Project Traffic Analysis Report (PTAR)

State Road 869 / SW 10th Street Connector

Project Development and Environment (PD&E) Study

SR 869 / SW 10th Street from Florida's Turnpike / Sawgrass Expressway to west of I-95 (SR 869/Sawgrass Expressway MP 20.672 to MP 21.835 and SW 10th Street MP 0.00 to 1.922)

ETDM No.: 14291 / FAP No.: TBD

Financial Project ID No. 439891-1-22-02

Broward County, Florida

Prepared for:
FDOT District Four
3400 W. Commercial Blvd.
Ft. Lauderdale, FL 33309

May 2021

The environmental review, consultation, and other actions required by applicable federal environmental laws for the project are being, or have been, carried out by the Florida Department of Transportation (FDOT) pursuant to 23 U.S.C. §327 and a Memorandum of Understanding dated December 14, 2016 and executed by the Federal Highway Administration and FDOT.

PROFESSIONAL ENGINEER CERTIFICATION

PROJECT TRAFFIC ANALYSIS REPORT

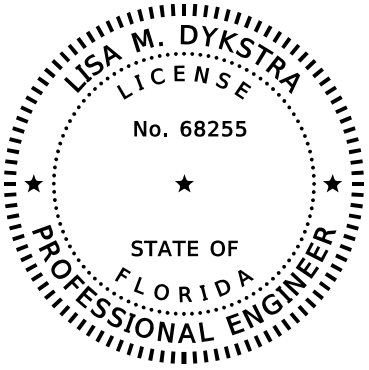
Project: State Road 869 / SW 10th Street Connector PD&E Study

ETDM Number: 14291

Financial Project ID: 439891-1-22-02

This project traffic analysis report contains engineering information pertaining to the State Road 869 / SW 10th Street Connector Project Development & Environment Study from Florida's Turnpike / Sawgrass Expressway to west of I-95 in Broward County, Florida. I acknowledge that the procedures and references used to develop the results contained in this report are standard to the professional practice of transportation engineering as applied through professional judgment and experience.

I hereby certify that I am a registered professional engineer in the State of Florida practicing with RS&H, Inc., and that I have prepared or approved the evaluation, findings, opinions, conclusions or technical advice for this project.



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Lisa M Dykstra
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LISA M DYKSTRA, P.E., NO. 68255

Project Traffic Analysis Report
For the SR 869 / SW 10th Street Connector PD&E Study

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1.0 Executive Summary

SW 10th Street from Sawgrass Expressway/Florida's Turnpike to I-95 is a missing link in the limited access roadway network. The addition of a new limited access (managed lane) facility alongside the existing SW 10th Street arterial roadway is being evaluated to link the regional roadway network by providing a high-speed connection between the Sawgrass Expressway, Turnpike, and I-95, while maintaining a separate arterial roadway for SW 10th Street. The proposed improvements are intended to reduce the amount of traffic on local SW 10th Street by allowing vehicles to bypass the SW 10th Street local lanes via the new connector lane facility. Interchange improvements are proposed at both ends of the project as part of the following projects: Sawgrass Expressway Widening and Interchange PD&E Study (FM Number 437153-1) and I-95 from SW 10th Street to north of Hillsboro Boulevard PD&E Study (FM Number 436964-1).

This Project Traffic Analysis Report (PTAR) documents the operations and safety analysis completed for the project. Existing and future (2040) conditions were analyzed along the SW 10th Street study corridor from the Sawgrass Expressway / Florida's Turnpike to I-95.

1.1 Summary of Existing Conditions Analysis

The study segment of SW 10th Street from the Sawgrass Expressway / Florida's Turnpike to I-95 is an existing Principal Arterial that is part of the Strategic Intermodal System (SIS) and National Highway System (NHS). Generally, SW 10th Street has six lanes (three in each direction) from the terminus of the Sawgrass Expressway to SR 845 (Powerline Road), four lanes (two in each direction) from Powerline Road to Military Trail, and six lanes (three in each direction) from Military Trail to I-95.

Eastbound traffic along SW 10th Street is heaviest during the AM peak, while westbound traffic is heaviest during the PM peak. During the AM peak, existing eastbound SW 10th Street traffic exceeds the roadway capacity from west of SW 30th Avenue to west of Military Trail. During the PM peak hour, westbound SW 10th Street traffic exceeds capacity from Military Trail to west of SW 30th Avenue, and from Powerline Road to Waterways Boulevard.

Intersection operational analysis indicates that four of the eleven study intersections operate below the Level of Service (LOS) target "D" during the AM peak hour, while five intersections operate below LOS D during the PM peak hour. Field observations conducted for the project prior to 2020 confirmed significant queueing along the SW 10th Street corridor between intersections during both the AM and PM peak hours.

A total of 896 crashes were reported on SW 10th Street from Florida's Turnpike / Sawgrass Expressway to I-95 from January 2012 through December 2016. During the study period, one (1) fatal crash occurred in 2015. Three segments and five intersections along the SW 10th Street corridor were identified as high crash locations (HCLs) during at least one year between 2012 and 2016. Overall, the total number of crashes has steadily increased over the five year timeframe. Most reported crashes for each year were rear end collisions, and the majority of crashes consistently happened during weekdays, during daylight, in clear weather, and dry conditions.

1.2 Summary of Future Year (2040) Alternatives Analysis

Planned and programmed roadway improvements in the area are expected to be constructed by 2040 and are assumed to be in place with the No Action Alternative and the Build Alternatives. The planned Sawgrass Expressway widening, Florida's Turnpike widening, and I-95 widening for express lanes are assumed to be complete. In addition, planned Sawgrass Expressway / Turnpike interchange improvements are assumed to be in place, including new ramps connecting SW 10th Street to and from the Turnpike. Planned interchange improvements at I-95 and SW 10th Street that include new ramps connecting the I-95 northbound and southbound general use lanes and express lanes to SW 10th Street west of I-95 are also assumed to be constructed.

No Action Alternative

The lane geometry for the No Action Alternative along the SW 10th Street corridor from Waterways Boulevard to west of Military Trail is the same as existing conditions. Changes to the surrounding roadway network are assumed, along with population and employment growth by 2040. These changes will contribute to traffic volume increases along SW 10th Street and the study area by 2040.

Analysis of the No Action Alternative under 2040 conditions shows that eastbound and westbound volumes will significantly exceed the capacity of the SW 10th Street local lanes in many sections of the corridor. With the travel demand expected to be almost twice the capacity of SW 10th Street in some segments, gridlock along SW 10th Street during peak periods can be expected. During the AM peak hour, three of the study intersections will operate below LOS D, and during the PM peak hour nine of the study area intersections will operate at LOS E or F. In the PM peak hour, the considerable westbound traffic volume at Powerline Road causes queueing that extends through most of the upstream network, resulting in long delay, long queues, and undesirable LOS at the other intersections. Both the northbound and southbound I-95 off-ramp terminals will operate at LOS F, and queues are very long, indicating that the queues impact upstream operations on the I-95 mainline in both directions.

Without additional capacity and safety improvements in place on SW 10th Street, the duration of congestion, vehicular delay, and queue lengths are expected to increase throughout the corridor. The No Action Alternative does not satisfy the purpose and need of this project. It fails to improve regional connectivity, or to improve operational and safety deficiencies on local SW 10th Street.

Build Alternatives

Two build alternatives are presented in this PTAR, which include Build Alternative 1 (Without Powerline Road Access Ramps) and Build Alternative 2 (With Powerline Road Access Ramps). The Build Alternatives incorporate a new four-lane connector lane facility on the north side of the corridor from the Sawgrass Expressway / Florida's Turnpike to I-95. Build Alternative 1 provides an eastbound entrance ramp and westbound exit ramp west of Waterways Boulevard, as well as an eastbound exit ramp and westbound entrance ramp between Military Trail and Newport Center Drive that provide connections between the SW 10th Street local lanes and the connector lanes. Build Alternative 2 is similar to Build Alternative 1 but also provides an additional eastbound entrance ramp and westbound exit ramp east of Powerline Road.

In both Build Alternatives the SW 10th Street local lanes remain along the south side of the corridor and consist of three lanes in each direction from west of Waterways Boulevard to east of Powerline Road, two lanes in each direction from east of Powerline Road to Military Trail, and three lanes in each direction from Military Trail to I-95. The speed limit for the local lanes will be lowered from 40 mph and 45 mph to 35 mph. This is to coincide with the new design of the local lanes, which are being narrowed and separated from the higher speed through traffic and will primarily provide access to adjacent developments instead of through traffic. The speed limit for the connector lanes is expected to be 60 mph. The connector lanes will be physically separated from the local lanes by a barrier and / or a grade separation.

When either of the Build Alternatives are constructed and open to traffic, all vehicle types will be allowed to travel in the SW 10th Street connector lanes, including all types of trucks. The proposed connector lanes will have access to both the I-95 general use lanes and I-95 express lanes via the direct connect ramps. Trucks with 3 or more axles will be able to utilize the direct connect ramps to and from the I-95 general use lanes, since they are prohibited from accessing express lane facilities. So, trucks will be able to enter or exit the connector lanes from the local access ramps to SW 10th Street as well as the direct connect ramps at I-95. In addition, no toll will be implemented on the connector lanes when open to traffic.

The 2040 analysis of the Build Alternatives show that the vast majority of SW 10th Street local lanes roadway segments will operate at or below capacity. A much shorter length of the corridor is expected to exceed capacity when compared to the No Action Alternative. Per visual audits of the microsimulation results, the magnitude and severity of congestion along the SW 10th Street local lanes is significantly less under the Build Alternatives than the No Action Alternative. In addition, analysis indicates that the connector lanes and all proposed ramps for both Build Alternatives can accommodate the future volumes forecasted to use the connector lanes.

From the VISSIM microsimulation results, both Build Alternatives provide overall acceptable traffic operations during both the 2040 AM and PM peak hours. The Build Alternatives' AM and PM peak hour results show all study intersections would operate at an acceptable level of service (D or better). Since Build Alternative 2 includes connector lane

access east of Powerline Road, additional traffic can access the connector lanes to bypass Military Trail or access I-95.

For both Build Alternatives, the SW 10th Street local lanes during the 2040 AM peak and PM peak generally recorded traffic speeds between 30 mph and 35 mph between signalized intersections (with a speed limit of 35 mph on local SW 10th Street) and acceptable travel speeds and queuing along the corridor. In addition, operations on the northbound and southbound approaches of the Powerline Road and Military Trail intersections are acceptable, with queues extending no further than the upstream side streets. Modest queuing is anticipated on the northbound and southbound I-95 off-ramps and does not impact the mainline.

Build Alternative 2 includes an auxiliary lane (third lane) for the connector lanes in both the eastbound and westbound directions between the ingress and egress points located east of Powerline Road and west of Military Trail. This ensures average speeds in the SW 10th Street connector lanes are at least 50 mph. Analysis of the weaving conditions in the connector lanes showed that LOS D or better is maintained for all segments between the managed lane ingress and egress points, during the 2040 AM and PM peak.

The results of the local lane and connector lane traffic analysis show that both Build Alternatives satisfy the purpose and need of this project. The Build Alternatives improve regional connectivity and improve safety and operations in the local lanes by providing a separate connector lane facility that reduces the future 2040 traffic volumes in the local lanes (between Waterways Boulevard and Military Trail) by at least 47% when compared to the No Action Alternative. Between Powerline Road and Military Trail, Build Alternative 1 can reduce the 2040 peak hour traffic in the local lanes by up to 62% less than the No Action Alternative, while Build Alternative 2 can reduce the 2040 peak hour traffic by up to 88% less than the No Action Alternative. In addition, the Build Alternatives increase capacity throughout the corridor. Improving operations in the local lanes will also help address existing corridor safety deficiencies associated with excessive congestion.

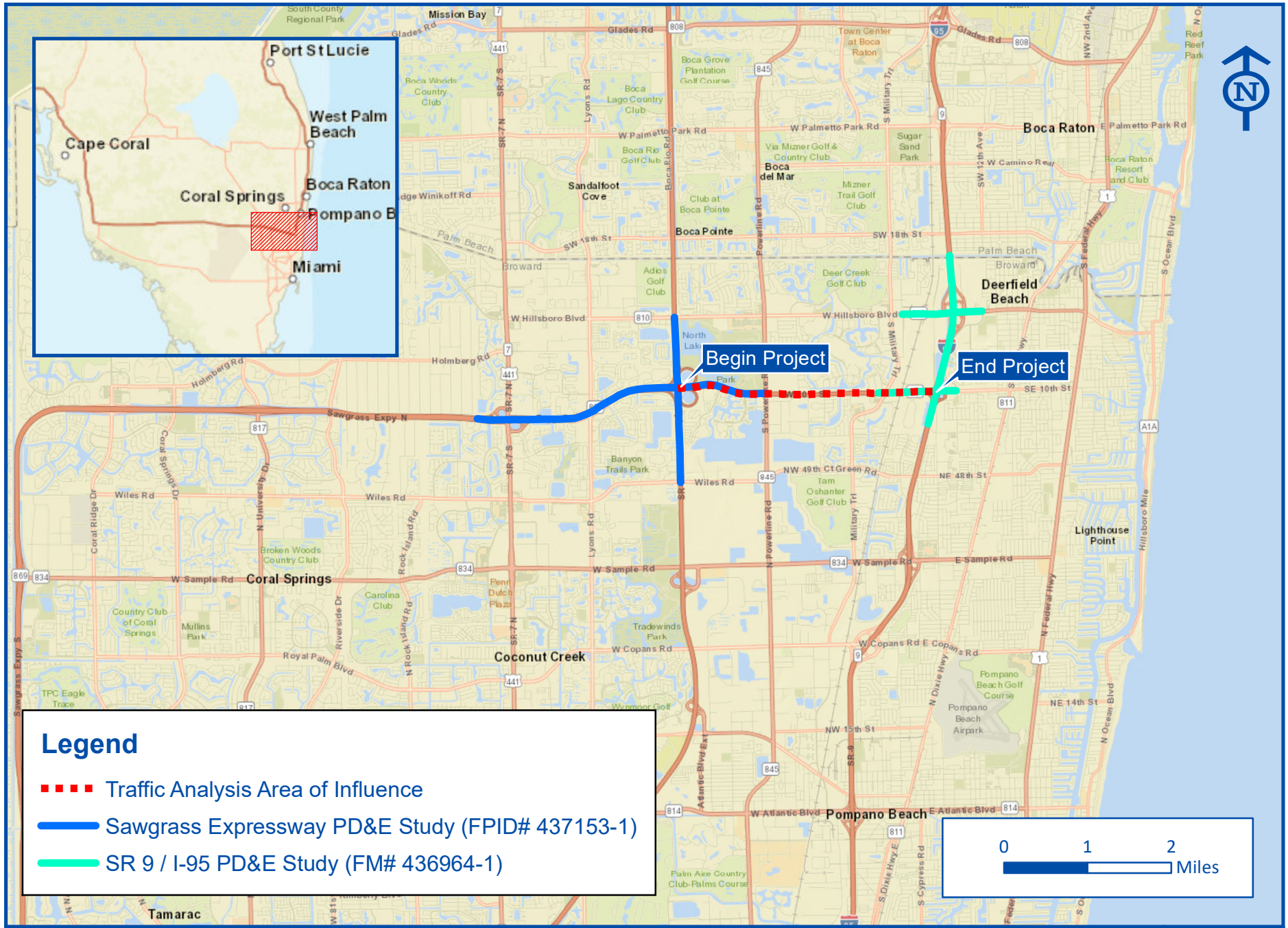
2.0 Introduction

2.1 Project Description

The Florida Department of Transportation (FDOT) is evaluating alternatives to improve State Road (SR) 869 (Sawgrass Expressway/SW 10th Street) from Florida's Turnpike to west of I-95, a distance of approximately three miles. Technically, the Sawgrass Expressway ends, and SW 10th Street begins at SR 845 (Powerline Road). However, most residents refer to SR 869 between Florida's Turnpike and I-95 as SW 10th Street and for that reason, the project limits will be referred to as SW 10th Street throughout this report. The project is located in Broward County, Florida and is contained within the municipality of Deerfield Beach. Figure 2-1 depicts the project location and limits of the SW 10th Street Connector Project Development and Environment (PD&E) Study.

SW 10th Street currently consists of six lanes (three in each direction) from Florida's Turnpike to Quiet Waters Business Park Entrance Road, four lanes (two in each direction) from Quiet Waters Business Park Entrance Road to Military Trail, and five lanes (two westbound and three eastbound) from Military Trail to I-95. SW 10th Street is functionally classified as a Divided Urban Principal Arterial and has posted speed limits of 45 miles per hour from Florida's Turnpike to Military Trail, and 40 miles per hour from Military Trail to I-95. The access management classification from Florida's Turnpike to Powerline Road is Class 1. East of Powerline Road, the access management classification is Class 3. The context classification from Florida's Turnpike to just east of Military Trail is Suburban Residential (C3R) and from just east of Military Trail to I-95 the context classification is Suburban Commercial (C3C).

Within the project area, SW 10th Street is an east-west principal arterial that connects three limited access facilities: Florida's Turnpike, Sawgrass Expressway, and I-95. SW 10th Street is part of the state's Strategic Intermodal System (SIS) and the National Highway System (NHS). In addition, SW 10th Street is designated as an evacuation route. In its existing condition, SW 10th Street from Sawgrass Expressway / Florida's Turnpike to I-95 is a missing link in the limited access roadway network. The project proposes to add a limited access (managed lanes) facility alongside the existing arterial facility to close the gap and provide a continuous high-speed link while maintaining a separate arterial corridor for SW 10th Street.



FDOT SW 10th Street Connector	**State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95 Financial Project ID: 439891-1-22-02, ETDM No: 14291**	**Figure 2-1 Project Location and Traffic Analysis Area of Influence**	**Page No. 1 of 1**

The proposed improvements are intended to reduce the amount of traffic on local SW 10th Street by allowing vehicles to bypass the local road network and utilize the limited access facility. The ability to provide relief for local traffic is an objective of the improved connectivity between the three adjacent limited access facilities and is accomplished by providing dual systems (local access and limited access) within the existing SW 10th Street corridor.

In this document, the term "managed lanes" is used to describe the proposed limited access connection between the existing limited access facilities of I-95 and the Sawgrass Expressway. Through this PD&E Study, the FDOT has determined that the managed lanes proposed in this study will not be tolled initially but will provide a physically-separated, high-speed connection to adjacent tolled express lanes and general purpose lanes on I-95 and the Sawgrass Expressway. The SW 10th Street managed lanes, also referred to as the "Connector Road," will not have truck restrictions.

The local lanes will continue to provide access to adjacent residences and businesses along the corridor. They will also provide a connection to north-south roadways, such as Powerline Road and Military Trail, and general purpose lanes on the Sawgrass Expressway, Turnpike, and I-95. Improvements are planned for the Sawgrass Expressway and Florida's Turnpike interchange to the west and for the I-95 and SW 10th Street interchange to the east. A large volume of traffic is expected to use the SW 10th Street Connector Road to access I-95, Sawgrass Expressway, and Turnpike.

2.2 Purpose and Need for the Project

The purpose of this project is to improve regional connectivity, increase capacity, and improve existing operational and safety deficiencies along SW 10th Street between the Sawgrass Expressway, Florida's Turnpike and I-95 while also enhancing the regional transportation network.

The primary need for this project is to improve regional connectivity and system linkage. Secondary considerations include improving operational deficiencies and safety on SW 10th Street, modal interrelationships, transportation demand, social demands and economic development, and emergency response / evacuation.

2.3 Funded Projects within the Study Area

The SW 10th Street Connector project is in the Broward Metropolitan Planning Organization (MPO) jurisdiction. The Broward MPO Transportation Improvement Program (TIP) Fiscal Year 2021 – 2025 includes funding for the SW 10th Street Connector for Preliminary Engineering, Right-of-Way, and Construction. The project is listed as the 2020 MPO number one priority project. The FDOT Approved State Transportation Improvement Program (STIP) includes funding for PD&E, Preliminary Engineering, Right-of-Way, and Design-Build. The Broward MPO Commitment 2045 Metropolitan Transportation Plan (MTP) also includes funding for Preliminary Engineering, Right-of-Way, and Construction. The TIP and STIP are consistent in total project funding, $461.8 million.

The SW 10th Street Connector PD&E Study has been advanced in coordination with the I-95 from SW 10th Street to Hillsboro Boulevard PD&E Study (FM# 436964-1) to the east as well as the Sawgrass Expressway Widening and Interchange PD&E Study (FM# 437153-1) to the west.

The SW 10th Street to Hillsboro Boulevard PD&E Study and the Sawgrass Expressway Widening and Interchange PD&E Study roadway improvements are expected to be constructed by year 2040. Therefore, the planned Sawgrass Expressway widening and I-95 widening for express lanes are assumed to be complete for the future year 2040 analysis. In addition, planned Sawgrass Expressway / Turnpike interchange improvements are assumed to be in place. These include new ramps connecting SW 10th Street to and from the Turnpike's general purpose lanes north and south of SW 10th Street. Planned I-95 express lanes and interchange improvements at I-95 and SW 10th Street are also assumed to be constructed. The improvements include new ramps connecting the I-95 northbound and southbound general use lanes and express lanes to SW 10th Street west of I-95.

In addition, the Broward MPO's 2045 Cost Feasible Roadway Plan (2025-2045) list of funded projects includes the following nearby projects:

1. SR 845/Powerline Road from Palm Beach County line to SW 10th Street – widen from four to six lanes, planned for 2025.
2. Wiles Road from Florida's Turnpike to Powerline Road – widen from four to six lanes, planned for 2031 – 2035.

