185.5 | 190.0 | 168.1 | 186.3 | 190.0 |
| Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| Cap, veh/h | 107 | 1416 | 180 | 541 | 1693 | 328 | 99 | 389 | 266 | 278 | 477 | 406 |
| Arrive On Green | 0.08 | 0.97 | 0.97 | 0.23 | 1.00 | 1.00 | 0.03 | 0.19 | 0.19 | 0.10 | 0.26 | 0.26 |
| Sat Flow, veh/h | 1630 | 2934 | 373 | 1774 | 3014 | 584 | 1560 | 2056 | 1406 | 1601 | 1863 | 1583 |
| Grp Volume(v), veh/h | 125 | 452 | 434 | 374 | 1355 | 1355 | 44 | 202 | 184 | 189 | 539 | 718 |
| Grp Sat Flow(s),veh/h/ln | 1630 | 1686 | 1621 | 1774 | 1851 | 1748 | 1560 | 1855 | 1607 | 1601 | 1863 | 1583 |
| Q Serve(g_s), s | 6.0 | 3.2 | 3.2 | 15.6 | 0.0 | 87.9 | 3.6 | 15.9 | 16.8 | 13.6 | 41.0 | 41.0 |
| Cycle Q Clear(g_c), s | 6.0 | 3.2 | 3.2 | 15.6 | 0.0 | 87.9 | 3.6 | 15.9 | 16.8 | 13.6 | 41.0 | 41.0 |
| Prop In Lane | 1.00 | | 0.23 | 1.00 | | 0.33 | 1.00 | | 0.88 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 107 | 814 | 782 | 541 | 1040 | 982 | 99 | 351 | 304 | 278 | 477 | 406 |
| V/C Ratio(X) | 1.16 | 0.55 | 0.56 | 0.69 | 1.30 | 1.38 | 0.45 | 0.58 | 0.60 | 0.68 | 1.13 | 1.77 |
| Avail Cap(c_a), veh/h | 107 | 814 | 782 | 689 | 1040 | 982 | 99 | 351 | 304 | 311 | 477 | 406 |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.09 | 0.09 | 0.09 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 39.7 | 1.5 | 1.5 | 10.5 | 0.0 | 0.0 | 52.8 | 59.0 | 59.4 | 39.8 | 59.5 | 59.5 |
| Incr Delay (d2), s/veh | 137.8 | 2.7 | 2.8 | 0.2 | 137.1 | 171.6 | 2.3 | 2.0 | 3.0 | 5.1 | 81.6 | 356.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 8.5 | 1.3 | 1.2 | 5.2 | 39.6 | 46.8 | 1.9 | 7.9 | 7.3 | 6.0 | 30.7 | 57.1 |
| Lane Grp Delay (d), s/veh | 177.4 | 4.2 | 4.3 | 10.7 | 137.1 | 171.6 | 55.1 | 61.0 | 62.4 | 44.9 | 141.1 | 415.8 |
| Lane Grp LOS | F | A | A | B | F | F | E | E | E | D | F | F |
| Approach Vol, veh/h | | 1011 | | | 3084 | | | 430 | | | 1446 | |
| Approach Delay, s/veh | | 25.7 | | | 136.9 | | | 61.0 | | | 264.9 | |
| Approach LOS | | C | | | F | | | E | | | F | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Phs Duration (G+Y+Rc), s | 9.0 | 83.3 | | 21.7 | 96.0 | | 8.0 | 36.3 | | 18.7 | 47.0 | |
| Change Period (Y+Rc), s | 3.0 | 6.1 | | 3.0 | 6.1 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Max Green Setting (Gmax), s | 6.0 | 63.9 | | 32.0 | 89.9 | | 5.0 | 27.0 | | 19.0 | 41.0 | |
| Max Q Clear Time (g_c+I1), s | 8.0 | 5.2 | | 17.6 | 89.9 | | 5.6 | 18.8 | | 15.6 | 43.0 | |
| Green Ext Time (p_c), s | 0.0 | 27.9 | | 1.0 | 0.0 | | 0.0 | 5.5 | | 0.2 | 0.0 | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2010 Ctrl Delay | | 143.6 | |
| HCM 2010 LOS | | F | |

Notes



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 383 | 817 | 181 | 778 | 2062 | 372 | 178 | 1138 | 219 | 223 | 1910 | 313 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 182.7 | 170.3 | 190.0 | 186.3 | 186.3 | 190.0 | 182.7 | 186.3 | 186.3 | 182.7 | 186.3 | 190.0 |
| Lanes | 1 | 2 | 0 | 2 | 2 | 0 | 1 | 2 | 1 | 1 | 3 | 0 |
| Cap, veh/h | 264 | 701 | 156 | 538 | 898 | 157 | 188 | 1362 | 579 | 267 | 1865 | 300 |
| Arrive On Green | 0.13 | 0.26 | 0.26 | 0.16 | 0.29 | 0.29 | 0.08 | 0.37 | 0.37 | 0.11 | 0.40 | 0.40 |
| Sat Flow, veh/h | 1740 | 2701 | 600 | 3442 | 3089 | 541 | 1740 | 3725 | 1583 | 1740 | 4700 | 755 |
| Grp Volume(v), veh/h | 399 | 537 | 503 | 810 | 1268 | 1268 | 185 | 1185 | 228 | 232 | 1569 | 747 |
| Grp Sat Flow(s),veh/h/ln | 1740 | 1703 | 1597 | 1721 | 1863 | 1767 | 1740 | 1863 | 1583 | 1740 | 1863 | 1730 |
| Q Serve(g_s), s | 20.0 | 41.5 | 41.5 | 25.0 | 46.5 | 46.5 | 12.7 | 47.3 | 17.1 | 14.3 | 63.5 | 63.5 |
| Cycle Q Clear(g_c), s | 20.0 | 41.5 | 41.5 | 25.0 | 46.5 | 46.5 | 12.7 | 47.3 | 17.1 | 14.3 | 63.5 | 63.5 |
| Prop In Lane | 1.00 | | 0.38 | 1.00 | | 0.31 | 1.00 | | 1.00 | 1.00 | | 0.44 |
| Lane Grp Cap(c), veh/h | 264 | 442 | 414 | 538 | 541 | 514 | 188 | 1362 | 579 | 267 | 1479 | 686 |
| V/C Ratio(X) | 1.51 | 1.21 | 1.21 | 1.51 | 2.34 | 2.47 | 0.98 | 0.87 | 0.39 | 0.87 | 1.06 | 1.09 |
| Avail Cap(c_a), veh/h | 264 | 442 | 414 | 538 | 541 | 514 | 188 | 1362 | 579 | 267 | 1479 | 686 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.74 | 0.74 | 0.74 | 1.00 | 1.00 | 1.00 | 0.58 | 0.58 | 0.58 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 50.9 | 59.3 | 59.3 | 67.5 | 56.7 | 56.8 | 49.3 | 47.2 | 37.6 | 43.2 | 48.3 | 48.3 |
| Incr Delay (d2), s/veh | 244.0 | 111.3 | 112.3 | 237.4 | 609.8 | 666.8 | 45.7 | 4.7 | 1.2 | 29.9 | 41.6 | 60.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 29.0 | 32.2 | 30.3 | 29.0 | 114.3 | 116.5 | 10.2 | 23.8 | 7.1 | 12.0 | 39.1 | 40.0 |
| Lane Grp Delay (d), s/veh | 294.9 | 170.5 | 171.5 | 304.9 | 666.5 | 723.5 | 95.0 | 52.0 | 38.8 | 73.1 | 89.8 | 109.0 |
| Lane Grp LOS | F | F | F | F | F | F | F | D | D | E | F | F |
| Approach Vol, veh/h | | 1439 | | | 3346 | | | 1598 | | | 2548 | |
| Approach Delay, s/veh | | 205.4 | | | 600.6 | | | 55.1 | | | 93.9 | |
| Approach LOS | | F | | | F | | | E | | | F | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Phs Duration (G+Y+Rc), s | 23.0 | 47.0 | | 28.0 | 52.0 | | 16.0 | 64.0 | | 21.0 | 69.0 | |
| Change Period (Y+Rc), s | 3.0 | 5.5 | | 3.0 | 5.5 | | 3.0 | 5.5 | | 3.0 | 5.5 | |
| Max Green Setting (Gmax), s | 20.0 | 41.5 | | 25.0 | 46.5 | | 13.0 | 58.5 | | 18.0 | 63.5 | |
| Max Q Clear Time (g_c+I1), s | 22.0 | 43.5 | | 27.0 | 48.5 | | 14.7 | 49.3 | | 16.3 | 65.5 | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 9.0 | | 0.1 | 0.0 | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 294.7 |
| HCM 2010 LOS | F |

Notes

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 0 | 0 | 721 | 1902 | 3858 | 898 |
| Number | | | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | | | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | 1.00 | | | 1.00 |
| Parking Bus Adj | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | | | 186.3 | 186.3 | 186.3 | 186.3 |
| Lanes | | | 1 | 3 | 3 | 1 |
| Cap, veh/h | | | 477 | 5414 | 4017 | 1138 |
| Arrive On Green | | | 0.46 | 1.00 | 1.00 | 0.00 |
| Sat Flow, veh/h | | | 1774 | 5588 | 5588 | 1583 |
| Grp Volume(v), veh/h | | | 736 | 1941 | 3937 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | 1774 | 1863 | 1863 | 1583 |
| Q Serve(g_s), s | | | 37.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | | | 37.0 | 0.0 | 0.0 | 0.0 |
| Prop In Lane | | | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | | | 477 | 5414 | 4017 | 1138 |
| V/C Ratio(X) | | | 1.54 | 0.36 | 0.98 | 0.00 |
| Avail Cap(c_a), veh/h | | | 477 | 5414 | 4017 | 1138 |
| HCM Platoon Ratio | | | 2.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(I) | | | 0.55 | 0.55 | 0.09 | 0.00 |
| Uniform Delay (d), s/veh | | | 37.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | | | 250.2 | 0.1 | 1.7 | 0.0 |
| Initial Q Delay(d3),s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | | | 43.2 | 0.1 | 0.6 | 0.0 |
| Lane Grp Delay (d), s/veh | | | 287.2 | 0.1 | 1.7 | 0.0 |
| Lane Grp LOS | | | F | A | A | |
| Approach Vol, veh/h | | | | 2677 | 3937 | |
| Approach Delay, s/veh | | | | 79.0 | 1.7 | |
| Approach LOS | | | | E | A | |

| Timer | | | |
|---|---|---|---|
| Assigned Phs | 1 | 6 | 2 |
| Phs Duration (G+Y+Rc), s | 40.0 | 160.0 | 120.0 |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 37.0 | 155.0 | 115.0 |
| Max Q Clear Time (g_c+I1), s | 39.0 | 2.0 | 2.0 |
| Green Ext Time (p_c), s | 0.0 | 151.1 | 111.9 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 33.0 |
| HCM 2010 LOS | C |

Notes

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 0 | 869 | 1902 | 0 | 0 | 3858 |
| 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 | 887 | 1941 | 0 | 0 | 3937 |
| RTOR Reduction (vph) | 0 | 34 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 853 | 1941 | 0 | 0 | 3937 |
| 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 | | | 0.38 | | | c0.77 |
| v/s Ratio Perm | | c0.31 | | | | |
| v/c Ratio | | 1.28 | 0.54 | | | 1.11 |
| Uniform Delay, d1 | | 60.9 | 11.6 | | | 24.0 |
| Progression Factor | | 1.00 | 1.00 | | | 0.28 |
| Incremental Delay, d2 | | 138.3 | 0.6 | | | 47.8 |
| Delay (s) | | 199.2 | 12.2 | | | 54.4 |
| Level of Service | | F | B | | | D |
| Approach Delay (s) | 199.2 | | 12.2 | | | 54.4 |
| Approach LOS | F | | B | | | D |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 61.3 | HCM 2000 Level of Service | E |
| HCM 2000 Volume to Capacity ratio | 1.15 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 9.7 |
| Intersection Capacity Utilization | 78.6% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 302 | 243 | 0 | 1110 | 4609 | 1739 |
| Number | 3 | 18 | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 182.7 | 186.3 | 0.0 | 186.3 | 186.3 | 186.3 |
| Lanes | 1 | 1 | 0 | 1 | 3 | 1 |
| Cap, veh/h | 342 | 311 | 0 | 1381 | 4142 | 1174 |
| Arrive On Green | 0.20 | 0.00 | 0.00 | 0.74 | 0.74 | 0.74 |
| Sat Flow, veh/h | 1740 | 1583 | 0 | 1863 | 5588 | 1583 |
| Grp Volume(v), veh/h | 318 | 0 | 0 | 1168 | 4852 | 1831 |
| Grp Sat Flow(s),veh/h/ln | 1740 | 1583 | 0 | 1863 | 1863 | 1583 |
| Q Serve(g_s), s | 27.6 | 0.0 | 0.0 | 66.9 | 114.0 | 114.0 |
| Cycle Q Clear(g_c), s | 27.6 | 0.0 | 0.0 | 66.9 | 114.0 | 114.0 |
| Prop In Lane | 1.00 | 1.00 | 0.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 342 | 311 | 0 | 1381 | 4142 | 1174 |
| V/C Ratio(X) | 0.93 | 0.00 | 0.00 | 0.85 | 1.17 | 1.56 |
| Avail Cap(c_a), veh/h | 412 | 375 | 0 | 1381 | 4142 | 1174 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 60.8 | 0.0 | 0.0 | 13.8 | 19.9 | 19.9 |
| Incr Delay (d2), s/veh | 25.2 | 0.0 | 0.0 | 6.5 | 80.0 | 256.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 15.0 | 0.0 | 0.0 | 31.1 | 79.4 | 124.9 |
| Lane Grp Delay (d), s/veh | 85.9 | 0.0 | 0.0 | 20.4 | 99.9 | 276.2 |
| Lane Grp LOS | F | | | C | F | F |
| Approach Vol, veh/h | 318 | | | 1168 | 6683 | |
| Approach Delay, s/veh | 85.9 | | | 20.4 | 148.2 | |
| Approach LOS | F | | | C | F | |

| Timer | | | | | | |
|---|---|---|---|---|---|---|
| Assigned Phs | | | | 6 | 2 | |
| Phs Duration (G+Y+Rc), s | | | | 119.0 | 119.0 | |
| Change Period (Y+Rc), s | | | | 5.0 | 5.0 | |
| Max Green Setting (Gmax), s | | | | 114.0 | 114.0 | |
| Max Q Clear Time (g_c+I1), s | | | | 68.9 | 116.0 | |
| Green Ext Time (p_c), s | | | | 44.9 | 0.0 | |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | 127.5 | |
| HCM 2010 LOS | F | |

Notes

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 53.2 |
| Intersection LOS | F |

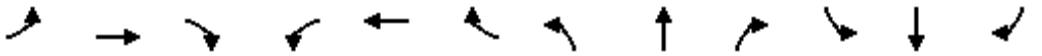
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 10 | 190 | 94 | 10 | 344 | 110 | 215 | 128 | 43 | 81 | 144 | 10 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 2 |
| Mvmt Flow | 12 | 221 | 109 | 12 | 400 | 128 | 250 | 149 | 50 | 94 | 167 | 12 |
| Number of Lanes | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 2 |
| HCM Control Delay | 20.4 | 71.3 | 71.7 | 28.3 |
| HCM LOS | C | F | F | D |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 |
|---|---|---|---|---|---|
| Vol Left, % | 56% | 5% | 0% | 2% | 34% |
| Vol Thru, % | 33% | 95% | 0% | 74% | 61% |
| Vol Right, % | 11% | 0% | 100% | 24% | 4% |
| Sign Control | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 386 | 200 | 94 | 464 | 235 |
| LT Vol | 128 | 190 | 0 | 344 | 144 |
| Through Vol | 43 | 0 | 94 | 110 | 10 |
| RT Vol | 215 | 10 | 0 | 10 | 81 |
| Lane Flow Rate | 449 | 233 | 109 | 540 | 273 |
| Geometry Grp | 2 | 7 | 7 | 5 | 2 |
| Degree of Util (X) | 1 | 0.578 | 0.253 | 1 | 0.673 |
| Departure Headway (Hd) | 8.149 | 9.07 | 8.326 | 8.059 | 8.865 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes |
| Cap | 449 | 400 | 433 | 453 | 410 |
| Service Time | 6.149 | 6.77 | 6.045 | 6.067 | 6.868 |
| HCM Lane V/C Ratio | 1 | 0.583 | 0.252 | 1.192 | 0.666 |
| HCM Control Delay | 71.7 | 23.5 | 13.8 | 71.3 | 28.3 |
| HCM Lane LOS | F | C | B | F | D |
| HCM 95th-tile Q | 12.9 | 3.5 | 1 | 12.9 | 4.8 |

Notes

~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 484 | 2266 | 400 | 1554 | 4287 | 583 | 488 | 565 | 913 | 630 | 926 | 693 |
| 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 | 0.12 | 1.00 | 1.00 | 0.19 | 0.68 | |
| Satd. Flow (perm) | 3433 | 5036 | 1583 | 3433 | 5085 | 1583 | 229 | 3406 | 1583 | 606 | 2045 | |
| 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) | 494 | 2312 | 408 | 1586 | 4374 | 595 | 498 | 577 | 932 | 643 | 945 | 707 |
| RTOR Reduction (vph) | 0 | 0 | 59 | 0 | 0 | 98 | 0 | 0 | 22 | 0 | 57 | 0 |
| Lane Group Flow (vph) | 494 | 2312 | 349 | 1586 | 4374 | 497 | 498 | 577 | 910 | 579 | 1659 | 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 | 49.6 | 32.6 | 72.6 | 49.6 | 49.6 | |
| Effective Green, g (s) | 13.0 | 43.1 | 43.1 | 40.0 | 70.1 | 70.1 | 49.6 | 32.6 | 72.6 | 49.6 | 49.6 | |
| Actuated g/C Ratio | 0.09 | 0.29 | 0.29 | 0.27 | 0.47 | 0.47 | 0.33 | 0.22 | 0.48 | 0.33 | 0.33 | |
| 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 | 250 | 740 | 766 | 476 | 784 | |
| v/s Ratio Prot | 0.14 | 0.46 | | c0.46 | c0.86 | | 0.23 | 0.17 | 0.32 | 0.14 | c0.24 | |
| v/s Ratio Perm | | | 0.22 | | | 0.31 | 0.43 | | 0.26 | 0.26 | c0.46 | |
| v/c Ratio | 1.66 | 1.60 | 0.77 | 1.73 | 1.84 | 0.67 | 1.99 | 0.78 | 1.19 | 1.22 | 2.12 | |
| Uniform Delay, d1 | 68.5 | 53.4 | 48.9 | 55.0 | 40.0 | 31.0 | 44.5 | 55.3 | 38.7 | 43.3 | 50.2 | |
| 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 | 313.0 | 272.3 | 11.8 | 334.6 | 380.1 | 4.8 | 460.4 | 5.2 | 97.4 | 115.3 | 506.6 | |
| Delay (s) | 381.5 | 325.7 | 60.7 | 389.6 | 420.0 | 35.9 | 504.9 | 60.5 | 136.1 | 158.6 | 556.8 | |
| Level of Service | F | F | E | F | F | D | F | E | F | F | F | |
| Approach Delay (s) | | 300.7 | | | 377.8 | | | 205.9 | | | 456.3 | |
| Approach LOS | | F | | | F | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 348.5 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 1.95 | | |
| Actuated Cycle Length (s) | 150.0 | Sum of lost time (s) | 17.3 |
| Intersection Capacity Utilization | 174.0% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

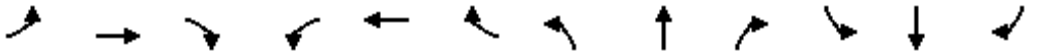
# Appendix M

Synchro Output Reports – Build Scenario

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 1 | 1 | 3 | 342 | 1 | 33 | 5 | 1022 | 2018 | 11 | 101 | 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 | 0.69 | 1.00 | 1.00 | 0.04 | 1.00 | |
| Satd. Flow (perm) | | 1695 | | 1588 | 1593 | 1380 | 1279 | 3138 | 1441 | 39 | 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 | 349 | 1 | 34 | 5 | 1043 | 2059 | 11 | 103 | 1 |
| RTOR Reduction (vph) | 0 | 3 | 0 | 0 | 0 | 24 | 0 | 99 | 148 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 2 | 0 | 174 | 176 | 10 | 5 | 1974 | 881 | 11 | 104 | 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) | | 4.4 | | 50.5 | 50.5 | 50.5 | 100.7 | 100.7 | 151.2 | 108.7 | 108.7 | |
| Effective Green, g (s) | | 4.4 | | 50.5 | 50.5 | 50.5 | 100.7 | 100.7 | 151.2 | 108.7 | 108.7 | |
| Actuated g/C Ratio | | 0.02 | | 0.28 | 0.28 | 0.28 | 0.56 | 0.56 | 0.84 | 0.60 | 0.60 | |
| Clearance Time (s) | | 5.6 | | 5.5 | 5.5 | 5.5 | 5.3 | 5.3 | 5.5 | 3.0 | 5.3 | |
| 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) | | 41 | | 445 | 446 | 387 | 715 | 1755 | 1210 | 48 | 1678 | |
| v/s Ratio Prot | | c0.00 | | 0.11 | 0.11 | | | c0.63 | c0.20 | c0.01 | 0.04 | |
| v/s Ratio Perm | | | | | | 0.01 | 0.00 | | 0.41 | 0.13 | | |
| v/c Ratio | | 0.05 | | 0.39 | 0.39 | 0.02 | 0.01 | 1.12 | 0.73 | 0.23 | 0.06 | |
| Uniform Delay, d1 | | 85.8 | | 52.3 | 52.4 | 46.9 | 17.5 | 39.6 | 5.9 | 42.2 | 14.7 | |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 0.5 | | 2.6 | 2.6 | 0.1 | 0.0 | 64.2 | 2.2 | 2.4 | 0.0 | |
| Delay (s) | | 86.3 | | 54.9 | 55.0 | 47.0 | 17.5 | 103.9 | 8.1 | 44.6 | 14.7 | |
| Level of Service | | F | | D | D | D | B | F | A | D | B | |
| Approach Delay (s) | | 86.3 | | | 54.2 | | | 72.0 | | | 17.5 | |
| Approach LOS | | F | | | D | | | E | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 68.4 | HCM 2000 Level of Service | E |
| HCM 2000 Volume to Capacity ratio | 0.94 | | |
| Actuated Cycle Length (s) | 180.0 | Sum of lost time (s) | 19.4 |
| Intersection Capacity Utilization | 105.9% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 646 | 1807 | 12 | 134 | 304 | 221 | 8 | 763 | 483 | 53 | 140 | 64 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 186.3 | 190.0 | 184.5 | 181.1 | 190.0 | 166.7 | 186.3 | 190.0 | 139.7 | 182.4 | 190.0 |
| Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| Cap, veh/h | 567 | 1900 | 13 | 111 | 683 | 486 | 378 | 696 | 434 | 85 | 795 | 346 |
| Arrive On Green | 0.21 | 0.51 | 0.51 | 0.01 | 0.11 | 0.11 | 0.03 | 0.32 | 0.32 | 0.03 | 0.33 | 0.33 |
| Sat Flow, veh/h | 1774 | 3696 | 25 | 1757 | 1973 | 1402 | 1587 | 2149 | 1340 | 1331 | 2412 | 1050 |
| Grp Volume(v), veh/h | 687 | 968 | 967 | 143 | 296 | 262 | 9 | 702 | 624 | 56 | 111 | 106 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1858 | 1757 | 1811 | 1564 | 1587 | 1863 | 1626 | 1331 | 1824 | 1638 |
| Q Serve(g_s), s | 37.0 | 92.0 | 92.0 | 7.0 | 27.4 | 28.1 | 0.7 | 58.0 | 58.0 | 5.0 | 7.8 | 8.3 |
| Cycle Q Clear(g_c), s | 37.0 | 92.0 | 92.0 | 7.0 | 27.4 | 28.1 | 0.7 | 58.0 | 58.0 | 5.0 | 7.8 | 8.3 |
| Prop In Lane | 1.00 | | 0.01 | 1.00 | | 0.90 | 1.00 | | 0.82 | 1.00 | | 0.64 |
| Lane Grp Cap(c), veh/h | 567 | 957 | 955 | 111 | 627 | 542 | 378 | 604 | 527 | 85 | 601 | 540 |
| V/C Ratio(X) | 1.21 | 1.01 | 1.01 | 1.28 | 0.47 | 0.48 | 0.02 | 1.16 | 1.18 | 0.66 | 0.18 | 0.20 |
| Avail Cap(c_a), veh/h | 567 | 957 | 955 | 111 | 627 | 542 | 449 | 604 | 527 | 85 | 601 | 540 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.89 | 0.89 | 0.89 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 42.7 | 43.5 | 43.5 | 49.8 | 63.9 | 64.3 | 38.0 | 60.5 | 60.5 | 47.6 | 42.8 | 43.0 |
| Incr Delay (d2), s/veh | 110.5 | 31.7 | 32.4 | 175.0 | 2.3 | 2.7 | 0.0 | 90.9 | 100.6 | 17.3 | 0.1 | 0.2 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 31.1 | 52.0 | 52.1 | 7.3 | 13.9 | 12.4 | 0.3 | 43.4 | 39.3 | 2.1 | 3.7 | 3.6 |
| Lane Grp Delay (d), s/veh | 153.2 | 75.2 | 75.9 | 224.7 | 66.2 | 67.0 | 38.0 | 151.4 | 161.1 | 64.9 | 43.0 | 43.2 |
| Lane Grp LOS | F | F | F | F | E | E | D | F | F | E | D | D |
| Approach Vol, veh/h | | 2622 | | | 701 | | | 1335 | | | 273 | |
| Approach Delay, s/veh | | 95.9 | | | 98.8 | | | 155.2 | | | 47.6 | |
| Approach LOS | | F | | | F | | | F | | | D | |

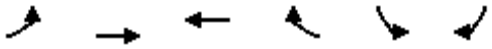
| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Phs Duration (G+Y+Rc), s | 40.0 | 97.0 | | 10.0 | 67.0 | | 8.0 | 63.0 | | 9.0 | 64.0 | |
| Change Period (Y+Rc), s | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Max Green Setting (Gmax), s | 37.0 | 92.0 | | 7.0 | 62.0 | | 13.0 | 58.0 | | 6.0 | 52.0 | |
| Max Q Clear Time (g_c+I1), s | 39.0 | 94.0 | | 9.0 | 30.1 | | 2.7 | 60.0 | | 7.0 | 10.3 | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | 24.9 | | 0.0 | 0.0 | | 0.0 | 15.9 | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2010 Ctrl Delay | | 109.7 | |
| HCM 2010 LOS | | F | |

Notes

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 2323 | 24 | 33 | 614 | 42 | 256 |
| 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) | 2445 | 25 | 35 | 646 | 44 | 269 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 86 | 0 |
| Lane Group Flow (vph) | 2470 | 0 | 35 | 646 | 227 | 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 | c0.70 | | 0.01 | c0.19 | c0.14 | |
| v/s Ratio Perm | | | 0.16 | | | |
| v/c Ratio | 1.01 | | 0.22 | 0.24 | 0.84 | |
| Uniform Delay, d1 | 27.4 | | 48.2 | 5.4 | 72.6 | |
| Progression Factor | 0.56 | | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 6.9 | | 3.2 | 0.2 | 25.1 | |
| Delay (s) | 22.3 | | 51.4 | 5.6 | 97.7 | |
| Level of Service | C | | D | A | F | |
| Approach Delay (s) | 22.3 | | | 8.0 | 97.7 | |
| Approach LOS | C | | | A | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 26.3 | HCM 2000 Level of Service | C |
| HCM 2000 Volume to Capacity ratio | 0.92 | | |
| Actuated Cycle Length (s) | 180.0 | Sum of lost time (s) | 12.8 |
| Intersection Capacity Utilization | 91.3% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