3.0 Traffic Analysis Assumptions and Methodology

The *SW 10th Street PD&E Project Traffic Forecast Memorandum (PTFM)*, dated January 2019, documents existing traffic data, existing conditions traffic operational analysis, travel demand modeling, and future year traffic forecasts for various scenarios. Traffic forecast information contained in the PTFM, along with information provided in a *SW 10th Street Connector – Toll-Free Project Traffic Forecast Technical Memorandum*, dated July 2019, provided the 2040 initial No Action and Build Alternative forecast volumes. These initial forecast volumes correspond to earlier Connnector build design concepts, access alternatives, and managed lane strategies (tolling, truck restrictions). The *SW 10th Street PD&E PTFM* is attached in Appendix A. Appendix B contains the *SW 10th Street Connector – Toll-Free Project Traffic Forecast Technical Memorandum.*

In 2020, traffic forecast volumes were updated by the Department to correspond with the latest SW 10th Street Connector Build Alternatives, and revisions to the SW 10th Street / I-95 interchange ramp connections to provide connections to both the I-95 general purpose lanes and express lanes. The *SW 10th Street Connector & I-95 Interchange Supplemental Traffic Forecast Scenarios Memorandum*, dated July 20, 2020, provides the basis of the 2040 No Action and Build Alternative forecast volumes documented in this Project Traffic Analysis Report. Appendix C contains the July 2020 *SW 10th Street Connector & I-95 Interchange Supplemental Traffic Forecast Scenarios Memorandum.*

The traffic analysis for the SW 10th Street Connector PD&E Study was completed in coordination with the I-95 PD&E Study from SW 10th Street to Hillsboro Boulevard (FM# 436964-1) to ensure that key assumptions are consistent. The methodology for the SR 9 / I-95 and SW 10th Street (SR 869) Interchange Access Request is documented in a signed Methodology Letter of Understanding (MLOU) last amended November 18, 2019. The methodology for the SW 10th Street Connector PD&E Study traffic analysis considered the requirements, assumptions and factors used for the I-95 at SW 10th Street Interchange Modification Report (IMR).

3.1 Traffic Analysis Area of Influence

The area of influence for the SW 10th Street Connector traffic analysis incorporates the following roadway segment: SW 10th Street from east of Florida's Turnpike / Sawgrass Expressway to east of I-95. The study intersections are as follows:

1. SW 10th Street at Waterways Boulevard
2. SW 10th Street at Independence Drive
3. SW 10th Street at Powerline Road
4. SW 10th Street at SW 30th Avenue
5. SW 10th Street at SW 28th Avenue
6. SW 10th Street at SW 24th Avenue
7. SW 10th Street at Military Trail
8. SW 10th Street at Newport Center Drive
9. SW 10th Street at I-95 southbound on and off-ramp terminals
10. SW 10th Street at I-95 northbound on and off-ramp terminals
11. SW 10th Street at Natura Boulevard/FAU Research Park Boulevard

As depicted on Figure 2-1, the area of influence for the SW 10th Street Connector PD&E Study overlaps on the west end of the corridor with the ongoing Sawgrass Expressway PD&E Study (FPID# 437153-1) limits. It also overlaps on the east end of the corridor with the ongoing SR-9/I-95 PD&E Study from south of SW 10th Street to north of Hillsboro Boulevard. Traffic analysis conducted for the SW 10th Street Connector PD&E Study was completed in coordination and consultation with both adjacent PD&E study teams. To ensure consistency throughout all studies, Florida's Turnpike Enterprise (FTE) completed the travel demand forecasting and existing conditions analysis for this PD&E Study as well as for the adjacent PD&E Studies.

3.2 Analysis Years

The analysis years for the project are as follows:

- Existing year: 2016
- Design year: 2040

3.3 Data Collection

As documented in the *Project Traffic Forecast Memorandum*, traffic volume data for the SW 10th Street corridor was obtained through multiple data collection efforts that were also supplemented with existing and historical data from the FDOT Florida Traffic Information (FTI) online website application. Traffic volume, origin-destination, and speed data was collected in 2014, 2015 and 2016. Additional speed and travel time data along the corridor was obtained from RITIS from INRIX data for fall of 2018. Turning movement and 24-hour continuous count data for SW 10th Street between Sawgrass Expressway and Powerline Road were collected in October and November 2014 as part of the Sawgrass Expressway (south of Sunrise Boulevard to south of U.S. 441) PD&E Study Traffic Technical Memorandum (TTM) effort. Additional turning movement and 24-hour continuous traffic counts along SW 10th Street were collected by FDOT District Four in March 2016. FTE collected more turning movement and 24-hour continuous traffic counts along SW 10th Street, Powerline Road, and Military Trail in October 2016.

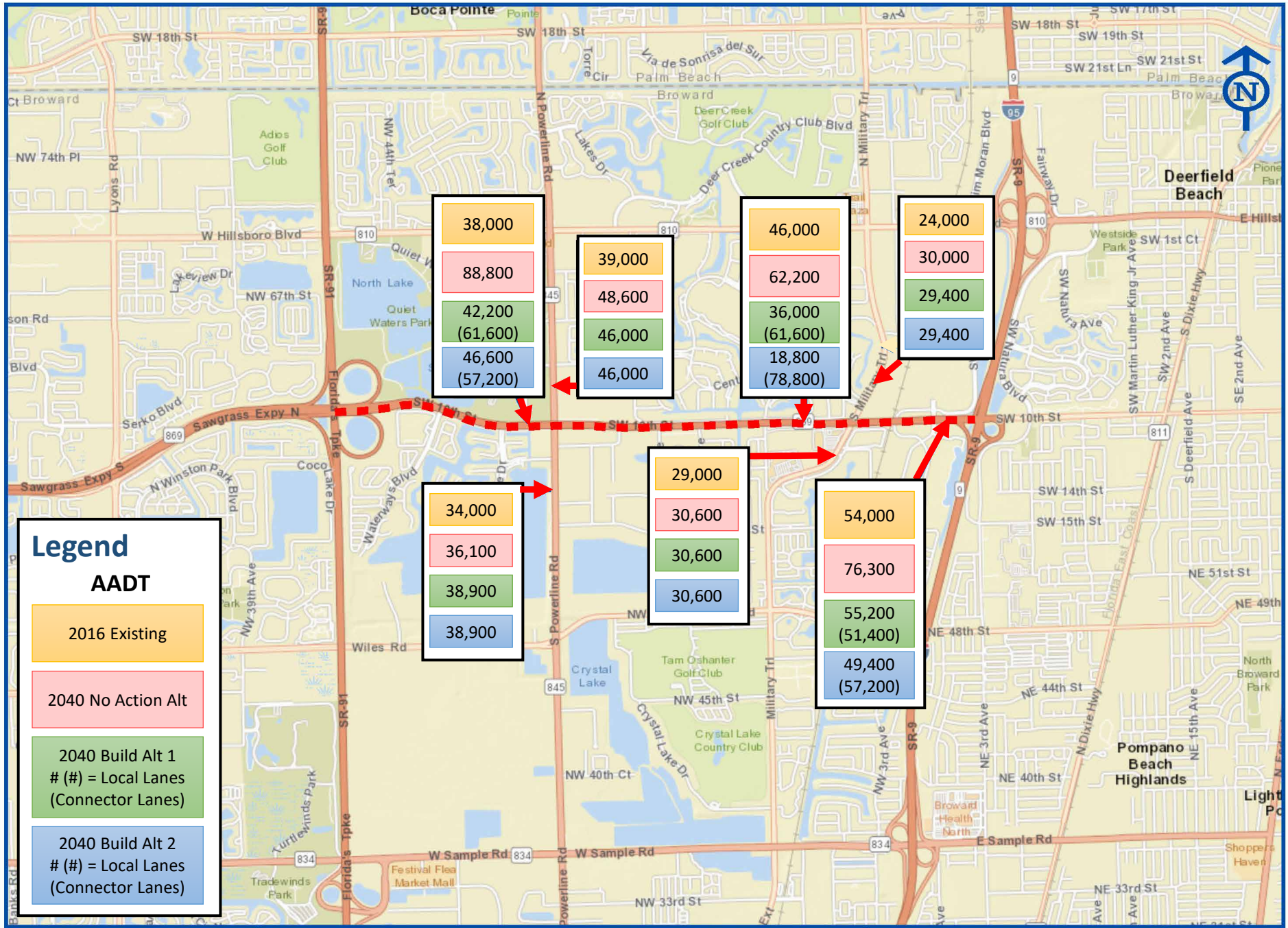
The traffic volume data was used to estimate the existing year 2016 Annual Average Daily Traffic (AADT) and directional design hour volumes (DDHVs) along the corridor, as well as AM and PM weekday peak hour intersection turning movement volumes at the study intersections. The peak hours on SW 10th Street are 7:30 am to 8:30 am, and 5:00 pm to 6:00 pm. The existing year (2016) AADTs are summarized on Figure 3-1.

Bluetooth origin-destination (O-D) data collection efforts were completed for the SW 10th Street study corridor. FTE completed an O-D study for portions of the Sawgrass Expressway, Turnpike, SW 10th Street, and I-95 in February 2015 to support multiple projects in the area. FDOT District Four also collected O-D data for the SW 10th Street corridor between Florida's Turnpike and I-95 in April 2016 using Bluetooth equipment. The O-D data obtained from both efforts provided information about daily, AM and PM peak period traffic patterns. It also gave insight into the number of vehicles that would use the proposed SW 10th Street connector lanes. The PTFM, developed by FTE and dated January 2019, documents the data collection efforts within the area of influence, is available under separate cover.

3.4 Travel Demand Forecasting

Future year (2040) traffic volumes were forecasted for the SW 10th Street corridor by Florida's Turnpike Enterprise (FTE) for various scenarios throughout the course of the study. The various traffic volume forecasts are documented in detail in the following attached support documents:

- *Project Traffic Forecast Memorandum (PTFM)*, dated January 2019 (provided in Appendix A)
- *SW 10th Street Connector – Toll-Free Project Traffic Forecast Memorandum,* dated July 18, 2019 (provided in Appendix B)
- *SW 10th Street Connector & I-95 Interchange Supplemental Traffic Forecast Scenarios Memorandum*, dated July 20, 2020 (provided in Appendix C)



FDOT SW 10th Street Connector	State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95 Financial Project ID: 439891-1-22-02, ETDM No: 14291	Figure 3-1 Annual Average Daily Traffic	Page 1 of 1

A copy of the *SW 10th Street PD&E PTFM* is attached in Appendix A, Appendix B contains a copy of the *SW 10th Street Connector – Toll-Free Project Traffic Forecast Technical Memorandum*, and Appendix C contains a copy of *SW 10th Street Connector & I-95 Interchange Supplemental Traffic Forecast Scenarios Memorandum.*

Traffic volume scenarios were named and documented prior to design concepts being developed for the project, so volume scenario names differ from alternative names. The many different traffic volume forecast scenarios produced for the project are described below.

Volume Scenarios in the Project Traffic Forecast Memorandum (PTFM) (January 2019)

The forecast scenarios documented in the January 2019 PTFM are described below.

1. "No-Build" – This volume scenario assumed that additional capacity will be in place for Sawgrass Express Lanes, Turnpike Express Lanes, and I-95 Express Lanes, as well as existing plus committed roadway capacity improvements for the surrounding area.

2. "Partial Build" – In addition to the No-Build improvements, this scenario also assumed:
    - Interchange modifications at Turnpike / Sawgrass / SW 10th Street as proposed as part of the Sawgrass Expressway PD&E Study.
    - Interchange modifications at I-95 / SW 10th Street as proposed as part of the I-95 from SW 10th Street to Hillsboro Blvd PD&E Study.

3. "Build" – This volume scenario assumed the same number of SW 10th Street arterial lanes that currently exist, along with proposed new separated managed lanes along SW 10th Street which included overpasses at all signalized intersections, and intermediate ingress and egress in both directions between Powerline Road and Military Trail.

These "Build" forecast scenarios all assumed tolling of the proposed Connector managed lanes, and trucks were restricted from using the proposed Connector managed lanes. Seven

variations of the "Build" forecast are presented in the PTFM (Option 3A, Option 3D-1.1, Option 3D-1.2, Option 3D-1.3, Option 3D-1.4, Option 3D-1.5, and Option 3D-1.6). These volume scenarios in the PTFM all assumed different connector lane ingress and egress configurations, and all assumed a Center alignment for the connector lanes. Volume scenarios were then developed assuming a North alignment of the connector lanes, in the *Tier 1 Traffic Analysis and Tier 2 Traffic Analysis Results Memorandum,* for Options 3D-1.1, 3D-1.2, 3D-1.3, 3D-1.4, 3D-1.5, and 3D-1.6. Managed lanes configuration Option 3D-1.3, was recommended as a result of the analysis in the *Tier 1 Traffic Analysis and Tier 2 Traffic Analysis Results Memorandum.*

Build Option 3D-1.3 volume scenario assumes the following ingress and egress points, which were carried forward into the Build Alternatives documented in this PTAR:

1) Eastbound entrance ramp from SW 10th Street local lanes to connector lanes located east of Powerline Road,
2) Eastbound exit ramp from connector lanes to SW 10th Street local lanes located west of Newport Center Drive,
3) Westbound entrance ramp from SW 10th Street local lanes to connector lanes located west of Newport Center Drive, and
4) Westbound exit ramp from connector lanes to SW 10th Street local lanes located east of Powerline Road.

Volume Scenarios in the SW 10th Street Connector – Toll-Free Project Traffic Forecast Memorandum (July 2019)

Following completion of the PTFM and *Tier 1 Traffic Analysis and Tier 2 Traffic Analysis Results Memorandum*, additional "Build" scenario traffic forecasts were prepared. Florida's Turnpike Enterprise (FTE) produced a *SW 10th Street Connector – Toll-Free Project Traffic Forecast Memorandum,* dated July 18, 2019. This memorandum provided supplemental traffic forecast scenarios as described below.

- Scenario 1 - This option included the same connector lanes ingress and egress points as described above for Build Option 3D-1.3 volume scenario documented in the SW

10th Street PTFM. In addition, a new eastbound ingress and westbound egress was assumed west of Waterways Boulevard between the Sawgrass Expressway general purpose lanes and the connector lanes. It assumed dynamic tolling for the connector lanes, and in keeping with the managed lanes policy in place at the time of the analysis, assumed trucks with 3 or more axles are not allowed to use the connector lanes.

- Scenario 2 – This option included the same connector lanes ingress and egress points as Option 3D-1.3 documented in the SW 10th Street PTFM, and assumed an additional eastbound ingress and westbound egress west of Waterways Boulevard. It assumed static tolling of the connector lanes (similar to the Sawgrass Expressway general toll lanes). Vehicles choosing to use the connector lanes only between east of Powerline Road and Newport Center Drive (aka "Military Trail Bypass") in both the eastbound and westbound directions would not be tolled. Trucks could use the Connector from the ingress/egress ramps west of Waterways Boulevard to the ingress/egress ramps east of Military Trail. Trucks were still prohibited from managed lanes on the Sawgrass Expressway, Turnpike Mainline, and I-95.

- Scenario 3 – This option was similar to Scenario 2 described above, except that it excluded the westbound egress (off-ramp) from the connector lanes located east of Powerline Road.

- Scenario 4 Non-tolled – This option was similar to Scenario 2, but assumed there is no toll for vehicles using the connector lanes from the ingress/egress points located west of Waterways Boulevard to the ingress/egress points located east of Military Trail, including no toll for the ingress/egress points located east of Powerline Road. It assumed that all vehicles are eligible to use the connector lanes including all size trucks.

- Scenario 4 Tolled – This option was like Scenario 4 Non-tolled and included the additional ingress/egress point west of Waterways Boulevard, and trucks were allowed on the connector lanes. However, it assumed traffic using the connector lanes

was dynamically tolled, including at the ingress/egress points located west of Waterways Boulevard, east of Powerline Road, and east of Military Trail.

The five volume scenarios do not each represent a fully developed build concept. Each volume scenario was documented in the Toll-Free Project Traffic Forecast Memorandum to demonstrate how the incremental changes to assumptions (managed lane access points, toll and non-toll variations, and no truck restrictions) affect the traffic volume forecast. The only volume scenario that was fully developed into a Build Alternative was Scenario 4 Non-tolled. Based on input received from stakeholders following the Public Alternatives Workshop held in November 2018, this more desirable scenario was developed into the initial Build Alternative. This concept was more desirable than previous concepts, since it achieved objectives desired by the stakeholders while still addressing the project purpose and need (see Section 2.2). It allowed the highest volume of vehicles to use the proposed connector lanes, including all sizes of trucks, and reduced the most traffic volume and delay in the local SW 10th Street lanes. However, after further discussions with project stakeholders, additional design alternatives were investigated for this project.

Volume Scenarios in the SW 10th Street Connector & I-95 Interchange Supplemental Traffic Forecast Scenarios Memorandum (July 2020)

Florida's Turnpike Enterprise (FTE) produced a *SW 10th Street Connector & I-95 Interchange Supplemental Traffic Forecast Scenarios Memorandum,* dated July 2020. This memorandum provides supplemental traffic forecast scenarios that were developed to evaluate potential modifications to the SW 10th Street connector ramps to and from I-95, and the intermediate access ramp connections between the Florida's Turnpike and I-95 interchanges, and incorporated new changes to the planned Sawgrass Expressway/Turnpike interchange configuration. Specifically, the interchange configuration at the Sawgrass Expressway/Turnpike interchange was revised to remove the express lanes along the Sawgrass Expressway, and changed the Turnpike mainline configuration from two express lanes in each direction to one managed lane in each direction. In addition, the direct connect ramps between the Turnpike south and the SW 10th Street connector lanes east were changed to connect to the Turnpike general lanes only, instead of the Turnpike managed lanes only. New scenario names were established in this memo rather than retaining

previously named forecast scenario names. Scenarios A, B, and C describe three basic intermediate access options considered for the SW 10th Street connector lanes, as described as follows:

- Scenario A – Provides intermediate access for local SW 10th Street, serving Powerline Road (to/from the east) and Newport Center Drive (to/from the west).
- Scenario B – Provides no access between local SW 10th Street and the SW 10th Street Connector; no ramps to serve either Powerline Road or Newport Center Drive.
- Scenario C – Provides intermediate access east of Military Trail for local SW 10th Street, serving Newport Center Drive to/from the west. There is no access to/from Powerline Road.

For each scenario, three sub-scenarios were considered for the connection possibilities between the SW 10th Street connector lanes and the I-95 general use lanes and express lanes. They are described below:

- Sub-scenario 1 – SW 10th Street connector lanes connect only to and from the I-95 express lanes.
- Sub-scenario 2 – SW 10th Street connector lanes connect to and from the I-95 general use lanes, as well as I-95 express lanes.
- Sub-scenario 3 – SW 10th Street connector lanes connect only to and from the I-95 general use lanes.

Scenarios A2 and C2 were recommended to be further analyzed based on the findings from the traffic volume comparisons and considering the project purpose and need to improve regional connectivity and improve existing operational and safety deficiencies along SW 10th Street, and the need to design for acceptable traffic operations throughout the local lanes and proposed connector lanes. These scenarios can shift a large percentage of traffic from the local lanes to the connector lanes, which helps to improve existing operational and safety deficiencies in the local lanes. In addition, these scenarios make optimal use of the additional capacity provided by the connector lanes.

Volume Scenarios for 2040 Alternatives in Project Traffic Analysis Report (PTAR)

Traffic volumes for the No Action Alternative, Build Alternative 1 Without Powerline Road Ramps, and Build Alternative 2 With Powerline Road Ramps, documented in this PTAR for the SW 10th Street Connector PD&E Study were developed by FTE and provided to the PD&E team for analysis. The volumes were documented in the July 2020 *SW 10th Street Connector & I-95 Interchange Supplemental Traffic Forecast Scenarios Memorandum* provided in Appendix C.

The No Action Alternative assumes:

- Planned and programmed projects in the surrounding area are completed, including the interchange improvements at Sawgrass/Turnpike and I-95 / SW 10th Street, and
- SW 10th Street arterial lanes remain the same as existing.

The "Scenario C2" and "Scenario A2" volumes documented in the *SW 10th Street Connector & I-95 Interchange Supplemental Traffic Forecast Scenarios Memorandum* represent the volumes for Build Alternative 1 and Build Alternative 2, respectively, for the SW 10th Street Connector PD&E Study. Scenario C2 is referred to as Build Alternative 1 while Scenario A2 is referred to as Build Alternative 2 in this PTAR. These alternatives are described below.

Build Alternative 1 Without Powerline Road Ramps

- Planned and programmed projects in the surrounding area are completed, including the interchange improvements at Sawgrass/Turnpike and I-95 / SW 10th Street.
- SW 10th Street arterial lanes remain the same number of lanes as existing (2-3 lanes in each direction).
- Proposed connector lanes (two lanes in each direction) between Sawgrass Expressway, Turnpike and I-95 are constructed.
- Intermediate access ramps provide access east of Military Trail for local SW 10th Street, serving Newport Center Drive to/from the west.
- Proposed connector lanes connect to/from I-95 general use lanes, as well as I-95 express lanes.
- All vehicles (including all types of trucks) are eligible to use the connector lanes, and the connector lanes are not tolled.

Build Alternative 2 With Powerline Road Ramps

- Planned and programmed projects in the surrounding area are completed, including the interchange improvements at Sawgrass/Turnpike and I-95 / SW 10th Street.
- SW 10th Street arterial lanes remain the same number of lanes as existing (2-3 lanes in each direction).
- Proposed connector lanes (two lanes in each direction with a third auxiliary lane between intermediate access ramps) between Sawgrass Expressway, Turnpike and I-95 are constructed.
- Intermediate ramps are constructed providing access for local SW 10th Street, located east of Powerline Road (to/from the east) and at Newport Center Drive (to/from the west).
- Proposed connector lanes connect to/from I-95 general use lanes, as well as I-95 express lanes.
- All vehicles (including all types of trucks) are eligible to use the connector lanes, and the connector lanes are not tolled.