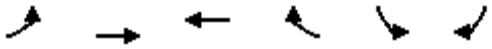


| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 14 | 2562 | 634 | 40 | 38 | 14 |
| Number | 1 | 6 | 2 | 12 | 3 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 186.3 | 186.3 | 186.3 | 186.3 | 186.3 |
| Lanes | 1 | 2 | 2 | 1 | 1 | 1 |
| Cap, veh/h | 675 | 3179 | 2911 | 1237 | 78 | 70 |
| Arrive On Green | 0.04 | 0.85 | 0.78 | 0.78 | 0.04 | 0.04 |
| Sat Flow, veh/h | 1774 | 3725 | 3725 | 1583 | 1774 | 1583 |
| Grp Volume(v), veh/h | 15 | 2785 | 689 | 43 | 41 | 15 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1863 | 1583 | 1774 | 1583 |
| Q Serve(g_s), s | 0.1 | 42.3 | 4.8 | 0.6 | 2.2 | 0.9 |
| Cycle Q Clear(g_c), s | 0.1 | 42.3 | 4.8 | 0.6 | 2.2 | 0.9 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 675 | 3179 | 2911 | 1237 | 78 | 70 |
| V/C Ratio(X) | 0.02 | 0.88 | 0.24 | 0.03 | 0.53 | 0.22 |
| Avail Cap(c_a), veh/h | 766 | 3179 | 2911 | 1237 | 292 | 260 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.09 | 0.09 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 1.5 | 4.1 | 2.9 | 2.4 | 45.5 | 44.9 |
| Incr Delay (d2), s/veh | 0.0 | 0.4 | 0.2 | 0.1 | 5.4 | 1.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 0.0 | 12.1 | 1.8 | 0.2 | 1.1 | 0.4 |
| Lane Grp Delay (d), s/veh | 1.5 | 4.5 | 3.0 | 2.4 | 50.9 | 46.4 |
| Lane Grp LOS | A | A | A | A | D | D |
| Approach Vol, veh/h | | 2800 | 732 | | 56 | |
| Approach Delay, s/veh | | 4.5 | 3.0 | | 49.7 | |
| Approach LOS | | A | A | | D | |

| Timer | | | |
|---|---|---|---|
| Assigned Phs | 1 | 6 | 2 |
| Phs Duration (G+Y+Rc), s | 7.0 | 88.0 | 81.0 |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 9.0 | 83.0 | 71.0 |
| Max Q Clear Time (g_c+I1), s | 2.1 | 44.3 | 6.8 |
| Green Ext Time (p_c), s | 0.0 | 37.1 | 59.9 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 4.9 |
| HCM 2010 LOS | A |

Notes

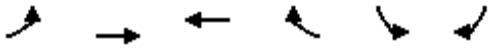


| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 150 | 911 | 400 | 31 | 1042 | 275 |
| Number | 1 | 6 | 2 | 12 | 3 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 186.3 | 184.5 | 182.7 | 182.7 | 174.3 |
| Lanes | 1 | 2 | 2 | 1 | 2 | 1 |
| Cap, veh/h | 614 | 1946 | 1028 | 433 | 1220 | 536 |
| Arrive On Green | 0.21 | 0.52 | 0.09 | 0.09 | 0.36 | 0.00 |
| Sat Flow, veh/h | 1774 | 3725 | 3689 | 1553 | 3375 | 1482 |
| Grp Volume(v), veh/h | 158 | 959 | 421 | 33 | 1097 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1845 | 1553 | 1688 | 1482 |
| Q Serve(g_s), s | 4.1 | 14.3 | 9.3 | 1.7 | 26.5 | 0.0 |
| Cycle Q Clear(g_c), s | 4.1 | 14.3 | 9.3 | 1.7 | 26.5 | 0.0 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 614 | 1946 | 1028 | 433 | 1220 | 536 |
| V/C Ratio(X) | 0.26 | 0.49 | 0.41 | 0.08 | 0.90 | 0.00 |
| Avail Cap(c_a), veh/h | 614 | 1946 | 1028 | 433 | 1372 | 602 |
| HCM Platoon Ratio | 1.00 | 1.00 | 0.33 | 0.33 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.92 | 0.92 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 12.2 | 13.2 | 32.4 | 29.0 | 26.0 | 0.0 |
| Incr Delay (d2), s/veh | 1.0 | 0.9 | 1.1 | 0.3 | 7.7 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 1.8 | 6.5 | 4.8 | 0.7 | 12.1 | 0.0 |
| Lane Grp Delay (d), s/veh | 13.2 | 14.1 | 33.5 | 29.3 | 33.7 | 0.0 |
| Lane Grp LOS | B | B | C | C | C | |
| Approach Vol, veh/h | | 1117 | 454 | | 1097 | |
| Approach Delay, s/veh | | 14.0 | 33.2 | | 33.7 | |
| Approach LOS | | B | C | | C | |

| Timer | | | | | | |
|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | 2 | | | |
| Phs Duration (G+Y+Rc), s | 21.0 | 50.0 | 29.0 | | | |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 5.0 | | | |
| Max Green Setting (Gmax), s | 18.0 | 45.0 | 24.0 | | | |
| Max Q Clear Time (g_c+I1), s | 6.1 | 16.3 | 11.3 | | | |
| Green Ext Time (p_c), s | 0.3 | 12.0 | 7.5 | | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 25.4 |
| HCM 2010 LOS | C |

Notes



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1061 | 90 | 298 | 107 | 446 | 122 |
| Number | 1 | 6 | 2 | 12 | 3 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 184.5 | 184.5 | 174.3 | 147.3 | 186.3 | 182.7 |
| Lanes | 2 | 1 | 2 | 1 | 2 | 1 |
| Cap, veh/h | 1349 | 1266 | 874 | 314 | 626 | 282 |
| Arrive On Green | 0.66 | 1.00 | 0.25 | 0.25 | 0.18 | 0.18 |
| Sat Flow, veh/h | 3408 | 1845 | 3486 | 1252 | 3442 | 1553 |
| Grp Volume(v), veh/h | 1117 | 95 | 314 | 113 | 469 | 128 |
| Grp Sat Flow(s),veh/h/ln | 1704 | 1845 | 1743 | 1252 | 1721 | 1553 |
| Q Serve(g_s), s | 18.6 | 0.0 | 5.6 | 5.6 | 9.8 | 5.6 |
| Cycle Q Clear(g_c), s | 18.6 | 0.0 | 5.6 | 5.6 | 9.8 | 5.6 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 1349 | 1266 | 874 | 314 | 626 | 282 |
| V/C Ratio(X) | 0.83 | 0.08 | 0.36 | 0.36 | 0.75 | 0.45 |
| Avail Cap(c_a), veh/h | 1349 | 1266 | 874 | 314 | 1272 | 574 |
| HCM Platoon Ratio | 1.67 | 1.67 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.63 | 0.63 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 10.9 | 0.0 | 23.4 | 23.4 | 29.4 | 27.6 |
| Incr Delay (d2), s/veh | 3.9 | 0.1 | 1.1 | 3.2 | 1.8 | 1.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 5.5 | 0.0 | 2.5 | 2.0 | 4.3 | 2.2 |
| Lane Grp Delay (d), s/veh | 14.8 | 0.1 | 24.5 | 26.6 | 31.2 | 28.8 |
| Lane Grp LOS | B | A | C | C | C | C |
| Approach Vol, veh/h | | 1212 | 427 | | 597 | |
| Approach Delay, s/veh | | 13.6 | 25.1 | | 30.7 | |
| Approach LOS | | B | C | | C | |

| Timer | | | | | | |
|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | 2 | | | |
| Phs Duration (G+Y+Rc), s | 33.0 | 57.0 | 24.0 | | | |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 5.0 | | | |
| Max Green Setting (Gmax), s | 30.0 | 52.0 | 19.0 | | | |
| Max Q Clear Time (g_c+I1), s | 20.6 | 2.0 | 7.6 | | | |
| Green Ext Time (p_c), s | 3.4 | 3.3 | 2.3 | | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 20.4 |
| HCM 2010 LOS | C |

Notes

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 349 | 1213 | 357 | 165 | 290 | 178 | 294 | 2322 | 1110 | 148 | 808 | 95 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 186.3 | 186.3 | 175.9 | 179.9 | 190.0 | 186.3 | 186.3 | 186.3 | 184.5 | 182.7 | 182.7 |
| Lanes | 2 | 2 | 2 | 2 | 2 | 0 | 2 | 3 | 1 | 2 | 4 | 1 |
| Cap, veh/h | 392 | 1007 | 1174 | 208 | 466 | 278 | 345 | 2428 | 789 | 238 | 2952 | 804 |
| Arrive On Green | 0.11 | 0.27 | 0.27 | 0.06 | 0.22 | 0.22 | 0.03 | 0.14 | 0.14 | 0.07 | 0.40 | 0.40 |
| Sat Flow, veh/h | 3442 | 3725 | 3167 | 3250 | 2112 | 1263 | 3442 | 5588 | 1583 | 3408 | 7308 | 1553 |
| Grp Volume(v), veh/h | 356 | 1238 | 364 | 168 | 251 | 227 | 300 | 2369 | 1133 | 151 | 824 | 97 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 1863 | 1583 | 1625 | 1799 | 1576 | 1721 | 1863 | 1583 | 1704 | 1827 | 1553 |
| Q Serve(g_s), s | 16.3 | 43.0 | 13.0 | 8.1 | 20.1 | 20.9 | 13.8 | 67.2 | 69.1 | 6.9 | 12.1 | 5.1 |
| Cycle Q Clear(g_c), s | 16.3 | 43.0 | 13.0 | 8.1 | 20.1 | 20.9 | 13.8 | 67.2 | 69.1 | 6.9 | 12.1 | 5.1 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.80 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 392 | 1007 | 1174 | 208 | 397 | 347 | 345 | 2428 | 789 | 238 | 2952 | 804 |
| V/C Ratio(X) | 0.91 | 1.23 | 0.31 | 0.81 | 0.63 | 0.65 | 0.87 | 0.98 | 1.44 | 0.63 | 0.28 | 0.12 |
| Avail Cap(c_a), veh/h | 392 | 1007 | 1174 | 227 | 407 | 357 | 370 | 2428 | 789 | 238 | 2952 | 804 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.75 | 0.75 | 0.75 | 0.47 | 0.47 | 0.47 |
| Uniform Delay (d), s/veh | 69.7 | 58.0 | 35.6 | 73.5 | 56.2 | 56.5 | 75.9 | 67.3 | 57.8 | 72.0 | 31.9 | 19.7 |
| Incr Delay (d2), s/veh | 24.6 | 112.0 | 0.1 | 18.0 | 3.1 | 4.1 | 14.7 | 11.1 | 201.7 | 6.0 | 0.1 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 8.7 | 36.6 | 5.3 | 4.0 | 9.9 | 9.0 | 7.2 | 36.7 | 75.3 | 3.3 | 5.7 | 2.0 |
| Lane Grp Delay (d), s/veh | 94.3 | 170.0 | 35.7 | 91.5 | 59.2 | 60.6 | 90.5 | 78.4 | 259.5 | 78.0 | 32.0 | 19.9 |
| Lane Grp LOS | F | F | D | F | E | E | F | E | F | E | C | B |
| Approach Vol, veh/h | | 1958 | | | 646 | | | 3802 | | | 1072 | |
| Approach Delay, s/veh | | 131.3 | | | 68.1 | | | 133.4 | | | 37.3 | |
| Approach LOS | | F | | | E | | | F | | | D | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Phs Duration (G+Y+Rc), s | 24.0 | 50.0 | | 16.1 | 42.1 | | 21.9 | 76.0 | | 17.0 | 71.1 | |
| Change Period (Y+Rc), s | 5.9 | 7.0 | | 5.9 | 7.0 | | 5.9 | 6.9 | | 5.9 | 6.9 | |
| Max Green Setting (Gmax), s | 18.1 | 43.0 | | 11.1 | 36.0 | | 17.1 | 69.1 | | 11.1 | 63.1 | |
| Max Q Clear Time (g_c+I1), s | 18.3 | 45.0 | | 10.1 | 22.9 | | 15.8 | 71.1 | | 8.9 | 14.1 | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.1 | 9.9 | | 0.1 | 0.0 | | 0.1 | 46.9 | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2010 Ctrl Delay | | 113.4 | |
| HCM 2010 LOS | | F | |

Notes

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 3.7 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 717 | 1601 | 82 | 42 | 421 | 77 | 10 | 19 | 32 | 34 | 23 | 217 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | 50 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 2 | 3 | 2 | 2 | 14 | 6 | 33 | 2 | 3 | 2 | 2 | 5 |
| Mvmt Flow | 732 | 1634 | 84 | 43 | 430 | 79 | 10 | 19 | 33 | 35 | 23 | 221 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 508 | 0 | 0 | 1717 | 0 | 0 | 3451 | 3733 | 859 | 2845 | 3736 | 254 |
| Stage 1 | - | - | - | - | - | - | 3139 | 3139 | - | 555 | 555 | - |
| Stage 2 | - | - | - | - | - | - | 312 | 594 | - | 2290 | 3181 | - |
| Follow-up Headway | 2.22 | - | - | 2.22 | - | - | 3.83 | 4.02 | 3.33 | 3.52 | 4.02 | 3.35 |
| Pot Capacity-1 Maneuver | 1053 | - | - | 365 | - | - | # 1 | # 4 | 298 | # 8 | # 4 | 736 |
| Stage 1 | - | - | - | - | - | - | # 6 | 26 | - | 484 | 511 | - |
| Stage 2 | - | - | - | - | - | - | 594 | 491 | - | 40 | 25 | - |
| Time blocked-Platoon, % | | - | - | | - | - | | | | | | |
| Mov Capacity-1 Maneuver | 1053 | - | - | 365 | - | - | - | # 1 | 298 | - | # 1 | 736 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | - | # 1 | - | - | # 1 | - |
| Stage 1 | - | - | - | - | - | - | # 2 | # 8 | - | 148 | 451 | - |
| Stage 2 | - | - | - | - | - | - | 347 | 433 | - | - | # 8 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 4.7 | 1.3 | + | + |
| HCM LOS | | | - | - |

| Minor Lane / Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | + | 1053 | - | - | 365 | - | - | + |
| HCM Lane V/C Ratio | + | 0.695 | - | - | 0.117 | - | - | + |
| HCM Control Delay (s) | + | 15.805 | - | - | 16.171 | - | - | + |
| HCM Lane LOS | + | C | | | C | | | + |
| HCM 95th %tile Q(veh) | + | 5.949 | - | - | 0.395 | - | - | + |

| Notes |
|---|
| ~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 1.6 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 1621 | 46 | 103 | 552 | 22 | 3 | 0 | 27 | 7 | 0 | 2 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | - | 415 | - | - | 0 | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 14 | 3 | 2 | 6 | 10 | 2 | 2 | 2 | 8 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 1654 | 47 | 105 | 563 | 22 | 3 | 0 | 28 | 7 | 0 | 2 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 586 | 0 | 0 | 1701 | 0 | 0 | 2170 | 2474 | 851 | 1612 | 2486 | 293 |
| Stage 1 | - | - | - | - | - | - | 1678 | 1678 | - | 785 | 785 | - |
| Stage 2 | - | - | - | - | - | - | 492 | 796 | - | 827 | 1701 | - |
| Follow-up Headway | 2.34 | - | - | 2.26 | - | - | 3.52 | 4.02 | 3.38 | 3.52 | 4.02 | 3.32 |
| Pot Capacity-1 Maneuver | 907 | - | - | 353 | - | - | 26 | 29 | 291 | 69 | 29 | 703 |
| Stage 1 | - | - | - | - | - | - | 99 | 150 | - | 352 | 402 | - |
| Stage 2 | - | - | - | - | - | - | 527 | 397 | - | 332 | 146 | - |
| Time blocked-Platoon, % | | - | - | | - | - | | | | | | |
| Mov Capacity-1 Maneuver | 907 | - | - | 353 | - | - | 20 | 20 | 291 | 48 | 20 | 703 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | 20 | 20 | - | 48 | 20 | - |
| Stage 1 | - | - | - | - | - | - | 99 | 150 | - | 352 | 282 | - |
| Stage 2 | - | - | - | - | - | - | 369 | 279 | - | 301 | 146 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 3 | 38.3 | 74.2 |
| HCM LOS | | | E | F |

| Minor Lane / Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 20 | 291 | 907 | - | - | 353 | - | - | 61 |
| HCM Lane V/C Ratio | 0.153 | 0.095 | - | - | - | 0.298 | - | - | 0.151 |
| HCM Control Delay (s) | 215.1 | 18.7 | 0 | - | - | 19.465 | - | - | 74.2 |
| HCM Lane LOS | F | C | A | | | C | | | F |
| HCM 95th %tile Q(veh) | 0.448 | 0.311 | 0 | - | - | 1.224 | - | - | 0.494 |

| Notes |
|---|
| ~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 15.5 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 1709 | 45 | 90 | 407 | 43 | 53 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 150 | - | 100 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 3 | 3 | 3 | 14 | 3 | 3 |
| Mvmt Flow | 1818 | 48 | 96 | 433 | 46 | 56 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 1866 | 0 | 2250 | 933 |
| Stage 1 | - | - | - | - | 1842 | - |
| Stage 2 | - | - | - | - | 408 | - |
| Follow-up Headway | - | - | 2.23 | - | 3.53 | 3.33 |
| Pot Capacity-1 Maneuver | - | - | 315 | - | # 35 | 266 |
| Stage 1 | - | - | - | - | 110 | - |
| Stage 2 | - | - | - | - | 637 | - |
| Time blocked-Platoon, % | - | - | | - | | |
| Mov Capacity-1 Maneuver | - | - | 315 | - | # 24 | 266 |
| Mov Capacity-2 Maneuver | - | - | - | - | # 24 | - |
| Stage 1 | - | - | - | - | 110 | - |
| Stage 2 | - | - | - | - | 443 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 3.9 | $ 357.7 |
| HCM LOS | | | F |

| Minor Lane / Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 24 | 266 | - | - | 315 | - |
| HCM Lane V/C Ratio | 1.906 | 0.212 | - | - | 0.304 | - |
| HCM Control Delay (s) | $ 771.4 | 22.1 | - | - | 21.342 | - |
| HCM Lane LOS | F | C | | | C | |
| HCM 95th %tile Q(veh) | 5.718 | 0.784 | - | - | 1.253 | - |

| Notes |
|---|
| ~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 345 | 1269 | 38 | 148 | 500 | 242 | 65 | 309 | 89 | 189 | 189 | 111 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 179.2 | 190.0 | 186.3 | 171.1 | 190.0 | 186.3 | 182.7 | 190.0 | 177.6 | 181.0 | 190.0 |
| Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| Cap, veh/h | 414 | 1568 | 47 | 252 | 955 | 461 | 303 | 441 | 125 | 276 | 405 | 228 |
| Arrive On Green | 0.09 | 0.45 | 0.45 | 0.07 | 0.44 | 0.44 | 0.06 | 0.16 | 0.16 | 0.09 | 0.19 | 0.19 |
| Sat Flow, veh/h | 1774 | 3463 | 103 | 1774 | 2182 | 1054 | 1774 | 2738 | 778 | 1691 | 2175 | 1227 |
| Grp Volume(v), veh/h | 375 | 713 | 707 | 161 | 426 | 380 | 71 | 222 | 211 | 205 | 169 | 157 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1792 | 1774 | 1774 | 1711 | 1525 | 1774 | 1827 | 1690 | 1691 | 1810 | 1593 |
| Q Serve(g_s), s | 7.0 | 28.9 | 29.0 | 3.9 | 14.9 | 15.0 | 2.6 | 9.3 | 9.6 | 7.0 | 6.7 | 7.1 |
| Cycle Q Clear(g_c), s | 7.0 | 28.9 | 29.0 | 3.9 | 14.9 | 15.0 | 2.6 | 9.3 | 9.6 | 7.0 | 6.7 | 7.1 |
| Prop In Lane | 1.00 | | 0.06 | 1.00 | | 0.69 | 1.00 | | 0.46 | 1.00 | | 0.77 |
| Lane Grp Cap(c), veh/h | 414 | 811 | 803 | 252 | 749 | 667 | 303 | 294 | 272 | 276 | 337 | 296 |
| V/C Ratio(X) | 0.91 | 0.88 | 0.88 | 0.64 | 0.57 | 0.57 | 0.23 | 0.76 | 0.77 | 0.74 | 0.50 | 0.53 |
| Avail Cap(c_a), veh/h | 414 | 811 | 803 | 279 | 749 | 667 | 347 | 343 | 317 | 276 | 339 | 299 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.38 | 0.38 | 0.38 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 19.0 | 19.9 | 19.9 | 17.5 | 16.8 | 16.9 | 25.3 | 32.0 | 32.2 | 25.7 | 29.2 | 29.4 |
| Incr Delay (d2), s/veh | 23.1 | 13.0 | 13.3 | 1.6 | 1.2 | 1.4 | 0.3 | 7.3 | 9.1 | 10.4 | 0.9 | 1.4 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 2.7 | 15.0 | 14.9 | 1.7 | 6.2 | 5.5 | 1.1 | 4.9 | 4.7 | 5.3 | 3.1 | 2.9 |
| Lane Grp Delay (d), s/veh | 42.0 | 32.9 | 33.2 | 19.1 | 18.0 | 18.2 | 25.6 | 39.3 | 41.2 | 36.1 | 30.1 | 30.8 |
| Lane Grp LOS | D | C | C | B | B | B | C | D | D | D | C | C |
| Approach Vol, veh/h | | 1795 | | | 967 | | | 504 | | | 531 | |
| Approach Delay, s/veh | | 34.9 | | | 18.3 | | | 38.2 | | | 32.6 | |
| Approach LOS | | C | | | B | | | D | | | C | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Phs Duration (G+Y+Rc), s | 10.0 | 42.3 | | 8.8 | 41.1 | | 8.0 | 18.9 | | 10.0 | 20.9 | |
| Change Period (Y+Rc), s | 3.0 | 6.1 | | 3.0 | 6.1 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Max Green Setting (Gmax), s | 7.0 | 35.0 | | 7.0 | 35.0 | | 7.0 | 15.0 | | 7.0 | 15.0 | |
| Max Q Clear Time (g_c+I1), s | 9.0 | 31.0 | | 5.9 | 17.0 | | 4.6 | 11.6 | | 9.0 | 9.1 | |
| Green Ext Time (p_c), s | 0.0 | 2.5 | | 0.0 | 6.2 | | 0.0 | 1.3 | | 0.0 | 2.0 | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 2010 Ctrl Delay | | | 30.8 | | | | | | | | | |
| HCM 2010 LOS | | | C | | | | | | | | | |

Notes

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 302 | 1181 | 73 | 148 | 481 | 249 | 208 | 1398 | 473 | 194 | 1263 | 204 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 184.5 | 180.5 | 190.0 | 186.3 | 185.1 | 190.0 | 182.7 | 186.3 | 186.3 | 186.3 | 186.3 | 190.0 |
| Lanes | 1 | 2 | 0 | 2 | 2 | 0 | 1 | 2 | 1 | 1 | 3 | 0 |
| Cap, veh/h | 330 | 1188 | 73 | 151 | 584 | 301 | 299 | 1525 | 648 | 209 | 1776 | 286 |
| Arrive On Green | 0.14 | 0.35 | 0.35 | 0.04 | 0.25 | 0.25 | 0.12 | 0.41 | 0.41 | 0.09 | 0.38 | 0.38 |
| Sat Flow, veh/h | 1757 | 3366 | 207 | 3442 | 2304 | 1188 | 1740 | 3725 | 1583 | 1774 | 4697 | 758 |
| Grp Volume(v), veh/h | 311 | 652 | 641 | 153 | 398 | 355 | 214 | 1441 | 488 | 200 | 1033 | 479 |
| Grp Sat Flow(s),veh/h/ln | 1757 | 1805 | 1768 | 1721 | 1851 | 1641 | 1740 | 1863 | 1583 | 1774 | 1863 | 1729 |
| Q Serve(g_s), s | 20.8 | 56.5 | 56.5 | 7.0 | 32.7 | 33.0 | 10.3 | 59.6 | 42.1 | 13.1 | 38.2 | 38.2 |
| Cycle Q Clear(g_c), s | 20.8 | 56.5 | 56.5 | 7.0 | 32.7 | 33.0 | 10.3 | 59.6 | 42.1 | 13.1 | 38.2 | 38.2 |
| Prop In Lane | 1.00 | | 0.12 | 1.00 | | 0.72 | 1.00 | | 1.00 | 1.00 | | 0.44 |
| Lane Grp Cap(c), veh/h | 330 | 637 | 624 | 151 | 469 | 416 | 299 | 1525 | 648 | 209 | 1409 | 654 |
| V/C Ratio(X) | 0.94 | 1.02 | 1.03 | 1.02 | 0.85 | 0.85 | 0.72 | 0.94 | 0.75 | 0.96 | 0.73 | 0.73 |
| Avail Cap(c_a), veh/h | 342 | 637 | 624 | 151 | 469 | 416 | 299 | 1525 | 648 | 209 | 1409 | 654 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.27 | 0.27 | 0.27 | 1.00 | 1.00 | 1.00 | 0.09 | 0.09 | 0.09 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 44.9 | 51.7 | 51.8 | 76.5 | 56.8 | 56.9 | 31.0 | 45.5 | 40.3 | 47.9 | 42.8 | 42.8 |
| Incr Delay (d2), s/veh | 13.4 | 24.8 | 25.6 | 77.7 | 13.7 | 15.7 | 1.4 | 1.7 | 0.8 | 52.3 | 3.4 | 7.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 14.4 | 30.8 | 30.3 | 4.8 | 17.6 | 16.0 | 8.9 | 29.0 | 17.1 | 11.5 | 19.0 | 18.3 |
| Lane Grp Delay (d), s/veh | 58.3 | 76.5 | 77.4 | 154.2 | 70.5 | 72.6 | 32.4 | 47.2 | 41.1 | 100.2 | 46.2 | 49.9 |
| Lane Grp LOS | E | F | F | F | E | E | C | D | D | F | D | D |
| Approach Vol, veh/h | | 1604 | | | 906 | | | 2143 | | | 1712 | |
| Approach Delay, s/veh | | 73.3 | | | 85.4 | | | 44.3 | | | 53.6 | |
| Approach LOS | | E | | | F | | | D | | | D | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Phs Duration (G+Y+Rc), s | 26.0 | 62.0 | | 10.0 | 46.0 | | 22.0 | 71.0 | | 17.0 | 66.0 | |
| Change Period (Y+Rc), s | 3.0 | 5.5 | | 3.0 | 5.5 | | 3.0 | 5.5 | | 3.0 | 5.5 | |
| Max Green Setting (Gmax), s | 24.0 | 56.5 | | 7.0 | 39.5 | | 19.0 | 65.5 | | 14.0 | 60.5 | |
| Max Q Clear Time (g_c+I1), s | 22.8 | 58.5 | | 9.0 | 35.0 | | 12.3 | 61.6 | | 15.1 | 40.2 | |
| Green Ext Time (p_c), s | 0.1 | 0.0 | | 0.0 | 3.9 | | 0.3 | 3.8 | | 0.0 | 18.9 | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2010 Ctrl Delay | | 60.0 | |
| HCM 2010 LOS | | E | |