The design year (2040) AADTs for the Build Alternatives are shown in Figure 3-1.

An adjusted and validated version of the Southeast Regional Planning Model (SERPM) 6.5.4, developed by Florida's Turnpike Enterprise (FTE), was used to develop future volumes for this study. The SERPM-FTE model has a base year of 2010 and future year models were developed for years 2020 and 2040. The travel demand model (SERPM-FTE) used for the SW 10th Street project was built upon the Sawgrass PD&E travel demand model and includes the SERPM 7 socioeconomic data (version 7.062). The SERPM-FTE model was used to produce travel demand forecasts at a daily level and for three time periods: AM peak period (6:30 am to 9:30 am), PM peak period (3:30 pm to 6:30 pm), and off-peak period (remainder of the day).

The Express Lane Time-of-Day (ELToD) model v2.2 was used in conjunction with the SERPM-FTE model to utilize daily and peak period subarea trip tables and produce traffic estimates by hour and direction. The ELToD model was used to produce traffic estimates for SW 10th Street local lanes and connector lanes segments. The SW 10th Street intersection

volumes were developed, and the peak hour intersection traffic forecasts were balanced along the corridor. Details of the forecasting process are described in more detail in the project traffic memorandums previously described and attached in the appendices.

3.5 Analysis Methods, Tools and Factors

The AM and PM peak hour operations along the SW 10th Street corridor were assessed under existing conditions, 2040 No Action, 2040 Build Alternative 1, and 2040 Build Alternative 2 conditions. The detailed methods, tools and assumptions are described in the sections that follow.

Volume-to-Capacity Ratio Analysis

For existing conditions, 2040 No Action, and 2040 Build alternatives, the directional AM and PM peak hour volumes along the corridor were assessed against the generalized roadway capacity. The assessment of the SW 10th Street Level of Service (LOS) and volume-to-capacity ratio utilized the generalized peak hour directional capacity values from Table 7 in the 2020 FDOT Quality / Level of Service Handbook. The posted speed limit on SW 10th Street between Florida's Turnpike and I-95, is 45 mph and 40 mph in various segments. Therefore, the existing conditions and 2040 No Action Alternative roadway capacity for SW 10th Street is based on the LOS D service volume thresholds for a Class I state signalized arterial (40 mph or higher). The roadway capacity for SW 10th Street under the 2040 Build alternatives, though, are based on the LOS D thresholds for a Class II state signalized arterial (35 mph or less).

Existing (2016) Conditions Synchro Analysis

Existing conditions AM and PM peak hour intersection analysis was completed by Florida's Turnpike Enterprise (FTE) and documented in the PTFM, dated January 2019. A summary of the existing intersection analysis results from the PTFM is provided in this report. The analysis was completed by FTE using Synchro software (version 9), with delay and LOS reported based on Highway Capacity Manual (HCM) 2000 methodology. The analysis was performed with existing turning movement volumes, intersection lane configurations, and existing signal timing plans as of September 2016. The overall intersection AM and PM peak hour factors calculated from the turning movement count data were used for each

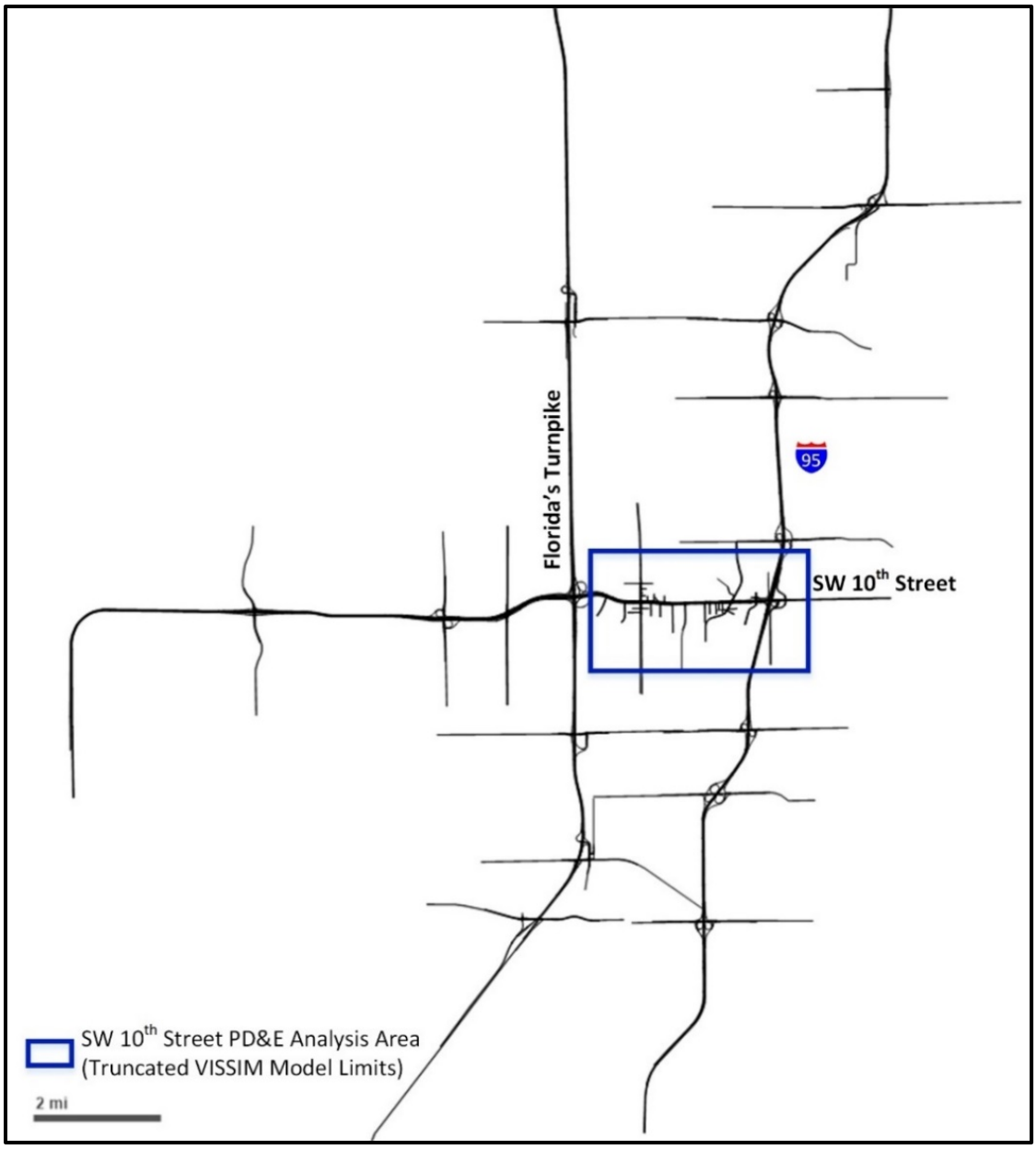
intersection. In addition, a heavy vehicle factor of 2% was used for all intersections based on 2016 truck percentages from FDOT classification count data on SW 10th Street and 2016 peak hour truck turning movement counts.

2040 No Action and Build Alternatives VISSIM Analysis

FTE developed an overall regional existing base year model of the area surrounding the SW 10th Street corridor for FDOT District Four. The regional VISSIM simulation model, using VISSIM 8 (Service Pack 15), was developed to assess the operations of a larger region that includes Florida's Turnpike, I-95, and SW 10th Street, as documented in the PTFM. Figure 3-2 shows the extent of the regional VISSIM model. The calibration of the base year model is documented in FTE's *SW 10th Street PD&E VISSIM Model Calibration, Florida's Turnpike to I-95* report, dated July 2017. Specific driver behavior parameters for AM and PM peak periods were previously reviewed and approved by the District as part of the calibration effort to match with previously utilized I-95 parameters.

FTE provided calibrated regional year 2040 VISSIM models to the SW 10th Street Connector PD&E team. To focus on assessing the operations of the SW 10th Street Connector PD&E study area between the Sawgrass Expressway and I-95, RS&H developed truncated VISSIM models from the regional year 2040 VISSIM models. The truncated VISSIM model area used for the SW 10th Street Connector PD&E Study analysis is also identified in Figure 3-2. These models maintained the same driving behavior parameters as the regional models. The vehicle inputs and routing decisions were coded into the truncated models and reflect the 2040 traffic volume developed for the study area.

Figure 3-2: Truncated VISSIM Model Limits



The SW 10th Street Connector PD&E team used VISSIM microsimulation to analyze the 2040 AM and PM peak period operations of both the local lanes and connector lanes as part of the No Action Alternative and Build Alternatives 1 and 2. The analysis was completed using VISSIM 8-15, and signal optimization of the timings and offsets was performed using Synchro. Where possible, existing signal phasing was maintained; however, some

intersections required revised phasing due to changes in geometry and access. These modifications were also performed using Synchro.

Intersection delays are reported from the 2040 No Action Alternative VISSIM models and 2040 Build Alternative VISSIM models. The VISSIM delays were correlated to the HCM LOS delay thresholds for signalized and unsignalized intersections to report the 2040 AM and PM peak hour LOS for each study intersection. Maximum simulated queue lengths and throughput volumes based on the VISSIM analyses were also reported. VISSIM's link evaluation functionality was used to map the average simulated speeds along the SW 10th Street corridor (local and connector lanes, where applicable), adjacent arterials and side streets, and ramps to and from I-95. Network-wide Measures of Effectiveness (MOE's) were utilized to assess and compare the two alternatives. All VISSIM results presented in this report represent the average of 10 simulation runs generated using distinct random seeds.

2040 Peak Hour Factors

Approved peak hour factors determined in coordination with FDOT District Four were used for future (2040) conditions Synchro analysis. A peak hour factor of 0.95 was used for the following intersections:

- SW 10th Street at Waterways Boulevard
- SW 10th Street at Independence Drive
- SW 10th Street at Powerline Road
- SW 10th Street at SW 30th Avenue
- SW 10th Street at SW 28th Avenue
- SW 10th Street at SW 24th Avenue
- SW 10th Street at I-95 Northbound and Southbound Ramps

Consistent with the approved Methodology Letter of Understanding (MLOU) for the I-95 and SW 10th Street System Interchange Modification Report (SIMR), FM # 436964-1-22-02, a peak hour factor of 0.92 was used for the following intersections:

- SW 10th Street at Military Trail
- SW 10th Street at Newport Center Drive
- SW 10th Street at Natura Boulevard / FAU Research Park Boulevard

2040 Truck Traffic Factors

To model and compare 2040 operations of the No Action Alternative versus the Build Alternatives, all VISSIM models were coded with specific 2040 truck traffic assumptions. Existing FDOT express lane policy allows 2 axle trucks to pay a toll to use express lanes, but 3 or more axle trucks are not eligible to use express lanes. The SW 10th Street Connector Build Alternatives assume that vehicles of all types, including all types of trucks, may use the connector lanes. Given the mix of different eligible types of vehicles that will use the various roadway facilities, it was important to model the No Action and Build Alternatives using a simulated mix of vehicle types for each facility.

Coding specific truck types and truck volumes into the models allowed the PD&E team to analyze operations throughout the study roadway network, considering impacts from driving characteristics of various vehicle types at each point in the roadway network. For the Build Alternatives, it was particularly important to evaluate operations of critical areas, assuming larger, slower vehicle types would be included in the mix of traffic using the connector lanes.

The critical analysis areas that were evaluated in detail considering the impacts of truck traffic, are noted below.

- An eastbound and westbound weave area in the proposed connector lanes between the ingress and egress points located east of Powerline Road and east of Military Trail (Build Alternative 2).
- Connector lane traffic merging into local lane traffic eastbound east of Military Trail (Build Alternatives 1 and 2), and westbound east of Powerline Road (Build Alternative 2).

Forecasted 2040 daily truck percentages for the roadways in the study area are shown in Table 3-1, along with estimated AM and PM peak hour truck percentages used for the 2040 VISSIM analysis. The peak hour truck percentages were divided into 2 axle trucks, and trucks with 3 or more axles, based on existing vehicle classification data at count stations along the SW 10th Street corridor, which showed the split in the total truck volume between

these two groups of trucks to be approximately 50/50. Note that 3 or more axle trucks were prohibited from accessing the express lane facilities of the Turnpike and I-95 while they were allowed into the connector lane direct connections to access the I-95 general use lanes.

Table 3-1: 2040 Truck Percentages

Location	Daily Total Truck %	Peak Hour Total Truck %		Peak Hour 2-axle Truck %		Peak Hour 3+ axle Truck %	
		AM	PM	AM	PM	AM	PM
Sawgrass Expwy west of Waterways Blvd	8.0%	4.0%	4.0%	2.0%	2.0%	2.0%	2.0%
SW 10th St east of I-95	7.0%	3.5%	3.5%	2.0%	2.0%	2.0%	2.0%
Powerline Rd north of SW 10th St	5.0%	2.5%	2.5%	1.5%	1.5%	1.5%	1.5%
Powerline Rd south of SW 10th St	7.0%	3.5%	3.5%	1.5%	1.5%	1.5%	1.5%
Military Trail north of SW 10th St	7.0%	3.5%	3.5%	2.0%	2.0%	2.0%	2.0%
Military Trail south of SW 10th St	7.0%	3.5%	3.5%	2.0%	2.0%	2.0%	2.0%
I-95 north of SW 10th St	5.0%	2.5%	2.5%	1.5%	1.5%	1.5%	1.5%
I-95 south of SW 10th St	6.0%	3.0%	3.0%	1.5%	1.5%	1.5%	1.5%

Notes:

(1) Peak hour total truck % approximated as ½ of daily total truck %.

(2) Peak hour 2 axle truck % and peak hour 3+ axle truck % approximated as ½ of total peak hour total truck % and rounded to nearest 0.5%. To maintain consistency with inputs for trucks along Powerline Road north and south of SW 10th St., the peak hour 2-axle and 3+ axle truck %s on Powerline Road north and south of SW 10th St. were averaged.

3.6 Level of Service Targets and Performance Measures

The study corridor is part of the State Highway System and is located within an urbanized area in Broward County, Florida. FDOT Policy Topic No. 000-525-006c provides Level of Service (LOS) targets for the State Highway System. The LOS target for the SW 10th Street corridor and intersections is LOS D.

To assess the performance of the existing conditions, 2040 No Action Alternative, 2040 Build Alternative 1, and 2040 Build Alternative 2, the following performance measures are reported and used to compare traffic operations along the corridor:

- SW 10th Street Local Arterial Lanes
  - Volume to Capacity (V/C) ratio
  - LOS
  - Speeds

- SW 10th Street Local Arterial Study Intersections
  - LOS
  - Control delay
  - Maximum queues

- SW 10th Street Connector Lane Freeway Segments
  - Volume to Capacity (V/C) ratio
  - LOS
  - Speeds

4.0 Existing Conditions

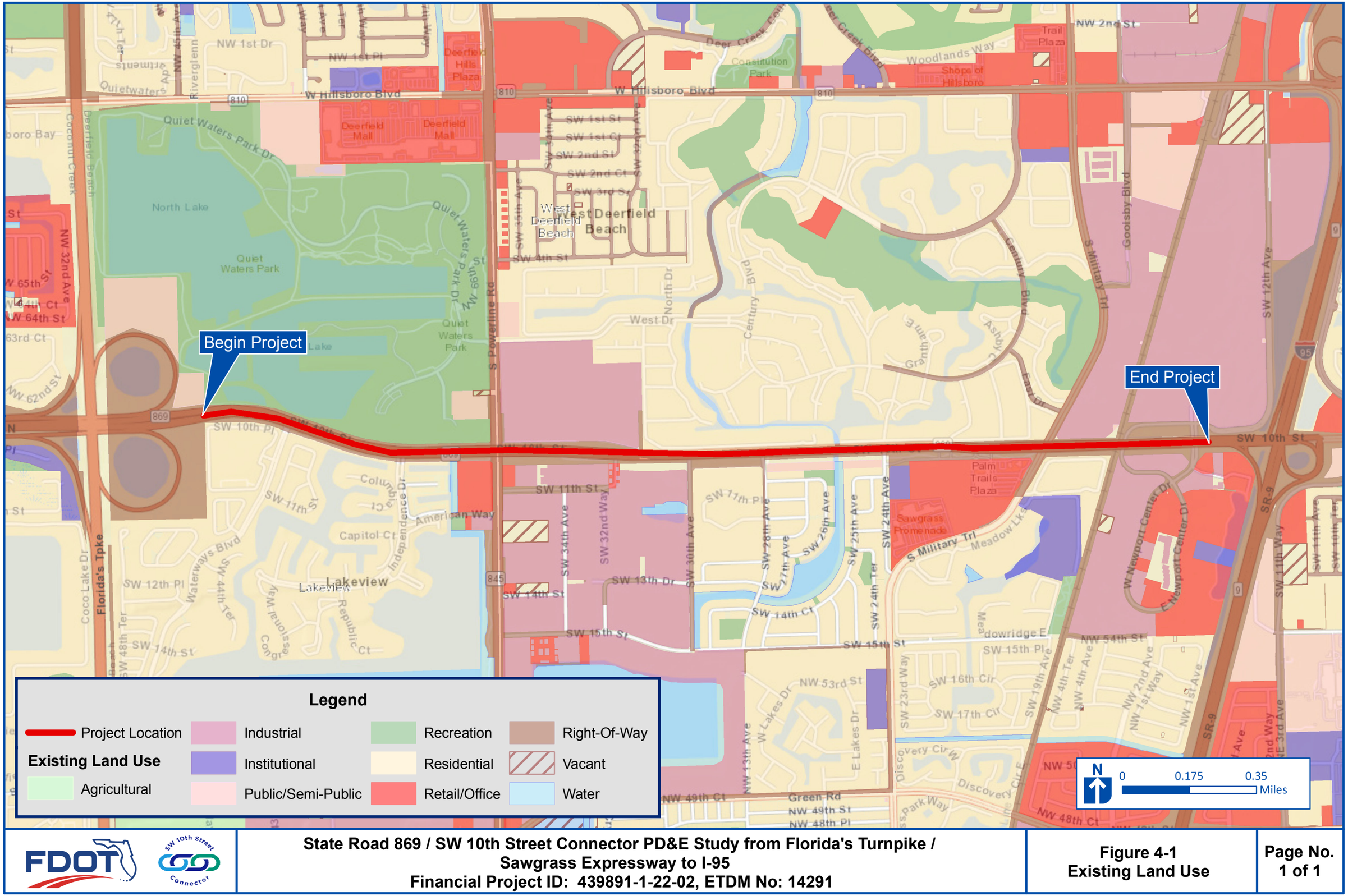
4.1 Existing Land Use

The project lies within the City of Deerfield Beach, in Broward County, Florida, although it is not within the city's Community Redevelopment Area. The primary land uses along the project corridor include residential (multi-family and single family), recreational, industrial, and commercial. Industrial development includes the Publix Distribution Center near I-95, while the major residential developments are:

- Enclave Apartments
- Waterways
- Independence Bay Community
- Century Village
- Waterford Courtyards
- Waterford Homes
- Lakes at Deerfield Apartments

Commercial development along the SW 10th Street corridor includes: the Sports Complex, Shell Gas Station, Med Care Pharmacy, Deerfield Storage, Quiet Waters Business Park, Public Storage, Walmart, Publix, Quorum Business Center, and the Newport Center business park.

Quiet Waters Park and Crystal Heights Park represent the recreational uses along SW 10th Street. Figure 4-1 shows the existing land uses along the project corridor.



State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95
Financial Project ID: 439891-1-22-02, ETDM No: 14291

Figure 4-1
Existing Land Use

4.2 Existing Transportation Network

4.2.1 Existing Roadway Network

SW 10th Street is an existing six-lane and four-lane east-west urban principal arterial between Sawgrass Expressway/Florida's Turnpike and I-95. The posted speed is 45 mph on SW 10th Street from Florida's Turnpike to Military Trail and 40 mph from Military Trail to I-95. SW 10th Street provides direct access to local residential, commercial and industrial properties, as well as serving as an east-west regional connection. SW 10th Street is part of the state's Strategic Intermodal System (SIS) and currently provides the opportunity for commuters and local residents to connect directly to two major limited access facilities: Sawgrass Expressway and I-95. Florida's Turnpike is adjacent to the west end of the corridor; however, no direct access is provided between the Turnpike and SW 10th Street.

The roadway network surrounding the study corridor includes Interstate 95 on the east end, which is an eight-lane, north-south freeway that has an interchange with SW 10th Street providing access to and from all directions. Existing toll roads on the west end of the corridor include Florida's Turnpike, which is a six-lane freeway facility that runs north-south throughout the state, and Sawgrass Expressway, a six-lane freeway facility. The end point of the Sawgrass Expressway is at SW 10th Street/Turnpike, where it transitions to four-lanes and eventually into SW 10th Street. The Sawgrass Expressway provides access to southwestern Broward County and Miami-Dade County. In addition, Powerline Road, which is a north-south six-lane state arterial, and Military Trail, which is a four-lane north-south municipal arterial, are significant local facilities that intersect with the corridor.

Waterways Boulevard and Independence Drive are both four-lane local roads that intersect with SW 10th Street, and provide access to residential developments located south of SW 10th Street. SW 30th Avenue, SW 28th Avenue, and SW 24th Avenue are two-lane local roads that also connect to SW 10th Street and provide access to residential neighborhoods located south of the corridor. Newport Center Drive is a four-lane local road that crosses SW 10th Street and provides access to commercial and industrial developments located north and south of SW 10th Street. Natura Boulevard and FAU Research Park Boulevard form the easternmost study intersection with SW 10th Street. North of SW 10th Street, Natura Boulevard is a four-lane local road, and FAU Research Park Boulevard south of SW 10th Street is a two-lane local road. The existing roadway and intersection lane configurations are depicted in Figure 4-2.