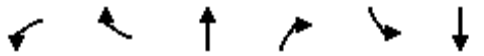
Notes

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 0 | 0 | 862 | 3064 | 1289 | 192 |
| Number | | | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | | | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | 1.00 | | | 1.00 |
| Parking Bus Adj | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | | | 186.3 | 186.3 | 181.0 | 174.3 |
| Lanes | | | 1 | 3 | 3 | 1 |
| Cap, veh/h | | | 812 | 5414 | 3393 | 926 |
| Arrive On Green | | | 0.65 | 1.00 | 0.42 | 0.00 |
| Sat Flow, veh/h | | | 1774 | 5588 | 5429 | 1482 |
| Grp Volume(v), veh/h | | | 880 | 3127 | 1315 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | 1774 | 1863 | 1810 | 1482 |
| Q Serve(g_s), s | | | 52.0 | 0.0 | 26.9 | 0.0 |
| Cycle Q Clear(g_c), s | | | 52.0 | 0.0 | 26.9 | 0.0 |
| Prop In Lane | | | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | | | 812 | 5414 | 3393 | 926 |
| V/C Ratio(X) | | | 1.08 | 0.58 | 0.39 | 0.00 |
| Avail Cap(c_a), veh/h | | | 812 | 5414 | 3393 | 926 |
| HCM Platoon Ratio | | | 2.00 | 2.00 | 0.67 | 0.67 |
| Upstream Filter(I) | | | 0.21 | 0.21 | 0.94 | 0.00 |
| Uniform Delay (d), s/veh | | | 10.2 | 0.0 | 25.3 | 0.0 |
| Incr Delay (d2), s/veh | | | 43.1 | 0.1 | 0.3 | 0.0 |
| Initial Q Delay(d3),s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | | | 20.8 | 0.0 | 12.9 | 0.0 |
| Lane Grp Delay (d), s/veh | | | 53.3 | 0.1 | 25.6 | 0.0 |
| Lane Grp LOS | | | F | A | C | |
| Approach Vol, veh/h | | | | 4007 | 1315 | |
| Approach Delay, s/veh | | | | 11.8 | 25.6 | |
| Approach LOS | | | | B | C | |

| Timer | | | |
|---|---|---|---|
| Assigned Phs | 1 | 6 | 2 |
| Phs Duration (G+Y+Rc), s | 55.0 | 160.0 | 105.0 |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 52.0 | 155.0 | 100.0 |
| Max Q Clear Time (g_c+I1), s | 54.0 | 2.0 | 28.9 |
| Green Ext Time (p_c), s | 0.0 | 144.9 | 69.3 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 15.2 |
| HCM 2010 LOS | B |

Notes



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 0 | 794 | 3061 | 0 | 0 | 1289 |
| 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 | 810 | 3123 | 0 | 0 | 1315 |
| RTOR Reduction (vph) | 0 | 3 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 807 | 3123 | 0 | 0 | 1315 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 5% |
| Turn Type | | custom | NA | | | NA |
| Protected Phases | | | 6 | | | 2 |
| Permitted Phases | | 4 | | | | |
| Actuated Green, G (s) | | 35.2 | 115.1 | | | 115.1 |
| Effective Green, g (s) | | 35.2 | 115.1 | | | 115.1 |
| Actuated g/C Ratio | | 0.22 | 0.72 | | | 0.72 |
| Clearance Time (s) | | 4.8 | 4.9 | | | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | | 3.0 |
| Lane Grp Cap (vph) | | 613 | 3658 | | | 3553 |
| v/s Ratio Prot | | | c0.61 | | | 0.27 |
| v/s Ratio Perm | | c0.29 | | | | |
| v/c Ratio | | 1.32 | 0.85 | | | 0.37 |
| Uniform Delay, d1 | | 62.4 | 16.3 | | | 8.6 |
| Progression Factor | | 1.00 | 1.00 | | | 1.17 |
| Incremental Delay, d2 | | 153.6 | 2.8 | | | 0.3 |
| Delay (s) | | 216.0 | 19.1 | | | 10.3 |
| Level of Service | | F | B | | | B |
| Approach Delay (s) | 216.0 | | 19.1 | | | 10.3 |
| Approach LOS | F | | B | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 47.3 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.96 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 9.7 |
| Intersection Capacity Utilization | 95.0% | ICU Level of Service | F |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 875 | 220 | 0 | 1088 | 1477 | 239 |
| Number | 3 | 18 | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 186.3 | 0.0 | 186.3 | 184.5 | 169.6 |
| Lanes | 1 | 1 | 0 | 1 | 3 | 1 |
| Cap, veh/h | 897 | 801 | 0 | 665 | 1976 | 515 |
| Arrive On Green | 0.51 | 0.00 | 0.00 | 0.36 | 0.36 | 0.36 |
| Sat Flow, veh/h | 1774 | 1583 | 0 | 1863 | 5534 | 1442 |
| Grp Volume(v), veh/h | 884 | 0 | 0 | 1099 | 1492 | 241 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1583 | 0 | 1863 | 1845 | 1442 |
| Q Serve(g_s), s | 34.4 | 0.0 | 0.0 | 25.0 | 16.6 | 9.0 |
| Cycle Q Clear(g_c), s | 34.4 | 0.0 | 0.0 | 25.0 | 16.6 | 9.0 |
| Prop In Lane | 1.00 | 1.00 | 0.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 897 | 801 | 0 | 665 | 1976 | 515 |
| V/C Ratio(X) | 0.99 | 0.00 | 0.00 | 1.65 | 0.75 | 0.47 |
| Avail Cap(c_a), veh/h | 897 | 801 | 0 | 665 | 1976 | 515 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 17.0 | 0.0 | 0.0 | 22.5 | 19.8 | 17.4 |
| Incr Delay (d2), s/veh | 26.4 | 0.0 | 0.0 | 300.1 | 1.7 | 0.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 20.1 | 0.0 | 0.0 | 66.4 | 7.5 | 3.1 |
| Lane Grp Delay (d), s/veh | 43.4 | 0.0 | 0.0 | 322.6 | 21.5 | 18.0 |
| Lane Grp LOS | D | | | F | C | B |
| Approach Vol, veh/h | 884 | | | 1099 | 1733 | |
| Approach Delay, s/veh | 43.4 | | | 322.6 | 21.0 | |
| Approach LOS | D | | | F | C | |

| Timer | | |
|---|---|---|
| Assigned Phs | 6 | 2 |
| Phs Duration (G+Y+Rc), s | 30.0 | 30.0 |
| Change Period (Y+Rc), s | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 25.0 | 25.0 |
| Max Q Clear Time (g_c+I1), s | 27.0 | 18.6 |
| Green Ext Time (p_c), s | 0.0 | 6.1 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 115.5 |
| HCM 2010 LOS | F |

Notes

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 17.1 |
| Intersection LOS | C |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 4 | 264 | 246 | 29 | 106 | 38 | 139 | 60 | 46 | 127 | 131 | 10 |
| 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 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 6 | 3 | 2 | 2 | 11 |
| Mvmt Flow | 4 | 297 | 276 | 33 | 119 | 43 | 156 | 67 | 52 | 143 | 147 | 11 |
| Number of Lanes | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 2 |
| HCM Control Delay | 17 | 14.5 | 17.4 | 18.9 |
| HCM LOS | C | B | C | C |

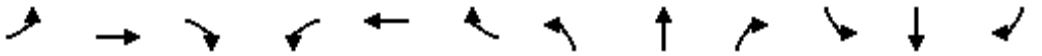
| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 |
|---|---|---|---|---|---|
| Vol Left, % | 57% | 1% | 0% | 17% | 47% |
| Vol Thru, % | 24% | 99% | 0% | 61% | 49% |
| Vol Right, % | 19% | 0% | 100% | 22% | 4% |
| Sign Control | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 245 | 268 | 246 | 173 | 268 |
| LT Vol | 60 | 264 | 0 | 106 | 131 |
| Through Vol | 46 | 0 | 246 | 38 | 10 |
| RT Vol | 139 | 4 | 0 | 29 | 127 |
| Lane Flow Rate | 275 | 301 | 276 | 194 | 301 |
| Geometry Grp | 2 | 7 | 7 | 5 | 2 |
| Degree of Util (X) | 0.526 | 0.583 | 0.48 | 0.382 | 0.575 |
| Departure Headway (Hd) | 6.878 | 6.975 | 6.251 | 7.08 | 6.873 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes |
| Cap | 523 | 515 | 575 | 505 | 524 |
| Service Time | 4.944 | 4.737 | 4.013 | 5.156 | 4.937 |
| HCM Lane V/C Ratio | 0.526 | 0.584 | 0.48 | 0.384 | 0.574 |
| HCM Control Delay | 17.4 | 19.1 | 14.7 | 14.5 | 18.9 |
| HCM Lane LOS | C | C | B | B | C |
| HCM 95th-tile Q | 3 | 3.7 | 2.6 | 1.8 | 3.6 |

Notes

~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 468 | 2867 | 70 | 249 | 1214 | 447 | 222 | 510 | 1650 | 519 | 336 | 233 |
| 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 | 2965 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.24 | 1.00 | 1.00 | 0.15 | 0.51 | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3367 | 4988 | 1583 | 448 | 3539 | 1583 | 482 | 1521 | |
| 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) | 509 | 3116 | 76 | 271 | 1320 | 486 | 241 | 554 | 1793 | 564 | 365 | 253 |
| RTOR Reduction (vph) | 0 | 0 | 22 | 0 | 0 | 162 | 0 | 0 | 42 | 0 | 35 | 0 |
| Lane Group Flow (vph) | 509 | 3116 | 54 | 271 | 1320 | 324 | 241 | 554 | 1751 | 502 | 645 | 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 | 262 | 522 | 348 | 409 | 554 | |
| v/s Ratio Prot | c0.15 | c0.61 | | 0.08 | 0.26 | | 0.10 | 0.16 | c0.36 | c0.14 | 0.13 | |
| v/s Ratio Perm | | | 0.03 | | | 0.20 | 0.14 | | 0.74 | 0.18 | 0.17 | |
| v/c Ratio | 1.41 | 1.07 | 0.06 | 1.12 | 0.49 | 0.38 | 0.92 | 1.06 | 5.03 | 1.23 | 1.16 | |
| Uniform Delay, d1 | 80.5 | 38.5 | 17.0 | 83.5 | 26.0 | 24.0 | 58.1 | 76.7 | 70.2 | 59.4 | 66.7 | |
| 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 | 198.6 | 39.1 | 0.1 | 92.2 | 0.6 | 1.3 | 38.3 | 56.7 | 1820.5 | 122.2 | 92.5 | |
| Delay (s) | 279.1 | 77.6 | 17.1 | 175.7 | 26.6 | 25.3 | 96.4 | 133.4 | 1890.7 | 181.6 | 159.2 | |
| Level of Service | F | E | B | F | C | C | F | F | F | F | F | |
| Approach Delay (s) | | 104.1 | | | 45.8 | | | 1347.4 | | | 168.7 | |
| Approach LOS | | F | | | D | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 436.4 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 2.08 | | |
| Actuated Cycle Length (s) | 180.0 | Sum of lost time (s) | 17.3 |
| Intersection Capacity Utilization | 186.2% | 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) | 0 | 1 | 6 | 1152 | 0 | 9 | 4 | 87 | 672 | 38 | 981 | 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 | | 0.88 | | 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) | | 1647 | | 1681 | 1681 | 1077 | 1770 | 2986 | 1441 | 1597 | 3539 | |
| Flt Permitted | | 1.00 | | 0.95 | 0.95 | 1.00 | 0.19 | 1.00 | 1.00 | 0.37 | 1.00 | |
| Satd. Flow (perm) | | 1647 | | 1681 | 1681 | 1077 | 363 | 2986 | 1441 | 618 | 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 | 6 | 1188 | 0 | 9 | 4 | 90 | 693 | 39 | 1011 | 0 |
| RTOR Reduction (vph) | 0 | 6 | 0 | 0 | 0 | 6 | 0 | 240 | 116 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 1 | 0 | 594 | 594 | 3 | 4 | 197 | 230 | 39 | 1011 | 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) | | 7.0 | | 35.9 | 35.9 | 35.9 | 30.7 | 30.7 | 66.6 | 40.7 | 40.7 | |
| Effective Green, g (s) | | 7.0 | | 35.9 | 35.9 | 35.9 | 30.7 | 30.7 | 66.6 | 40.7 | 40.7 | |
| Actuated g/C Ratio | | 0.07 | | 0.36 | 0.36 | 0.36 | 0.31 | 0.31 | 0.67 | 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 | |
| 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) | | 115 | | 603 | 603 | 386 | 111 | 916 | 959 | 320 | 1440 | |
| v/s Ratio Prot | | c0.00 | | c0.35 | 0.35 | | | 0.07 | 0.09 | 0.01 | c0.29 | |
| v/s Ratio Perm | | | | | | 0.00 | 0.01 | | 0.07 | 0.04 | | |
| v/c Ratio | | 0.01 | | 0.99 | 0.99 | 0.01 | 0.04 | 0.21 | 0.24 | 0.12 | 0.70 | |
| Uniform Delay, d1 | | 43.3 | | 31.8 | 31.8 | 20.6 | 24.3 | 25.7 | 6.6 | 18.4 | 24.6 | |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 0.0 | | 33.2 | 33.2 | 0.0 | 0.1 | 0.1 | 0.1 | 0.2 | 2.9 | |
| Delay (s) | | 43.3 | | 65.0 | 65.0 | 20.6 | 24.4 | 25.8 | 6.8 | 18.6 | 27.5 | |
| Level of Service | | D | | E | E | C | C | C | A | B | C | |
| Approach Delay (s) | | 43.3 | | | 64.6 | | | 17.4 | | | 27.2 | |
| Approach LOS | | D | | | E | | | B | | | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 39.4 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 0.79 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 19.4 |
| Intersection Capacity Utilization | 79.2% | 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 (veh/h) | 87 | 552 | 32 | 622 | 1431 | 61 | 17 | 170 | 235 | 169 | 846 | 350 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 186.3 | 190.0 | 186.3 | 184.9 | 190.0 | 186.3 | 186.3 | 190.0 | 184.5 | 186.3 | 190.0 |
| Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| Cap, veh/h | 256 | 1220 | 71 | 433 | 1233 | 52 | 205 | 559 | 475 | 398 | 803 | 331 |
| Arrive On Green | 0.10 | 0.35 | 0.35 | 0.10 | 0.35 | 0.35 | 0.07 | 0.30 | 0.30 | 0.09 | 0.32 | 0.32 |
| Sat Flow, veh/h | 1774 | 3486 | 204 | 1774 | 3523 | 149 | 1774 | 1863 | 1583 | 1757 | 2510 | 1033 |
| Grp Volume(v), veh/h | 89 | 300 | 296 | 635 | 765 | 757 | 17 | 173 | 240 | 172 | 639 | 581 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1827 | 1774 | 1849 | 1823 | 1774 | 1863 | 1583 | 1757 | 1863 | 1680 |
| Q Serve(g_s), s | 2.9 | 12.5 | 12.5 | 10.0 | 35.0 | 35.0 | 0.6 | 7.2 | 12.5 | 6.3 | 32.0 | 32.0 |
| Cycle Q Clear(g_c), s | 2.9 | 12.5 | 12.5 | 10.0 | 35.0 | 35.0 | 0.6 | 7.2 | 12.5 | 6.3 | 32.0 | 32.0 |
| Prop In Lane | 1.00 | | 0.11 | 1.00 | | 0.08 | 1.00 | | 1.00 | 1.00 | | 0.61 |
| Lane Grp Cap(c), veh/h | 256 | 652 | 639 | 433 | 647 | 638 | 205 | 559 | 475 | 398 | 596 | 538 |
| V/C Ratio(X) | 0.35 | 0.46 | 0.46 | 1.47 | 1.18 | 1.19 | 0.08 | 0.31 | 0.51 | 0.43 | 1.07 | 1.08 |
| Avail Cap(c_a), veh/h | 256 | 652 | 639 | 433 | 647 | 638 | 205 | 559 | 475 | 398 | 596 | 538 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.45 | 0.45 | 0.45 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 22.0 | 25.2 | 25.2 | 28.9 | 32.5 | 32.5 | 24.1 | 27.0 | 28.9 | 20.1 | 34.0 | 34.0 |
| Incr Delay (d2), s/veh | 3.7 | 2.3 | 2.4 | 215.4 | 89.1 | 91.5 | 0.8 | 1.4 | 3.8 | 3.4 | 57.9 | 62.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 1.5 | 6.2 | 6.1 | 32.2 | 32.0 | 32.0 | 0.3 | 3.5 | 5.4 | 3.0 | 24.3 | 22.6 |
| Lane Grp Delay (d), s/veh | 25.7 | 27.5 | 27.6 | 244.3 | 121.6 | 124.0 | 24.9 | 28.4 | 32.7 | 23.5 | 91.9 | 96.0 |
| Lane Grp LOS | C | C | C | F | F | F | C | C | C | C | F | F |
| Approach Vol, veh/h | | 685 | | | 2157 | | | 430 | | | 1392 | |
| Approach Delay, s/veh | | 27.3 | | | 158.6 | | | 30.7 | | | 85.2 | |
| Approach LOS | | C | | | F | | | C | | | F | |

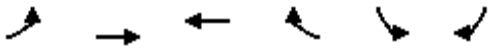
| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Phs Duration (G+Y+Rc), s | 13.0 | 40.0 | | 13.0 | 40.0 | | 10.0 | 35.0 | | 12.0 | 37.0 | |
| Change Period (Y+Rc), s | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Max Green Setting (Gmax), s | 10.0 | 35.0 | | 10.0 | 35.0 | | 7.0 | 30.0 | | 9.0 | 32.0 | |
| Max Q Clear Time (g_c+I1), s | 4.9 | 14.5 | | 12.0 | 37.0 | | 2.6 | 14.5 | | 8.3 | 34.0 | |
| Green Ext Time (p_c), s | 0.1 | 14.7 | | 0.0 | 0.0 | | 0.0 | 9.7 | | 0.0 | 0.0 | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2010 Ctrl Delay | | 105.6 | |
| HCM 2010 LOS | | F | |

Notes

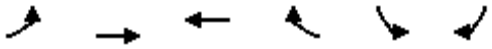
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 914 | 48 | 201 | 2080 | 25 | 61 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.8 | | 3.0 | 4.8 | 5.0 | |
| Lane Util. Factor | 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 | | 0.22 | 1.00 | 0.99 | |
| Satd. Flow (perm) | 3513 | | 416 | 3539 | 1646 | |
| Peak-hour factor, PHF | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Adj. Flow (vph) | 942 | 49 | 207 | 2144 | 26 | 63 |
| RTOR Reduction (vph) | 4 | 0 | 0 | 0 | 51 | 0 |
| Lane Group Flow (vph) | 987 | 0 | 207 | 2144 | 38 | 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 | | 404 | 2519 | 312 | |
| v/s Ratio Prot | 0.28 | | 0.04 | c0.61 | c0.02 | |
| v/s Ratio Perm | | | 0.32 | | | |
| v/c Ratio | 0.47 | | 0.51 | 0.85 | 0.12 | |
| Uniform Delay, d1 | 11.0 | | 6.4 | 10.5 | 33.6 | |
| Progression Factor | 1.64 | | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.7 | | 4.6 | 3.9 | 0.8 | |
| Delay (s) | 18.7 | | 11.0 | 14.4 | 34.4 | |
| Level of Service | B | | B | B | C | |
| Approach Delay (s) | 18.7 | | | 14.1 | 34.4 | |
| Approach LOS | B | | | B | C | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 16.0 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.72 | | |
| Actuated Cycle Length (s) | 100.0 | Sum of lost time (s) | 12.8 |
| Intersection Capacity Utilization | 71.5% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 14 | 959 | 2317 | 38 | 38 | 13 |
| 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 | 1.00 | 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 | 1770 | 1583 |
| Flt Permitted | 0.05 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 87 | 3539 | 3539 | 1583 | 1770 | 1583 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 15 | 1042 | 2518 | 41 | 41 | 14 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 8 | 0 | 13 |
| Lane Group Flow (vph) | 15 | 1042 | 2518 | 33 | 41 | 1 |
| Turn Type | pm+pt | NA | NA | Perm | NA | Perm |
| Protected Phases | 1 | 6 | 2 | | 8 | |
| Permitted Phases | 6 | | | 2 | | 8 |
| Actuated Green, G (s) | 91.0 | 91.0 | 82.4 | 82.4 | 8.0 | 8.0 |
| Effective Green, g (s) | 91.0 | 91.0 | 82.4 | 82.4 | 8.0 | 8.0 |
| Actuated g/C Ratio | 0.83 | 0.83 | 0.76 | 0.76 | 0.07 | 0.07 |
| 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) | 159 | 2954 | 2675 | 1196 | 129 | 116 |
| v/s Ratio Prot | 0.00 | c0.29 | c0.71 | | c0.02 | |
| v/s Ratio Perm | 0.07 | | | 0.02 | | 0.00 |
| v/c Ratio | 0.09 | 0.35 | 0.94 | 0.03 | 0.32 | 0.01 |
| Uniform Delay, d1 | 26.1 | 2.1 | 11.3 | 3.3 | 47.9 | 46.8 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.3 | 0.3 | 8.2 | 0.0 | 1.4 | 0.0 |
| Delay (s) | 26.4 | 2.4 | 19.5 | 3.4 | 49.3 | 46.9 |
| Level of Service | C | A | B | A | D | D |
| Approach Delay (s) | | 2.8 | 19.2 | | 48.7 | |
| Approach LOS | | A | B | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 14.9 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.86 | | |
| Actuated Cycle Length (s) | 109.0 | Sum of lost time (s) | 13.0 |
| Intersection Capacity Utilization | 75.7% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

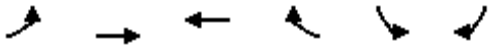


| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 81 | 424 | 1375 | 299 | 443 | 981 |
| Number | 1 | 6 | 2 | 12 | 3 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 186.3 | 186.3 | 186.3 | 184.5 | 184.5 |
| Lanes | 1 | 2 | 2 | 1 | 2 | 1 |
| Cap, veh/h | 409 | 2684 | 2065 | 877 | 575 | 265 |
| Arrive On Green | 0.13 | 0.72 | 0.74 | 0.74 | 0.17 | 0.00 |
| Sat Flow, veh/h | 1774 | 3725 | 3725 | 1583 | 3408 | 1568 |
| Grp Volume(v), veh/h | 85 | 446 | 1447 | 315 | 466 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1863 | 1583 | 1704 | 1568 |
| Q Serve(g_s), s | 1.3 | 3.4 | 19.1 | 6.4 | 11.9 | 0.0 |
| Cycle Q Clear(g_c), s | 1.3 | 3.4 | 19.1 | 6.4 | 11.9 | 0.0 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 409 | 2684 | 2065 | 877 | 575 | 265 |
| V/C Ratio(X) | 0.21 | 0.17 | 0.70 | 0.36 | 0.81 | 0.00 |
| Avail Cap(c_a), veh/h | 409 | 2684 | 2065 | 877 | 944 | 434 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.33 | 1.33 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.38 | 0.38 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 7.6 | 4.0 | 7.8 | 6.1 | 36.1 | 0.0 |
| Incr Delay (d2), s/veh | 1.2 | 0.1 | 0.8 | 0.4 | 2.8 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 0.6 | 1.4 | 6.2 | 2.1 | 5.3 | 0.0 |
| Lane Grp Delay (d), s/veh | 8.7 | 4.1 | 8.6 | 6.6 | 38.9 | 0.0 |
| Lane Grp LOS | A | A | A | A | D | |
| Approach Vol, veh/h | | 531 | 1762 | | 466 | |
| Approach Delay, s/veh | | 4.9 | 8.2 | | 38.9 | |
| Approach LOS | | A | A | | D | |

| Timer | | | | | | |
|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | 2 | | | |
| Phs Duration (G+Y+Rc), s | 15.0 | 70.0 | 55.0 | | | |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 5.0 | | | |
| Max Green Setting (Gmax), s | 12.0 | 65.0 | 50.0 | | | |
| Max Q Clear Time (g_c+I1), s | 3.3 | 5.4 | 21.1 | | | |
| Green Ext Time (p_c), s | 0.1 | 29.0 | 19.3 | | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 12.8 |
| HCM 2010 LOS | B |

Notes

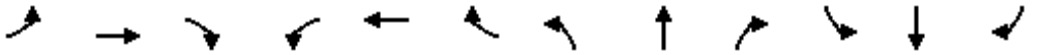


| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 328 | 97 | 1482 | 608 | 278 | 184 |
| Number | 1 | 6 | 2 | 12 | 3 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 179.2 | 182.7 | 186.3 | 181.0 | 186.3 | 182.7 |
| Lanes | 2 | 1 | 2 | 1 | 2 | 1 |
| Cap, veh/h | 444 | 1326 | 2080 | 859 | 559 | 252 |
| Arrive On Green | 0.22 | 1.00 | 0.56 | 0.56 | 0.16 | 0.16 |
| Sat Flow, veh/h | 3312 | 1827 | 3725 | 1538 | 3442 | 1553 |
| Grp Volume(v), veh/h | 357 | 105 | 1611 | 661 | 302 | 200 |
| Grp Sat Flow(s),veh/h/ln | 1656 | 1827 | 1863 | 1538 | 1721 | 1553 |
| Q Serve(g_s), s | 9.1 | 0.0 | 30.1 | 29.8 | 7.2 | 11.1 |
| Cycle Q Clear(g_c), s | 9.1 | 0.0 | 30.1 | 29.8 | 7.2 | 11.1 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 444 | 1326 | 2080 | 859 | 559 | 252 |
| V/C Ratio(X) | 0.80 | 0.08 | 0.77 | 0.77 | 0.54 | 0.79 |
| Avail Cap(c_a), veh/h | 444 | 1326 | 2080 | 859 | 961 | 434 |
| HCM Platoon Ratio | 1.67 | 1.67 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 33.6 | 0.0 | 15.4 | 15.3 | 34.4 | 36.1 |
| Incr Delay (d2), s/veh | 13.5 | 0.1 | 2.9 | 6.6 | 0.8 | 5.6 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 4.3 | 0.0 | 13.8 | 12.0 | 3.2 | 4.7 |
| Lane Grp Delay (d), s/veh | 47.1 | 0.1 | 18.3 | 21.9 | 35.2 | 41.6 |
| Lane Grp LOS | D | A | B | C | D | D |
| Approach Vol, veh/h | | 462 | 2272 | | 502 | |
| Approach Delay, s/veh | | 36.5 | 19.3 | | 37.8 | |
| Approach LOS | | D | B | | D | |

| Timer | | | | | | |
|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | 2 | | | |
| Phs Duration (G+Y+Rc), s | 15.0 | 70.0 | 55.0 | | | |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 5.0 | | | |
| Max Green Setting (Gmax), s | 12.0 | 65.0 | 50.0 | | | |
| Max Q Clear Time (g_c+I1), s | 11.1 | 2.0 | 32.1 | | | |
| Green Ext Time (p_c), s | 0.1 | 32.2 | 14.0 | | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 24.6 |
| HCM 2010 LOS | C |

Notes



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 230 | 381 | 1154 | 746 | 827 | 101 | 433 | 1251 | 298 | 146 | 2532 | 190 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 184.5 | 186.3 | 186.3 | 185.9 | 190.0 | 186.3 | 184.5 | 182.7 | 186.3 | 186.3 | 186.3 |
| Lanes | 2 | 2 | 2 | 2 | 2 | 0 | 2 | 3 | 1 | 2 | 4 | 1 |
| Cap, veh/h | 290 | 231 | 576 | 798 | 684 | 83 | 411 | 2598 | 1089 | 260 | 3171 | 807 |
| Arrive On Green | 0.08 | 0.06 | 0.06 | 0.23 | 0.21 | 0.21 | 0.24 | 0.94 | 0.94 | 0.08 | 0.43 | 0.43 |
| Sat Flow, veh/h | 3442 | 3689 | 3167 | 3442 | 3252 | 395 | 3442 | 5534 | 1553 | 3442 | 7451 | 1583 |
| Grp Volume(v), veh/h | 245 | 405 | 1228 | 794 | 503 | 484 | 461 | 1331 | 317 | 155 | 2694 | 202 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 1845 | 1583 | 1721 | 1859 | 1789 | 1721 | 1845 | 1553 | 1721 | 1863 | 1583 |
| Q Serve(g_s), s | 11.2 | 10.0 | 10.0 | 36.9 | 33.6 | 33.6 | 19.1 | 4.5 | 1.9 | 7.0 | 52.0 | 11.5 |
| Cycle Q Clear(g_c), s | 11.2 | 10.0 | 10.0 | 36.9 | 33.6 | 33.6 | 19.1 | 4.5 | 1.9 | 7.0 | 52.0 | 11.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.22 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 290 | 231 | 576 | 798 | 391 | 376 | 411 | 2598 | 1089 | 260 | 3171 | 807 |
| V/C Ratio(X) | 0.85 | 1.76 | 2.13 | 0.99 | 1.29 | 1.29 | 1.12 | 0.51 | 0.29 | 0.60 | 0.85 | 0.25 |
| Avail Cap(c_a), veh/h | 346 | 231 | 576 | 798 | 391 | 376 | 411 | 2598 | 1089 | 260 | 3171 | 807 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.96 | 0.96 | 0.96 | 0.18 | 0.18 | 0.18 |
| Uniform Delay (d), s/veh | 72.2 | 75.0 | 65.4 | 61.4 | 63.2 | 63.2 | 60.9 | 2.7 | 0.9 | 71.6 | 41.3 | 22.0 |
| Incr Delay (d2), s/veh | 15.2 | 357.6 | 515.3 | 30.5 | 147.2 | 147.9 | 81.1 | 0.7 | 0.6 | 1.8 | 0.6 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 5.7 | 16.3 | 53.3 | 19.9 | 32.4 | 31.2 | 12.6 | 1.3 | 0.6 | 3.2 | 25.0 | 4.6 |
| Lane Grp Delay (d), s/veh | 87.4 | 432.6 | 580.7 | 91.9 | 210.4 | 211.1 | 142.0 | 3.4 | 1.5 | 73.4 | 41.9 | 22.2 |
| Lane Grp LOS | F | F | F | F | F | F | F | A | A | E | D | C |
| Approach Vol, veh/h | | 1878 | | | 1781 | | | 2109 | | | 3051 | |
| Approach Delay, s/veh | | 484.5 | | | 157.8 | | | 33.4 | | | 42.2 | |
| Approach LOS | | F | | | F | | | C | | | D | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Phs Duration (G+Y+Rc), s | 19.4 | 17.0 | | 43.0 | 40.6 | | 25.0 | 82.0 | | 18.0 | 75.0 | |
| Change Period (Y+Rc), s | 5.9 | 7.0 | | 5.9 | 7.0 | | 5.9 | 6.9 | | 5.9 | 6.9 | |
| Max Green Setting (Gmax), s | 16.1 | 10.0 | | 37.1 | 31.0 | | 19.1 | 75.1 | | 12.1 | 68.1 | |
| Max Q Clear Time (g_c+I1), s | 13.2 | 12.0 | | 38.9 | 35.6 | | 21.1 | 6.5 | | 9.0 | 54.0 | |
| Green Ext Time (p_c), s | 0.2 | 0.0 | | 0.0 | 0.0 | | 0.0 | 65.9 | | 0.1 | 13.9 | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2010 Ctrl Delay | | 157.6 | |
| HCM 2010 LOS | | F | |

Notes

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 12.5 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 301 | 370 | 59 | 21 | 1685 | 90 | 29 | 49 | 54 | 9 | 32 | 359 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 0 | - | - | 50 | - | - | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 | 91 |
| Heavy Vehicles, % | 2 | 12 | 2 | 2 | 2 | 3 | 2 | 2 | 4 | 11 | 3 | 2 |
| Mvmt Flow | 331 | 407 | 65 | 23 | 1852 | 99 | 32 | 54 | 59 | 10 | 35 | 395 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1951 | 0 | 0 | 471 | 0 | 0 | 2091 | 3098 | 236 | 2839 | 3080 | 975 |
| Stage 1 | - | - | - | - | - | - | 1101 | 1101 | - | 1947 | 1947 | - |
| Stage 2 | - | - | - | - | - | - | 990 | 1997 | - | 892 | 1133 | - |
| Follow-up Headway | 2.22 | - | - | 2.22 | - | - | 3.52 | 4.02 | 3.34 | 3.61 | 4.03 | 3.32 |
| Pot Capacity-1 Maneuver | # 296 | - | - | 1087 | - | - | # 30 | # 12 | 759 | # 7 | # 12 | # 251 |
| Stage 1 | - | - | - | - | - | - | 226 | 286 | - | 60 | 109 | - |
| Stage 2 | - | - | - | - | - | - | 264 | 104 | - | 285 | 274 | - |
| Time blocked-Platoon, % | | - | - | | - | - | | | | | | |
| Mov Capacity-1 Maneuver | # 296 | - | - | 1087 | - | - | - | # 12 | 759 | - | # 12 | # 251 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | - | # 12 | - | - | # 12 | - |
| Stage 1 | - | - | - | - | - | - | 226 | 286 | - | 60 | 107 | - |
| Stage 2 | - | - | - | - | - | - | - | 102 | - | 213 | 274 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 52 | 0.1 | + | + |
| HCM LOS | | | - | - |

| Minor Lane / Major Mvmt | NBLn1 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | + | # 296 | - | - | 1087 | - | - | + |
| HCM Lane V/C Ratio | + | 1.117 | - | - | 0.021 | - | - | + |
| HCM Control Delay (s) | + | 126.141 | - | - | 8.384 | - | - | + |
| HCM Lane LOS | + | F | | | A | | | + |
| HCM 95th %tile Q(veh) | + | 13.52 | - | - | 0.065 | - | - | + |

| Notes |
|---|
| ~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 5.9 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 5 | 442 | 4 | 32 | 1757 | 5 | 57 | 0 | 91 | 15 | 0 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | - | 415 | - | - | 0 | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 6 | 33 | 19 | 2 | 2 | 2 | 2 | 7 | 2 | 2 | 2 |
| Mvmt Flow | 5 | 465 | 4 | 34 | 1849 | 5 | 60 | 0 | 96 | 16 | 0 | 13 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1855 | 0 | 0 | 469 | 0 | 0 | 1470 | 2400 | 235 | 2162 | 2399 | 927 |
| Stage 1 | - | - | - | - | - | - | 478 | 478 | - | 1919 | 1919 | - |
| Stage 2 | - | - | - | - | - | - | 992 | 1922 | - | 243 | 480 | - |
| Follow-up Headway | 2.22 | - | - | 2.39 | - | - | 3.52 | 4.02 | 3.37 | 3.52 | 4.02 | 3.32 |
| Pot Capacity-1 Maneuver | 322 | - | - | 978 | - | - | 89 | 33 | 752 | 27 | 33 | 270 |
| Stage 1 | - | - | - | - | - | - | 537 | 554 | - | 69 | 113 | - |
| Stage 2 | - | - | - | - | - | - | 264 | 113 | - | 739 | 553 | - |
| Time blocked-Platoon, % | | - | - | | - | - | | | | | | |
| Mov Capacity-1 Maneuver | 322 | - | - | 978 | - | - | 82 | 31 | 752 | 23 | 31 | 270 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | 82 | 31 | - | 23 | 31 | - |
| Stage 1 | - | - | - | - | - | - | 529 | 545 | - | 68 | 109 | - |
| Stage 2 | - | - | - | - | - | - | 243 | 109 | - | 635 | 544 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0.2 | 53.9 | 220.7 |
| HCM LOS | | | F | F |

| Minor Lane / Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 82 | 752 | 322 | - | - | 978 | - | - | 39 |
| HCM Lane V/C Ratio | 0.732 | 0.127 | 0.016 | - | - | 0.034 | - | - | 0.729 |
| HCM Control Delay (s) | 123.1 | 10.5 | 16.366 | - | - | 8.812 | - | - | 220.7 |
| HCM Lane LOS | F | B | C | | | A | | | F |
| HCM 95th %tile Q(veh) | 3.564 | 0.436 | 0.05 | - | - | 0.107 | - | - | 2.67 |

| Notes |
|---|
| ~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined |

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 1.3 |

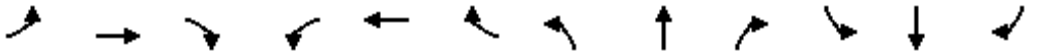
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Vol, veh/h | 647 | 35 | 42 | 1525 | 32 | 38 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | 150 | - | 100 | 0 |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 94 | 94 | 94 | 94 | 94 | 94 |
| Heavy Vehicles, % | 3 | 3 | 3 | 14 | 3 | 3 |
| Mvmt Flow | 688 | 37 | 45 | 1622 | 34 | 40 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 726 | 0 | 1608 | 363 |
| Stage 1 | - | - | - | - | 707 | - |
| Stage 2 | - | - | - | - | 901 | - |
| Follow-up Headway | - | - | 2.23 | - | 3.53 | 3.33 |
| Pot Capacity-1 Maneuver | - | - | 866 | - | 95 | 631 |
| Stage 1 | - | - | - | - | 447 | - |
| Stage 2 | - | - | - | - | 354 | - |
| Time blocked-Platoon, % | - | - | | - | | |
| Mov Capacity-1 Maneuver | - | - | 866 | - | 90 | 631 |
| Mov Capacity-2 Maneuver | - | - | - | - | 90 | - |
| Stage 1 | - | - | - | - | 447 | - |
| Stage 2 | - | - | - | - | 336 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.3 | 36.9 |
| HCM LOS | | | E |

| Minor Lane / Major Mvmt | NBLn1 | NBLn2 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|---|
| Capacity (veh/h) | 90 | 631 | - | - | 866 | - |
| HCM Lane V/C Ratio | 0.378 | 0.064 | - | - | 0.052 | - |
| HCM Control Delay (s) | 67.5 | 11.1 | - | - | 9.383 | - |
| HCM Lane LOS | F | B | | | A | |
| HCM 95th %tile Q(veh) | 1.502 | 0.205 | - | - | 0.163 | - |

| Notes |
|---|
| ~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined |



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 63 | 408 | 51 | 189 | 1152 | 228 | 37 | 176 | 125 | 147 | 419 | 559 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 171.2 | 168.6 | 190.0 | 186.3 | 185.1 | 190.0 | 163.8 | 185.5 | 190.0 | 168.1 | 186.3 | 190.0 |
| Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| Cap, veh/h | 206 | 1296 | 162 | 544 | 1419 | 278 | 201 | 339 | 229 | 305 | 352 | 299 |
| Arrive On Green | 0.05 | 0.44 | 0.44 | 0.08 | 0.47 | 0.47 | 0.06 | 0.16 | 0.16 | 0.09 | 0.19 | 0.19 |
| Sat Flow, veh/h | 1630 | 2940 | 368 | 1774 | 3007 | 590 | 1560 | 2068 | 1396 | 1601 | 1863 | 1583 |
| Grp Volume(v), veh/h | 66 | 245 | 238 | 199 | 743 | 710 | 39 | 165 | 152 | 155 | 441 | 588 |
| Grp Sat Flow(s),veh/h/ln | 1630 | 1686 | 1621 | 1774 | 1851 | 1747 | 1560 | 1855 | 1609 | 1601 | 1863 | 1583 |
| Q Serve(g_s), s | 1.7 | 7.5 | 7.6 | 4.3 | 28.1 | 28.8 | 1.6 | 6.5 | 6.9 | 6.0 | 15.0 | 15.0 |
| Cycle Q Clear(g_c), s | 1.7 | 7.5 | 7.6 | 4.3 | 28.1 | 28.8 | 1.6 | 6.5 | 6.9 | 6.0 | 15.0 | 15.0 |
| Prop In Lane | 1.00 | | 0.23 | 1.00 | | 0.34 | 1.00 | | 0.87 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 206 | 744 | 715 | 544 | 873 | 824 | 201 | 304 | 263 | 305 | 352 | 299 |
| V/C Ratio(X) | 0.32 | 0.33 | 0.33 | 0.37 | 0.85 | 0.86 | 0.19 | 0.54 | 0.58 | 0.51 | 1.25 | 1.97 |
| Avail Cap(c_a), veh/h | 271 | 744 | 715 | 560 | 873 | 824 | 240 | 351 | 304 | 305 | 352 | 299 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.09 | 0.09 | 0.09 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 16.2 | 14.5 | 14.5 | 9.4 | 18.5 | 18.7 | 25.2 | 30.5 | 30.7 | 22.9 | 32.2 | 32.2 |
| Incr Delay (d2), s/veh | 0.9 | 1.2 | 1.3 | 0.0 | 1.0 | 1.2 | 0.3 | 1.1 | 1.5 | 1.4 | 135.1 | 446.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 0.7 | 3.2 | 3.2 | 1.7 | 12.2 | 11.7 | 0.6 | 3.1 | 2.9 | 2.4 | 20.2 | 43.0 |
| Lane Grp Delay (d), s/veh | 17.1 | 15.7 | 15.8 | 9.4 | 19.5 | 19.9 | 25.5 | 31.6 | 32.1 | 24.3 | 167.3 | 478.5 |
| Lane Grp LOS | B | B | B | A | B | B | C | C | C | C | F | F |
| Approach Vol, veh/h | | 549 | | | 1652 | | | 356 | | | 1184 | |
| Approach Delay, s/veh | | 15.9 | | | 18.5 | | | 31.2 | | | 303.1 | |
| Approach LOS | | B | | | B | | | C | | | F | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Phs Duration (G+Y+Rc), s | 6.8 | 41.1 | | 9.3 | 43.5 | | 8.0 | 19.0 | | 10.0 | 21.0 | |
| Change Period (Y+Rc), s | 3.0 | 6.1 | | 3.0 | 6.1 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Max Green Setting (Gmax), s | 7.0 | 35.0 | | 7.0 | 35.0 | | 7.0 | 15.0 | | 7.0 | 15.0 | |
| Max Q Clear Time (g_c+I1), s | 3.7 | 9.6 | | 6.3 | 30.8 | | 3.6 | 8.9 | | 8.0 | 17.0 | |
| Green Ext Time (p_c), s | 0.0 | 5.6 | | 0.0 | 2.4 | | 0.0 | 3.7 | | 0.0 | 0.0 | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 109.4 |
| HCM 2010 LOS | F |

Notes

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 206 | 442 | 97 | 416 | 1105 | 198 | 147 | 935 | 183 | 183 | 1568 | 258 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 182.7 | 170.3 | 190.0 | 186.3 | 186.3 | 190.0 | 182.7 | 186.3 | 186.3 | 182.7 | 186.3 | 190.0 |
| Lanes | 1 | 2 | 0 | 2 | 2 | 0 | 1 | 2 | 1 | 1 | 3 | 0 |
| Cap, veh/h | 236 | 748 | 163 | 483 | 953 | 170 | 205 | 1343 | 571 | 309 | 1839 | 301 |
| Arrive On Green | 0.11 | 0.28 | 0.28 | 0.14 | 0.31 | 0.31 | 0.08 | 0.36 | 0.36 | 0.11 | 0.39 | 0.39 |
| Sat Flow, veh/h | 1740 | 2711 | 591 | 3442 | 3080 | 549 | 1740 | 3725 | 1583 | 1740 | 4685 | 768 |
| Grp Volume(v), veh/h | 215 | 288 | 273 | 433 | 694 | 663 | 153 | 974 | 191 | 191 | 1297 | 605 |
| Grp Sat Flow(s),veh/h/ln | 1740 | 1703 | 1599 | 1721 | 1863 | 1766 | 1740 | 1863 | 1583 | 1740 | 1863 | 1727 |
| Q Serve(g_s), s | 14.5 | 23.1 | 23.4 | 19.4 | 48.5 | 48.5 | 8.4 | 35.5 | 13.7 | 9.3 | 50.8 | 51.4 |
| Cycle Q Clear(g_c), s | 14.5 | 23.1 | 23.4 | 19.4 | 48.5 | 48.5 | 8.4 | 35.5 | 13.7 | 9.3 | 50.8 | 51.4 |
| Prop In Lane | 1.00 | | 0.37 | 1.00 | | 0.31 | 1.00 | | 1.00 | 1.00 | | 0.44 |
| Lane Grp Cap(c), veh/h | 236 | 470 | 441 | 483 | 577 | 547 | 205 | 1343 | 571 | 309 | 1462 | 678 |
| V/C Ratio(X) | 0.91 | 0.61 | 0.62 | 0.90 | 1.20 | 1.21 | 0.75 | 0.73 | 0.33 | 0.62 | 0.89 | 0.89 |
| Avail Cap(c_a), veh/h | 273 | 473 | 444 | 549 | 577 | 547 | 205 | 1343 | 571 | 309 | 1462 | 678 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.93 | 0.93 | 0.93 | 1.00 | 1.00 | 1.00 | 0.78 | 0.78 | 0.78 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 44.3 | 49.4 | 49.6 | 66.2 | 54.1 | 54.1 | 36.3 | 43.4 | 36.4 | 29.7 | 44.4 | 44.5 |
| Incr Delay (d2), s/veh | 28.1 | 2.2 | 2.4 | 16.1 | 107.3 | 112.0 | 17.3 | 2.7 | 1.2 | 9.0 | 8.3 | 16.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 10.7 | 10.5 | 10.1 | 9.9 | 40.7 | 39.3 | 7.3 | 17.7 | 5.8 | 8.3 | 26.2 | 26.1 |
| Lane Grp Delay (d), s/veh | 72.4 | 51.6 | 52.0 | 82.3 | 161.4 | 166.1 | 53.6 | 46.1 | 37.7 | 38.6 | 52.7 | 61.0 |
| Lane Grp LOS | E | D | D | F | F | F | D | D | D | D | D | E |
| Approach Vol, veh/h | | 776 | | | 1790 | | | 1318 | | | 2093 | |
| Approach Delay, s/veh | | 57.5 | | | 144.0 | | | 45.7 | | | 53.8 | |
| Approach LOS | | E | | | F | | | D | | | D | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Phs Duration (G+Y+Rc), s | 19.7 | 48.7 | | 25.0 | 54.0 | | 16.0 | 62.0 | | 21.0 | 67.0 | |
| Change Period (Y+Rc), s | 3.0 | 5.5 | | 3.0 | 5.5 | | 3.0 | 5.5 | | 3.0 | 5.5 | |
| Max Green Setting (Gmax), s | 20.0 | 43.5 | | 25.0 | 48.5 | | 13.0 | 56.5 | | 18.0 | 61.5 | |
| Max Q Clear Time (g_c+I1), s | 16.5 | 25.4 | | 21.4 | 50.5 | | 10.4 | 37.5 | | 11.3 | 53.4 | |
| Green Ext Time (p_c), s | 0.2 | 12.3 | | 0.6 | 0.0 | | 0.1 | 17.2 | | 0.3 | 7.7 | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2010 Ctrl Delay | | 79.5 | |
| HCM 2010 LOS | | E | |

Notes

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 0 | 0 | 591 | 1567 | 3169 | 736 |
| Number | | | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | | | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | 1.00 | | | 1.00 |
| Parking Bus Adj | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | | | 186.3 | 186.3 | 186.3 | 186.3 |
| Lanes | | | 1 | 3 | 3 | 1 |
| Cap, veh/h | | | 479 | 5414 | 4086 | 1158 |
| Arrive On Green | | | 0.44 | 1.00 | 1.00 | 0.00 |
| Sat Flow, veh/h | | | 1774 | 5588 | 5588 | 1583 |
| Grp Volume(v), veh/h | | | 603 | 1599 | 3234 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | 1774 | 1863 | 1863 | 1583 |
| Q Serve(g_s), s | | | 35.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | | | 35.0 | 0.0 | 0.0 | 0.0 |
| Prop In Lane | | | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | | | 479 | 5414 | 4086 | 1158 |
| V/C Ratio(X) | | | 1.26 | 0.30 | 0.79 | 0.00 |
| Avail Cap(c_a), veh/h | | | 479 | 5414 | 4086 | 1158 |
| HCM Platoon Ratio | | | 2.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(I) | | | 0.75 | 0.75 | 0.09 | 0.00 |
| Uniform Delay (d), s/veh | | | 35.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | | | 129.3 | 0.1 | 0.2 | 0.0 |
| Initial Q Delay(d3),s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | | | 27.7 | 0.1 | 0.1 | 0.0 |
| Lane Grp Delay (d), s/veh | | | 164.3 | 0.1 | 0.2 | 0.0 |
| Lane Grp LOS | | | F | A | A | |
| Approach Vol, veh/h | | | | 2202 | 3234 | |
| Approach Delay, s/veh | | | | 45.1 | 0.2 | |
| Approach LOS | | | | D | A | |

| Timer | | | |
|---|---|---|---|
| Assigned Phs | 1 | 6 | 2 |
| Phs Duration (G+Y+Rc), s | 38.0 | 160.0 | 122.0 |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 35.0 | 155.0 | 117.0 |
| Max Q Clear Time (g_c+I1), s | 37.0 | 2.0 | 2.0 |
| Green Ext Time (p_c), s | 0.0 | 148.7 | 112.5 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 18.3 |
| HCM 2010 LOS | B |

Notes

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 0 | 716 | 1564 | 0 | 0 | 3169 |
| 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 | 731 | 1596 | 0 | 0 | 3234 |
| RTOR Reduction (vph) | 0 | 69 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 662 | 1596 | 0 | 0 | 3234 |
| 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 | | | 0.31 | | | c0.64 |
| v/s Ratio Perm | | c0.24 | | | | |
| v/c Ratio | | 1.00 | 0.45 | | | 0.91 |
| Uniform Delay, d1 | | 60.8 | 10.5 | | | 19.7 |
| Progression Factor | | 1.00 | 1.00 | | | 0.17 |
| Incremental Delay, d2 | | 33.7 | 0.4 | | | 2.2 |
| Delay (s) | | 94.5 | 10.9 | | | 5.5 |
| Level of Service | | F | B | | | A |
| Approach Delay (s) | 94.5 | | 10.9 | | | 5.5 |
| Approach LOS | F | | B | | | A |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 18.7 | HCM 2000 Level of Service | B |
| HCM 2000 Volume to Capacity ratio | 0.93 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 9.7 |
| Intersection Capacity Utilization | 65.3% | ICU Level of Service | C |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 202 | 163 | 0 | 702 | 2902 | 1093 |
| Number | 3 | 18 | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 182.7 | 186.3 | 0.0 | 186.3 | 186.3 | 186.3 |
| Lanes | 1 | 1 | 0 | 1 | 3 | 1 |
| Cap, veh/h | 240 | 218 | 0 | 1481 | 4443 | 1259 |
| Arrive On Green | 0.14 | 0.00 | 0.00 | 0.80 | 0.80 | 0.80 |
| Sat Flow, veh/h | 1740 | 1583 | 0 | 1863 | 5588 | 1583 |
| Grp Volume(v), veh/h | 213 | 0 | 0 | 739 | 3055 | 1151 |
| Grp Sat Flow(s),veh/h/ln | 1740 | 1583 | 0 | 1863 | 1863 | 1583 |
| Q Serve(g_s), s | 17.2 | 0.0 | 0.0 | 19.3 | 35.4 | 78.2 |
| Cycle Q Clear(g_c), s | 17.2 | 0.0 | 0.0 | 19.3 | 35.4 | 78.2 |
| Prop In Lane | 1.00 | 1.00 | 0.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 240 | 218 | 0 | 1481 | 4443 | 1259 |
| V/C Ratio(X) | 0.89 | 0.00 | 0.00 | 0.50 | 0.69 | 0.91 |
| Avail Cap(c_a), veh/h | 442 | 402 | 0 | 1481 | 4443 | 1259 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 60.7 | 0.0 | 0.0 | 5.0 | 6.6 | 11.0 |
| Incr Delay (d2), s/veh | 10.6 | 0.0 | 0.0 | 1.2 | 0.9 | 11.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 8.6 | 0.0 | 0.0 | 8.3 | 14.5 | 30.9 |
| Lane Grp Delay (d), s/veh | 71.3 | 0.0 | 0.0 | 6.2 | 7.5 | 22.7 |
| Lane Grp LOS | E | | | A | A | C |
| Approach Vol, veh/h | 213 | | | 739 | 4206 | |
| Approach Delay, s/veh | 71.3 | | | 6.2 | 11.7 | |
| Approach LOS | E | | | A | B | |

| Timer | | | | | | |
|---|---|---|---|---|---|---|
| Assigned Phs | | | | 6 | 2 | |
| Phs Duration (G+Y+Rc), s | | | | 119.0 | 119.0 | |
| Change Period (Y+Rc), s | | | | 5.0 | 5.0 | |
| Max Green Setting (Gmax), s | | | | 114.0 | 114.0 | |
| Max Q Clear Time (g_c+I1), s | | | | 21.3 | 80.2 | |
| Green Ext Time (p_c), s | | | | 90.4 | 33.5 | |

| Intersection Summary | | | | | | |
|---|---|---|---|---|---|---|
| HCM 2010 Ctrl Delay | | | 13.4 | | | |
| HCM 2010 LOS | | | B | | | |

Notes

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 17 |
| Intersection LOS | C |

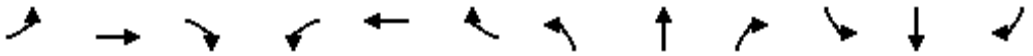
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 8 | 156 | 77 | 8 | 282 | 90 | 125 | 74 | 25 | 47 | 84 | 6 |
| Peak Hour Factor | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 | 0.86 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 2 |
| Mvmt Flow | 9 | 181 | 90 | 9 | 328 | 105 | 145 | 86 | 29 | 55 | 98 | 7 |
| Number of Lanes | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 2 |
| HCM Control Delay | 12.1 | 22.6 | 15.2 | 12.7 |
| HCM LOS | B | C | C | B |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 |
|---|---|---|---|---|---|
| Vol Left, % | 56% | 5% | 0% | 2% | 34% |
| Vol Thru, % | 33% | 95% | 0% | 74% | 61% |
| Vol Right, % | 11% | 0% | 100% | 24% | 4% |
| Sign Control | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 224 | 164 | 77 | 380 | 137 |
| LT Vol | 74 | 156 | 0 | 282 | 84 |
| Through Vol | 25 | 0 | 77 | 90 | 6 |
| RT Vol | 125 | 8 | 0 | 8 | 47 |
| Lane Flow Rate | 260 | 191 | 90 | 442 | 159 |
| Geometry Grp | 2 | 7 | 7 | 5 | 2 |
| Degree of Util (X) | 0.47 | 0.357 | 0.149 | 0.72 | 0.3 |
| Departure Headway (Hd) | 6.496 | 6.747 | 6.007 | 5.868 | 6.79 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes |
| Cap | 555 | 532 | 596 | 614 | 529 |
| Service Time | 4.542 | 4.492 | 3.752 | 3.907 | 4.842 |
| HCM Lane V/C Ratio | 0.468 | 0.359 | 0.151 | 0.72 | 0.301 |
| HCM Control Delay | 15.2 | 13.2 | 9.8 | 22.6 | 12.7 |
| HCM Lane LOS | C | B | A | C | B |
| HCM 95th-tile Q | 2.5 | 1.6 | 0.5 | 6 | 1.3 |