Legend

- General Use Lane/Arterial
- Intersection Lane Configuration
- 1 > General Use Lane/Arterial Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

To WB
Sawgrass

SW 10th St

< 3 | < 3 | < 3 | < 3 | < 2 | < 2

4 > | 4 > | 3 > | 3 > | 2 > | 2 > | 2 >

From EB
Sawgrass

West Dr

Quietwaters
N Driveway

Quietwaters
S Driveway

Driveway F

Industrial Park
Access

Matchline A

Page 2

Waterways Blvd

Independence Dr

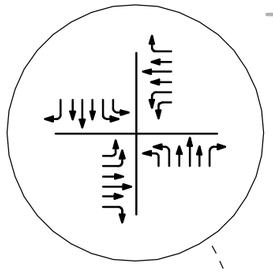
SW 11th Ct

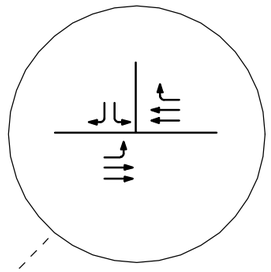
American Way

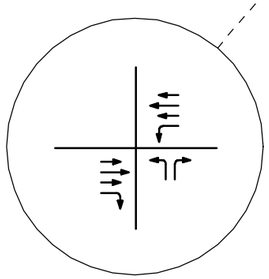
Powerline Rd

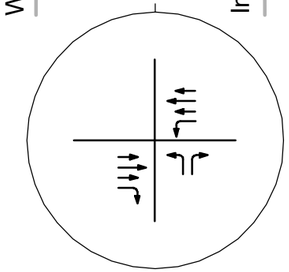
SW 10th St

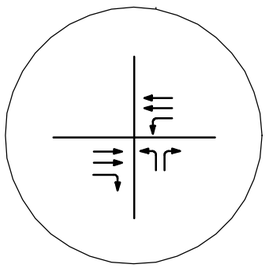
SW 30th Ave











State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95
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Figure 4-2
Existing Lane Geometry

Legend

- General Use Lane/Arterial
- Intersection Lane Configuration
- 1 > General Use Lane/Arterial Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Matchline A

Matchline B

Page 1

Page 3

< 2 < 2 < 2 < 2 < 2 SW 10th St < 3

2 > 2 > 2 > 2 > 3 > 3 > SW 10th St 3 >

Military Trail

East Drive

SW 28th Ave

SW 24th Ave

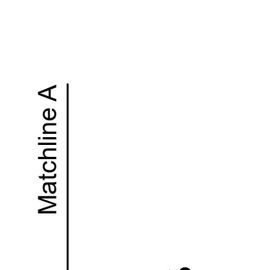
W. Driveway

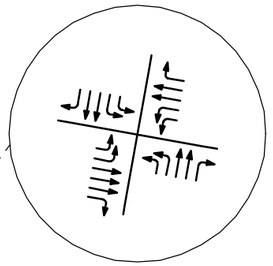
E. Driveway

Palm Trails Plaza

The Lakes at Deerfield Apts Driveway

Horizon Club Driveway





FDOT

SW 10th Street Connector

State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95
Financial Project ID: 439891-1-22-02, ETDM No: 14291

Figure 4-2
Existing Lane Geometry

Legend

- General Use Lane/Arterial
- Intersection Lane Configuration
- 1 > General Use Lane/Arterial Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Matchline B

Page 2

SW 10th St

< 3 < 4 < 3

3 > 4 > 4 > 3 > 3 > 3 >

SW 10th St

SW 12th Ave

Newport Center Dr

Newport Center Dr

From Hillsboro Blvd

To Hillsboro Blvd

SW Natura Blvd

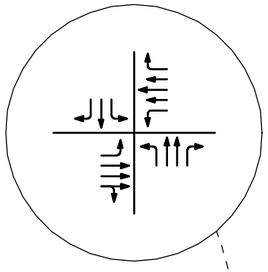
FAU Research Park Blvd

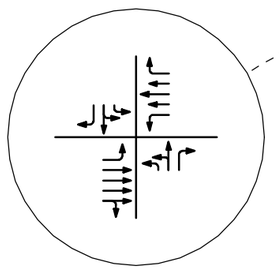
4 < 4 < 4 < 4 < 4 < 4 <

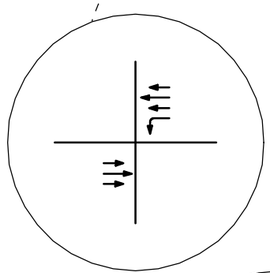
1 > 1 > 1 > 1 > < 1

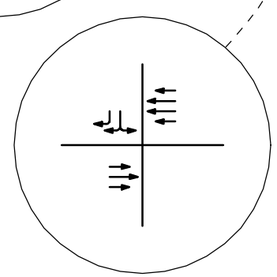
I-95

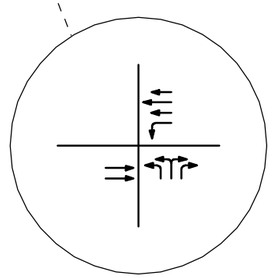
I-95











FDOT / SW 10th Street Connector	**State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95** **Financial Project ID: 439891-1-22-02, ETDM No: 14291**	**Figure 4-2** **Existing Lane Geometry**

4.2.2 Existing Transit Network

The City of Deerfield Beach partnered with Broward County Transit (BCT) to provide a free community bus service. The Express I route runs Monday through Friday, 8:00 am to 4:00 pm, and busses stop at assigned bus stops every 60 minutes. The Express I route runs west along SW 10th Street from MLK Jr. Boulevard (east of I-95) to Powerline Road. It has one stop on SW 10th Street at the Walmart located in the south-west corner of Military Trail and SW 10th Street. In the vicinity of the study corridor, BCT also operates regular bus service on Route 14 which runs along Powerline Road, Route 48 along Hillsboro Boulevard, and Route 34 along Sample Road.

4.2.3 Existing Bicycle and Pedestrian Facilities

Sidewalks are located along SW 10th Street's eastbound and westbound lanes from Military Trail to I-95; however, from Waterways Boulevard to Military Trail, sidewalks are only present in the eastbound direction. Bicycle facilities are not designated along SW 10th Street. Existing five-foot paved shoulders, which serve as bicycle lanes, are present in both directions from Powerline Road to Military Trail. East of Military Trail, the paved shoulder narrows to three feet and can no longer be used as a bicycle lane. Figure 4-3 illustrates the existing bicycle and pedestrian facilities along SW 10th Street.

Figure 4-3: Existing Sidewalk and Bicycle Lane Photo on SW 10th Street

4.3 Existing (2016) Peak Hour Traffic Volumes

As part of the pre-work activities conducted in advance of the PD&E Study, the FDOT collected existing year traffic counts at locations throughout the project study area. As described in Section 3.3, turning movement and 24-hour continuous count data were collected in 2014 and 2016. The traffic volume data is documented in Appendix A of the Project Traffic Forecasting Memorandum (PTFM), dated January 2019, and included as Appendix A of this report.

The traffic volume data was used to estimate the existing year 2016 Annual Average Daily Traffic (AADT) and directional design hour volumes (DDHVs) along the corridor, as well as AM and PM weekday peak hour intersection turning movement volumes at the study intersections. The peak hours on SW 10th Street are 7:30 am to 8:30 am, and 5:00 pm to 6:00 pm.

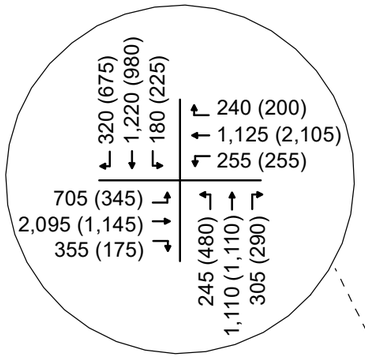
The existing year (2016) AM and PM peak hour traffic volumes along the SW 10th Street corridor are summarized on Figure 4-4.

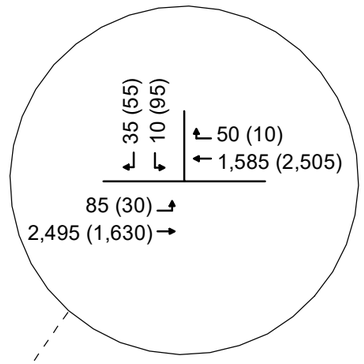
Legend

X,XXX (X,XXX)	AM (PM) Peak Hour Volume
●	Signalized Intersection
○	Unsignalized Intersection

N

N.T.S.





West Dr

Quietwaters N Driveway

Quietwaters S Driveway

Driveway F

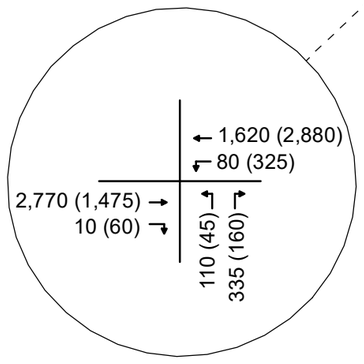
Industrial Park Access

Matchline A

To WB Sawgrass

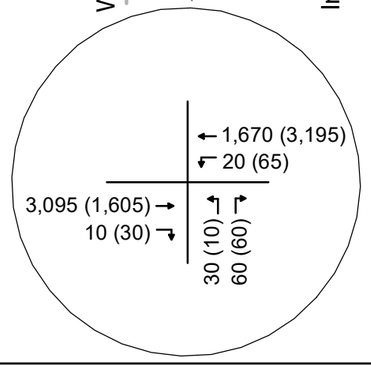
SW 10th St

From EB Sawgrass



Waterways Blvd

Independence Dr

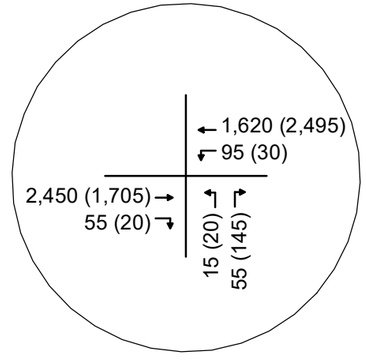


SW 11th Ct

American Way

Powerline Rd

SW 10th St



SW 30th Ave

Page 2

State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95
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Figure 4-4
Existing Peak Hour Volumes

Legend

X,XXX (X,XXX) AM (PM) Peak Hour Volume

Signalized Intersection

Unsignalized Intersection

N

N.T.S.

Matchline A

Matchline B

Page 1

Page 3

SW 10th St

SW 28th Ave

SW 24th Ave

W. Driveway

E. Driveway

Military Trail

East Drive

Palm Trails Plaza

The Lakes at Deerfield Apts Driveway

Horizon Club Driveway

← 1,555 (2,485)
↰ 25 (20)
2,370 (1,690) →
165 (105) ↴
50 (50) ↰
30 (35) ↱

← 1,615 (2,530)
↰ 55 (60)
2,380 (1,700) →
15 (85) ↴
70 (190) ↱

← 250 (435)
← 535 (785)
↰ 430 (220)
↱ 285 (425)
↰ 1,260 (2,020)
↰ 290 (350)
280 (305) ↴
2,085 (1,430) →
85 (155) ↴
160 (135) ↰
765 (580) ↑
570 (300) ↱

← 1,595 (2,480)
↰ 10 (55)
2,470 (1,755) →
35 (95) ↴
120 (45) ↰
65 (40) ↱

← 1,580 (2,505)
↰ 35 (25)
2,375 (1,700) →
25 (25) ↴
20 (85) ↱

FDOT / SW 10th Street Connector	**State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95** **Financial Project ID: 439891-1-22-02, ETDM No: 14291**	**Figure 4-4** **Existing Peak Hour Volumes**	**Page 2 of 3**

Legend

X,XXX (X,XXX) AM (PM) Peak Hour Volume

Signalized Intersection

Unsignalized Intersection

N

N.T.S.

SW 12th Ave

Matchline B

SW 10th St

Newport Center Dr

From Hillsboro Blvd

5,470 (6,600)

700 (670)

6,170 (7,270)

To Hillsboro Blvd

6,690 (6,060)

670 (630)

7,360 (6,690)

SW Natura Blvd

275 (330) ↓ 145 (220) ↱ 215 (220)

↰ 70 (105)
← 1,395 (1,125)
↱ 80 (170)

155 (210) →
1,040 (1,200) →
200 (180) ↱

↰ ↑ ↱
195 (235) 125 (105) 105 (85)

SW 10th St

Page 2

80 (340) ↓ 10 (5) ↱ 35 (85)

← 305 (70)
← 1,705 (2,145)
↱ 320 (90)

265 (65) →
2,370 (1,825) →
450 (60) ↱

↰ ↑ ↱
50 (310) 10 (10) 95 (375)

Newport Center Dr

← 2,330 (2,305)
↲ 550 (545)

1,870 (1,660) →
630 (625) ↱

1,180 (1,170)

685 (825) ↓ 225 (135)

← 2,195 (2,025)

1,870 (1,660) →

5,470 (6,600)

1,360 (1,090)

990 (1,220)

6,990 (6,820)

FAU Research Park Blvd

← 1,605 (1,395)
↲ 260 (295)

995 (1,000) →
1,100 (795) ↱

↰ ↑
590 (630) 400 (590)

State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95
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Figure 4-4
Existing Peak Hour Volumes

4.4 Existing Conditions Traffic Analysis

The primary objective of the existing conditions analysis is to establish the current operational conditions along the SW 10th Street corridor. The current eastbound and westbound peak hour volumes along SW 10th Street were compared to the capacity of the roadway segments, and the corresponding volume-to-capacity ratios and LOS were calculated. In addition, traffic operations as reported by FTE in the PTFM for each of the 10 signalized intersections along SW 10th Street from Waterways Boulevard to SW Natura Park Boulevard / FAU Research Park Boulevard, and the unsignalized intersections of SW 10th Street at SW 30th Avenue and SW 24th Avenue are summarized. The road network geometry and peak hour traffic volumes used in the analyses are consistent with the information presented in Figure 4-2 and Figure 4-4.

4.4.1 Existing Conditions LOS and V/C Analysis

The results of the existing conditions LOS and V/C analysis for each segment of SW 10th Street in the eastbound direction and westbound direction, are shown in Table 4-1.

Eastbound SW 10th Street traffic is heavier than westbound traffic during the AM peak hour, while westbound traffic is heaviest during the PM peak hour. During the AM peak hour, eastbound SW 10th Street traffic exceeds the roadway capacity from west of SW 30th Avenue to west of Military Trail. During the PM peak hour, westbound SW 10th Street traffic exceeds capacity from Military Trail to west of SW 30th Avenue, and from Powerline Road to Waterways Boulevard.

Table 4-1: Existing Conditions LOS and V/C Analysis

SW 10th Street Segments		No. of Lanes	Volume		Capacity (1)	LOS (2)		V/C (3)	
	Location Description		AM	PM		AM	PM	AM	PM
SW 10th Street Eastbound	West of Waterways	4	2,780	1,535	4,242	C	C	0.66	0.36
	Waterways Blvd to Independence Dr	4	3,105	1,635	4,242	C	C	0.73	0.39
	Independence Dr to Powerline Rd	3	3,155	1,665	3,171	D	C	0.99	0.53
	Powerline Rd to west of SW 30th Ave	3	2,580	1,660	3,171	C	C	0.81	0.52
	West of SW 30th Ave to SW 28th Ave	2	2,505	1,850	2,100	F	C	1.19	0.88
	SW 28th Ave to SW 24th Ave	2	2,535	1,795	2,100	F	C	1.21	0.85
	SW 24th Ave to west of Military Trail	2	2,400	1,785	2,100	F	C	1.14	0.85
	West of Military Trail to west of Newport Center Dr	3	3,085	1,950	3,171	C	C	0.97	0.61
	West of Newport Center Drive to I-95 SB On-Ramp	4	3,085	2,285	4,242	C	C	0.73	0.54
	I-95 SB On-Ramp to Natura Blvd	3	2,095	1,795	3,171	C	C	0.66	0.57
	East of Natura Blvd	3	1,360	1,505	3,171	C	C	0.43	0.47
SW 10th Street Westbound	West of Waterways	3	1,730	2,925	3,171	C	C	0.55	0.92
	Waterways Blvd to Independence Dr	3	1,700	3,205	3,171	C	F	0.54	1.01
	Independence Dr to Powerline Rd	3	1,690	3,260	3,171	C	F	0.53	1.03
	Powerline Rd to west of SW 30th Ave	3	1,620	2,560	3,171	C	C	0.51	0.81
	West of SW 30th Ave to SW 28th Ave	2	1,715	2,525	2,100	C	F	0.82	1.2
	SW 28th Ave to SW 24th Ave	2	1,605	2,535	2,100	C	F	0.76	1.21
	SW 24th Ave to Military Trail	2	1,670	2,590	2,100	C	F	0.8	1.23
	Military Trail to west of Newport Center Dr	3	1,835	2,795	3,171	C	C	0.58	0.88
	West of Newport Center Drive to Newport Center Drive	4	1,835	2,795	4,242	C	C	0.43	0.66
	Newport Center Drive to I-95 SB Off-Ramp	3	2,330	2,305	3,171	C	C	0.73	0.73
	I-95 SB Off-Ramp to Natura Blvd	3	2,195	2,025	3,171	C	C	0.69	0.64
	East of Natura Blvd	3	1,545	1,400	3,171	C	C	0.49	0.44

NOTES:
(1) Capacity thresholds from FDOT 2020 Generalized LOS Peak Hour Directional Volumes Table for Urbanized Areas at LOS D for Class I arterial (40 mph or higher), with +5% capacity adjustment for right turn lanes.
(2) LOS = Level of Service
(3) V/C = Ratio of Volume to Capacity

4.4.2 Existing Conditions Intersection Analysis

Existing conditions intersection analysis was completed using Synchro (version 9.2) software and Highway Capacity Manual (HCM) 2000 intersection analysis methodology. A summary of the existing conditions LOS and delays for each of the study intersections along the SW 10th Street corridor is provided, where AM peak hour conditions are summarized in Table 4-2, and PM peak hour conditions are compiled in Table 4-3. Results show that four intersections operate at a failing LOS F in the AM peak hour, while five intersections operate at a failing LOS F in the PM peak hour.

Field observations confirm significant queueing and congestion along the SW 10th Street corridor during the AM and PM peak hours. Significant queue lengths were observed at the following locations:

AM Peak Hour

- Eastbound at the Powerline Road and SW 10th Street intersection;
- Eastbound and northbound at the Military Trail and SW 10th Street intersection; and
- Eastbound and westbound queues on SW 10th Street between Military Trail and I-95.

PM Peak Hour

- Eastbound, westbound, northbound, and southbound at the Powerline Road and SW 10th Street intersection;
- Eastbound and southbound at the Military Trail and SW 10th Street intersection; and
- Westbound queues on SW 10th Street between Military Trail and I-95.

Table 4-2: Existing AM Peak Hour Intersection Performance

Intersection	Approach	Movement	Volume (vph)	Max. Queue (ft)	Delay and Level of Service (sec/veh)		
					Movement	Approach	Intersection
Waterways Blvd	EB	T	2,770	#790	B (18.5)	B (18.4)	B (13.8)
		R	10	8	A (5.8)		
	WB	L	80	112	D (35.9)	A (6.1)	
		T	1,620	193	A (4.7)		
	NB	L	110	114	D (46.0)	B (13.9)	
		R	335	22	A (3.4)		
Independence Dr	EB	T	3,095	#243	A (8.1)	A (8.1)	A (7.4)
		R	10	m0	A (0.4)		
	WB	L	20	m7	C (28.8)	A (4.6)	
		T	1,670	376	A (4.3)		
	NB	L	30	45	D (41.0)	D (40.2)	
		R	60	37	D (39.8)		
Powerline Rd	EB	L	705	#602	F (82.8)	E (67.2)	F (88.0)
		T	2,095	#1163	E (68.2)		
		R	355	253	C (30.6)		
	WB	L	255	m#263	F (101.4)	F (83.8)	
		T	1,125	582	E (79.8)		
		R	240	m247	F (83.9)		
	NB	L	245	211	F (83.0)	E (74.7)	
		T	1,110	#591	E (77.6)		
		R	305	299	E (57.4)		
	SB	L	180	161	E (75.2)	F (143.0)	
		T	1,220	#765	F (140.5)		
		R	320	227	F (190.9)		
SW 30th Ave*	EB	T	2,450	-	-	-	F (165.7)
		R	55	-	-		
	WB	L	95	-	-	-	
		T	1,620	-	-		
	NB	L	15	-	-	-	
		R	55	-	-		
SW 28th Ave	EB	T	2,470	m1380	D (38.1)	D (37.7)	C (29.2)
		R	35	m10	A (8.6)		
	WB	L	10	m4	D (45.0)	A (6.4)	
		T	1,595	278	A (6.2)		
	NB	L	120	#285	F (130.3)	F (111.7)	
		R	65	64	E (77.1)		
SW 24th Ave*	EB	T	2,370	-	-	-	F (120.4)
		R	165	-	-		
	WB	L	25	-	-	-	
		T	1,555	-	-		
	NB	L	50	-	-	-	
		R	30	-	-		

*Stop controlled intersections

- 95th percentile volume exceeds capacity, queue may be longer.