Notes

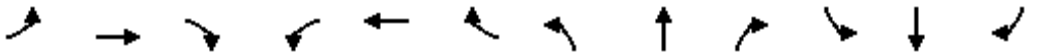
~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined



| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 324 | 1516 | 268 | 1039 | 2868 | 390 | 283 | 328 | 529 | 366 | 537 | 402 |
| 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 | 0.12 | 1.00 | 1.00 | 0.45 | 0.93 | |
| Satd. Flow (perm) | 3433 | 5036 | 1583 | 3433 | 5085 | 1583 | 221 | 3406 | 1583 | 1431 | 2787 | |
| 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) | 331 | 1547 | 273 | 1060 | 2927 | 398 | 289 | 335 | 540 | 373 | 548 | 410 |
| RTOR Reduction (vph) | 0 | 0 | 59 | 0 | 0 | 98 | 0 | 0 | 22 | 0 | 58 | 0 |
| Lane Group Flow (vph) | 331 | 1547 | 214 | 1060 | 2927 | 300 | 289 | 335 | 518 | 336 | 937 | 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 | 50.7 | 33.7 | 73.7 | 48.5 | 48.5 | |
| Effective Green, g (s) | 13.0 | 43.1 | 43.1 | 40.0 | 70.1 | 70.1 | 50.7 | 33.7 | 73.7 | 48.5 | 48.5 | |
| Actuated g/C Ratio | 0.09 | 0.29 | 0.29 | 0.27 | 0.47 | 0.47 | 0.34 | 0.22 | 0.49 | 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 | 250 | 765 | 777 | 633 | 923 | |
| v/s Ratio Prot | 0.10 | 0.31 | | c0.31 | c0.58 | | c0.13 | 0.10 | 0.18 | 0.06 | 0.11 | |
| v/s Ratio Perm | | | 0.14 | | | 0.19 | c0.26 | | 0.15 | 0.12 | 0.22 | |
| v/c Ratio | 1.11 | 1.07 | 0.47 | 1.16 | 1.23 | 0.41 | 1.16 | 0.44 | 0.67 | 0.53 | 1.02 | |
| Uniform Delay, d1 | 68.5 | 53.4 | 44.1 | 55.0 | 40.0 | 26.3 | 44.1 | 50.0 | 28.9 | 38.8 | 50.8 | |
| 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 | 86.6 | 44.5 | 3.5 | 83.6 | 108.2 | 1.7 | 105.7 | 0.4 | 2.2 | 0.9 | 33.6 | |
| Delay (s) | 155.1 | 98.0 | 47.5 | 138.6 | 148.2 | 27.9 | 149.7 | 50.4 | 31.0 | 39.6 | 84.3 | |
| Level of Service | F | F | D | F | F | C | F | D | C | D | F | |
| Approach Delay (s) | | 100.4 | | | 134.9 | | | 66.1 | | | 73.1 | |
| Approach LOS | | F | | | F | | | E | | | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 108.7 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 1.21 | | |
| Actuated Cycle Length (s) | 150.0 | Sum of lost time (s) | 17.3 |
| Intersection Capacity Utilization | 116.8% | 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) | 2 | 2 | 5 | 511 | 2 | 50 | 11 | 2344 | 4630 | 25 | 232 | 3 |
| 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 | | 0.93 | | 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) | | 1704 | | 1588 | 1593 | 1380 | 1770 | 3138 | 1441 | 955 | 2779 | |
| Flt Permitted | | 0.99 | | 0.95 | 0.95 | 1.00 | 0.60 | 1.00 | 1.00 | 0.04 | 1.00 | |
| Satd. Flow (perm) | | 1704 | | 1588 | 1593 | 1380 | 1122 | 3138 | 1441 | 39 | 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) | 2 | 2 | 5 | 521 | 2 | 51 | 11 | 2392 | 4724 | 26 | 237 | 3 |
| RTOR Reduction (vph) | 0 | 5 | 0 | 0 | 0 | 37 | 0 | 99 | 122 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 4 | 0 | 260 | 263 | 14 | 11 | 4655 | 2240 | 26 | 240 | 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) | | 4.4 | | 50.5 | 50.5 | 50.5 | 100.7 | 100.7 | 151.2 | 108.7 | 108.7 | |
| Effective Green, g (s) | | 4.4 | | 50.5 | 50.5 | 50.5 | 100.7 | 100.7 | 151.2 | 108.7 | 108.7 | |
| Actuated g/C Ratio | | 0.02 | | 0.28 | 0.28 | 0.28 | 0.56 | 0.56 | 0.84 | 0.60 | 0.60 | |
| Clearance Time (s) | | 5.6 | | 5.5 | 5.5 | 5.5 | 5.3 | 5.3 | 5.5 | 3.0 | 5.3 | |
| 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) | | 41 | | 445 | 446 | 387 | 627 | 1755 | 1210 | 48 | 1678 | |
| v/s Ratio Prot | | c0.00 | | 0.16 | 0.17 | | | c1.48 | c0.52 | c0.01 | 0.09 | |
| v/s Ratio Perm | | | | | | 0.01 | 0.01 | | 1.04 | 0.31 | | |
| v/c Ratio | | 0.10 | | 0.58 | 0.59 | 0.04 | 0.02 | 2.65 | 1.85 | 0.54 | 0.14 | |
| Uniform Delay, d1 | | 85.9 | | 55.7 | 55.8 | 47.1 | 17.6 | 39.6 | 14.4 | 42.9 | 15.5 | |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 1.1 | | 5.5 | 5.6 | 0.2 | 0.0 | 745.3 | 386.2 | 11.9 | 0.0 | |
| Delay (s) | | 86.9 | | 61.2 | 61.4 | 47.3 | 17.7 | 785.0 | 400.6 | 54.8 | 15.5 | |
| Level of Service | | F | | E | E | D | B | F | F | D | B | |
| Approach Delay (s) | | 86.9 | | | 60.1 | | | 656.4 | | | 19.3 | |
| Approach LOS | | F | | | E | | | F | | | B | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 591.6 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 2.26 | | |
| Actuated Cycle Length (s) | 180.0 | Sum of lost time (s) | 19.4 |
| Intersection Capacity Utilization | 213.7% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 965 | 2700 | 18 | 200 | 455 | 330 | 12 | 1141 | 722 | 80 | 210 | 96 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 186.3 | 190.0 | 184.5 | 181.1 | 190.0 | 166.7 | 186.3 | 190.0 | 139.7 | 182.3 | 190.0 |
| Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| Cap, veh/h | 474 | 1889 | 12 | 109 | 674 | 488 | 355 | 731 | 416 | 86 | 693 | 306 |
| Arrive On Green | 0.21 | 0.51 | 0.51 | 0.01 | 0.11 | 0.11 | 0.07 | 0.33 | 0.33 | 0.03 | 0.29 | 0.29 |
| Sat Flow, veh/h | 1774 | 3697 | 24 | 1757 | 1957 | 1416 | 1587 | 2231 | 1270 | 1331 | 2400 | 1060 |
| Grp Volume(v), veh/h | 1027 | 1446 | 1446 | 213 | 448 | 387 | 13 | 991 | 991 | 85 | 168 | 157 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1858 | 1757 | 1811 | 1561 | 1587 | 1863 | 1639 | 1331 | 1823 | 1636 |
| Q Serve(g_s), s | 37.0 | 92.0 | 92.0 | 7.0 | 43.0 | 43.1 | 0.9 | 59.0 | 59.0 | 6.0 | 12.9 | 13.6 |
| Cycle Q Clear(g_c), s | 37.0 | 92.0 | 92.0 | 7.0 | 43.0 | 43.1 | 0.9 | 59.0 | 59.0 | 6.0 | 12.9 | 13.6 |
| Prop In Lane | 1.00 | | 0.01 | 1.00 | | 0.91 | 1.00 | | 0.77 | 1.00 | | 0.65 |
| Lane Grp Cap(c), veh/h | 474 | 952 | 950 | 109 | 624 | 538 | 355 | 611 | 537 | 86 | 527 | 473 |
| V/C Ratio(X) | 2.17 | 1.52 | 1.52 | 1.95 | 0.72 | 0.72 | 0.04 | 1.62 | 1.85 | 0.99 | 0.32 | 0.33 |
| Avail Cap(c_a), veh/h | 474 | 952 | 950 | 109 | 624 | 538 | 355 | 611 | 537 | 86 | 527 | 473 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.66 | 0.66 | 0.66 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 54.6 | 44.0 | 44.0 | 49.7 | 71.3 | 71.4 | 32.9 | 60.5 | 60.5 | 61.3 | 50.1 | 50.4 |
| Incr Delay (d2), s/veh | 533.0 | 238.6 | 240.2 | 448.2 | 4.7 | 5.4 | 0.2 | 287.9 | 387.5 | 93.3 | 1.6 | 1.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 81.5 | 106.7 | 106.9 | 15.4 | 22.1 | 19.2 | 0.4 | 77.5 | 83.0 | 4.1 | 6.4 | 6.1 |
| Lane Grp Delay (d), s/veh | 587.6 | 282.6 | 284.2 | 497.9 | 76.0 | 76.8 | 33.1 | 348.4 | 448.0 | 154.6 | 51.7 | 52.2 |
| Lane Grp LOS | F | F | F | F | E | E | C | F | F | F | D | D |
| Approach Vol, veh/h | | 3918 | | | 1048 | | | 1995 | | | 410 | |
| Approach Delay, s/veh | | 363.1 | | | 162.0 | | | 395.8 | | | 73.2 | |
| Approach LOS | | F | | | F | | | F | | | E | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Phs Duration (G+Y+Rc), s | 40.0 | 97.0 | | 10.0 | 67.0 | | 16.0 | 64.0 | | 9.0 | 57.0 | |
| Change Period (Y+Rc), s | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Max Green Setting (Gmax), s | 37.0 | 92.0 | | 7.0 | 62.0 | | 13.0 | 58.0 | | 6.0 | 52.0 | |
| Max Q Clear Time (g_c+I1), s | 39.0 | 94.0 | | 9.0 | 45.1 | | 2.9 | 61.0 | | 8.0 | 15.6 | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | 16.8 | | 0.0 | 0.0 | | 0.0 | 27.1 | |

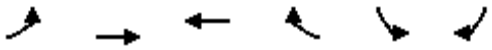
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2010 Ctrl Delay | | 327.3 | |
| HCM 2010 LOS | | F | |

Notes

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 3473 | 36 | 50 | 918 | 66 | 408 |
| 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) | 3656 | 38 | 53 | 966 | 69 | 429 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 0 | 34 | 0 |
| Lane Group Flow (vph) | 3694 | 0 | 53 | 966 | 464 | 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) | 123.2 | | 131.2 | 131.2 | 39.0 | |
| Effective Green, g (s) | 123.2 | | 131.2 | 131.2 | 39.0 | |
| Actuated g/C Ratio | 0.68 | | 0.73 | 0.73 | 0.22 | |
| Clearance Time (s) | 4.8 | | 3.0 | 4.8 | 5.0 | |
| Vehicle Extension (s) | 3.0 | | 3.0 | 3.0 | 3.0 | |
| Lane Grp Cap (vph) | 2416 | | 89 | 2482 | 353 | |
| v/s Ratio Prot | c1.05 | | c0.02 | 0.28 | c0.28 | |
| v/s Ratio Perm | | | 0.41 | | | |
| v/c Ratio | 1.53 | | 0.60 | 0.39 | 1.32 | |
| Uniform Delay, d1 | 28.4 | | 49.5 | 9.2 | 70.5 | |
| Progression Factor | 0.71 | | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 238.2 | | 10.3 | 0.5 | 160.7 | |
| Delay (s) | 258.4 | | 59.8 | 9.7 | 231.2 | |
| Level of Service | F | | E | A | F | |
| Approach Delay (s) | 258.4 | | | 12.3 | 231.2 | |
| Approach LOS | F | | | B | F | |

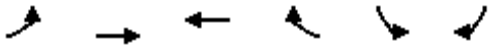
| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 207.7 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 1.45 | | |
| Actuated Cycle Length (s) | 180.0 | Sum of lost time (s) | 12.8 |
| Intersection Capacity Utilization | 134.2% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

c Critical Lane Group



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 21 | 3829 | 948 | 60 | 57 | 21 |
| 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 | 1.00 | 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 | 1770 | 1583 |
| Flt Permitted | 0.25 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 456 | 3539 | 3539 | 1583 | 1770 | 1583 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 23 | 4162 | 1030 | 65 | 62 | 23 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 17 | 0 | 21 |
| Lane Group Flow (vph) | 23 | 4162 | 1030 | 48 | 62 | 2 |
| Turn Type | pm+pt | NA | NA | Perm | NA | Perm |
| Protected Phases | 1 | 6 | 2 | | 8 | |
| Permitted Phases | 6 | | | 2 | | 8 |
| Actuated Green, G (s) | 89.8 | 89.8 | 81.1 | 81.1 | 9.2 | 9.2 |
| Effective Green, g (s) | 89.8 | 89.8 | 81.1 | 81.1 | 9.2 | 9.2 |
| Actuated g/C Ratio | 0.82 | 0.82 | 0.74 | 0.74 | 0.08 | 0.08 |
| 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) | 444 | 2915 | 2633 | 1177 | 149 | 133 |
| v/s Ratio Prot | 0.00 | c1.18 | 0.29 | | c0.04 | |
| v/s Ratio Perm | 0.04 | | | 0.03 | | 0.00 |
| v/c Ratio | 0.05 | 1.43 | 0.39 | 0.04 | 0.42 | 0.01 |
| Uniform Delay, d1 | 2.2 | 9.6 | 5.0 | 3.7 | 47.4 | 45.7 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.0 | 194.5 | 0.4 | 0.1 | 1.9 | 0.0 |
| Delay (s) | 2.2 | 204.1 | 5.5 | 3.7 | 49.2 | 45.8 |
| Level of Service | A | F | A | A | D | D |
| Approach Delay (s) | | 203.0 | 5.4 | | 48.3 | |
| Approach LOS | | F | A | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 160.2 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 1.38 | | |
| Actuated Cycle Length (s) | 109.0 | Sum of lost time (s) | 13.0 |
| Intersection Capacity Utilization | 117.5% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

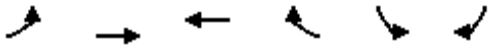


| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 224 | 1362 | 598 | 46 | 1557 | 407 |
| Number | 1 | 6 | 2 | 12 | 3 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 186.3 | 184.5 | 182.7 | 182.7 | 174.3 |
| Lanes | 1 | 2 | 2 | 1 | 2 | 1 |
| Cap, veh/h | 346 | 1490 | 943 | 397 | 1650 | 724 |
| Arrive On Green | 0.11 | 0.40 | 0.08 | 0.08 | 0.49 | 0.00 |
| Sat Flow, veh/h | 1774 | 3725 | 3689 | 1553 | 3375 | 1482 |
| Grp Volume(v), veh/h | 236 | 1434 | 629 | 48 | 1639 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1845 | 1553 | 1688 | 1482 |
| Q Serve(g_s), s | 8.4 | 33.8 | 14.9 | 2.6 | 43.4 | 0.0 |
| Cycle Q Clear(g_c), s | 8.4 | 33.8 | 14.9 | 2.6 | 43.4 | 0.0 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 346 | 1490 | 943 | 397 | 1650 | 724 |
| V/C Ratio(X) | 0.68 | 0.96 | 0.67 | 0.12 | 0.99 | 0.00 |
| Avail Cap(c_a), veh/h | 346 | 1490 | 943 | 397 | 1650 | 724 |
| HCM Platoon Ratio | 1.00 | 1.00 | 0.33 | 0.33 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.71 | 0.71 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 21.7 | 26.3 | 37.5 | 31.9 | 22.9 | 0.0 |
| Incr Delay (d2), s/veh | 10.5 | 15.9 | 2.7 | 0.4 | 20.5 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 4.5 | 18.4 | 7.8 | 1.1 | 21.8 | 0.0 |
| Lane Grp Delay (d), s/veh | 32.1 | 42.2 | 40.2 | 32.3 | 43.3 | 0.0 |
| Lane Grp LOS | C | D | D | C | D | |
| Approach Vol, veh/h | | 1670 | 677 | | 1639 | |
| Approach Delay, s/veh | | 40.8 | 39.6 | | 43.3 | |
| Approach LOS | | D | D | | D | |

| Timer | | | | | | |
|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | 2 | | | |
| Phs Duration (G+Y+Rc), s | 13.0 | 41.0 | 28.0 | | | |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 5.0 | | | |
| Max Green Setting (Gmax), s | 10.0 | 36.0 | 23.0 | | | |
| Max Q Clear Time (g_c+I1), s | 10.4 | 35.8 | 16.9 | | | |
| Green Ext Time (p_c), s | 0.0 | 0.2 | 5.3 | | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 41.6 |
| HCM 2010 LOS | D |

Notes



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1585 | 135 | 446 | 160 | 666 | 171 |
| Number | 1 | 6 | 2 | 12 | 3 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 184.5 | 184.5 | 174.3 | 147.3 | 186.3 | 182.7 |
| Lanes | 2 | 1 | 2 | 1 | 2 | 1 |
| Cap, veh/h | 1591 | 1271 | 659 | 236 | 688 | 311 |
| Arrive On Green | 0.78 | 1.00 | 0.19 | 0.19 | 0.20 | 0.20 |
| Sat Flow, veh/h | 3408 | 1845 | 3486 | 1252 | 3442 | 1553 |
| Grp Volume(v), veh/h | 1668 | 142 | 469 | 168 | 701 | 180 |
| Grp Sat Flow(s),veh/h/ln | 1704 | 1845 | 1743 | 1252 | 1721 | 1553 |
| Q Serve(g_s), s | 42.0 | 0.0 | 11.3 | 11.3 | 18.0 | 9.4 |
| Cycle Q Clear(g_c), s | 42.0 | 0.0 | 11.3 | 11.3 | 18.0 | 9.4 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 1591 | 1271 | 659 | 236 | 688 | 311 |
| V/C Ratio(X) | 1.05 | 0.11 | 0.71 | 0.71 | 1.02 | 0.58 |
| Avail Cap(c_a), veh/h | 1591 | 1271 | 659 | 236 | 688 | 311 |
| HCM Platoon Ratio | 1.67 | 1.67 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.09 | 0.09 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 9.9 | 0.0 | 34.2 | 34.2 | 36.0 | 32.6 |
| Incr Delay (d2), s/veh | 23.9 | 0.0 | 6.4 | 16.6 | 39.0 | 2.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 13.4 | 0.0 | 5.5 | 4.6 | 11.5 | 3.9 |
| Lane Grp Delay (d), s/veh | 33.9 | 0.0 | 40.7 | 50.8 | 75.0 | 35.3 |
| Lane Grp LOS | F | A | D | D | F | D |
| Approach Vol, veh/h | | 1810 | 637 | | 881 | |
| Approach Delay, s/veh | | 31.2 | 43.3 | | 66.9 | |
| Approach LOS | | C | D | | E | |

| Timer | | | | | | |
|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | 2 | | | |
| Phs Duration (G+Y+Rc), s | 45.0 | 67.0 | 22.0 | | | |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 5.0 | | | |
| Max Green Setting (Gmax), s | 42.0 | 62.0 | 17.0 | | | |
| Max Q Clear Time (g_c+I1), s | 44.0 | 2.0 | 13.3 | | | |
| Green Ext Time (p_c), s | 0.0 | 5.4 | 1.6 | | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 43.0 |
| HCM 2010 LOS | D |

Notes

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 521 | 1813 | 534 | 246 | 433 | 266 | 359 | 2833 | 1354 | 181 | 986 | 116 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 186.3 | 186.3 | 175.9 | 179.9 | 190.0 | 186.3 | 186.3 | 186.3 | 184.5 | 182.7 | 182.7 |
| Lanes | 2 | 2 | 2 | 2 | 2 | 0 | 2 | 3 | 1 | 2 | 4 | 1 |
| Cap, veh/h | 389 | 1001 | 1189 | 225 | 472 | 287 | 368 | 2413 | 794 | 236 | 2882 | 788 |
| Arrive On Green | 0.11 | 0.27 | 0.27 | 0.07 | 0.22 | 0.22 | 0.04 | 0.14 | 0.14 | 0.07 | 0.39 | 0.39 |
| Sat Flow, veh/h | 3442 | 3725 | 3167 | 3250 | 2097 | 1276 | 3442 | 5588 | 1583 | 3408 | 7308 | 1553 |
| Grp Volume(v), veh/h | 532 | 1850 | 545 | 251 | 379 | 334 | 366 | 2891 | 1382 | 185 | 1006 | 118 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 1863 | 1583 | 1625 | 1799 | 1574 | 1721 | 1863 | 1583 | 1704 | 1827 | 1553 |
| Q Serve(g_s), s | 18.1 | 43.0 | 20.8 | 11.1 | 33.1 | 33.4 | 17.0 | 69.1 | 69.1 | 8.5 | 15.5 | 6.5 |
| Cycle Q Clear(g_c), s | 18.1 | 43.0 | 20.8 | 11.1 | 33.1 | 33.4 | 17.0 | 69.1 | 69.1 | 8.5 | 15.5 | 6.5 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.81 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 389 | 1001 | 1189 | 225 | 405 | 354 | 368 | 2413 | 794 | 236 | 2882 | 788 |
| V/C Ratio(X) | 1.37 | 1.85 | 0.46 | 1.11 | 0.94 | 0.94 | 1.00 | 1.20 | 1.74 | 0.78 | 0.35 | 0.15 |
| Avail Cap(c_a), veh/h | 389 | 1001 | 1189 | 225 | 405 | 354 | 368 | 2413 | 794 | 236 | 2882 | 788 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.58 | 0.58 | 0.58 | 0.26 | 0.26 | 0.26 |
| Uniform Delay (d), s/veh | 70.9 | 58.5 | 37.7 | 74.4 | 60.9 | 61.0 | 77.1 | 68.6 | 57.4 | 73.3 | 34.0 | 21.0 |
| Incr Delay (d2), s/veh | 180.6 | 385.4 | 0.3 | 93.6 | 29.0 | 33.6 | 34.4 | 91.6 | 336.7 | 6.7 | 0.1 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 18.0 | 74.4 | 8.5 | 7.7 | 18.8 | 17.0 | 9.8 | 55.7 | 105.4 | 4.1 | 7.3 | 2.5 |
| Lane Grp Delay (d), s/veh | 251.6 | 443.9 | 37.9 | 168.1 | 89.9 | 94.6 | 111.5 | 160.2 | 394.1 | 80.0 | 34.1 | 21.1 |
| Lane Grp LOS | F | F | D | F | F | F | F | F | F | E | C | C |
| Approach Vol, veh/h | | 2927 | | | 964 | | | 4639 | | | 1309 | |
| Approach Delay, s/veh | | 333.3 | | | 111.9 | | | 226.0 | | | 39.4 | |
| Approach LOS | | F | | | F | | | F | | | D | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Phs Duration (G+Y+Rc), s | 24.0 | 50.0 | | 17.0 | 43.0 | | 23.0 | 76.0 | | 17.0 | 70.0 | |
| Change Period (Y+Rc), s | 5.9 | 7.0 | | 5.9 | 7.0 | | 5.9 | 6.9 | | 5.9 | 6.9 | |
| Max Green Setting (Gmax), s | 18.1 | 43.0 | | 11.1 | 36.0 | | 17.1 | 69.1 | | 11.1 | 63.1 | |
| Max Q Clear Time (g_c+I1), s | 20.1 | 45.0 | | 13.1 | 35.4 | | 19.0 | 71.1 | | 10.5 | 17.5 | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | 0.5 | | 0.0 | 0.0 | | 0.0 | 45.3 | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2010 Ctrl Delay | | 221.9 | |
| HCM 2010 LOS | | F | |

Notes

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 1348 | 3012 | 154 | 79 | 792 | 145 | 13 | 23 | 38 | 41 | 28 | 264 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 184.6 | 190.0 | 186.3 | 168.5 | 190.0 | 190.0 | 176.1 | 190.0 | 190.0 | 182.0 | 190.0 |
| Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Cap, veh/h | 839 | 2531 | 128 | 117 | 937 | 172 | 0 | 85 | 143 | 51 | 25 | 177 |
| Arrive On Green | 0.42 | 0.73 | 0.73 | 0.02 | 0.23 | 0.23 | 0.00 | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 |
| Sat Flow, veh/h | 1774 | 3484 | 176 | 1774 | 2772 | 508 | 0 | 588 | 997 | 150 | 174 | 1230 |
| Grp Volume(v), veh/h | 1376 | 1615 | 1615 | 81 | 491 | 465 | 0 | 0 | 62 | 340 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1846 | 1814 | 1774 | 1685 | 1595 | 0 | 0 | 1585 | 1554 | 0 | 0 |
| Q Serve(g_s), s | 59.0 | 101.0 | 101.0 | 4.1 | 38.9 | 38.9 | 0.0 | 0.0 | 4.8 | 15.2 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 59.0 | 101.0 | 101.0 | 4.1 | 38.9 | 38.9 | 0.0 | 0.0 | 4.8 | 20.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.10 | 1.00 | | 0.32 | 0.00 | | 0.63 | 0.12 | | 0.79 |
| Lane Grp Cap(c), veh/h | 839 | 1341 | 1318 | 117 | 570 | 539 | 0 | 0 | 228 | 253 | 0 | 0 |
| V/C Ratio(X) | 1.64 | 1.20 | 1.22 | 0.70 | 0.86 | 0.86 | 0.00 | 0.00 | 0.27 | 1.35 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 839 | 1341 | 1318 | 117 | 570 | 539 | 0 | 0 | 468 | 253 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 0.67 | 0.67 | 0.67 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 43.4 | 19.0 | 19.0 | 36.9 | 50.6 | 50.6 | 0.0 | 0.0 | 53.0 | 60.6 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 293.6 | 99.3 | 108.2 | 16.4 | 15.7 | 16.5 | 0.0 | 0.0 | 0.6 | 179.4 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 92.7 | 79.1 | 81.0 | 2.4 | 19.9 | 18.9 | 0.0 | 0.0 | 2.0 | 21.8 | 0.0 | 0.0 |
| Lane Grp Delay (d), s/veh | 337.1 | 118.3 | 127.2 | 53.3 | 66.4 | 67.1 | 0.0 | 0.0 | 53.6 | 239.9 | 0.0 | 0.0 |
| Lane Grp LOS | F | F | F | D | E | E | | | D | F | | |
| Approach Vol, veh/h | | 4606 | | | 1037 | | | 62 | | | 340 | |
| Approach Delay, s/veh | | 186.8 | | | 65.7 | | | 53.6 | | | 239.9 | |
| Approach LOS | | F | | | E | | | D | | | F | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | | 5 | 2 | | 7 | 4 | | | 8 | |
| Phs Duration (G+Y+Rc), s | 62.0 | 106.0 | | 8.0 | 52.0 | | 0.0 | 25.0 | | | 25.0 | |
| Change Period (Y+Rc), s | 3.0 | 5.0 | | 3.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | |
| Max Green Setting (Gmax), s | 59.0 | 101.0 | | 5.0 | 47.0 | | 16.0 | 41.0 | | | 20.0 | |
| Max Q Clear Time (g_c+I1), s | 61.0 | 103.0 | | 6.1 | 40.9 | | 0.0 | 6.8 | | | 22.0 | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | 6.1 | | 0.0 | 2.9 | | | 0.0 | |

| Intersection Summary | | |
|---|---|---|
| HCM 2010 Ctrl Delay | | 167.6 |
| HCM 2010 LOS | | F |

| Notes |
|---|

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 42 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 0 | 3050 | 86 | 194 | 1038 | 42 | 4 | 0 | 33 | 9 | 0 | 3 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | - | 415 | - | - | 0 | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 14 | 3 | 2 | 6 | 10 | 2 | 2 | 2 | 8 | 2 | 2 | 2 |
| Mvmt Flow | 0 | 3112 | 88 | 198 | 1059 | 43 | 4 | 0 | 34 | 9 | 0 | 3 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 1102 | 0 | 0 | 3200 | 0 | 0 | 4082 | 4654 | 1600 | 3033 | 4677 | 551 |
| Stage 1 | - | - | - | - | - | - | 3156 | 3156 | - | 1477 | 1477 | - |
| Stage 2 | - | - | - | - | - | - | 926 | 1498 | - | 1556 | 3200 | - |
| Follow-up Headway | 2.34 | - | - | 2.26 | - | - | 3.52 | 4.02 | 3.38 | 3.52 | 4.02 | 3.32 |
| Pot Capacity-1 Maneuver | 564 | - | - | # 87 | - | - | # 1 | 1 | 89 | # 6 | 1 | 478 |
| Stage 1 | - | - | - | - | - | - | 11 | 25 | - | 132 | 188 | - |
| Stage 2 | - | - | - | - | - | - | 289 | 184 | - | 118 | 24 | - |
| Time blocked-Platoon, % | | - | - | | - | - | | | | | | |
| Mov Capacity-1 Maneuver | 564 | - | - | # 87 | - | - | # 1 | 1 | 89 | # 4 | 1 | 478 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | # 1 | 1 | - | # 4 | 1 | - |
| Stage 1 | - | - | - | - | - | - | 11 | 25 | - | 132 | 188 | - |
| Stage 2 | - | - | - | - | - | - | 287 | 184 | - | 73 | 24 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0 | 104.5 | $ 813.4 | $ 1999.6 |
| HCM LOS | | | F | F |

| Minor Lane / Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 1 | 89 | 564 | - | - | # 87 | - | - | 5 |
| HCM Lane V/C Ratio | 4.082 | 0.378 | - | - | - | 2.275 | - | - | 2.449 |
| HCM Control Delay (s) | $ 6961.6 | 68.2 | 0 | - | | $ 686.496 | - | - | $ 1999.6 |
| HCM Lane LOS | F | F | A | | | F | | | F |
| HCM 95th %tile Q(veh) | 1.445 | 1.5 | 0 | - | - | 17.995 | - | - | 2.643 |

| Notes |
|---|
| ~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 3214 | 85 | 168 | 765 | 53 | 65 |
| Number | 6 | 16 | 5 | 2 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 184.5 | 190.0 | 184.5 | 166.7 | 184.5 | 184.5 |
| Lanes | 2 | 0 | 1 | 2 | 1 | 1 |
| Cap, veh/h | 2858 | 75 | 151 | 2924 | 101 | 90 |
| Arrive On Green | 0.80 | 0.80 | 0.06 | 0.88 | 0.06 | 0.06 |
| Sat Flow, veh/h | 3579 | 94 | 1757 | 3333 | 1757 | 1568 |
| Grp Volume(v), veh/h | 1755 | 1755 | 179 | 814 | 56 | 69 |
| Grp Sat Flow(s),veh/h/ln | 1845 | 1828 | 1757 | 1667 | 1757 | 1568 |
| Q Serve(g_s), s | 122.0 | 122.0 | 9.0 | 6.1 | 4.7 | 6.6 |
| Cycle Q Clear(g_c), s | 122.0 | 122.0 | 9.0 | 6.1 | 4.7 | 6.6 |
| Prop In Lane | | 0.05 | 1.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 1473 | 1460 | 151 | 2924 | 101 | 90 |
| V/C Ratio(X) | 1.19 | 1.20 | 1.19 | 0.28 | 0.56 | 0.77 |
| Avail Cap(c_a), veh/h | 1473 | 1460 | 151 | 2924 | 184 | 164 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 15.4 | 15.4 | 64.3 | 1.5 | 70.1 | 71.0 |
| Incr Delay (d2), s/veh | 92.9 | 97.6 | 132.8 | 0.2 | 4.7 | 12.8 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 86.7 | 87.8 | 10.5 | 1.8 | 2.3 | 0.3 |
| Lane Grp Delay (d), s/veh | 108.3 | 113.0 | 197.1 | 1.8 | 74.8 | 83.8 |
| Lane Grp LOS | F | F | F | A | E | F |
| Approach Vol, veh/h | 3509 | | | 993 | 125 | |
| Approach Delay, s/veh | 110.6 | | | 37.0 | 79.8 | |
| Approach LOS | F | | | D | E | |

| Timer | | | | |
|---|---|---|---|---|
| Assigned Phs | 6 | | 5 | 2 |
| Phs Duration (G+Y+Rc), s | 127.0 | | 12.0 | 139.0 |
| Change Period (Y+Rc), s | 5.0 | | 3.0 | 5.0 |
| Max Green Setting (Gmax), s | 122.0 | | 9.0 | 134.0 |
| Max Q Clear Time (g_c+I1), s | 124.0 | | 11.0 | 8.1 |
| Green Ext Time (p_c), s | 0.0 | | 0.0 | 125.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 94.0 |
| HCM 2010 LOS | F |

Notes

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 650 | 2388 | 72 | 278 | 941 | 456 | 79 | 377 | 109 | 231 | 231 | 136 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 179.2 | 190.0 | 186.3 | 171.1 | 190.0 | 186.3 | 182.7 | 190.0 | 177.6 | 181.0 | 190.0 |
| Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| Cap, veh/h | 511 | 2032 | 61 | 224 | 934 | 441 | 159 | 325 | 93 | 182 | 352 | 200 |
| Arrive On Green | 0.26 | 0.59 | 0.59 | 0.13 | 0.56 | 0.56 | 0.04 | 0.12 | 0.12 | 0.08 | 0.16 | 0.16 |
| Sat Flow, veh/h | 1774 | 3462 | 103 | 1774 | 2200 | 1039 | 1774 | 2737 | 779 | 1691 | 2168 | 1234 |
| Grp Volume(v), veh/h | 707 | 1337 | 1337 | 302 | 789 | 730 | 86 | 272 | 256 | 251 | 208 | 191 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1792 | 1774 | 1774 | 1711 | 1528 | 1774 | 1827 | 1689 | 1691 | 1810 | 1592 |
| Q Serve(g_s), s | 42.0 | 93.9 | 93.9 | 16.0 | 67.9 | 67.9 | 6.0 | 19.0 | 19.0 | 13.0 | 17.4 | 18.3 |
| Cycle Q Clear(g_c), s | 42.0 | 93.9 | 93.9 | 16.0 | 67.9 | 67.9 | 6.0 | 19.0 | 19.0 | 13.0 | 17.4 | 18.3 |
| Prop In Lane | 1.00 | | 0.06 | 1.00 | | 0.68 | 1.00 | | 0.46 | 1.00 | | 0.77 |
| Lane Grp Cap(c), veh/h | 511 | 1052 | 1041 | 224 | 726 | 648 | 159 | 217 | 201 | 182 | 294 | 259 |
| V/C Ratio(X) | 1.38 | 1.27 | 1.28 | 1.35 | 1.09 | 1.13 | 0.54 | 1.25 | 1.27 | 1.38 | 0.71 | 0.74 |
| Avail Cap(c_a), veh/h | 511 | 1052 | 1041 | 224 | 726 | 648 | 159 | 217 | 201 | 182 | 294 | 259 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.33 | 1.33 | 1.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.09 | 0.09 | 0.09 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 55.2 | 33.0 | 33.1 | 51.9 | 34.8 | 34.8 | 61.7 | 70.5 | 70.5 | 54.0 | 63.4 | 63.8 |
| Incr Delay (d2), s/veh | 184.9 | 129.7 | 135.4 | 160.0 | 41.9 | 58.5 | 3.0 | 146.6 | 156.6 | 199.8 | 7.1 | 10.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 47.8 | 80.2 | 81.1 | 19.2 | 36.6 | 35.7 | 0.7 | 18.0 | 17.2 | 11.8 | 8.8 | 8.4 |
| Lane Grp Delay (d), s/veh | 240.1 | 162.7 | 168.4 | 212.0 | 76.7 | 93.3 | 64.7 | 217.1 | 227.1 | 253.8 | 70.5 | 73.9 |
| Lane Grp LOS | F | F | F | F | F | F | E | F | F | F | E | E |
| Approach Vol, veh/h | | 3381 | | | 1821 | | | 614 | | | 650 | |
| Approach Delay, s/veh | | 181.1 | | | 105.8 | | | 199.9 | | | 142.3 | |
| Approach LOS | | F | | | F | | | F | | | F | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Phs Duration (G+Y+Rc), s | 45.0 | 100.0 | | 19.0 | 74.0 | | 9.0 | 25.0 | | 16.0 | 32.0 | |
| Change Period (Y+Rc), s | 3.0 | 6.1 | | 3.0 | 6.1 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Max Green Setting (Gmax), s | 42.0 | 93.9 | | 16.0 | 67.9 | | 6.0 | 19.0 | | 13.0 | 26.0 | |
| Max Q Clear Time (g_c+I1), s | 44.0 | 95.9 | | 18.0 | 69.9 | | 8.0 | 21.0 | | 15.0 | 20.3 | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 2.4 | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2010 Ctrl Delay | | 157.8 | |
| HCM 2010 LOS | | F | |

| Notes |
|---|

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 568 | 2222 | 138 | 279 | 905 | 469 | 253 | 1706 | 577 | 237 | 1542 | 249 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 184.5 | 180.5 | 190.0 | 186.3 | 185.1 | 190.0 | 182.7 | 186.3 | 186.3 | 186.3 | 186.3 | 190.0 |
| Lanes | 1 | 2 | 0 | 2 | 2 | 0 | 1 | 2 | 1 | 1 | 3 | 0 |
| Cap, veh/h | 265 | 1020 | 63 | 323 | 629 | 320 | 240 | 1548 | 658 | 191 | 1865 | 300 |
| Arrive On Green | 0.13 | 0.30 | 0.30 | 0.09 | 0.27 | 0.27 | 0.10 | 0.42 | 0.42 | 0.08 | 0.40 | 0.40 |
| Sat Flow, veh/h | 1757 | 3366 | 206 | 3442 | 2315 | 1179 | 1740 | 3725 | 1583 | 1774 | 4698 | 756 |
| Grp Volume(v), veh/h | 586 | 1217 | 1217 | 288 | 742 | 675 | 261 | 1759 | 595 | 244 | 1259 | 588 |
| Grp Sat Flow(s),veh/h/ln | 1757 | 1805 | 1768 | 1721 | 1851 | 1643 | 1740 | 1863 | 1583 | 1774 | 1863 | 1729 |
| Q Serve(g_s), s | 20.0 | 48.5 | 48.5 | 13.2 | 43.5 | 43.5 | 16.0 | 66.5 | 56.3 | 13.0 | 49.3 | 49.7 |
| Cycle Q Clear(g_c), s | 20.0 | 48.5 | 48.5 | 13.2 | 43.5 | 43.5 | 16.0 | 66.5 | 56.3 | 13.0 | 49.3 | 49.7 |
| Prop In Lane | 1.00 | | 0.12 | 1.00 | | 0.72 | 1.00 | | 1.00 | 1.00 | | 0.44 |
| Lane Grp Cap(c), veh/h | 265 | 547 | 536 | 323 | 503 | 447 | 240 | 1548 | 658 | 191 | 1479 | 686 |
| V/C Ratio(X) | 2.21 | 2.22 | 2.27 | 0.89 | 1.48 | 1.51 | 1.09 | 1.14 | 0.90 | 1.28 | 0.85 | 0.86 |
| Avail Cap(c_a), veh/h | 265 | 547 | 536 | 323 | 503 | 447 | 240 | 1548 | 658 | 191 | 1479 | 686 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.09 | 0.09 | 0.09 | 1.00 | 1.00 | 1.00 | 0.09 | 0.09 | 0.09 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 53.1 | 55.8 | 55.8 | 71.7 | 58.2 | 58.3 | 48.4 | 46.8 | 43.8 | 51.4 | 44.0 | 44.1 |
| Incr Delay (d2), s/veh | 547.7 | 551.3 | 571.9 | 25.3 | 224.4 | 241.1 | 46.3 | 62.1 | 2.2 | 158.9 | 6.4 | 13.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 51.4 | 106.6 | 107.5 | 7.1 | 52.5 | 48.6 | 13.2 | 45.2 | 23.3 | 16.5 | 24.9 | 24.7 |
| Lane Grp Delay (d), s/veh | 600.8 | 607.1 | 627.7 | 97.0 | 282.7 | 299.4 | 94.7 | 108.8 | 46.0 | 210.3 | 50.3 | 57.1 |
| Lane Grp LOS | F | F | F | F | F | F | F | F | D | F | D | E |
| Approach Vol, veh/h | | 3019 | | | 1705 | | | 2615 | | | 2091 | |
| Approach Delay, s/veh | | 614.2 | | | 257.9 | | | 93.1 | | | 70.9 | |
| Approach LOS | | F | | | F | | | F | | | E | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Phs Duration (G+Y+Rc), s | 23.0 | 54.0 | | 18.0 | 49.0 | | 19.0 | 72.0 | | 16.0 | 69.0 | |
| Change Period (Y+Rc), s | 3.0 | 5.5 | | 3.0 | 5.5 | | 3.0 | 5.5 | | 3.0 | 5.5 | |
| Max Green Setting (Gmax), s | 20.0 | 48.5 | | 15.0 | 43.5 | | 16.0 | 66.5 | | 13.0 | 63.5 | |
| Max Q Clear Time (g_c+I1), s | 22.0 | 50.5 | | 15.2 | 45.5 | | 18.0 | 68.5 | | 15.0 | 51.7 | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 11.7 | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2010 Ctrl Delay | | 284.8 | |
| HCM 2010 LOS | | F | |

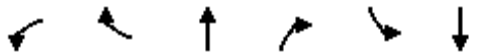
Notes

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 0 | 0 | 1052 | 3737 | 1571 | 235 |
| Number | | | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | | | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | 1.00 | | | 1.00 |
| Parking Bus Adj | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | | | 186.3 | 186.3 | 181.0 | 174.3 |
| Lanes | | | 1 | 3 | 3 | 1 |
| Cap, veh/h | | | 769 | 5414 | 3393 | 926 |
| Arrive On Green | | | 0.65 | 1.00 | 0.63 | 0.00 |
| Sat Flow, veh/h | | | 1774 | 5588 | 5429 | 1482 |
| Grp Volume(v), veh/h | | | 1073 | 3813 | 1603 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | 1774 | 1863 | 1810 | 1482 |
| Q Serve(g_s), s | | | 52.0 | 0.0 | 25.1 | 0.0 |
| Cycle Q Clear(g_c), s | | | 52.0 | 0.0 | 25.1 | 0.0 |
| Prop In Lane | | | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | | | 769 | 5414 | 3393 | 926 |
| V/C Ratio(X) | | | 1.39 | 0.70 | 0.47 | 0.00 |
| Avail Cap(c_a), veh/h | | | 769 | 5414 | 3393 | 926 |
| HCM Platoon Ratio | | | 2.00 | 2.00 | 1.00 | 1.00 |
| Upstream Filter(I) | | | 0.09 | 0.09 | 0.84 | 0.00 |
| Uniform Delay (d), s/veh | | | 12.8 | 0.0 | 16.0 | 0.0 |
| Incr Delay (d2), s/veh | | | 178.5 | 0.1 | 0.4 | 0.0 |
| Initial Q Delay(d3),s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | | | 48.7 | 0.0 | 11.3 | 0.0 |
| Lane Grp Delay (d), s/veh | | | 191.3 | 0.1 | 16.4 | 0.0 |
| Lane Grp LOS | | | F | A | B | |
| Approach Vol, veh/h | | | | 4886 | 1603 | |
| Approach Delay, s/veh | | | | 42.1 | 16.4 | |
| Approach LOS | | | | D | B | |

| Timer | | | |
|---|---|---|---|
| Assigned Phs | 1 | 6 | 2 |
| Phs Duration (G+Y+Rc), s | 55.0 | 160.0 | 105.0 |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 52.0 | 155.0 | 100.0 |
| Max Q Clear Time (g_c+I1), s | 54.0 | 2.0 | 27.1 |
| Green Ext Time (p_c), s | 0.0 | 151.2 | 72.4 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 35.7 |
| HCM 2010 LOS | D |

Notes



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 0 | 970 | 3734 | 0 | 0 | 1571 |
| 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 | 990 | 3810 | 0 | 0 | 1603 |
| RTOR Reduction (vph) | 0 | 1 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 989 | 3810 | 0 | 0 | 1603 |
| Heavy Vehicles (%) | 2% | 2% | 2% | 2% | 2% | 5% |
| Turn Type | | custom | NA | | | NA |
| Protected Phases | | | 6 | | | 2 |
| Permitted Phases | | 4 | | | | |
| Actuated Green, G (s) | | 35.2 | 115.1 | | | 115.1 |
| Effective Green, g (s) | | 35.2 | 115.1 | | | 115.1 |
| Actuated g/C Ratio | | 0.22 | 0.72 | | | 0.72 |
| Clearance Time (s) | | 4.8 | 4.9 | | | 4.9 |
| Vehicle Extension (s) | | 3.0 | 3.0 | | | 3.0 |
| Lane Grp Cap (vph) | | 613 | 3658 | | | 3553 |
| v/s Ratio Prot | | | c0.75 | | | 0.32 |
| v/s Ratio Perm | | c0.35 | | | | |
| v/c Ratio | | 1.61 | 1.04 | | | 0.45 |
| Uniform Delay, d1 | | 62.4 | 22.5 | | | 9.3 |
| Progression Factor | | 1.00 | 1.00 | | | 1.52 |
| Incremental Delay, d2 | | 283.7 | 27.2 | | | 0.4 |
| Delay (s) | | 346.1 | 49.6 | | | 14.5 |
| Level of Service | | F | D | | | B |
| Approach Delay (s) | 346.1 | | 49.6 | | | 14.5 |
| Approach LOS | F | | D | | | B |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 86.7 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 1.18 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 9.7 |
| Intersection Capacity Utilization | 114.2% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

c Critical Lane Group

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1307 | 329 | 0 | 1731 | 2351 | 381 |
| Number | 3 | 18 | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 186.3 | 0.0 | 186.3 | 184.5 | 169.6 |
| Lanes | 1 | 1 | 0 | 1 | 3 | 1 |
| Cap, veh/h | 897 | 801 | 0 | 665 | 1976 | 515 |
| Arrive On Green | 0.51 | 0.00 | 0.00 | 0.36 | 0.36 | 0.36 |
| Sat Flow, veh/h | 1774 | 1583 | 0 | 1863 | 5534 | 1442 |
| Grp Volume(v), veh/h | 1320 | 0 | 0 | 1748 | 2375 | 385 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1583 | 0 | 1863 | 1845 | 1442 |
| Q Serve(g_s), s | 35.4 | 0.0 | 0.0 | 25.0 | 25.0 | 16.4 |
| Cycle Q Clear(g_c), s | 35.4 | 0.0 | 0.0 | 25.0 | 25.0 | 16.4 |
| Prop In Lane | 1.00 | 1.00 | 0.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 897 | 801 | 0 | 665 | 1976 | 515 |
| V/C Ratio(X) | 1.47 | 0.00 | 0.00 | 2.63 | 1.20 | 0.75 |
| Avail Cap(c_a), veh/h | 897 | 801 | 0 | 665 | 1976 | 515 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 17.3 | 0.0 | 0.0 | 22.5 | 22.5 | 19.7 |
| Incr Delay (d2), s/veh | 218.2 | 0.0 | 0.0 | 736.7 | 95.9 | 5.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 68.3 | 0.0 | 0.0 | 147.0 | 28.3 | 6.3 |
| Lane Grp Delay (d), s/veh | 235.5 | 0.0 | 0.0 | 759.2 | 118.4 | 25.7 |
| Lane Grp LOS | F | | | F | F | C |
| Approach Vol, veh/h | 1320 | | | 1748 | 2760 | |
| Approach Delay, s/veh | 235.5 | | | 759.2 | 105.5 | |
| Approach LOS | F | | | F | F | |

| Timer | | |
|---|---|---|
| Assigned Phs | 6 | 2 |
| Phs Duration (G+Y+Rc), s | 30.0 | 30.0 |
| Change Period (Y+Rc), s | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 25.0 | 25.0 |
| Max Q Clear Time (g_c+I1), s | 27.0 | 27.0 |
| Green Ext Time (p_c), s | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 331.0 |
| HCM 2010 LOS | F |

Notes

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 57.9 |
| Intersection LOS | F |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 5 | 322 | 300 | 36 | 130 | 46 | 239 | 103 | 79 | 219 | 225 | 18 |
| 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 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 3 | 2 | 2 | 6 | 3 | 2 | 2 | 11 |
| Mvmt Flow | 6 | 362 | 337 | 40 | 146 | 52 | 269 | 116 | 89 | 246 | 253 | 20 |
| Number of Lanes | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 2 |
| HCM Control Delay | 45.4 | 27.4 | 73.9 | 74.3 |
| HCM LOS | E | D | F | F |

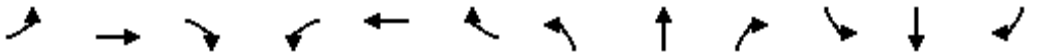
| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 |
|---|---|---|---|---|---|
| Vol Left, % | 57% | 2% | 0% | 17% | 47% |
| Vol Thru, % | 24% | 98% | 0% | 61% | 49% |
| Vol Right, % | 19% | 0% | 100% | 22% | 4% |
| Sign Control | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 421 | 327 | 300 | 212 | 462 |
| LT Vol | 103 | 322 | 0 | 130 | 225 |
| Through Vol | 79 | 0 | 300 | 46 | 18 |
| RT Vol | 239 | 5 | 0 | 36 | 219 |
| Lane Flow Rate | 473 | 367 | 337 | 238 | 519 |
| Geometry Grp | 2 | 7 | 7 | 5 | 2 |
| Degree of Util (X) | 1 | 0.914 | 0.772 | 0.628 | 1 |
| Departure Headway (Hd) | 8.617 | 8.958 | 8.25 | 9.485 | 8.688 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes |
| Cap | 426 | 408 | 442 | 379 | 420 |
| Service Time | 6.628 | 6.658 | 5.95 | 7.579 | 6.699 |
| HCM Lane V/C Ratio | 1.11 | 0.9 | 0.762 | 0.628 | 1.236 |
| HCM Control Delay | 73.9 | 56 | 33.8 | 27.4 | 74.3 |
| HCM Lane LOS | F | F | D | D | F |
| HCM 95th-tile Q | 12.5 | 9.8 | 6.6 | 4.1 | 12.5 |

Notes

~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 699 | 4285 | 104 | 372 | 1815 | 668 | 383 | 879 | 2844 | 895 | 579 | 401 |
| 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 | 0.95 | |
| Flt Protected | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.95 | 0.99 | |
| Satd. Flow (prot) | 3433 | 5085 | 1583 | 3367 | 4988 | 1583 | 1770 | 3539 | 1583 | 3044 | 2969 | |
| Flt Permitted | 0.95 | 1.00 | 1.00 | 0.95 | 1.00 | 1.00 | 0.15 | 1.00 | 1.00 | 0.15 | 0.53 | |
| Satd. Flow (perm) | 3433 | 5085 | 1583 | 3367 | 4988 | 1583 | 280 | 3539 | 1583 | 482 | 1588 | |
| 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) | 760 | 4658 | 113 | 404 | 1973 | 726 | 416 | 955 | 3091 | 973 | 629 | 436 |
| RTOR Reduction (vph) | 0 | 0 | 22 | 0 | 0 | 161 | 0 | 0 | 42 | 0 | 30 | 0 |
| Lane Group Flow (vph) | 760 | 4658 | 91 | 404 | 1973 | 565 | 416 | 955 | 3049 | 798 | 1210 | 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 | 238 | 522 | 348 | 409 | 564 | |
| v/s Ratio Prot | c0.22 | c0.92 | | 0.12 | 0.40 | | 0.19 | 0.27 | c0.63 | 0.22 | c0.24 | |
| v/s Ratio Perm | | | 0.06 | | | 0.36 | 0.26 | | 1.29 | 0.29 | 0.32 | |
| v/c Ratio | 2.10 | 1.60 | 0.10 | 1.66 | 0.73 | 0.66 | 1.75 | 1.83 | 8.76 | 1.95 | 2.14 | |
| Uniform Delay, d1 | 80.5 | 38.5 | 17.4 | 83.5 | 31.6 | 29.7 | 59.4 | 76.7 | 70.2 | 59.4 | 66.7 | |
| 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 | 504.1 | 271.5 | 0.2 | 315.7 | 1.8 | 4.0 | 353.4 | 380.7 | 3498.3 | 436.8 | 521.0 | |
| Delay (s) | 584.6 | 309.9 | 17.7 | 399.2 | 33.4 | 33.7 | 412.8 | 457.4 | 3568.5 | 496.2 | 587.7 | |
| Level of Service | F | F | B | F | C | C | F | F | F | F | F | |
| Approach Delay (s) | | 341.7 | | | 81.1 | | | 2608.5 | | | 551.9 | |
| Approach LOS | | F | | | F | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 984.9 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 3.44 | | |
| Actuated Cycle Length (s) | 180.0 | Sum of lost time (s) | 17.3 |
| Intersection Capacity Utilization | 299.1% | 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) | 0 | 2 | 8 | 1722 | 0 | 13 | 8 | 201 | 1541 | 88 | 2251 | 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) | | 1662 | | 1681 | 1681 | 1077 | 1770 | 2987 | 1441 | 1597 | 3539 | |
| Flt Permitted | | 1.00 | | 0.95 | 0.95 | 1.00 | 0.07 | 1.00 | 1.00 | 0.07 | 1.00 | |
| Satd. Flow (perm) | | 1662 | | 1681 | 1681 | 1077 | 138 | 2987 | 1441 | 118 | 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 | 2 | 8 | 1775 | 0 | 13 | 8 | 207 | 1589 | 91 | 2321 | 0 |
| RTOR Reduction (vph) | 0 | 2 | 0 | 0 | 0 | 7 | 0 | 427 | 125 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 8 | 0 | 887 | 888 | 6 | 8 | 575 | 669 | 91 | 2321 | 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) | | 2.9 | | 73.0 | 73.0 | 73.0 | 54.1 | 54.1 | 127.1 | 67.7 | 67.7 | |
| Effective Green, g (s) | | 2.9 | | 73.0 | 73.0 | 73.0 | 54.1 | 54.1 | 127.1 | 67.7 | 67.7 | |
| Actuated g/C Ratio | | 0.02 | | 0.46 | 0.46 | 0.46 | 0.34 | 0.34 | 0.79 | 0.42 | 0.42 | |
| Clearance Time (s) | | 5.6 | | 5.5 | 5.5 | 5.5 | 5.3 | 5.3 | 5.5 | 3.0 | 5.3 | |
| 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) | | 30 | | 766 | 766 | 491 | 46 | 1009 | 1144 | 147 | 1497 | |
| v/s Ratio Prot | | c0.00 | | 0.53 | c0.53 | | | 0.19 | 0.27 | 0.04 | c0.66 | |
| v/s Ratio Perm | | | | | | 0.01 | 0.06 | | 0.20 | 0.22 | | |
| v/c Ratio | | 0.27 | | 1.16 | 1.16 | 0.01 | 0.17 | 0.85dr | 0.59 | 0.62 | 1.55 | |
| Uniform Delay, d1 | | 77.5 | | 43.5 | 43.5 | 23.8 | 37.2 | 43.4 | 6.3 | 35.7 | 46.1 | |
| Progression Factor | | 1.00 | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | | 4.8 | | 85.4 | 85.9 | 0.0 | 1.8 | 0.7 | 0.8 | 7.5 | 251.0 | |
| Delay (s) | | 82.3 | | 128.9 | 129.4 | 23.8 | 39.0 | 44.2 | 7.1 | 43.2 | 297.2 | |
| Level of Service | | F | | F | F | C | D | D | A | D | F | |
| Approach Delay (s) | | 82.3 | | | 128.4 | | | 27.8 | | | 287.6 | |
| Approach LOS | | F | | | F | | | C | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 162.0 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 1.35 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 19.4 |
| Intersection Capacity Utilization | 135.8% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