Table 4-2 (Continued): Existing AM Peak Hour Intersection Performance

Intersection	Approach	Movement	Volume (vph)	Max. Queue (ft)	Delay and Level of Service (sec/veh)		
					Movement	Approach	Intersection
Military Trail	EB	L	280	m217	F (95.1)	E (56.4)	F (85.7)
		T	2,085	933	D (51.2)		
		R	85	m11	E (58.7)		
	WB	L	290	#325	F (195.1)	E (72.9)	
		T	1,260	842	D (53.4)		
		R	285	184	C (34.7)		
	NB	L	160	140	F (81.3)	F (146.1)	
		T	765	#626	F (88.5)		
		R	570	#1025	F (241.7)		
	SB	L	430	#427	F (151.0)	F (89.7)	
		T	535	381	E (57.5)		
		R	250	196	D (52.9)		
Newport Center Dr	EB	L	265	#363	E (71.9)	C (28.0)	C (32.5)
		T	2,370	711	C (23.8)		
	WB	L	320	#621	F (174.3)	C (33.6)	
		T	1,705	314	B (10.8)		
		R	305	37	B (13.4)		
	NB	L	50	73	E (75.0)	E (73.6)	
		T	10	72	E (74.9)		
		R	95	5	E (72.8)		
	SB	L	35	58	E (75.2)	E (73.4)	
		T	10	58	E (74.5)		
		R	80	0	E (72.6)		
I-95 SB On-Ramp	EB	T	1,870	541	C (34.3)	C (25.8)	B (18.8)
		R	630	0	A (0.6)		
	WB	L	550	m471	E (65.8)	B (12.8)	
		T	2,330	m0	A (0.2)		
I-95 SB Off-Ramp	EB	T	1,870	5	A (3.4)	A (3.4)	D (35.1)
	WB	T	2,195	m77	A (4.6)	A (4.6)	
	SB	L	225	#795	F (156.9)	F (173.8)	
		R	685	#846	F (191.3)		
I-95 NB Ramps	EB	T	995	m348	C (25.3)	B (13.4)	D (48.2)
		R	1,100	m1066	A (2.5)		
	WB	L	260	m#548	F (224.5)	D (53.3)	
		T	1,605	m294	C (25.5)		
	NB	L	590	#546	F (100.7)	F (112.3)	
		R	400	#650	F (138.0)		
Natura Blvd	EB	L	155	m136	B (14.2)	B (15.6)	D (38.1)
		T	200	m361	B (15.8)		
	WB	L	80	49	A (10.0)	B (16.7)	
		T	1,395	396	B (17.3)		
		R	70	14	B (12.3)		
	NB	L	195	#355	F (169.9)	F (112.7)	
		T	125	99	E (65.0)		
		R	105	58	E (63.0)		
	SB	L	215	#306	F (106.5)	F (89.7)	
		T	145	229	E (77.2)		
		R	275	237	F (83.1)		

*Stop controlled intersections

- 95th percentile volume exceeds capacity, queue may be longer.

Table 4-3: Existing PM Peak Hour Intersection Performance

Intersection	Approach	Movement	Volume (vph)	Max. Queue (ft)	Delay and Level of Service (sec/veh)		
					Movement	Approach	Intersection
Waterways Blvd	EB	T	1,475	241	B (12.0)	B (11.9)	B (11.6)
		R	60	17	A (8.2)		
	WB	L	325	#341	E (56.2)	B (11.4)	
		T	2,880	617	A (6.3)		
	NB	L	45	60	D (47.9)	B (11.9)	
		R	160	10	A (1.8)		
Independence Dr	EB	T	1,605	343	A (8.9)	A (8.8)	B (10.5)
		R	30	m6	A (3.6)		
	WB	L	65	m9	A (3.5)	B (10.7)	
		T	3,195	m499	B (10.9)		
	NB	L	10	21	D (40.5)	D (40.3)	
		R	60	38	D (40.3)		
Powerline Rd	EB	L	345	#352	F (115.4)	E (56.5)	F (109.9)
		T	1,145	368	D (36.3)		
		R	175	108	E (73.3)		
	WB	L	255	m207	E (76.9)	F (114.8)	
		T	2,105	#1272	F (125.7)		
		R	200	m200	D (48.5)		
	NB	L	480	#497	F (155.7)	F (88.6)	
		T	1,110	#597	E (68.9)		
		R	290	214	D (52.9)		
	SB	L	225	205	F (90.1)	F (171.6)	
		T	980	501	E (74.7)		
		R	675	#1297	F (339.4)		
SW 30th Ave*	EB	T	1,705	-	-	-	F (372.4)
		R	20	-	-		
	WB	L	30	-	-	-	
		T	2,495	-	-		
	NB	L	20	-	-	-	
		R	145	-	-		
SW 28th Ave	EB	T	1,755	218	A (6.9)	A (6.6)	A (8.0)
		R	95	1	A (0.7)		
	WB	L	55	m13	A (4.6)	A (6.3)	
		T	2,480	m1126	A (6.3)		
	NB	L	45	102	F (92.1)	F (87.4)	
		R	40	45	F (82.2)		
SW 24th Ave*	EB	T	1,690	-	-	-	F (114.2)
		R	105	-	-		
	WB	L	20	-	-	-	
		T	2,485	-	-		
	NB	L	50	-	-	-	
		R	35	-	-		

*Stop controlled intersections

- 95th percentile volume exceeds capacity, queue may be longer.

Table 4-3 (Continued): Existing PM Peak Hour Intersection Performance

Intersection	Approach	Movement	Volume (vph)	Max. Queue (ft)	Delay and Level of Service (sec/veh)		
					Movement	Approach	Intersection
Military Trail	EB	L	305	#338	F (194.0)	E (61.7)	F (96.2)
		T	1,430	578	D (39.2)		
		R	155	3	A (8.7)		
	WB	L	350	m281	E (75.0)	F (142.7)	
		T	2,020	#1770	F (173.4)		
		R	425	m386	D (52.7)		
	NB	L	135	#144	F (101.5)	E (70.3)	
		T	580	434	E (68.3)		
		R	300	230	E (60.1)		
	SB	L	220	182	F (81.2)	E (69.2)	
		T	785	556	E (67.2)		
		R	435	483	E (66.8)		
Newport Center Dr	EB	L	65	m86	E (62.5)	B (16.6)	D (38.3)
		T	1,825	159	B (15.1)		
	WB	L	90	175	F (95.4)	C (21.7)	
		T	2,145	557	B (19.1)		
		R	70	5	A (4.5)		
	NB	L	310	#323	F (100.4)	F (115.1)	
		T	10	#332	F (102.1)		
		R	375	#409	F (127.0)		
	SB	L	85	94	E (64.9)	F (101.9)	
		T	5	94	E (64.9)		
		R	340	#458	F (111.7)		
I-95 SB On-Ramp	EB	T	1,660	283	D (36.5)	C (26.7)	B (16.3)
		R	625	m52	A (0.6)		
	WB	L	545	m422	D (40.6)	A (8.0)	
		T	2,305	m0	A (0.2)		
I-95 SB Off-Ramp	EB	T	1,660	45	A (6.0)	A (6.0)	D (46.1)
	WB	T	2,025	m88	A (7.8)	A (7.8)	
	SB	L	135	#958	F (183.6)	F (196.3)	
		R	825	#1001	F (209.5)		
I-95 NB Ramps	EB	T	1,000	m508	D (43.2)	C (24.6)	F (95.7)
		R	795	m512	A (1.1)		
	WB	L	295	472	E (70.6)	D (37.3)	
		T	1,395	479	C (30.2)		
	NB	L	630	#858	F (265.1)	F (281.2)	
		R	590	#980	F (316.4)		
Natura Blvd	EB	L	210	117	B (13.3)	B (17.8)	D (49.0)
		T	1,200	381	B (18.5)		
	WB	L	170	112	B (17.8)	B (18.5)	
		T	1,125	297	B (18.9)		
		R	105	30	B (14.9)		
	NB	L	235	#456	F (325.6)	F (206.7)	
		T	105	85	E (60.2)		
		R	85	48	E (58.8)		
	SB	L	220	#307	E (75.9)	F (82.1)	
		T	220	#343	F (88.2)		
		R	330	#326	F (82.2)		

*Stop controlled intersections

- 95th percentile volume exceeds capacity, queue may be longer.

4.5 Corridor Crash Analysis

FDOT's Crash Analysis Reporting System (CARS) was used to gather historical crash records for the SW 10th Street corridor (SR 869) from Florida's Turnpike / Sawgrass Expressway to I-95. Crashes were gathered for Roadway ID 86472000 from MP 20.647 to MP 21.835, and Roadway ID 86012000 from MP 0.000 to MP 2.152. CARS is a database maintained annually by the FDOT for crashes reported along state highway facilities. The database provides information on various characteristics associated with each crash including: collision type, severity, weather conditions, road surface conditions and date/time information. The CARS database was researched to identify and extract crashes reported along the study corridor during the period from January 1, 2012 through December 31, 2016. The crashes were analyzed to make an assessment of safety conditions along the study corridor. The data and findings from the safety analysis are summarized below.

SW 10th Street Corridor

A shown in Table 4-4, crash data for the SW 10th Street corridor from Florida's Turnpike / Sawgrass Expressway to I-95 revealed that a total of 896 reported crashes occurred from January 2012 through December 2016. During the study period, one (1) fatal crash occurred in 2015. A majority of the crashes experienced along the study corridor were rear end collisions accounting for 490 crashes (or 55%), followed by angle collisions accounting for 102 crashes (or 11%), and 97 sideswipe crashes (or 11%). Approximately 69% of the crashes occurred during daylight conditions, and 26% of the crashes occurred during dark conditions. The remaining 5% of the crashes occurred during dusk or dawn. Approximately 82% of the crashes occurred under dry roadway surface conditions, and 18% occurred under wet roadway surface conditions.

The total number of crashes has increased over the last five years, with an average of 179 crashes per year in the study corridor. Histograms show the majority of crashes each year were rear end collisions, and the majority of crashes consistently happened during daylight, in clear weather, and dry conditions. In addition, the histograms presented in Figure 4-5 show that in recent years, crashes occurred more frequently during weekdays.

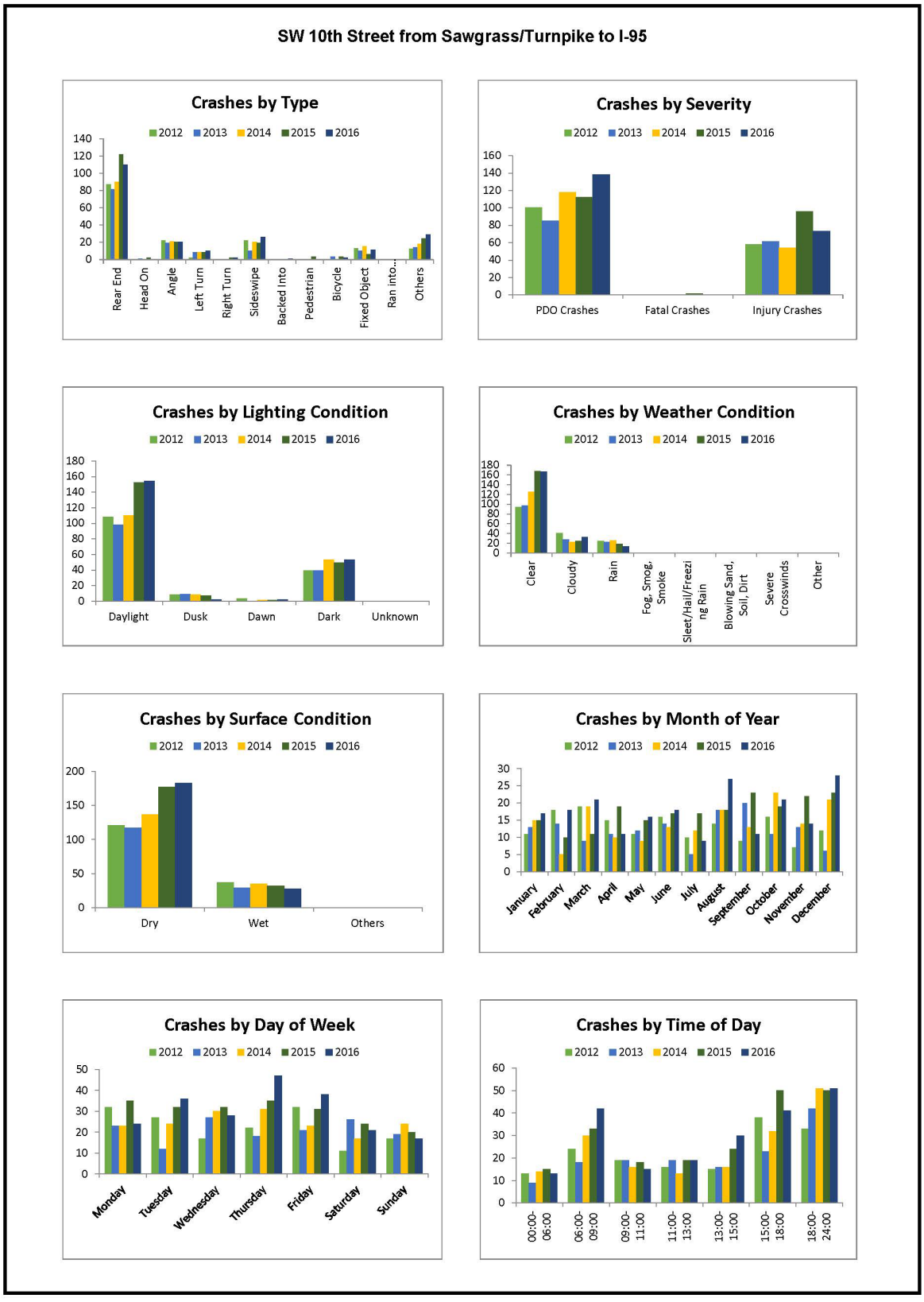
Table 4-4: SW 10th Street Corridor Crash Summary

SW 10th Street from Sawgrass/Turnpike to I-95		Number of Crashes Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2012	2013	2014	2015	2016			
CRASH TYPE	Rear End	87	81	90	122	110	490	98	54.7%
	Head On	0	1	0	2	0	3	1	0.3%
	Angle	22	19	21	20	20	102	20	11.4%
	Left Turn	2	8	8	8	10	36	7	4.0%
	Right Turn	0	0	0	2	2	4	1	0.4%
	Sideswipe	22	10	20	19	26	97	19	10.8%
	Backed Into	0	0	0	0	1	1	0	0.1%
	Pedestrian	0	0	0	3	0	3	1	0.3%
	Bicycle	0	3	0	3	2	8	2	0.9%
	Fixed Object	*13*	*10*	*15*	*6*	*11*	*55*	*11*	*6.1%*
	Impact Attenuator/Crash Cushion	0	0	0	0	1	1	0	0.1%
	Bridge Overhead Structure	0	0	0	0	0	0	0	0.0%
	Bridge Pier or Support	0	0	0	0	0	0	0	0.0%
	Bridge Rail	0	0	0	0	0	0	0	0.0%
	Culvert	1	0	0	0	0	1	0	0.1%
	Curb	2	2	2	0	1	7	1	0.8%
	Ditch	0	0	0	0	0	0	0	0.0%
	Embankment	0	0	0	0	0	0	0	0.0%
	Guardrail Face	2	2	0	2	0	6	1	0.7%
	Guardrail End	0	0	0	0	2	2	0	0.2%
	Cable Barrier	0	0	0	0	0	0	0	0.0%
	Concrete Traffic Barrier	1	1	4	0	1	7	1	0.8%
	Other Traffic Barrier	0	0	0	0	0	0	0	0.0%
	Tree (Standing)	2	0	3	1	1	7	1	0.8%
	Utility Pole/Light Support	4	1	3	3	3	14	3	1.6%
	Traffic Sign Support	0	3	2	0	1	6	1	0.7%
	Traffic Signal Support	0	0	0	0	0	0	0	0.0%
	Other Post, Pole Or Support	0	1	1	0	0	2	0	0.2%
	Fence	0	0	0	0	1	1	0	0.1%
	Mailbox	0	0	0	0	0	0	0	0.0%
	Other Fixed Object	1	0	0	0	0	1	0	0.1%
	Other Non Fixed Object Collisions	*0*	*2*	*0*	*0*	*3*	*5*	*1*	*0.6%*
	Railway Vehicle (Train, Engine)	0	0	0	0	0	0	0	0.0%
	Animal	0	0	0	0	0	0	0	0.0%
	Motor Vehicle in Transport	0	0	0	0	0	0	0	0.0%
	Parked Motor Vehicle	0	2	0	0	3	5	1	0.6%
	Work Zone/Maintenance Equip.	0	0	0	0	0	0	0	0.0%
	Struck by Falling/Shifting Cargo	0	0	0	0	0	0	0	0.0%
	Other Non-Fixed Object	0	0	0	0	0	0	0	0.0%
	Non-Collisions	*1*	*1*	*5*	*3*	*7*	*17*	*3*	*1.9%*
	Overturn/Rollover	1	1	3	2	1	8	2	0.9%
	Fire/Explosion	0	0	0	0	0	0	0	0.0%
	Immersion	0	0	0	0	0	0	0	0.0%
	Jackknife	0	0	1	0	2	3	1	0.3%
	Cargo/Equipment Loss or Shift	0	0	0	0	0	0	0	0.0%
	Fell/Jumped from Motor Vehicle	0	0	0	1	0	1	0	0.1%
	Thrown or Falling Object	0	0	0	0	0	0	0	0.0%
	Ran into Water/Canal	0	0	0	0	0	0	0	0.0%
	Other Non-Collision	0	0	1	0	4	5	1	0.6%
	Others	11	11	13	21	19	75	15	8.4%
	Total Crashes	**158**	**146**	**172**	**209**	**211**	**896**	**179**	**100.0%**
SEVERITY	PDO Crashes	100	85	118	112	138	553	111	61.7%
	Fatal Crashes	0	0	0	1	0	1	0	0.1%
	Injury Crashes	58	61	54	96	73	342	68	38.2%
LIGHTING CONDITIONS	Daylight	108	98	110	152	154	622	124	69.4%
	Dusk	8	9	8	7	2	34	7	3.8%
	Dawn	3	0	1	1	2	7	1	0.8%
	Dark	39	39	53	49	53	233	47	26.0%
	Unknown	0	0	0	0	0	0	0	0.0%

Table 4-4: SW 10th Street Corridor Crash Summary (continued)

SW 10th Street from Sawgrass/Turnpike to I-95		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2012	2013	2014	2015	2016			
SURFACE CONDITIONS	Dry	121	117	137	177	183	735	147	82.0%
	Wet	37	29	35	32	28	161	32	18.0%
	Others	0	0	0	0	0	0	0	0.0%
MONTH OF YEAR	January	11	13	15	15	17	71	14	7.9%
	February	18	14	5	10	18	65	13	7.3%
	March	19	9	19	11	21	79	16	8.8%
	April	15	11	10	19	11	66	13	7.4%
	May	11	12	9	15	16	63	13	7.0%
	June	16	14	13	17	18	78	16	8.7%
	July	10	5	12	17	9	53	11	5.9%
	August	14	18	18	18	27	95	19	10.6%
	September	9	20	13	23	11	76	15	8.5%
	October	16	11	23	19	21	90	18	10.0%
	November	7	13	14	22	14	70	14	7.8%
	December	12	6	21	23	28	90	18	10.0%
DAY OF WEEK	Monday	32	23	23	35	24	137	27	15.3%
	Tuesday	27	12	24	32	36	131	26	14.6%
	Wednesday	17	27	30	32	28	134	27	15.0%
	Thursday	22	18	31	35	47	153	31	17.1%
	Friday	32	21	23	31	38	145	29	16.2%
	Saturday	11	26	17	24	21	99	20	11.0%
	Sunday	17	19	24	20	17	97	19	10.8%
HOUR OF DAY	00:00-06:00	13	9	14	15	13	64	13	7.1%
	06:00-09:00	24	18	30	33	42	147	29	16.4%
	09:00-11:00	19	19	16	18	15	87	17	9.7%
	11:00-13:00	16	19	13	19	19	86	17	9.6%
	13:00-15:00	15	16	16	24	30	101	20	11.3%
	15:00-18:00	38	23	32	50	41	184	37	20.5%
	18:00-24:00	33	42	51	50	51	227	45	25.3%
CONTRIBUTING CAUSES (VEHICLE ONLY)	No Contributing Action	6	13	3	7	6	35	7	3.9%
	Careless or Negligent Manner	19	19	37	39	51	165	33	18.4%
	Failed to Yield Right-Of-Way	15	7	7	14	12	55	11	6.1%
	Improper Backing	2	2	5	1	1	11	2	1.2%
	Improper Turn	2	1	4	5	5	17	3	1.9%
	Followed too Closely	39	27	25	43	31	165	33	18.4%
	Ran Red Light	1	8	4	10	5	28	6	3.1%
	Drove too Fast for Conditions	8	11	5	11	3	38	8	4.2%
	Ran Stop Sign	0	0	1	0	0	1	0	0.1%
	Improper Passing	3	1	3	0	2	9	2	1.0%
	Exceed Posted Speed	2	0	2	0	1	5	1	0.6%
	Wrong Side or Wrong Way	0	0	0	0	0	0	0	0.0%
	Failed To Keep In Proper Lane	6	2	6	5	9	28	6	3.1%
	Ran Off Roadway	1	0	1	0	1	3	1	0.3%
	Disregarded Other Traffic Sign	1	0	0	1	0	2	0	0.2%
	Disregarded other Road Markings	0	0	0	0	1	1	0	0.1%
	Over-Correcting/Over-Steering	0	0	3	0	0	3	1	0.3%
	Swerved Or Avoided	2	2	0	2	2	8	2	0.9%
	Erratic, Reckless or Aggressive	1	3	0	0	2	6	1	0.7%
	Other Contributing Action	50	50	66	71	79	316	63	35.3%
WEATHER CONDITIONS	Clear	94	97	125	167	166	649	130	72.4%
	Cloudy	40	27	22	24	32	145	29	16.2%
	Rain	24	22	25	18	13	102	20	11.4%
	Fog, Smog, Smoke	0	0	0	0	0	0	0	0.0%
	Sleet/Hail/Freezing Rain	0	0	0	0	0	0	0	0.0%
	Blowing Sand, Soil, Dirt	0	0	0	0	0	0	0	0.0%
	Severe Crosswinds	0	0	0	0	0	0	0	0.0%
	Other	0	0	0	0	0	0	0	0.0%

Figure 4-5: SW 10th Street Corridor Crash Histograms



High Crash Locations

FDOT's District Four high crash list (available from CARS) was reviewed for years 2012 through 2016 to identify High Crash Locations (HCL) within the study corridor. A high crash list is determined each year by FDOT using the CARS database, and it is differentiated by State, District, or County. HCLs are determined based on data from similar roadways in similar locations within the District. For an urban area location (such as SW 10th Street) to be on the high crash list, the data must have a confidence level of 99.95%. This means there is a 99.95% confidence level that the crash rate of the location is abnormally high when compared with similar locations within District Four in that year.