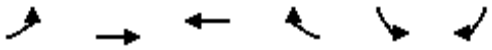
dr Defacto Right Lane. Recode with 1 though lane as a right lane.

c Critical Lane Group

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 130 | 825 | 48 | 930 | 2139 | 92 | 25 | 255 | 352 | 253 | 1264 | 524 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 186.3 | 190.0 | 186.3 | 184.9 | 190.0 | 186.3 | 186.3 | 190.0 | 184.5 | 186.3 | 190.0 |
| Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| Cap, veh/h | 114 | 676 | 39 | 599 | 1651 | 71 | 115 | 419 | 356 | 341 | 908 | 356 |
| Arrive On Green | 0.01 | 0.06 | 0.06 | 0.31 | 0.47 | 0.47 | 0.04 | 0.22 | 0.22 | 0.06 | 0.12 | 0.12 |
| Sat Flow, veh/h | 1774 | 3487 | 203 | 1774 | 3521 | 150 | 1774 | 1863 | 1583 | 1757 | 2548 | 1001 |
| Grp Volume(v), veh/h | 133 | 450 | 441 | 949 | 1139 | 1139 | 26 | 260 | 359 | 258 | 924 | 901 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1827 | 1774 | 1849 | 1823 | 1774 | 1863 | 1583 | 1757 | 1863 | 1686 |
| Q Serve(g_s), s | 6.0 | 31.0 | 31.0 | 50.0 | 75.0 | 75.0 | 1.8 | 20.1 | 36.0 | 19.0 | 57.0 | 57.0 |
| Cycle Q Clear(g_c), s | 6.0 | 31.0 | 31.0 | 50.0 | 75.0 | 75.0 | 1.8 | 20.1 | 36.0 | 19.0 | 57.0 | 57.0 |
| Prop In Lane | 1.00 | | 0.11 | 1.00 | | 0.08 | 1.00 | | 1.00 | 1.00 | | 0.59 |
| Lane Grp Cap(c), veh/h | 114 | 361 | 354 | 599 | 867 | 854 | 115 | 419 | 356 | 341 | 664 | 601 |
| V/C Ratio(X) | 1.17 | 1.25 | 1.25 | 1.58 | 1.31 | 1.33 | 0.23 | 0.62 | 1.01 | 0.76 | 1.39 | 1.50 |
| Avail Cap(c_a), veh/h | 114 | 361 | 354 | 599 | 867 | 854 | 115 | 419 | 356 | 341 | 664 | 601 |
| HCM Platoon Ratio | 0.33 | 0.33 | 0.33 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.33 | 0.33 | 0.33 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.09 | 0.09 | 0.09 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 61.3 | 74.9 | 74.9 | 50.6 | 42.5 | 42.5 | 48.1 | 55.8 | 62.0 | 57.2 | 70.6 | 70.6 |
| Incr Delay (d2), s/veh | 137.7 | 132.0 | 132.4 | 263.2 | 141.8 | 150.4 | 4.5 | 6.8 | 49.6 | 14.4 | 185.4 | 234.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 6.2 | 29.0 | 28.5 | 55.5 | 69.3 | 70.3 | 0.9 | 10.5 | 19.8 | 7.4 | 63.2 | 65.3 |
| Lane Grp Delay (d), s/veh | 198.9 | 206.9 | 207.3 | 313.9 | 184.3 | 192.9 | 52.6 | 62.6 | 111.6 | 71.6 | 256.0 | 304.6 |
| Lane Grp LOS | F | F | F | F | F | F | D | E | F | E | F | F |
| Approach Vol, veh/h | | 1024 | | | 3226 | | | 645 | | | 2083 | |
| Approach Delay, s/veh | | 206.1 | | | 225.4 | | | 89.5 | | | 254.2 | |
| Approach LOS | | F | | | F | | | F | | | F | |
| **Timer** | | | | | | | | | | | | |
| Assigned Phs | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Phs Duration (G+Y+Rc), s | 9.0 | 36.0 | | 53.0 | 80.0 | | 9.0 | 41.0 | | 30.0 | 62.0 | |
| Change Period (Y+Rc), s | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | | 3.0 | 5.0 | |
| Max Green Setting (Gmax), s | 6.0 | 31.0 | | 50.0 | 75.0 | | 6.0 | 36.0 | | 27.0 | 57.0 | |
| Max Q Clear Time (g_c+I1), s | 8.0 | 33.0 | | 52.0 | 77.0 | | 3.8 | 38.0 | | 21.0 | 59.0 | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.4 | 0.0 | |
| **Intersection Summary** | | | | | | | | | | | | |
| HCM 2010 Ctrl Delay | | | 218.6 | | | | | | | | | |
| HCM 2010 LOS | | | F | | | | | | | | | |
| **Notes** | | | | | | | | | | | | |

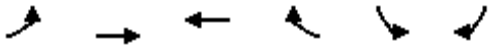
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 1365 | 71 | 301 | 3109 | 39 | 97 |
| Ideal Flow (vphpl) | 1900 | 1900 | 1900 | 1900 | 1900 | 1900 |
| Total Lost time (s) | 4.8 | | 3.0 | 4.8 | 5.0 | |
| Lane Util. Factor | 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 | | 0.11 | 1.00 | 0.99 | |
| Satd. Flow (perm) | 3513 | | 198 | 3539 | 1646 | |
| Peak-hour factor, PHF | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 | 0.97 |
| Adj. Flow (vph) | 1407 | 73 | 310 | 3205 | 40 | 100 |
| RTOR Reduction (vph) | 2 | 0 | 0 | 0 | 56 | 0 |
| Lane Group Flow (vph) | 1478 | 0 | 310 | 3205 | 84 | 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) | 99.2 | | 133.0 | 131.2 | 19.0 | |
| Effective Green, g (s) | 99.2 | | 133.0 | 131.2 | 19.0 | |
| Actuated g/C Ratio | 0.62 | | 0.83 | 0.82 | 0.12 | |
| Clearance Time (s) | 4.8 | | 3.0 | 4.8 | 5.0 | |
| Lane Grp Cap (vph) | 2178 | | 449 | 2901 | 195 | |
| v/s Ratio Prot | 0.42 | | 0.13 | c0.91 | c0.05 | |
| v/s Ratio Perm | | | 0.45 | | | |
| v/c Ratio | 0.68 | | 0.69 | 1.10 | 0.43 | |
| Uniform Delay, d1 | 19.9 | | 31.0 | 14.4 | 65.5 | |
| Progression Factor | 0.72 | | 1.00 | 1.00 | 1.00 | |
| Incremental Delay, d2 | 0.2 | | 8.4 | 53.0 | 6.7 | |
| Delay (s) | 14.5 | | 39.5 | 67.4 | 72.2 | |
| Level of Service | B | | D | E | E | |
| Approach Delay (s) | 14.5 | | | 64.9 | 72.2 | |
| Approach LOS | B | | | E | E | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 50.6 | HCM 2000 Level of Service | D |
| HCM 2000 Volume to Capacity ratio | 1.04 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 12.8 |
| Intersection Capacity Utilization | 102.2% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 21 | 1433 | 3463 | 57 | 57 | 19 |
| 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 | 1.00 | 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 | 1770 | 1583 |
| Flt Permitted | 0.05 | 1.00 | 1.00 | 1.00 | 0.95 | 1.00 |
| Satd. Flow (perm) | 89 | 3539 | 3539 | 1583 | 1770 | 1583 |
| Peak-hour factor, PHF | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 | 0.92 |
| Adj. Flow (vph) | 23 | 1558 | 3764 | 62 | 62 | 21 |
| RTOR Reduction (vph) | 0 | 0 | 0 | 8 | 0 | 19 |
| Lane Group Flow (vph) | 23 | 1558 | 3764 | 54 | 62 | 2 |
| Turn Type | pm+pt | NA | NA | Perm | NA | Perm |
| Protected Phases | 1 | 6 | 2 | | 8 | |
| Permitted Phases | 6 | | | 2 | | 8 |
| Actuated Green, G (s) | 89.8 | 89.8 | 81.1 | 81.1 | 9.2 | 9.2 |
| Effective Green, g (s) | 89.8 | 89.8 | 81.1 | 81.1 | 9.2 | 9.2 |
| Actuated g/C Ratio | 0.82 | 0.82 | 0.74 | 0.74 | 0.08 | 0.08 |
| 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) | 161 | 2915 | 2633 | 1177 | 149 | 133 |
| v/s Ratio Prot | 0.01 | c0.44 | c1.06 | | c0.04 | |
| v/s Ratio Perm | 0.11 | | | 0.03 | | 0.00 |
| v/c Ratio | 0.14 | 0.53 | 1.43 | 0.05 | 0.42 | 0.01 |
| Uniform Delay, d1 | 31.5 | 3.0 | 14.0 | 3.7 | 47.4 | 45.7 |
| Progression Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Incremental Delay, d2 | 0.4 | 0.7 | 195.5 | 0.1 | 1.9 | 0.0 |
| Delay (s) | 31.9 | 3.7 | 209.5 | 3.8 | 49.2 | 45.8 |
| Level of Service | C | A | F | A | D | D |
| Approach Delay (s) | | 4.1 | 206.2 | | 48.4 | |
| Approach LOS | | A | F | | D | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 145.6 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 1.28 | | |
| Actuated Cycle Length (s) | 109.0 | Sum of lost time (s) | 13.0 |
| Intersection Capacity Utilization | 107.4% | ICU Level of Service | G |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

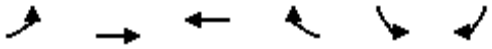


| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 122 | 634 | 2054 | 446 | 663 | 1464 |
| Number | 1 | 6 | 2 | 12 | 3 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 186.3 | 186.3 | 186.3 | 184.5 | 184.5 |
| Lanes | 1 | 2 | 2 | 1 | 2 | 1 |
| Cap, veh/h | 171 | 2467 | 2146 | 912 | 824 | 379 |
| Arrive On Green | 0.06 | 0.66 | 0.77 | 0.77 | 0.24 | 0.00 |
| Sat Flow, veh/h | 1774 | 3725 | 3725 | 1583 | 3408 | 1568 |
| Grp Volume(v), veh/h | 128 | 667 | 2162 | 469 | 698 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1863 | 1863 | 1583 | 1704 | 1568 |
| Q Serve(g_s), s | 3.3 | 7.7 | 60.0 | 11.9 | 20.3 | 0.0 |
| Cycle Q Clear(g_c), s | 3.3 | 7.7 | 60.0 | 11.9 | 20.3 | 0.0 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 171 | 2467 | 2146 | 912 | 824 | 379 |
| V/C Ratio(X) | 0.75 | 0.27 | 1.01 | 0.51 | 0.85 | 0.00 |
| Avail Cap(c_a), veh/h | 171 | 2467 | 2146 | 912 | 2650 | 1219 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.33 | 1.33 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 0.09 | 0.09 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh | 27.4 | 7.2 | 12.2 | 6.6 | 37.7 | 0.0 |
| Incr Delay (d2), s/veh | 25.4 | 0.3 | 7.8 | 0.2 | 2.5 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 3.2 | 3.3 | 22.0 | 3.3 | 9.0 | 0.0 |
| Lane Grp Delay (d), s/veh | 52.8 | 7.5 | 20.0 | 6.8 | 40.2 | 0.0 |
| Lane Grp LOS | D | A | F | A | D | |
| Approach Vol, veh/h | | 795 | 2631 | | 698 | |
| Approach Delay, s/veh | | 14.8 | 17.7 | | 40.2 | |
| Approach LOS | | B | B | | D | |

| Timer | | | | | | |
|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | 2 | | | |
| Phs Duration (G+Y+Rc), s | 9.0 | 74.0 | 65.0 | | | |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 5.0 | | | |
| Max Green Setting (Gmax), s | 6.0 | 69.0 | 60.0 | | | |
| Max Q Clear Time (g_c+I1), s | 5.3 | 9.7 | 62.0 | | | |
| Green Ext Time (p_c), s | 0.0 | 50.1 | 0.0 | | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 20.9 |
| HCM 2010 LOS | C |

Notes



| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 490 | 145 | 2215 | 909 | 415 | 267 |
| Number | 1 | 6 | 2 | 12 | 3 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 179.2 | 182.7 | 186.3 | 181.0 | 186.3 | 182.7 |
| Lanes | 2 | 1 | 2 | 1 | 2 | 1 |
| Cap, veh/h | 497 | 1484 | 2398 | 990 | 430 | 194 |
| Arrive On Green | 0.25 | 1.00 | 0.64 | 0.64 | 0.13 | 0.13 |
| Sat Flow, veh/h | 3312 | 1827 | 3725 | 1538 | 3442 | 1553 |
| Grp Volume(v), veh/h | 533 | 158 | 2408 | 988 | 451 | 290 |
| Grp Sat Flow(s),veh/h/ln | 1656 | 1827 | 1863 | 1538 | 1721 | 1553 |
| Q Serve(g_s), s | 24.0 | 0.0 | 103.0 | 102.4 | 20.0 | 20.0 |
| Cycle Q Clear(g_c), s | 24.0 | 0.0 | 103.0 | 102.4 | 20.0 | 20.0 |
| Prop In Lane | 1.00 | | | 1.00 | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 497 | 1484 | 2398 | 990 | 430 | 194 |
| V/C Ratio(X) | 1.07 | 0.11 | 1.00 | 1.00 | 1.05 | 1.49 |
| Avail Cap(c_a), veh/h | 497 | 1484 | 2398 | 990 | 430 | 194 |
| HCM Platoon Ratio | 1.67 | 1.67 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.91 | 0.91 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 60.0 | 0.0 | 28.5 | 28.4 | 70.0 | 70.0 |
| Incr Delay (d2), s/veh | 59.6 | 0.1 | 19.3 | 28.1 | 56.6 | 247.5 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 14.0 | 0.1 | 53.1 | 45.9 | 12.5 | 21.5 |
| Lane Grp Delay (d), s/veh | 119.5 | 0.1 | 47.8 | 56.5 | 126.6 | 317.5 |
| Lane Grp LOS | F | A | F | E | F | F |
| Approach Vol, veh/h | | 691 | 3396 | | 741 | |
| Approach Delay, s/veh | | 92.2 | 50.4 | | 201.3 | |
| Approach LOS | | F | D | | F | |

| Timer | | | | | | |
|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | 2 | | | |
| Phs Duration (G+Y+Rc), s | 27.0 | 135.0 | 108.0 | | | |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 5.0 | | | |
| Max Green Setting (Gmax), s | 24.0 | 130.0 | 103.0 | | | |
| Max Q Clear Time (g_c+I1), s | 26.0 | 2.0 | 105.0 | | | |
| Green Ext Time (p_c), s | 0.0 | 101.3 | 0.0 | | | |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 79.5 |
| HCM 2010 LOS | E |

Notes

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 345 | 569 | 1724 | 1116 | 1237 | 150 | 528 | 1526 | 364 | 178 | 3089 | 231 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 184.5 | 186.3 | 186.3 | 185.9 | 190.0 | 186.3 | 184.5 | 182.7 | 186.3 | 186.3 | 186.3 |
| Lanes | 2 | 2 | 2 | 2 | 2 | 0 | 2 | 3 | 1 | 2 | 4 | 1 |
| Cap, veh/h | 346 | 231 | 576 | 798 | 631 | 76 | 411 | 2598 | 1089 | 260 | 3171 | 833 |
| Arrive On Green | 0.10 | 0.06 | 0.06 | 0.23 | 0.19 | 0.19 | 0.24 | 0.94 | 0.94 | 0.08 | 0.43 | 0.43 |
| Sat Flow, veh/h | 3442 | 3689 | 3167 | 3442 | 3255 | 393 | 3442 | 5534 | 1553 | 3442 | 7451 | 1583 |
| Grp Volume(v), veh/h | 367 | 605 | 1834 | 1187 | 748 | 728 | 562 | 1623 | 387 | 189 | 3286 | 246 |
| Grp Sat Flow(s),veh/h/ln | 1721 | 1845 | 1583 | 1721 | 1859 | 1789 | 1721 | 1845 | 1553 | 1721 | 1863 | 1583 |
| Q Serve(g_s), s | 16.1 | 10.0 | 10.0 | 37.1 | 31.0 | 31.0 | 19.1 | 7.0 | 2.7 | 8.6 | 68.1 | 13.9 |
| Cycle Q Clear(g_c), s | 16.1 | 10.0 | 10.0 | 37.1 | 31.0 | 31.0 | 19.1 | 7.0 | 2.7 | 8.6 | 68.1 | 13.9 |
| Prop In Lane | 1.00 | | 1.00 | 1.00 | | 0.22 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 346 | 231 | 576 | 798 | 360 | 347 | 411 | 2598 | 1089 | 260 | 3171 | 833 |
| V/C Ratio(X) | 1.06 | 2.62 | 3.18 | 1.49 | 2.08 | 2.10 | 1.37 | 0.62 | 0.36 | 0.73 | 1.04 | 0.30 |
| Avail Cap(c_a), veh/h | 346 | 231 | 576 | 798 | 360 | 347 | 411 | 2598 | 1089 | 260 | 3171 | 833 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.93 | 0.93 | 0.93 | 0.09 | 0.09 | 0.09 |
| Uniform Delay (d), s/veh | 71.9 | 75.0 | 65.4 | 61.5 | 64.5 | 64.5 | 60.9 | 2.8 | 0.9 | 72.3 | 46.0 | 21.3 |
| Incr Delay (d2), s/veh | 65.0 | 743.1 | 987.5 | 226.0 | 494.5 | 504.2 | 179.5 | 1.1 | 0.8 | 1.6 | 17.6 | 0.1 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 10.4 | 28.7 | 91.1 | 41.8 | 64.6 | 63.1 | 18.2 | 1.6 | 0.8 | 4.0 | 36.3 | 5.5 |
| Lane Grp Delay (d), s/veh | 137.0 | 818.1 | 1053.0 | 287.5 | 559.0 | 568.7 | 240.4 | 3.9 | 1.7 | 74.0 | 63.6 | 21.3 |
| Lane Grp LOS | F | F | F | F | F | F | F | A | A | E | F | C |
| Approach Vol, veh/h | | 2806 | | | 2663 | | | 2572 | | | 3721 | |
| Approach Delay, s/veh | | 882.5 | | | 440.6 | | | 55.2 | | | 61.3 | |
| Approach LOS | | F | | | F | | | E | | | E | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Phs Duration (G+Y+Rc), s | 22.0 | 17.0 | | 43.0 | 38.0 | | 25.0 | 82.0 | | 18.0 | 75.0 | |
| Change Period (Y+Rc), s | 5.9 | 7.0 | | 5.9 | 7.0 | | 5.9 | 6.9 | | 5.9 | 6.9 | |
| Max Green Setting (Gmax), s | 16.1 | 10.0 | | 37.1 | 31.0 | | 19.1 | 75.1 | | 12.1 | 68.1 | |
| Max Q Clear Time (g_c+I1), s | 18.1 | 12.0 | | 39.1 | 33.0 | | 21.1 | 9.0 | | 10.6 | 70.1 | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 65.7 | | 0.1 | 0.0 | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2010 Ctrl Delay | | 341.8 | |
| HCM 2010 LOS | | F | |

Notes

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 566 | 696 | 110 | 40 | 3170 | 170 | 36 | 60 | 65 | 12 | 38 | 439 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 186.3 | 171.7 | 190.0 | 186.3 | 186.2 | 190.0 | 190.0 | 184.8 | 190.0 | 190.0 | 185.7 | 190.0 |
| Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |
| Cap, veh/h | 345 | 2161 | 342 | 471 | 2118 | 113 | 0 | 112 | 120 | 29 | 20 | 199 |
| Arrive On Green | 0.17 | 0.75 | 0.75 | 0.02 | 0.60 | 0.60 | 0.00 | 0.14 | 0.14 | 0.14 | 0.14 | 0.14 |
| Sat Flow, veh/h | 1774 | 2896 | 458 | 1774 | 3504 | 186 | 0 | 816 | 878 | 21 | 145 | 1453 |
| Grp Volume(v), veh/h | 622 | 454 | 432 | 44 | 1836 | 1836 | 0 | 0 | 137 | 537 | 0 | 0 |
| Grp Sat Flow(s),veh/h/ln | 1774 | 1717 | 1637 | 1774 | 1862 | 1829 | 0 | 0 | 1693 | 1619 | 0 | 0 |
| Q Serve(g_s), s | 23.0 | 12.7 | 12.7 | 1.3 | 84.0 | 84.0 | 0.0 | 0.0 | 10.6 | 8.4 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | 23.0 | 12.7 | 12.7 | 1.3 | 84.0 | 84.0 | 0.0 | 0.0 | 10.6 | 19.0 | 0.0 | 0.0 |
| Prop In Lane | 1.00 | | 0.28 | 1.00 | | 0.10 | 0.00 | | 0.52 | 0.02 | | 0.90 |
| Lane Grp Cap(c), veh/h | 345 | 1282 | 1221 | 471 | 1125 | 1105 | 0 | 0 | 231 | 248 | 0 | 0 |
| V/C Ratio(X) | 1.80 | 0.35 | 0.35 | 0.09 | 1.63 | 1.66 | 0.00 | 0.00 | 0.59 | 2.17 | 0.00 | 0.00 |
| Avail Cap(c_a), veh/h | 345 | 1282 | 1221 | 493 | 1125 | 1105 | 0 | 0 | 487 | 248 | 0 | 0 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 0.00 | 0.00 |
| Uniform Delay (d), s/veh | 54.7 | 6.1 | 6.1 | 9.9 | 27.5 | 27.5 | 0.0 | 0.0 | 56.4 | 61.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | 371.9 | 0.8 | 0.8 | 0.1 | 288.2 | 301.4 | 0.0 | 0.0 | 2.4 | 538.4 | 0.0 | 0.0 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 48.2 | 5.2 | 5.0 | 0.6 | 127.9 | 129.7 | 0.0 | 0.0 | 4.8 | 46.1 | 0.0 | 0.0 |
| Lane Grp Delay (d), s/veh | 426.6 | 6.8 | 6.9 | 10.0 | 315.7 | 328.9 | 0.0 | 0.0 | 58.8 | 599.4 | 0.0 | 0.0 |
| Lane Grp LOS | F | A | A | A | F | F | | | E | F | | |
| Approach Vol, veh/h | | 1508 | | | 3715 | | | 137 | | | 537 | |
| Approach Delay, s/veh | | 180.0 | | | 318.6 | | | 58.8 | | | 599.4 | |
| Approach LOS | | F | | | F | | | E | | | F | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | | 5 | 2 | | 7 | 4 | | | 8 | |
| Phs Duration (G+Y+Rc), s | 26.0 | 108.7 | | 6.3 | 89.0 | | 0.0 | 24.0 | | | 24.0 | |
| Change Period (Y+Rc), s | 3.0 | 5.0 | | 3.0 | 5.0 | | 5.0 | 5.0 | | | 5.0 | |
| Max Green Setting (Gmax), s | 23.0 | 102.0 | | 5.0 | 84.0 | | 16.0 | 40.0 | | | 19.0 | |
| Max Q Clear Time (g_c+I1), s | 25.0 | 14.7 | | 3.3 | 86.0 | | 0.0 | 12.6 | | | 21.0 | |
| Green Ext Time (p_c), s | 0.0 | 86.8 | | 0.0 | 0.0 | | 0.0 | 5.3 | | | 0.0 | |

| Intersection Summary | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| HCM 2010 Ctrl Delay | | | 302.7 | | | | | | | | | |
| HCM 2010 LOS | | | F | | | | | | | | | |