The locations on the HCL are noted in Table 4-5 along with the years in which the locations were listed.

Table 4-5: SW 10th Street Corridor High Crash Locations

Segments	Description	Roadway Section ID	Begin MP	End MP	Years on High Crash List
1	SW 10th St – Powerline Rd to Quiet Waters Business Park driveway east of Powerline Rd	86012000	0.000	0.300	2012, 2013, 2014
2	SW 10th St – east of Palm Trails Plaza driveway west of Military Tr, to east of Military Tr	86012000	1.315	1.449	2012, 2013, 2014, 2015, 2016
3	SW 10th St – west of Newport Center Dr to east of Newport Center Dr	86012000	1.749	1.849	2015, 2016
Intersections					
1	SW 10th St and SW 28th Ave	86012000	0.699		2013
2	SW 10th St and Military Tr	86012000	1.427		2012, 2013, 2014, 2015, 2016
3	SW 10th St and I-95 SB On-Ramp	86012000	1.955		2013
4	SW 10th St and I-95 SB Off-Ramp	86012000	2.010		2012, 2013, 2015, 2016
5	SW 10th St and I-95 NB On & Off-Ramp	86012000	2.118	2.149	2012, 2013, 2014, 2015

Note: Locations identified from the FDOT District 4 High Crash Lists available in CARS for years 2012, 2013, 2014, 2015, 2016.

Three segments and five intersections along the SW 10th Street corridor were identified as HCLs during at least one year between 2012 and 2016. A crash analysis was performed for each of the high crash locations listed in Table 4-5 to identify predominant crash patterns. In addition, a crash analysis was completed for the SW 10th Street and Powerline Road intersection. Although this intersection was not identified as a high crash location, a large number of crashes occurred at this location in all five years. Crash analysis summary tables for each high crash location and the Powerline Road intersection are provided in Appendix D.

SW 10th Street from Powerline Road to Quiet Waters Business Park Driveway

Crash data for the 1,580 foot long segment revealed that a total of 70 reported crashes occurred from January 2012 through December 2016. During the study period, no fatal crashes were reported within the segment. A majority of the crashes experienced along the study corridor were rear end collisions accounting for 41 crashes (or 59%), followed by angle collisions accounting for nine (9) crashes (or 13%), and sideswipe collisions accounting for nine (9) crashes (or 13%). The most common contributing causes noted for all crashes were "other contributing action," "careless or negligent manner," and "followed too closely." Approximately 60% of the crashes occurred during daylight conditions, and 34% of the crashes occurred during dark conditions. The remaining 6% of the crashes occurred during dusk. Approximately 76% of the crashes occurred under dry roadway surface conditions, while 24% occurred under wet roadway surface conditions.

SW 10th Street from west of Military Trail to east of Military Trail

This segment which is just over 700 feet long has a total of 140 reported crashes that occurred from January 2012 through December 2016. No fatal crashes were reported during the study period. Rear end collisions accounted for 85 crashes (or 61%), followed by angle collisions accounting for 18 crashes (or 13%), and sideswipe collisions accounting for 16 crashes (or 11%). The most common contributing cause noted for all crashes was "followed too closely." Approximately 73% of the crashes occurred during daylight conditions, and 22% of the crashes occurred during dark conditions. The remaining 5% of the crashes occurred during dusk or dawn. Approximately 85% of the crashes occurred under dry roadway surface conditions, while 15% occurred under wet roadway surface conditions.

SW 10th Street from west of Newport Center Drive to east of Newport Center Drive

From January 2012 through December 2016, a total of 76 reported crashes occurred along this 530 foot long segment. No fatal crashes were reported during the study period. Rear end collisions accounted for 46 crashes (or 60%), followed by angle collisions accounting for 9 crashes (or 12%). The most common contributing causes noted for all crashes were "other contributing action," "followed too closely," and "careless or negligent manner." Approximately 71% of the crashes occurred during daylight conditions, and 21% of the crashes occurred during dark conditions. The remaining 8% of the crashes occurred during dusk or dawn. Approximately 90% of the crashes occurred under dry roadway surface conditions, and 10% occurred under wet roadway surface conditions.

SW 10th Street at SW 28th Avenue Intersection

Crash data for the SW 10th Street at SW 28th Avenue intersection revealed that a total of 23 reported crashes occurred from January 2012 through December 2016. During the study period no fatal crashes were reported at the location. A majority of the crashes along the study corridor were rear end collisions accounting for 15 crashes (or 65%), followed by angle collisions accounting for five (5) crashes (or 22%). The most common contributing causes noted for all crashes were "followed too closely," and "other contributing action." Approximately 83% of the crashes occurred during daylight conditions, and 13% of the crashes occurred during dark conditions. The remaining 4% of the crashes occurred during dusk. Approximately 96% of the crashes occurred under dry roadway surface conditions, while only 4% occurred under wet roadway surface conditions.

SW 10th Street at Military Trail Intersection

A total of 144 reported crashes occurred at the SW 10th Street at Military Trail intersection between January 2012 and December 2016. No fatal crashes were reported at the location during the study period. Rear end collisions were the most frequent type of crash along the study corridor accounting for 90 crashes (or 62%), followed by 18 angle collisions (or 12%), and 16 sideswipe collisions (or 11%). The most common contributing causes noted for all crashes were "other contributing action." And "followed too closely." Approximately 73% of the crashes occurred during daylight conditions, and 22% of the crashes occurred during dark conditions. The remaining crashes occurred during dusk and dawn. Approximately 85% of

the crashes occurred under dry roadway surface conditions, and 15% occurred under wet roadway surface conditions.

I-95 Southbound On-Ramp Terminal Intersection at SW 10th Street

Analysis of the crash data for the I-95 southbound on-ramp terminal intersection shows a total of 50 reported crashes occurred from January 2012 through December 2016. No fatal crashes were reported during the study period at the location. A majority of the crashes at the intersection were rear-end collisions accounting for 30 crashes (or 60%), followed by seven (7) side swipe collisions (or 14%), and five (5) other type crashes (or 10%). The most common contributing causes noted for all crashes were "other contributing action," "careless or negligent manner," and "followed too closely." Approximately 70% of the crashes occurred during daylight conditions, and 24% of the crashes occurred during dark conditions. The remaining 6% of the crashes occurred during dusk or dawn. Approximately 90% of the crashes occurred under dry roadway surface conditions, while 10% under wet roadway surface conditions.

I-95 Southbound Off-Ramp Terminal Intersection at SW 10th Street

A total of 87 reported crashes occurred from January 2012 through December at the I-95 southbound off-ramp terminal intersection with SW 10th Street. During the study period, no fatal crashes were reported at the location. A majority of the crashes at the intersection were rear-end collisions accounting for 35 crashes (or 40%), followed by 21 side swipe collisions (or 24%), and 11 angle crashes (or 13%). The most common contributing causes noted for all crashes were "other contributing action," "careless or negligent manner," "followed too closely," and "ran red light." Approximately 69% of the crashes occurred during daylight conditions, and 29% of the crashes occurred during dark conditions. The remaining 2% of crashes occurred during dusk or dawn. Approximately 91% of the crashes occurred under dry roadway surface conditions, while only 9% occurred under wet roadway surface conditions.

I-95 Northbound On & Off-Ramp Terminal Intersection at SW 10th Street

Crash data for the I-95 northbound on- and off-ramp terminal intersection with SW 10th Street revealed that a total of 97 reported crashes occurred during the five-year study period. From January 2012 through December 2016 no fatal crashes were reported at the location.

A majority of the crashes along the study corridor were rear end collisions accounting for 48 crashes (or 50%), followed by fixed object accounting for 18 crashes (or 19%). The most common contributing causes noted for all crashes were "other contributing action," "careless or negligent manner," and "followed too closely." Approximately 64% of the crashes occurred during daylight conditions, and 32% of the crashes occurred during dark conditions. The remaining 4% of the crashes occurred during dusk. Approximately 71% of the crashes occurred under dry roadway surface conditions, and 29% occurred under wet roadway surface conditions.

SW 10th Street at Powerline Road Intersection

At the SW 10th Street and Powerline Road intersection, a total of 208 reported crashes occurred from January 2012 through December 2016. No fatal crashes were reported at the location during the study period. The majority of crashes at the intersection were rear-end collisions accounting for 132 crashes (or 64%), followed by 20 angle collisions (or 10%), and 18 other type crashes (or 9%). The most common contributing causes noted for all crashes were "other contributing action" and "followed too closely." Approximately 66% of the crashes occurred during daylight conditions, and 30% of the crashes occurred during dark conditions. The remaining 4% of the crashes occurred during dusk. Approximately 76% of the crashes occurred under dry roadway surface conditions, and 24% occurred under wet roadway surface conditions.

An assessment of probable crash causes, and safety impacts of the Build Alternative with respect to the No Action Alternative are discussed later in Section 6.5.

5.0 No Action Alternative

5.1 Future Land Use

Broward County is mostly built-out in the study area with little undeveloped land in the project corridor. Therefore, significant changes in land use are not anticipated. The Broward County Future Land Use Maps are consistent with the existing land use in the study corridor. The corridor will be mostly residential (multi-family and single family) and commercial. In addition, the Broward County Future Land Use map shows Quiet Waters Park will remain Recreation / Open Space. Figure 5-1 shows the Broward County Future Land Use.

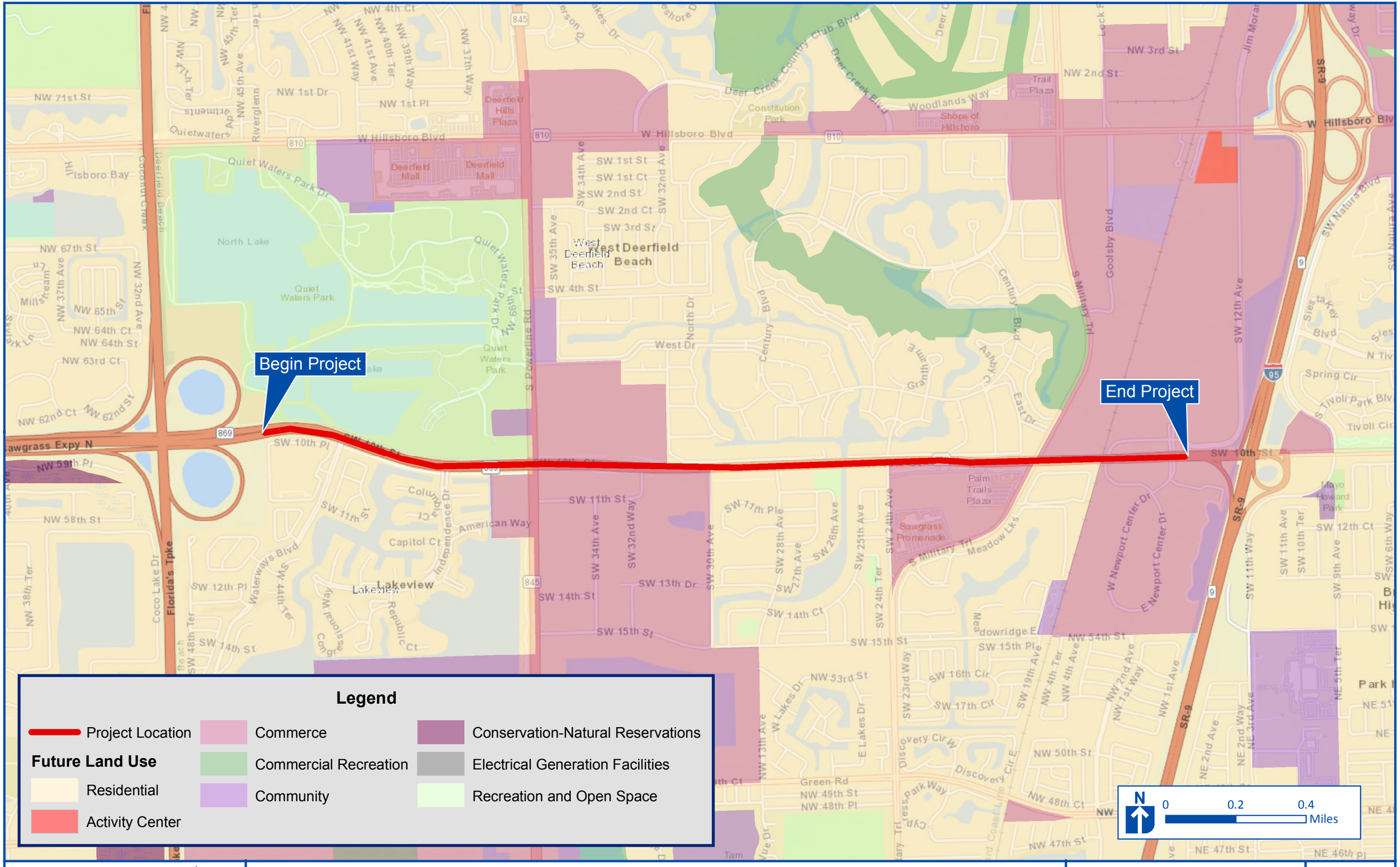
5.2 No Action Alternative Transportation Network

The No Action Alternative has the same lane geometry as existing conditions along the SW 10th Street corridor from Waterways Boulevard to west of Military Trail. For future year 2040 conditions, changes to the surrounding roadway network are assumed, along with population and employment growth. These changes will contribute to significant growth in traffic volumes along SW 10th Street and in the study area by 2040.

The following planned and programmed roadway improvements in the area are expected to be constructed by 2040, and are assumed to be in place with the No Action Alternative:

- Sawgrass Expressway widening (one lane in each direction);
- I-95 widening for express lanes;
- Sawgrass Expressway / Turnpike interchange improvements which include:
    - new ramps connecting SW 10th Street to and from the Turnpike general purpose lanes north and south of SW 10th Street;
- I-95 at SW 10th Street interchange improvements with new ramps connecting I-95 northbound and southbound general use lanes and express lanes to SW 10th Street west of I-95.

The No Action Alternative lane geometry is shown in Figure 5-2.



State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95
Financial Project ID: 439891-1-22-02, ETDM No: 14291

Figure 5-1
Future Land Use

Legend

- Connector Lanes
- Express Lanes
- General Use Lane/Arterial
- Intersection Lane Configuration
- 1 > Connector Lane Configuration
- 1 > Express Lane Configuration
- 1 > General Use Lane/Arterial Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

West Dr

Quietwaters N Driveway

Quietwaters S Driveway

Driveway F

Industrial Park Access

Matchline A

To WB Sawgrass

SW 10th St

< 3 < 3 < 3 < 3 < 2 < 2

From EB Sawgrass

4 > 4 > 3 > 3 > 2 > 2 > 2 >

SW 10th St

Page 2

Waterways Blvd

Independence Dr

SW 11th Ct

SW 30th Ave

American Way

Powerline Rd

FDOT

SW 10th Street Connector

State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95
Financial Project ID: 439891-1-22-02, ETDM No: 14291

Figure 5-2
No Action Alternative
Lane Geometry

Legend

- Connector Lanes
- Express Lanes
- General Use Lane/Arterial
- Intersection Lane Configuration
- 1 > Connector Lane Configuration
- 1 > Express Lane Configuration
- 1 > General Use Lane/Arterial Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Matchline A

Matchline B

Military Trail

East Drive

< 2 | < 2 | < 2 | < 3 | < 1 | < 1

Connector Lanes

1 >

< 2 | < 3

SW 10th St

2 > | 2 > | 2 > | 2 > | 2 > | 2 > | 2 > | 3 >

Page 1

Page 3

SW 28th Ave

SW 24th Ave

W. Driveway

E. Driveway

Palm Trails Plaza

The Lakes at Deerfield Apts Driveway

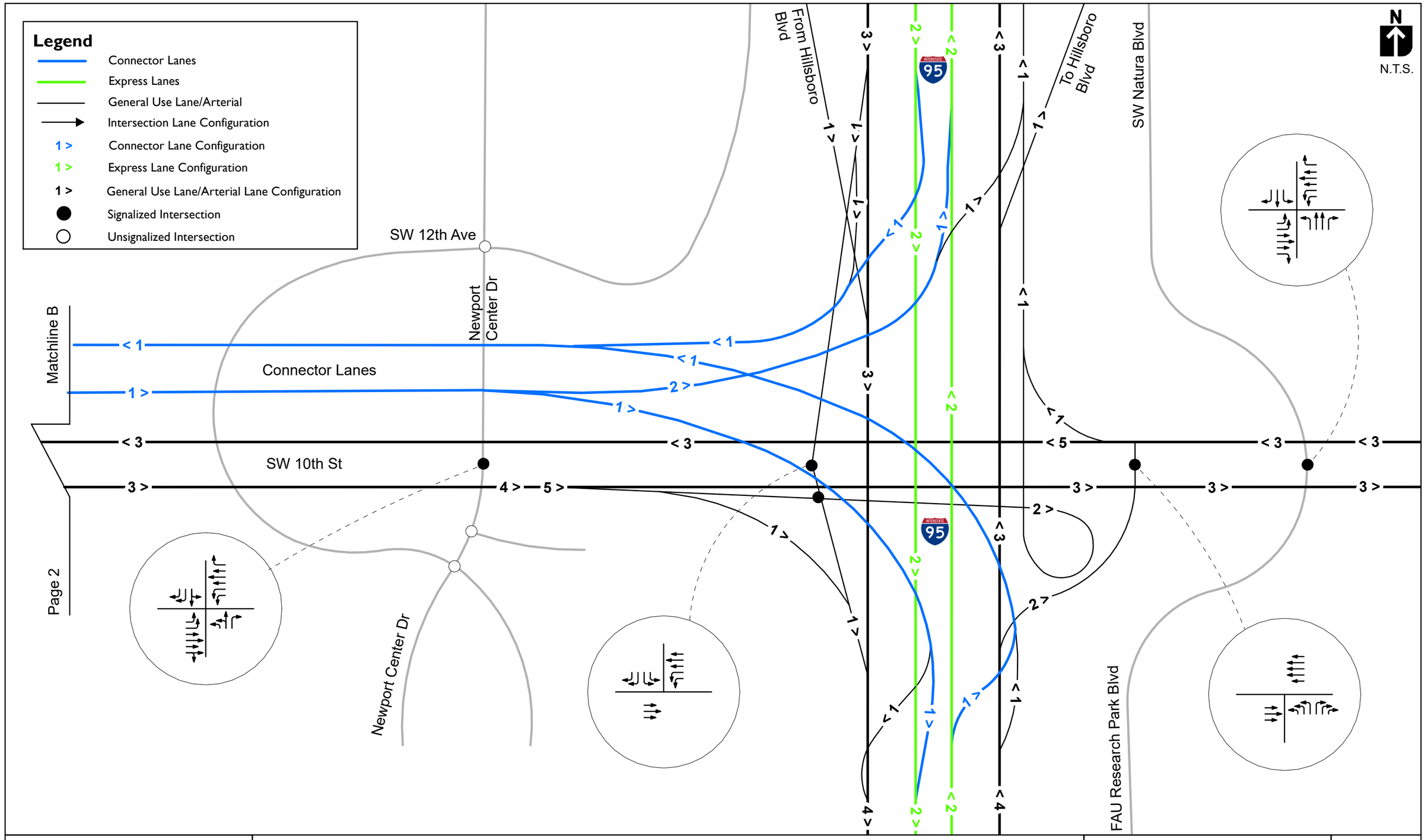
Horizon Club Driveway

FDOT

SW 10th Street Connector

State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95
Financial Project ID: 439891-1-22-02, ETDM No: 14291

Figure 5-2
No Action Alternative
Lane Geometry



FDOT / SW 10th Street Connector	State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95 Financial Project ID: 439891-1-22-02, ETDM No: 14291	Figure 5-2 No Action Alternative Lane Geometry	Page 3 of 3

Future year 2040 transit service provided by the City and County along and near the SW 10th Street corridor is expected to be similar to existing conditions. A community bus route travels a portion of the SW 10th Street corridor and Broward County bus routes run on adjacent roadways such as Powerline Road. Future transit improvements are not identified on SW 10th Street.

Bicycle and pedestrian facilities along the SW 10th Street corridor would remain unchanged under the No Action Alternative.

5.3 No Action Alternative 2040 Peak Hour Volumes

A summary of the forecasting process used to develop 2040 volumes is provided in Section 3.4 Travel Demand Forecasting.

Future volumes developed for the No Action Alternative assume adjacent improvements on Sawgrass Expressway and I-95 are constructed. Year 2040 peak hour volumes were documented in the July 2020 *SW 10th Street Connector & I-95 Interchange Supplemental Traffic Forecast Scenarios Memorandum* in Appendix C.

Figure 5-3 depicts the 2040 AM and PM peak hour traffic volumes forecasted for the No Action Alternative.

Legend

- Connector Lanes
- Express Lanes
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Peak Hour Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

To WB Sawgrass

From EB Sawgrass

SW 10th St

West Dr

Quietwaters N Driveway

Quietwaters S Driveway

Driveway F

Industrial Park Access

Matchline A

Waterways Blvd

Independence Dr

SW 11th Ct

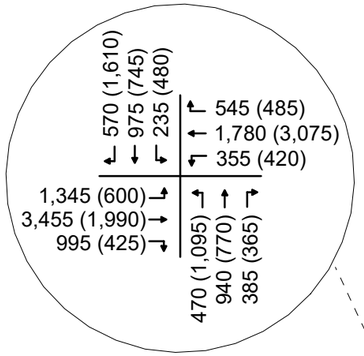
American Way

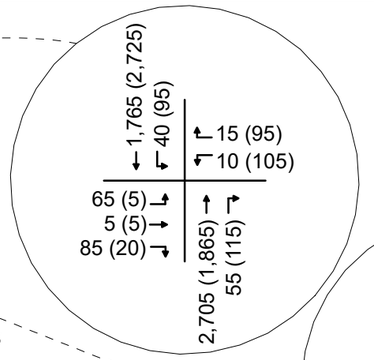
Powerline Rd

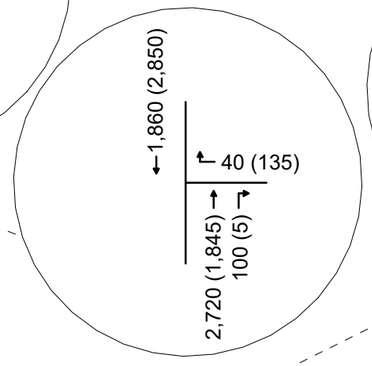
SW 10th St

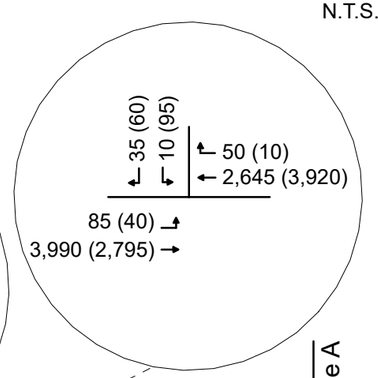
SW 30th Ave

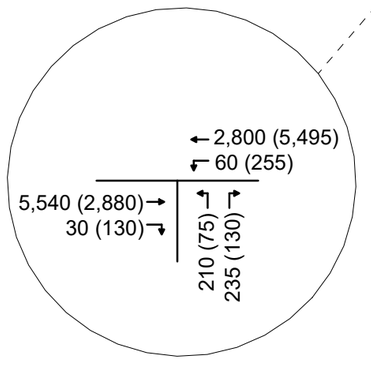
Page 2

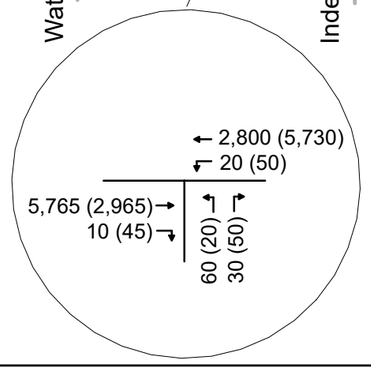


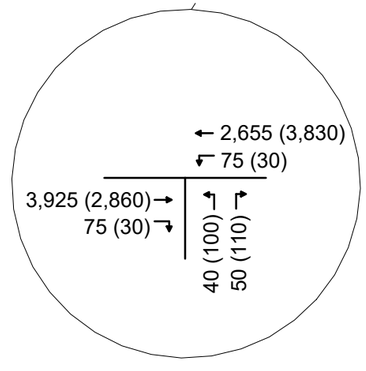












State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95
Financial Project ID: 439891-1-22-02, ETDM No: 14291

Figure 5-3
No Action Alternative
2040 Peak Hour Volumes

Legend

- Connector Lanes
- Express Lanes
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Peak Hour Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Military Trail

East Drive

300 (640)
560 (765)
480 (440)
575 (540)
1,035 (1,615)
340 (485)
375 (350)
1,440 (1,310)
190 (190)
200 (255)
675 (515)
655 (400)

Matchline A

Matchline B

1,090 (1,440)

1,090 (1,440)

Connector Lanes

1,920 (1,130)

1,920 (1,130)

SW 10th St

1,935 (1,660)
70 (150)

70 (190)

Page 1

SW 28th Ave

SW 24th Ave

W. Driveway

E. Driveway

Palm Trails Plaza

Page 3

The Lakes at Deerfield Apts Driveway

Horizon Club Driveway

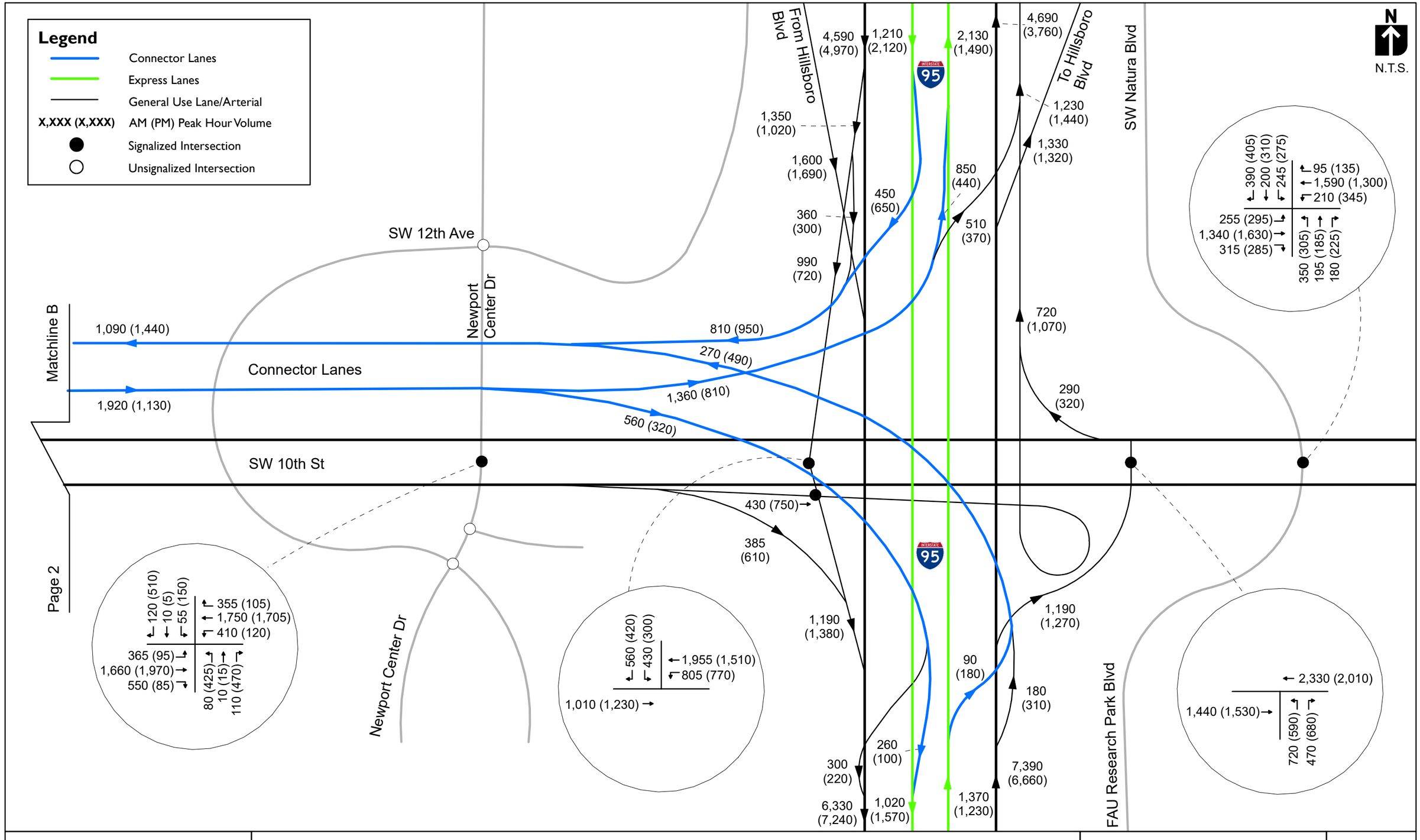
2,535 (3,775)
25 (115)
115 (110)
3,900 (2,815)
75 (155)
195 (85)
105 (70)

2,625 (3,950)
3,930 (2,870)
190 (125)
50 (50)
35 (35)

3,905 (2,855)
60 (50)
20 (85)

State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95
Financial Project ID: 439891-1-22-02, ETDM No: 14291

Figure 5-3
No Action Alternative
2040 Peak Hour Volumes



State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95
Financial Project ID: 439891-1-22-02, ETDM No: 14291

Figure 5-3
No Action Alternative
2040 Peak Hour Volumes

5.4 No Action Alternative Traffic Analysis

The No Action Alternative provides a baseline for comparison to the Build Alternatives by assuming the proposed SW 10th Street Connector project is not constructed. Traffic analysis of the corridor was conducted for the No Action Alternative given 2040 design year conditions. The road network geometry and peak hour traffic volumes used in the analyses are consistent with the information presented in Figure 5-2 and Figure 5-3, respectively.

The volume-to-capacity (V/C) and LOS of the SW 10th Street segments was determined using FDOT's generalized LOS tables. VISSIM microsimulation analysis software was used to evaluate speeds, queueing, and congestion along the SW 10th Street local lanes. It was also used to evaluate intersection LOS, delay, and maximum queues, for each of the study intersections along SW 10th Street local lanes between Waterways Boulevard and Natura Park Boulevard / FAU Research Park Boulevard.

5.4.1 No Action Alternative 2040 LOS and V/C Analysis

To assess the 2040 traffic conditions along the corridor, the directional peak hour volumes were compared to the roadway capacity. The corridor LOS based on the generalized table capacity thresholds is summarized in Table 5-1. The 2040 No Action peak hour directional V/C ratios for the SW 10th Street local lanes are also reported in Table 5-1.

Table 5-1: 2040 No Action Alternative – LOS and V/C Analysis

SW 10th Street Local Lane Segments		No. of	Volume		Capacity (1)	LOS(2)		V/C (3)	
	Location Description	Lanes	AM	PM		AM	PM	AM	PM
SW 10th Street Eastbound	West of Waterways Blvd	4	5,570	3,010	4,242	F	C	1.31	0.71
	Waterways Blvd to Independence Dr	4	5,775	3,010	4,242	F	C	1.36	0.71
	Independence Dr to Powerline Rd	3	5,795	3,015	3,171	F	C	1.83	0.95
	Powerline Rd to west of SW 30th Ave	2	4,075	2,890	2,100	F	F	1.94	1.38
	West of SW 30th Ave to SW 28th Ave	2	3,975	2,970	2,100	F	F	1.89	1.41
	SW 28th Ave to SW 24th Ave	2	4,120	2,995	2,100	F	F	1.96	1.43
	SW 24th Ave to eastbound connector lane ingress	2	3,965	2,905	2,100	F	F	1.89	1.38
	Eastbound connector lane ingress to Military Trail	2	2,005	1,850	2,100	C	C	0.95	0.88
	Military Trail to west of Newport Center Dr	2	2,575	2,150	2,100	F	F	1.23	1.02
	West of Newport Center Dr to Newport Center Dr	3	2,210	2,055	3,171	C	C	0.81	0.68
	Newport Center Dr to I-95 SB On-Ramp	4	1,825	2,590	4,242	C	C	0.43	0.61
	I-95 SB On-Ramp to I-95 NB Off-Ramp	3	1,440	1,530	3,171	C	C	0.45	0.48
	I-95 NB Off-Ramp to Natura Blvd	3	1,910	2,210	3,171	C	C	0.60	0.70
	East of Natura Blvd	3	1,765	2,130	3,171	C	C	0.56	0.67
SW 10th Street Westbound	West of Waterways Blvd	3	3,010	5,570	3,171	C	F	0.95	1.76
	Waterways Blvd to Independence Dr	3	2,860	5,750	3,171	C	F	0.90	1.81
	Independence Dr to Powerline Rd	3	2,820	5,780	3,171	C	F	0.89	1.82
	Powerline Rd to west of SW 30th Ave	2	2,695	3,980	2,100	F	F	1.28	1.90
	West of SW 30th Ave to SW 28th Ave	2	2,730	3,860	2,100	F	F	1.30	1.84
	SW 28th Ave to SW 24th Ave	2	2,675	4,000	2,100	F	F	1.27	1.90
	SW 24th Ave to westbound connector lanes egress	2	2,625	3,950	2,100	F	F	1.25	1.88
	Westbound connector lane egress to Military Trail	2	1,535	2,510	2,100	C	F	0.73	1.20
	Military Trail to Newport Center Dr	3	1,950	2,640	3,171	C	C	0.61	0.83
	Newport Center Dr to I-95 SB Off-Ramp	3	2,515	1,930	3,171	C	C	0.79	0.61
	I-95 SB Off-Ramp to west of Natura Blvd	5	2,760	2,280	5,313	C	C	0.52	0.43
	West of Natura Park Blvd to east of Natura Blvd	3	2,330	2,010	3,171	C	C	0.73	0.63

NOTES:

(1) Capacity thresholds from FDOT 2020 Generalized LOS Peak Hour Directional Volumes Table for Urbanized Areas at LOS D for Class I arterial (40 mph or higher), with +5% capacity adjustment for right turn lanes.

(2) LOS = Level of Service

(3) V/C = Ratio of Volume to Capacity

AM Peak Hour

The results show that eastbound volumes are expected to exceed the capacity of the SW 10th Street local lanes between the Sawgrass Expressway and Newport Center Drive in the AM peak hour. Meanwhile, the westbound volumes are expected to exceed the capacity of the SW 10th Street local lanes in the AM peak hour from the connector lanes egress west of Military Trail to Powerline Road.

PM Peak Hour

During the PM peak hour, eastbound volumes will exceed the corridor's capacity from Powerline Road to Newport Center Drive. In addition, westbound SW 10th Street volumes from Military Trail to the Sawgrass Expressway will exceed capacity in the afternoon. Many sections of the local lanes along the corridor are expected to have traffic volumes that will significantly exceed the roadway capacity.

Findings summarized in Table 5-1 indicate that gridlock along SW 10th Street during peak hours can be expected. Without additional capacity and safety improvements along SW 10th Street, the duration of congestion is expected to increase corresponding to more delay and longer queues. The No Action Alternative does not satisfy the objectives or purpose and need of this project. It fails to improve local traffic flow or increase capacity throughout the corridor and does not address existing operational and safety deficiencies.

5.4.2 No Action Alternative 2040 VISSIM Analysis

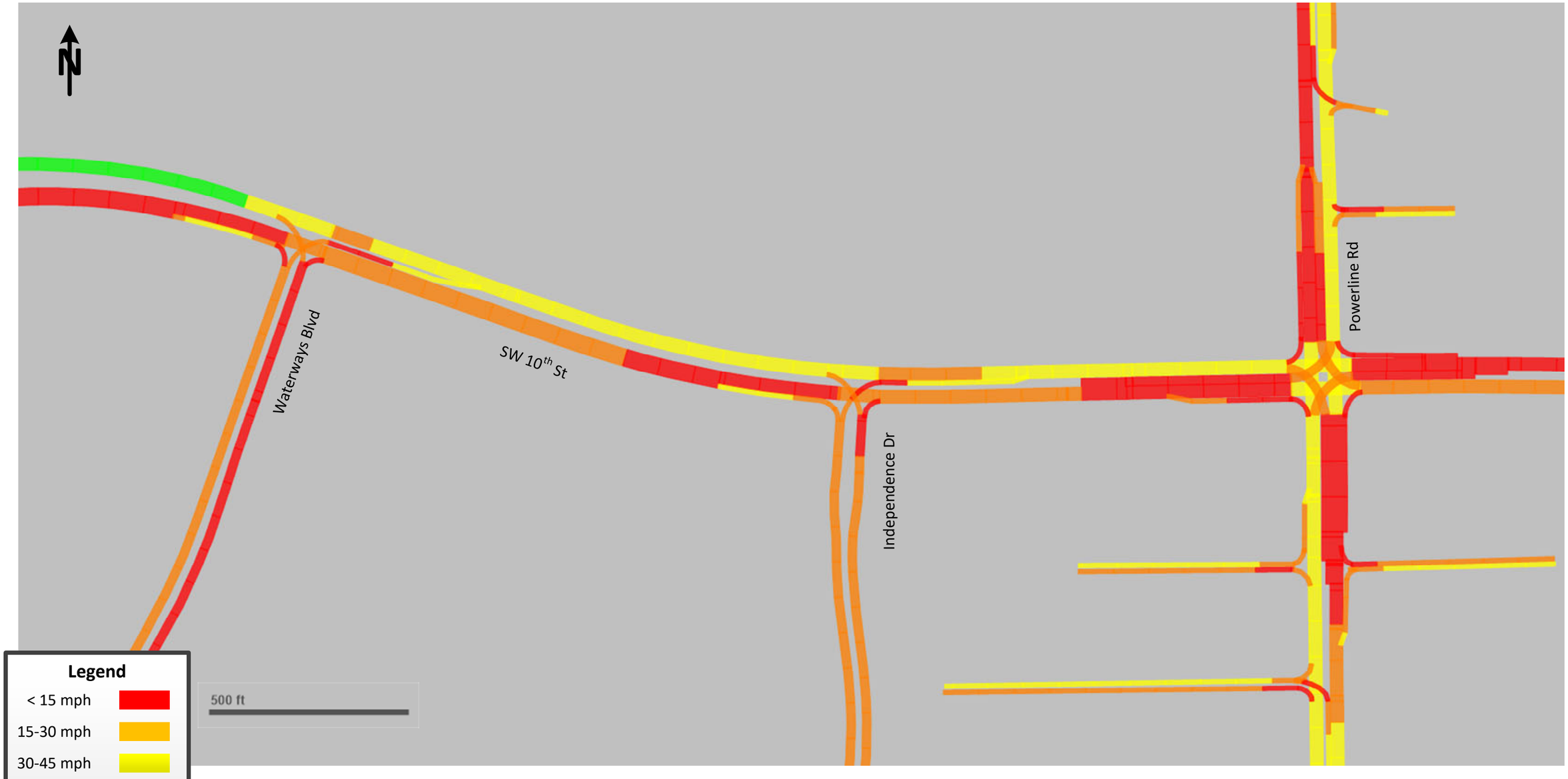
A detailed microsimulation analysis using VISSIM was conducted to evaluate the system-wide operational performance of the study area. VISSIM was used to analyze the design year 2040 AM and PM peak periods for the No Action and Build Alternatives. The VISSIM model used for the analysis is the sub-area model extracted from the regional VISSIM model provided by FTE, which is described in the traffic analysis methodology section of this report. The 2040 VISSIM analysis included the local lanes, signalized intersections, connector lanes, and entry and exit ramps. The average travel speeds along the corridor, intersection LOS, delay, maximum queue lengths, and network wide MOEs are summarized.

Estimated 2040 AM and PM peak hour truck percentages used for the 2040 VISSIM analysis are shown in Table 3-1 in Section 3.5 of this report. Two types of trucks were coded into the 2040 VISSIM models to represent 2 axle trucks, and trucks with 3 or more axles. Trucks with 3 or more axles were then prohibited from accessing the Sawgrass, Turnpike, and I-95 express lane facilities. The connector lanes have access to both the I-95 general use lanes and I-95 express lanes via the direct connect ramps and trucks with 3 or more axles can utilize the direct connect ramps to and from the I-95 general use lanes.

The 180 second cycle length implemented in 2018 at all the signalized study intersections along the corridor, was used for the 2040 analysis. Splits were optimized as appropriate using Synchro software. Approved intersection peak hour factors determined in coordination with FDOT District Four were used for future conditions. The peak hour factors used for the various intersections are noted in Section 3.5. The 2040 No Action Alternative VISSIM analysis output is provided in Appendix E. Synchro HCM2000 reports and "Lanes, volumes, timings" reports are provided for additional information in Appendix E.

In general, the No Action Alternative results show heavy congestion during both the AM and PM peak hours. The 2040 link evaluation results, showing speeds along SW 10th Street and the cross streets during 2040 AM and PM peak hours, are summarized in Figures 5-4 and 5-5, respectively. In addition, volume and speed profiles are included in Appendix E.