Notes

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 172.8 |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 9 | 830 | 7 | 59 | 3304 | 9 | 69 | 0 | 112 | 18 | 0 | 14 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | 50 | - | - | 415 | - | - | 0 | - | 0 | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 2 | 6 | 33 | 19 | 2 | 2 | 2 | 2 | 7 | 2 | 2 | 2 |
| Mvmt Flow | 9 | 874 | 7 | 62 | 3478 | 9 | 73 | 0 | 118 | 19 | 0 | 15 |

| Major/Minor | Major1 | | | Major2 | | | Minor1 | | | Minor2 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conflicting Flow All | 3487 | 0 | 0 | 881 | 0 | 0 | 2759 | 4508 | 441 | 4063 | 4507 | 1744 |
| Stage 1 | - | - | - | - | - | - | 896 | 896 | - | 3607 | 3607 | - |
| Stage 2 | - | - | - | - | - | - | 1863 | 3612 | - | 456 | 900 | - |
| Follow-up Headway | 2.22 | - | - | 2.39 | - | - | 3.52 | 4.02 | 3.37 | 3.52 | 4.02 | 3.32 |
| Pot Capacity-1 Maneuver | 72 | - | - | 665 | - | - | # 9 | 1 | 550 | # 1 | 1 | 76 |
| Stage 1 | - | - | - | - | - | - | 301 | 357 | - | # 5 | 14 | - |
| Stage 2 | - | - | - | - | - | - | 75 | 14 | - | 554 | 355 | - |
| Time blocked-Platoon, % | | - | - | | - | - | | | | | | |
| Mov Capacity-1 Maneuver | 72 | - | - | 665 | - | - | # 6 | 1 | 550 | # 1 | 1 | 76 |
| Mov Capacity-2 Maneuver | - | - | - | - | - | - | # 6 | 1 | - | # 1 | 1 | - |
| Stage 1 | - | - | - | - | - | - | 263 | 312 | - | # 4 | 13 | - |
| Stage 2 | - | - | - | - | - | - | # 55 | 13 | - | 381 | 311 | - |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| HCM Control Delay, s | 0.7 | 0.2 | $ 2367.1 | $ 10502.5 |
| HCM LOS | | | F | F |

| Minor Lane / Major Mvmt | NBLn1 | NBLn2 | EBL | EBT | EBR | WBL | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|---|---|---|---|
| Capacity (veh/h) | 6 | 550 | 72 | - | - | 665 | - | - | 2 |
| HCM Lane V/C Ratio | 12.105 | 0.214 | 0.132 | - | - | 0.093 | - | - | 16.842 |
| HCM Control Delay (s) | $ 6187.8 | 13.3 | 62.434 | - | - | 10.97 | - | | $ 10502.5 |
| HCM Lane LOS | F | B | F | | | B | | | F |
| HCM 95th %tile Q(veh) | 10.841 | 0.806 | 0.431 | - | - | 0.308 | - | - | 6.049 |

| Notes |
|---|
| ~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 1218 | 66 | 79 | 2870 | 39 | 47 |
| Number | 6 | 16 | 5 | 2 | 7 | 14 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | 1.00 | 1.00 | | 1.00 | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 184.5 | 190.0 | 184.5 | 166.7 | 184.5 | 184.5 |
| Lanes | 2 | 0 | 1 | 2 | 1 | 1 |
| Cap, veh/h | 2926 | 158 | 387 | 2964 | 78 | 70 |
| Arrive On Green | 0.84 | 0.84 | 0.03 | 0.89 | 0.04 | 0.04 |
| Sat Flow, veh/h | 3469 | 187 | 1757 | 3333 | 1757 | 1568 |
| Grp Volume(v), veh/h | 688 | 678 | 84 | 3053 | 41 | 50 |
| Grp Sat Flow(s),veh/h/ln | 1845 | 1812 | 1757 | 1667 | 1757 | 1568 |
| Q Serve(g_s), s | 14.0 | 14.1 | 0.9 | 134.0 | 3.4 | 4.7 |
| Cycle Q Clear(g_c), s | 14.0 | 14.1 | 0.9 | 134.0 | 3.4 | 4.7 |
| Prop In Lane | | 0.10 | 1.00 | | 1.00 | 1.00 |
| Lane Grp Cap(c), veh/h | 1556 | 1528 | 387 | 2964 | 78 | 70 |
| V/C Ratio(X) | 0.44 | 0.44 | 0.22 | 1.03 | 0.52 | 0.72 |
| Avail Cap(c_a), veh/h | 1556 | 1528 | 400 | 2964 | 187 | 166 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 2.9 | 3.0 | 2.2 | 8.4 | 70.4 | 71.1 |
| Incr Delay (d2), s/veh | 0.9 | 0.9 | 0.3 | 24.9 | 5.3 | 12.7 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 5.6 | 5.5 | 0.3 | 47.3 | 1.7 | 0.2 |
| Lane Grp Delay (d), s/veh | 3.9 | 3.9 | 2.5 | 33.2 | 75.8 | 83.8 |
| Lane Grp LOS | A | A | A | F | E | F |
| Approach Vol, veh/h | 1366 | | | 3137 | 91 | |
| Approach Delay, s/veh | 3.9 | | | 32.4 | 80.2 | |
| Approach LOS | A | | | C | F | |

| Timer | | | | |
|---|---|---|---|---|
| Assigned Phs | 6 | | 5 | 2 |
| Phs Duration (G+Y+Rc), s | 132.1 | | 6.9 | 139.0 |
| Change Period (Y+Rc), s | 5.0 | | 3.0 | 5.0 |
| Max Green Setting (Gmax), s | 126.0 | | 5.0 | 134.0 |
| Max Q Clear Time (g_c+I1), s | 16.1 | | 2.9 | 136.0 |
| Green Ext Time (p_c), s | 107.2 | | 0.0 | 0.0 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 24.9 |
| HCM 2010 LOS | C |

Notes

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 119 | 768 | 97 | 355 | 2167 | 430 | 44 | 214 | 153 | 180 | 512 | 682 |
| Number | 1 | 6 | 16 | 5 | 2 | 12 | 7 | 4 | 14 | 3 | 8 | 18 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 171.2 | 168.6 | 190.0 | 186.3 | 185.1 | 190.0 | 163.8 | 185.5 | 190.0 | 168.1 | 186.3 | 190.0 |
| Lanes | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 | 1 | 2 | 0 |
| Cap, veh/h | 107 | 1418 | 179 | 534 | 1697 | 326 | 99 | 389 | 266 | 278 | 477 | 406 |
| Arrive On Green | 0.08 | 0.97 | 0.97 | 0.23 | 1.00 | 1.00 | 0.03 | 0.19 | 0.19 | 0.10 | 0.26 | 0.26 |
| Sat Flow, veh/h | 1630 | 2937 | 371 | 1774 | 3020 | 579 | 1560 | 2056 | 1406 | 1601 | 1863 | 1583 |
| Grp Volume(v), veh/h | 125 | 464 | 446 | 374 | 1367 | 1367 | 46 | 202 | 184 | 189 | 539 | 718 |
| Grp Sat Flow(s),veh/h/ln | 1630 | 1686 | 1621 | 1774 | 1851 | 1748 | 1560 | 1855 | 1607 | 1601 | 1863 | 1583 |
| Q Serve(g_s), s | 6.0 | 3.4 | 3.4 | 15.6 | 0.0 | 89.9 | 3.8 | 15.9 | 16.8 | 13.6 | 41.0 | 41.0 |
| Cycle Q Clear(g_c), s | 6.0 | 3.4 | 3.4 | 15.6 | 0.0 | 89.9 | 3.8 | 15.9 | 16.8 | 13.6 | 41.0 | 41.0 |
| Prop In Lane | 1.00 | | 0.23 | 1.00 | | 0.33 | 1.00 | | 0.88 | 1.00 | | 1.00 |
| Lane Grp Cap(c), veh/h | 107 | 814 | 783 | 534 | 1040 | 982 | 99 | 351 | 304 | 278 | 477 | 406 |
| V/C Ratio(X) | 1.16 | 0.57 | 0.57 | 0.70 | 1.31 | 1.39 | 0.47 | 0.58 | 0.60 | 0.68 | 1.13 | 1.77 |
| Avail Cap(c_a), veh/h | 107 | 814 | 783 | 682 | 1040 | 982 | 99 | 351 | 304 | 311 | 477 | 406 |
| HCM Platoon Ratio | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 1.00 | 1.00 | 0.09 | 0.09 | 0.09 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 39.7 | 1.5 | 1.5 | 10.6 | 0.0 | 0.0 | 52.8 | 59.0 | 59.4 | 39.8 | 59.5 | 59.5 |
| Incr Delay (d2), s/veh | 137.9 | 2.9 | 3.0 | 0.2 | 142.2 | 176.7 | 2.5 | 2.0 | 3.0 | 5.1 | 81.6 | 356.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 8.5 | 1.3 | 1.3 | 5.2 | 41.1 | 48.2 | 2.0 | 7.9 | 7.3 | 6.0 | 30.7 | 57.1 |
| Lane Grp Delay (d), s/veh | 177.6 | 4.4 | 4.5 | 10.8 | 142.2 | 176.7 | 55.4 | 61.0 | 62.4 | 44.9 | 141.1 | 415.8 |
| Lane Grp LOS | F | A | A | B | F | F | E | E | E | D | F | F |
| Approach Vol, veh/h | | 1035 | | | 3108 | | | 432 | | | 1446 | |
| Approach Delay, s/veh | | 25.3 | | | 141.6 | | | 61.0 | | | 264.9 | |
| Approach LOS | | C | | | F | | | E | | | F | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 1 | 6 | | 5 | 2 | | 7 | 4 | | 3 | 8 | |
| Phs Duration (G+Y+Rc), s | 9.0 | 83.3 | | 21.7 | 96.0 | | 8.0 | 36.3 | | 18.7 | 47.0 | |
| Change Period (Y+Rc), s | 3.0 | 6.1 | | 3.0 | 6.1 | | 3.0 | 6.0 | | 3.0 | 6.0 | |
| Max Green Setting (Gmax), s | 6.0 | 63.9 | | 32.0 | 89.9 | | 5.0 | 27.0 | | 19.0 | 41.0 | |
| Max Q Clear Time (g_c+I1), s | 8.0 | 5.4 | | 17.6 | 91.9 | | 5.8 | 18.8 | | 15.6 | 43.0 | |
| Green Ext Time (p_c), s | 0.0 | 28.8 | | 1.0 | 0.0 | | 0.0 | 5.5 | | 0.2 | 0.0 | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2010 Ctrl Delay | | 145.4 | |
| HCM 2010 LOS | | F | |

Notes

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (veh/h) | 387 | 832 | 183 | 784 | 2079 | 372 | 179 | 1142 | 223 | 223 | 1914 | 315 |
| Number | 3 | 8 | 18 | 7 | 4 | 14 | 1 | 6 | 16 | 5 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 | 1.00 | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 182.7 | 170.3 | 190.0 | 186.3 | 186.3 | 190.0 | 182.7 | 186.3 | 186.3 | 182.7 | 186.3 | 190.0 |
| Lanes | 1 | 2 | 0 | 2 | 2 | 0 | 1 | 2 | 1 | 1 | 3 | 0 |
| Cap, veh/h | 264 | 702 | 155 | 538 | 899 | 156 | 188 | 1362 | 579 | 266 | 1864 | 301 |
| Arrive On Green | 0.13 | 0.26 | 0.26 | 0.16 | 0.29 | 0.29 | 0.08 | 0.37 | 0.37 | 0.11 | 0.40 | 0.40 |
| Sat Flow, veh/h | 1740 | 2705 | 596 | 3442 | 3094 | 537 | 1740 | 3725 | 1583 | 1740 | 4697 | 757 |
| Grp Volume(v), veh/h | 403 | 546 | 512 | 817 | 1277 | 1277 | 186 | 1190 | 232 | 232 | 1573 | 749 |
| Grp Sat Flow(s),veh/h/ln | 1740 | 1703 | 1598 | 1721 | 1863 | 1768 | 1740 | 1863 | 1583 | 1740 | 1863 | 1729 |
| Q Serve(g_s), s | 20.0 | 41.5 | 41.5 | 25.0 | 46.5 | 46.5 | 12.8 | 47.6 | 17.4 | 14.4 | 63.5 | 63.5 |
| Cycle Q Clear(g_c), s | 20.0 | 41.5 | 41.5 | 25.0 | 46.5 | 46.5 | 12.8 | 47.6 | 17.4 | 14.4 | 63.5 | 63.5 |
| Prop In Lane | 1.00 | | 0.37 | 1.00 | | 0.30 | 1.00 | | 1.00 | 1.00 | | 0.44 |
| Lane Grp Cap(c), veh/h | 264 | 442 | 414 | 538 | 541 | 514 | 188 | 1362 | 579 | 266 | 1479 | 686 |
| V/C Ratio(X) | 1.53 | 1.24 | 1.24 | 1.52 | 2.36 | 2.49 | 0.99 | 0.87 | 0.40 | 0.87 | 1.06 | 1.09 |
| Avail Cap(c_a), veh/h | 264 | 442 | 414 | 538 | 541 | 514 | 188 | 1362 | 579 | 266 | 1479 | 686 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 0.71 | 0.71 | 0.71 | 1.00 | 1.00 | 1.00 | 0.57 | 0.57 | 0.57 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 50.9 | 59.2 | 59.3 | 67.5 | 56.7 | 56.8 | 49.5 | 47.3 | 37.7 | 43.6 | 48.3 | 48.3 |
| Incr Delay (d2), s/veh | 250.3 | 119.4 | 120.5 | 243.1 | 617.2 | 674.2 | 46.5 | 4.8 | 1.2 | 30.4 | 42.5 | 61.9 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 29.5 | 33.2 | 31.3 | 29.4 | 115.4 | 117.6 | 10.3 | 23.9 | 7.3 | 12.0 | 39.3 | 40.2 |
| Lane Grp Delay (d), s/veh | 301.1 | 178.7 | 179.7 | 310.6 | 674.0 | 731.0 | 96.0 | 52.1 | 38.9 | 74.0 | 90.7 | 110.1 |
| Lane Grp LOS | F | F | F | F | F | F | F | D | D | E | F | F |
| Approach Vol, veh/h | | 1461 | | | 3371 | | | 1608 | | | 2554 | |
| Approach Delay, s/veh | | 212.8 | | | 607.5 | | | 55.3 | | | 94.9 | |
| Approach LOS | | F | | | F | | | E | | | F | |

| Timer | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assigned Phs | 3 | 8 | | 7 | 4 | | 1 | 6 | | 5 | 2 | |
| Phs Duration (G+Y+Rc), s | 23.0 | 47.0 | | 28.0 | 52.0 | | 16.0 | 64.0 | | 21.0 | 69.0 | |
| Change Period (Y+Rc), s | 3.0 | 5.5 | | 3.0 | 5.5 | | 3.0 | 5.5 | | 3.0 | 5.5 | |
| Max Green Setting (Gmax), s | 20.0 | 41.5 | | 25.0 | 46.5 | | 13.0 | 58.5 | | 18.0 | 63.5 | |
| Max Q Clear Time (g_c+I1), s | 22.0 | 43.5 | | 27.0 | 48.5 | | 14.8 | 49.6 | | 16.4 | 65.5 | |
| Green Ext Time (p_c), s | 0.0 | 0.0 | | 0.0 | 0.0 | | 0.0 | 8.7 | | 0.1 | 0.0 | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2010 Ctrl Delay | | 299.1 | |
| HCM 2010 LOS | | F | |

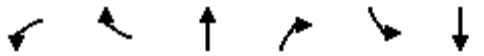
Notes

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 0 | 0 | 721 | 1910 | 3866 | 898 |
| Number | | | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | | | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | | | 1.00 | | | 1.00 |
| Parking Bus Adj | | | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | | | 186.3 | 186.3 | 186.3 | 186.3 |
| Lanes | | | 1 | 3 | 3 | 1 |
| Cap, veh/h | | | 477 | 5414 | 4017 | 1138 |
| Arrive On Green | | | 0.46 | 1.00 | 1.00 | 0.00 |
| Sat Flow, veh/h | | | 1774 | 5588 | 5588 | 1583 |
| Grp Volume(v), veh/h | | | 736 | 1949 | 3945 | 0 |
| Grp Sat Flow(s),veh/h/ln | | | 1774 | 1863 | 1863 | 1583 |
| Q Serve(g_s), s | | | 37.0 | 0.0 | 0.0 | 0.0 |
| Cycle Q Clear(g_c), s | | | 37.0 | 0.0 | 0.0 | 0.0 |
| Prop In Lane | | | 1.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | | | 477 | 5414 | 4017 | 1138 |
| V/C Ratio(X) | | | 1.54 | 0.36 | 0.98 | 0.00 |
| Avail Cap(c_a), veh/h | | | 477 | 5414 | 4017 | 1138 |
| HCM Platoon Ratio | | | 2.00 | 2.00 | 2.00 | 2.00 |
| Upstream Filter(I) | | | 0.54 | 0.54 | 0.09 | 0.00 |
| Uniform Delay (d), s/veh | | | 37.0 | 0.0 | 0.0 | 0.0 |
| Incr Delay (d2), s/veh | | | 250.4 | 0.1 | 1.8 | 0.0 |
| Initial Q Delay(d3),s/veh | | | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | | | 43.3 | 0.1 | 0.7 | 0.0 |
| Lane Grp Delay (d), s/veh | | | 287.4 | 0.1 | 1.8 | 0.0 |
| Lane Grp LOS | | | F | A | A | |
| Approach Vol, veh/h | | | | 2685 | 3945 | |
| Approach Delay, s/veh | | | | 78.9 | 1.8 | |
| Approach LOS | | | | E | A | |

| Timer | | | |
|---|---|---|---|
| Assigned Phs | 1 | 6 | 2 |
| Phs Duration (G+Y+Rc), s | 40.0 | 160.0 | 120.0 |
| Change Period (Y+Rc), s | 3.0 | 5.0 | 5.0 |
| Max Green Setting (Gmax), s | 37.0 | 155.0 | 115.0 |
| Max Q Clear Time (g_c+I1), s | 39.0 | 2.0 | 2.0 |
| Green Ext Time (p_c), s | 0.0 | 151.1 | 111.9 |

| Intersection Summary | |
|---|---|
| HCM 2010 Ctrl Delay | 33.0 |
| HCM 2010 LOS | C |

Notes



| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (vph) | 0 | 873 | 1907 | 0 | 0 | 3866 |
| 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 | 891 | 1946 | 0 | 0 | 3945 |
| RTOR Reduction (vph) | 0 | 33 | 0 | 0 | 0 | 0 |
| Lane Group Flow (vph) | 0 | 858 | 1946 | 0 | 0 | 3945 |
| 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 | | | 0.38 | | | c0.78 |
| v/s Ratio Perm | | c0.31 | | | | |
| v/c Ratio | | 1.29 | 0.55 | | | 1.11 |
| Uniform Delay, d1 | | 60.9 | 11.6 | | | 24.0 |
| Progression Factor | | 1.00 | 1.00 | | | 0.28 |
| Incremental Delay, d2 | | 141.4 | 0.6 | | | 48.8 |
| Delay (s) | | 202.3 | 12.2 | | | 55.4 |
| Level of Service | | F | B | | | E |
| Approach Delay (s) | 202.3 | | 12.2 | | | 55.4 |
| Approach LOS | F | | B | | | E |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 62.3 | HCM 2000 Level of Service | E |
| HCM 2000 Volume to Capacity ratio | 1.15 | | |
| Actuated Cycle Length (s) | 160.0 | Sum of lost time (s) | 9.7 |
| Intersection Capacity Utilization | 78.8% | ICU Level of Service | D |
| Analysis Period (min) | 15 | | |
| c Critical Lane Group | | | |

| Movement | EBL | EBR | NBL | NBT | SBT | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Volume (veh/h) | 302 | 243 | 0 | 1118 | 4617 | 1739 |
| Number | 3 | 18 | 1 | 6 | 2 | 12 |
| Initial Q (Qb), veh | 0 | 0 | 0 | 0 | 0 | 0 |
| Ped-Bike Adj(A_pbT) | 1.00 | 1.00 | 1.00 | | | 1.00 |
| Parking Bus Adj | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Adj Sat Flow veh/h/ln | 182.7 | 186.3 | 0.0 | 186.3 | 186.3 | 186.3 |
| Lanes | 1 | 1 | 0 | 1 | 3 | 1 |
| Cap, veh/h | 342 | 311 | 0 | 1381 | 4142 | 1174 |
| Arrive On Green | 0.20 | 0.00 | 0.00 | 0.74 | 0.74 | 0.74 |
| Sat Flow, veh/h | 1740 | 1583 | 0 | 1863 | 5588 | 1583 |
| Grp Volume(v), veh/h | 318 | 0 | 0 | 1177 | 4860 | 1831 |
| Grp Sat Flow(s),veh/h/ln | 1740 | 1583 | 0 | 1863 | 1863 | 1583 |
| Q Serve(g_s), s | 27.6 | 0.0 | 0.0 | 68.3 | 114.0 | 114.0 |
| Cycle Q Clear(g_c), s | 27.6 | 0.0 | 0.0 | 68.3 | 114.0 | 114.0 |
| Prop In Lane | 1.00 | 1.00 | 0.00 | | | 1.00 |
| Lane Grp Cap(c), veh/h | 342 | 311 | 0 | 1381 | 4142 | 1174 |
| V/C Ratio(X) | 0.93 | 0.00 | 0.00 | 0.85 | 1.17 | 1.56 |
| Avail Cap(c_a), veh/h | 412 | 375 | 0 | 1381 | 4142 | 1174 |
| HCM Platoon Ratio | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I) | 1.00 | 0.00 | 0.00 | 1.00 | 1.00 | 1.00 |
| Uniform Delay (d), s/veh | 60.8 | 0.0 | 0.0 | 14.0 | 19.9 | 19.9 |
| Incr Delay (d2), s/veh | 25.2 | 0.0 | 0.0 | 6.8 | 80.8 | 256.3 |
| Initial Q Delay(d3),s/veh | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| %ile Back of Q (50%), veh/ln | 15.0 | 0.0 | 0.0 | 31.7 | 79.7 | 124.9 |
| Lane Grp Delay (d), s/veh | 85.9 | 0.0 | 0.0 | 20.8 | 100.7 | 276.2 |
| Lane Grp LOS | F | | | C | F | F |
| Approach Vol, veh/h | 318 | | | 1177 | 6691 | |
| Approach Delay, s/veh | 85.9 | | | 20.8 | 148.7 | |
| Approach LOS | F | | | C | F | |

| Timer | | | | | | |
|---|---|---|---|---|---|---|
| Assigned Phs | | | | 6 | 2 | |
| Phs Duration (G+Y+Rc), s | | | | 119.0 | 119.0 | |
| Change Period (Y+Rc), s | | | | 5.0 | 5.0 | |
| Max Green Setting (Gmax), s | | | | 114.0 | 114.0 | |
| Max Q Clear Time (g_c+I1), s | | | | 70.3 | 116.0 | |
| Green Ext Time (p_c), s | | | | 43.5 | 0.0 | |

| Intersection Summary | | | | | | |
|---|---|---|---|---|---|---|
| HCM 2010 Ctrl Delay | | | 127.9 | | | |
| HCM 2010 LOS | | | F | | | |

Notes

| Intersection | |
|---|---|
| Intersection Delay, s/veh | 53.2 |
| Intersection LOS | F |

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Vol, veh/h | 10 | 190 | 94 | 10 | 344 | 110 | 215 | 128 | 43 | 81 | 144 | 10 |
| 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 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 2 | 2 |
| Mvmt Flow | 12 | 221 | 109 | 12 | 400 | 128 | 250 | 149 | 50 | 94 | 167 | 12 |
| Number of Lanes | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 0 |

| Approach | EB | WB | NB | SB |
|---|---|---|---|---|
| Opposing Approach | WB | EB | SB | NB |
| Opposing Lanes | 1 | 2 | 1 | 1 |
| Conflicting Approach Left | SB | NB | EB | WB |
| Conflicting Lanes Left | 1 | 1 | 2 | 1 |
| Conflicting Approach Right | NB | SB | WB | EB |
| Conflicting Lanes Right | 1 | 1 | 1 | 2 |
| HCM Control Delay | 20.4 | 71.3 | 71.7 | 28.3 |
| HCM LOS | C | F | F | D |

| Lane | NBLn1 | EBLn1 | EBLn2 | WBLn1 | SBLn1 |
|---|---|---|---|---|---|
| Vol Left, % | 56% | 5% | 0% | 2% | 34% |
| Vol Thru, % | 33% | 95% | 0% | 74% | 61% |
| Vol Right, % | 11% | 0% | 100% | 24% | 4% |
| Sign Control | Stop | Stop | Stop | Stop | Stop |
| Traffic Vol by Lane | 386 | 200 | 94 | 464 | 235 |
| LT Vol | 128 | 190 | 0 | 344 | 144 |
| Through Vol | 43 | 0 | 94 | 110 | 10 |
| RT Vol | 215 | 10 | 0 | 10 | 81 |
| Lane Flow Rate | 449 | 233 | 109 | 540 | 273 |
| Geometry Grp | 2 | 7 | 7 | 5 | 2 |
| Degree of Util (X) | 1 | 0.578 | 0.253 | 1 | 0.673 |
| Departure Headway (Hd) | 8.149 | 9.07 | 8.326 | 8.059 | 8.865 |
| Convergence, Y/N | Yes | Yes | Yes | Yes | Yes |
| Cap | 449 | 400 | 433 | 453 | 410 |
| Service Time | 6.149 | 6.77 | 6.045 | 6.067 | 6.868 |
| HCM Lane V/C Ratio | 1 | 0.583 | 0.252 | 1.192 | 0.666 |
| HCM Control Delay | 71.7 | 23.5 | 13.8 | 71.3 | 28.3 |
| HCM Lane LOS | F | C | B | F | D |
| HCM 95th-tile Q | 12.9 | 3.5 | 1 | 12.9 | 4.8 |

Notes

~ : Volume Exceeds Capacity; $ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | | | | | | | |
| Volume (vph) | 484 | 2266 | 400 | 1554 | 4287 | 583 | 488 | 565 | 913 | 630 | 926 | 693 |
| 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 | 0.12 | 1.00 | 1.00 | 0.19 | 0.68 | |
| Satd. Flow (perm) | 3433 | 5036 | 1583 | 3433 | 5085 | 1583 | 229 | 3406 | 1583 | 606 | 2045 | |
| 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) | 494 | 2312 | 408 | 1586 | 4374 | 595 | 498 | 577 | 932 | 643 | 945 | 707 |
| RTOR Reduction (vph) | 0 | 0 | 59 | 0 | 0 | 98 | 0 | 0 | 22 | 0 | 57 | 0 |
| Lane Group Flow (vph) | 494 | 2312 | 349 | 1586 | 4374 | 497 | 498 | 577 | 910 | 579 | 1659 | 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 | 49.6 | 32.6 | 72.6 | 49.6 | 49.6 | |
| Effective Green, g (s) | 13.0 | 43.1 | 43.1 | 40.0 | 70.1 | 70.1 | 49.6 | 32.6 | 72.6 | 49.6 | 49.6 | |
| Actuated g/C Ratio | 0.09 | 0.29 | 0.29 | 0.27 | 0.47 | 0.47 | 0.33 | 0.22 | 0.48 | 0.33 | 0.33 | |
| 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 | 250 | 740 | 766 | 476 | 784 | |
| v/s Ratio Prot | 0.14 | 0.46 | | c0.46 | c0.86 | | 0.23 | 0.17 | 0.32 | 0.14 | c0.24 | |
| v/s Ratio Perm | | | 0.22 | | | 0.31 | 0.43 | | 0.26 | 0.26 | c0.46 | |
| v/c Ratio | 1.66 | 1.60 | 0.77 | 1.73 | 1.84 | 0.67 | 1.99 | 0.78 | 1.19 | 1.22 | 2.12 | |
| Uniform Delay, d1 | 68.5 | 53.4 | 48.9 | 55.0 | 40.0 | 31.0 | 44.5 | 55.3 | 38.7 | 43.3 | 50.2 | |
| 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 | 313.0 | 272.3 | 11.8 | 334.6 | 380.1 | 4.8 | 460.4 | 5.2 | 97.4 | 115.3 | 506.6 | |
| Delay (s) | 381.5 | 325.7 | 60.7 | 389.6 | 420.0 | 35.9 | 504.9 | 60.5 | 136.1 | 158.6 | 556.8 | |
| Level of Service | F | F | E | F | F | D | F | E | F | F | F | |
| Approach Delay (s) | | 300.7 | | | 377.8 | | | 205.9 | | | 456.3 | |
| Approach LOS | | F | | | F | | | F | | | F | |

| Intersection Summary | | | |
|---|---|---|---|
| HCM 2000 Control Delay | 348.5 | HCM 2000 Level of Service | F |
| HCM 2000 Volume to Capacity ratio | 1.95 | | |
| Actuated Cycle Length (s) | 150.0 | Sum of lost time (s) | 17.3 |
| Intersection Capacity Utilization | 174.0% | ICU Level of Service | H |
| Analysis Period (min) | 15 | | |

c Critical Lane Group