No Action Alternative
2040 AM Peak Hour Average Travel Speed (Waterways Blvd to East of Powerline Rd)



FDOT / SW 10th Street Connector	State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95 Financial Project ID: 439891-1-22-02, ETDM No: 14291	Figure 5-4 No Action Alternative 2040 AM Peak Hour Average Travel Speed	Page No. 1 of 4

No Action Alternative
2040 AM Peak Hour Average Travel Speed (East of Powerline Rd to East of SW 28th Ave)

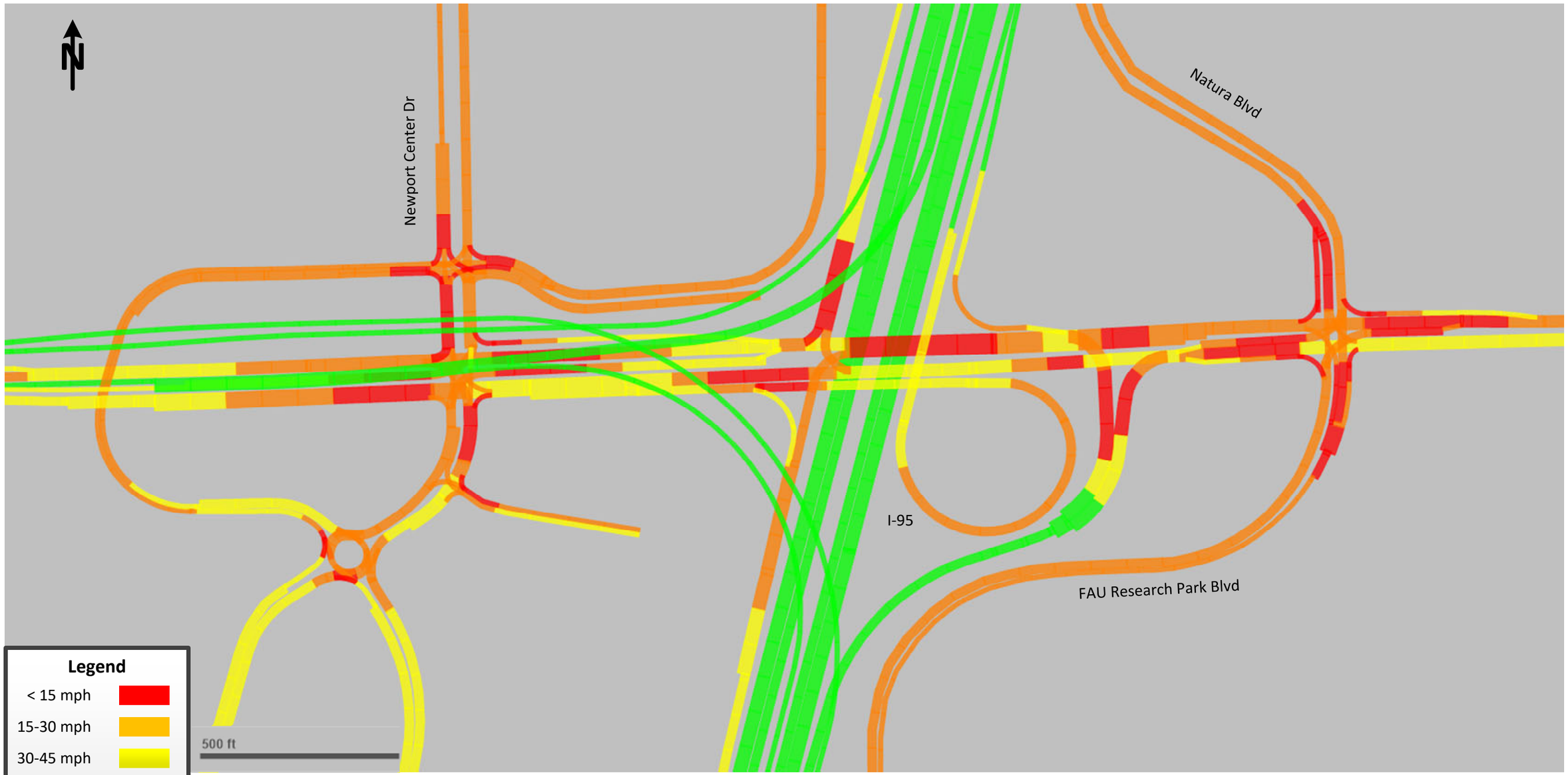
State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95
Financial Project ID: 439891-1-22-02, ETDM No: 14291

Figure 5-4
No Action Alternative
2040 AM Peak Hour
Average Travel Speed

No Action Alternative
2040 AM Peak Hour Average Travel Speed (East of SW 28th Ave to East of Military Trail)

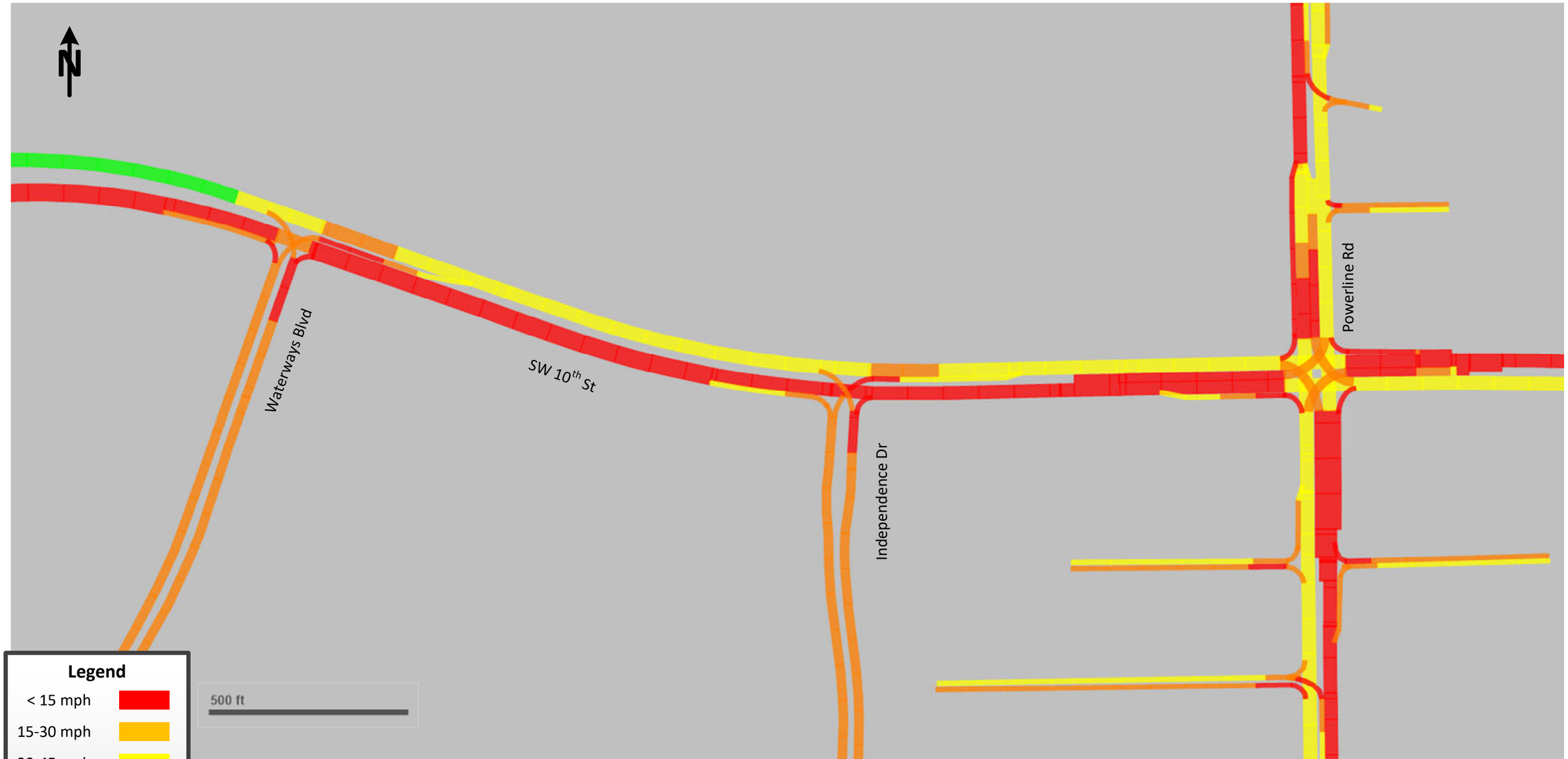
FDOT / SW 10th Street Connector	State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95 Financial Project ID: 439891-1-22-02, ETDM No: 14291	Figure 5-4 No Action Alternative 2040 AM Peak Hour Average Travel Speed	Page No. 3 of 4

No Action Alternative
2040 AM Peak Hour Average Travel Speed (East of Military Trail to FAU Research Park Blvd)



FDOT / SW 10th Street Connector	State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95 Financial Project ID: 439891-1-22-02, ETDM No: 14291	Figure 5-4 No Action Alternative 2040 AM Peak Hour Average Travel Speed	Page No. 4 of 4

No Action Alternative
2040 PM Peak Hour Average Travel Speed (Waterways Blvd to East of Powerline Rd)



FDOT / SW 10th Street Connector	State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95 Financial Project ID: 439891-1-22-02, ETDM No: 14291	Figure 5-5 No Action Alternative 2040 PM Peak Hour Average Travel Speed	Page No. 1 of 4

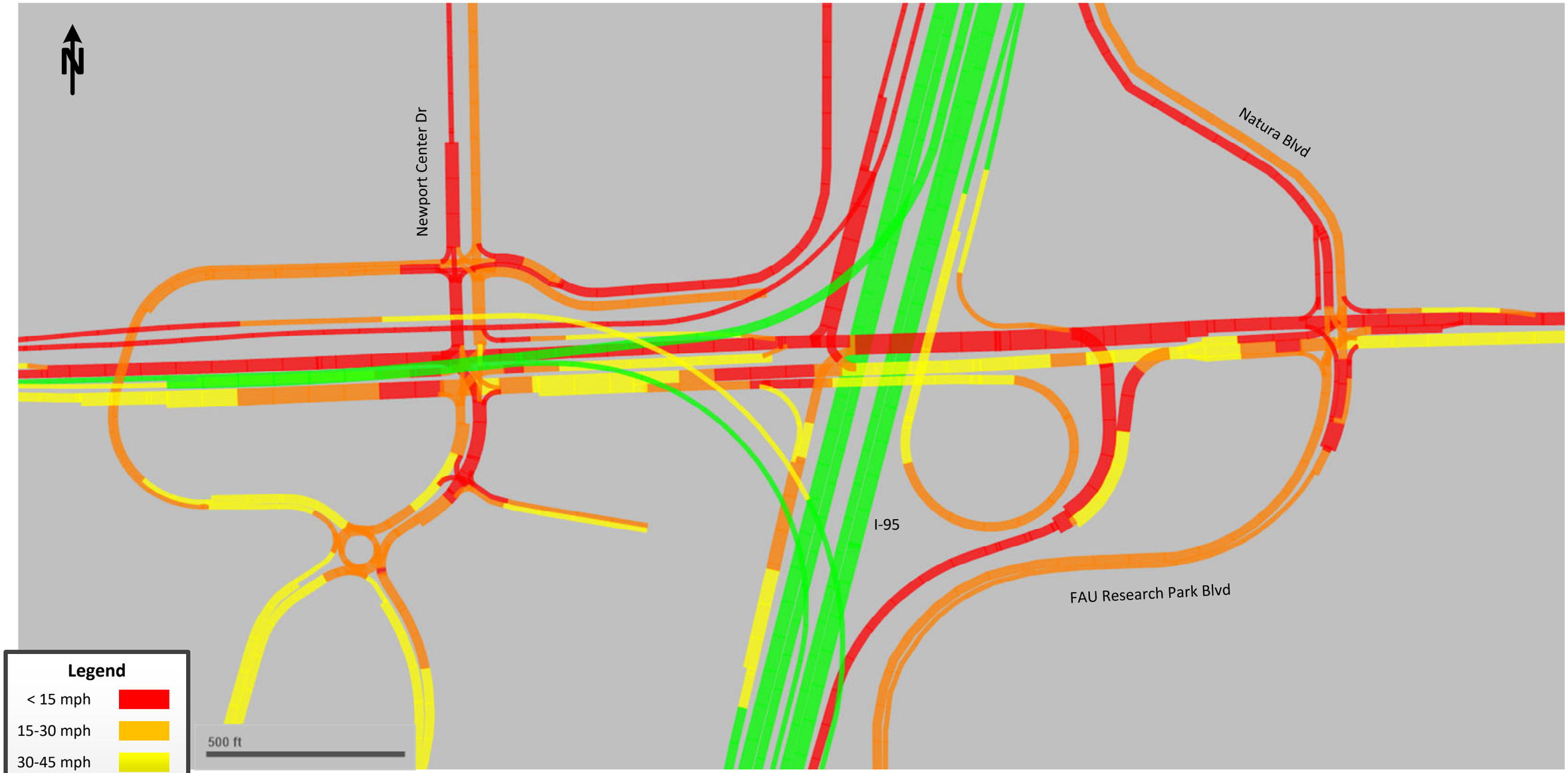
No Action Alternative
2040 PM Peak Hour Average Travel Speed (East of Powerline Rd to East of SW 28th Ave)

FDOT / SW 10th Street Connector	State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95 Financial Project ID: 439891-1-22-02, ETDM No: 14291	Figure 5-5 No Action Alternative 2040 PM Peak Hour Average Travel Speed	Page No. 2 of 4

No Action Alternative
2040 PM Peak Hour Average Travel Speed (East of SW 28th Ave to East of Military Trail)

FDOT / SW 10th Street Connector	State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95 Financial Project ID: 439891-1-22-02, ETDM No: 14291	Figure 5-5 No Action Alternative 2040 PM Peak Hour Average Travel Speed	Page No. 3 of 4

No Action Alternative
2040 PM Peak Hour Average Travel Speed (East of Military Trail to FAU Research Park Blvd)



FDOT / SW 10th Street Connector	State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95 Financial Project ID: 439891-1-22-02, ETDM No: 14291	Figure 5-5 No Action Alternative 2040 PM Peak Hour Average Travel Speed	Page No. 4 of 4

No Action - AM Peak Hour Link Evaluation

VISSIM analysis of the AM peak hour revealed severe congestion in the peak eastbound direction, with traffic backing up along SW 10th Street local from Powerline Road to the Sawgrass Expressway. The simulated speeds in the eastbound direction are generally lower than 15 mph in this section. Between Powerline Road and the connector lane access west of Military Trail, simulated speeds during the peak hour typically range between 15 mph and 25 mph. Since the ingress to the connector lane provides some relief to the local lanes, simulated speeds increase through Military Trail. Westbound traffic in the morning from Powerline Road to Natura Boulevard slows down to around 30 mph or less after the first hour of simulation. The slow eastbound and westbound speeds during the AM peak period can be seen in the average travel speeds on Figure 5-4, and on the speed and volume profiles found in Appendix E.

In addition to congestion along SW 10th Street, several intersections show congestion on the side street approaches. Slow speeds and long queues are expected on northbound Waterways Boulevard, northbound and southbound Powerline Road, and northbound SW 28th Avenue.

No Action - PM Peak Hour Link Evaluation

VISSIM analysis of the PM peak hour revealed severe congestion on the SW 10th Street corridor due to high demand and restricted capacity. In both travel directions, Powerline Road intersection operates as a bottleneck where the traffic demand on SW 10th Street is unable to be processed. In the eastbound direction, average simulated speeds are lower than 10 mph upstream through the Independence Drive and Waterways Boulevard intersections. This congestion causes metering of the throughput volumes resulting in higher average speeds (but limited throughput) east of Powerline Road.

In the westbound direction, queuing from the Powerline Road intersection (with speeds lower than 10 mph) is noted through the entire westbound corridor. The westbound through movement at Powerline Road has a demand volume of 3,075 vph. This far exceeds the capacity of the three lanes provided, and the negative impacts have a far-reaching effect on the overall network operations. Note that the westbound demand volume downstream of Waterways Boulevard is 5,570 vph, while the volume profiles in Appendix E indicate that the maximum throughput was lower than 3,000 vph during the peak hour. On Powerline Road

itself, queuing from the intersection extends far upstream in both the northbound and southbound directions. Access from SW 28th Avenue is severely restricted due to the queuing on westbound SW 10th Street. This results in slow speeds and heavy queuing on that approach as well.

Heavy congestion was simulated on the northbound and southbound approaches at Military Trail and the southbound approach at Natura Boulevard, as well as the northbound and southbound approaches at Newport Center Drive under the No Action Alternative. The I-95 northbound ramp terminal intersection is also impacted, with speeds lower than 15 mph observed along the length of the off-ramp, which spills back onto I-95 northbound. Finally, the I-95 southbound travel lanes are impacted by congestion originating from both spillback from the westbound connector lanes and the southbound ramp terminal. This impacts operations of the I-95 general use lanes and express lanes.

No Action - AM Peak Hour Intersection Analysis

VISSIM was also used to analyze the intersections along the corridor. Results of the AM peak hour signalized intersection analysis are summarized in Table 5-2. HCM LOS delay thresholds were used to report the approximate LOS for each intersection. Delay calculations in VISSIM differ from HCM delay calculations; therefore, the reported LOS is an approximate LOS. The 2040 AM peak hour VISSIM analysis indicates the following SW 10th Street intersections will operate below the LOS D target with the No Action Alternative:

- Waterways Boulevard intersection (LOS F)
- Powerline Road intersection (LOS F)

Table 5-2: 2040 No Action Alternative AM Peak Intersection Performance

Intersection	Approach	Movement	Volume (vph)	Max. Queue (ft)	Delay and Level of Service (sec/veh)		
					Movement	Approach	Intersection
Waterways Blvd	EB	T	3,590	9,651	200+ (F)	200+ (F)	144.8 (F)
		R	21	0	157 (F)		
	WB	L	58	155	127 (F)	5.9 (A)	
		T	2,574	497	3 (A)		
	NB	L	157	1,470	200+ (F)	200+ (F)	
		R	208	1,404	140 (F)		
Independence Dr	EB	T	3,795	1,650	44 (D)	44.2 (D)	29.3 (C)
		R	6	0	3 (A)		
	WB	L	22	33	46 (D)	5.8 (A)	
		T	2,578	457	5 (A)		
	NB	L	57	147	90 (F)	77.9 (E)	
		R	31	184	55 (D)		
Powerline Rd	EB	L	891	1,310	80 (E)	51.3 (D)	89.5 (F)
		T	2,262	1,314	45 (D)		
		R	668	1,355	35 (C)		
	WB	L	304	1,950	200+ (F)	148.2 (F)	
		T	1,630	1,948	133 (F)		
		R	500	1,991	112 (F)		
	NB	L	424	581	167 (F)	91.5 (F)	
		T	918	581	82 (F)		
		R	382	645	29 (C)		
	SB	L	218	312	141 (F)	89.3 (F)	
		T	895	563	118 (F)		
		R	548	603	21 (C)		
SW 30th Ave*	EB	T	2,731	687	13 (B)	12.5 (B)	15.5 (C)
		R	53	30	6 (A)		
	WB	L	73	194	81 (F)	16.7 (C)	
		T	2,505	1,052	15 (B)		
	NB	L	42	167	120 (F)	73.2 (F)	
		R	50	85	34 (D)		
SW 28th Ave	EB	T	2,728	1,174	19 (B)	18.4 (B)	43.8 (D)
		R	54	80	11 (B)		
	WB	U	112	256	78 (E)	16.4 (B)	
		L	26	256	81 (F)		
		T	2,445	1,304	13 (B)		
	NB	L	142	2,898	200+ (F)	200+ (F)	
		R	71	2,220	200+ (F)		
SW 24th Ave*	EB	T	2,779	1,638	21 (C)	20.5 (C)	14.4 (B)
		R	135	0	13 (B)		
	WB	L	0	0	0 (A)	2.1 (A)	
		T	2,568	326	2 (A)		
	NB	L	47	204	105 (F)	192.8 (F)	
		R	30	223	200+ (F)		

* Intersection LOS estimated based on VISSIM node delay results and HCM intersection LOS delay thresholds for signalized intersections and stop controlled intersections.
Note: reported maximum queues are capped by the presence of upstream intersection nodes or the extent of the network

Table 5-2: 2040 No Action Alternative AM Peak Intersection Performance (Continued)

Intersection	Approach	Movement	Volume (vph)	Max. Queue (ft)	Delay and Level of Service (sec/veh)		
					Movement	Approach	Intersection
Military Trail	EB	L	264	243	80 (E)	46.3 (D)	54.1 (D)
		T	1,038	700	43 (D)		
		R	135	122	4 (A)		
	WB	L	325	435	148 (F)	42.9 (D)	
		T	1,009	775	28 (C)		
		R	560	477	8 (A)		
	NB	L	202	198	84 (F)	49.2 (D)	
		T	685	463	58 (E)		
		R	663	558	29 (C)		
	SB	L	466	498	161 (F)	84.4 (F)	
		T	549	498	56 (E)		
		R	304	498	20 (B)		
Newport Center Dr	EB	L	305	234	59 (E)	26.7 (C)	30.7 (C)
		T	1,401	615	20 (B)		
		R	460	663	25 (C)		
	WB	L	398	321	75 (E)	31.5 (C)	
		T	1,712	598	26 (C)		
		R	343	223	7 (A)		
	NB	L	76	116	86 (F)	44.2 (D)	
		T	10	116	85 (F)		
		R	108	143	11 (B)		
	SB	L	49	172	85 (F)	55.7 (E)	
		T	9	172	81 (F)		
		R	110	172	41 (D)		
I-95 Ramps	EB	L	370	330	34 (C)	36.1 (D)	47.9 (D)
		T	853	383	51 (D)		
		R	332	0	2 (A)		
	WB	L	800	691	105 (F)	49.7 (D)	
		T	1,201	691	21 (C)		
		R	282	691	14 (B)		
	NB	L	713	290	50 (D)	48.6 (D)	
		R	473	220	47 (D)		
	SB	L	430	272	99 (F)	61.8 (E)	
		R	541	272	32 (C)		
Natura Blvd	EB	L	234	219	78 (E)	31.4 (C)	42.9 (D)
		T	1,232	420	29 (C)		
		R	287	164	5 (A)		
	WB	L	210	538	114 (F)	49.1 (D)	
		T	1,571	798	43 (D)		
		R	91	113	7 (A)		
	NB	L	328	725	62 (E)	51.6 (D)	
		T	191	455	67 (E)		
		R	183	137	17 (B)		
	SB	L	238	756	48 (D)	45.7 (D)	
		T	185	756	77 (E)		
		R	384	522	29 (C)		

* Intersection LOS estimated based on VISSIM node delay results and HCM intersection LOS delay thresholds for signalized intersections and stop controlled intersections.
Note: reported maximum queues are capped by the presence of upstream intersection nodes or the extent of the network

No Action - PM Peak Hour Intersection Analysis

VISSIM results of the PM peak hour signalized intersection analysis are summarized in Table 5-3. HCM LOS delay thresholds were used to report the approximate LOS for each intersection. Delay calculations in VISSIM differ from HCM delay calculations; therefore, the reported LOS is an approximate LOS. The 2040 PM peak hour findings indicate the following SW 10th Street intersections are expected to operate below the LOS D target:

- Waterways Boulevard intersection (LOS F)
- Independence Drive (LOS E)
- Powerline Road intersection (LOS F)
- SW 30th Avenue (LOS E)
- SW 28th Street intersection (LOS F)
- Military Trail intersection (LOS F)
- Newport Center Drive intersection (LOS F)
- I-95 ramps terminal intersections (LOS F)
- Natura Boulevard (LOS F)

During the 2040 PM peak hour, all but one of the study area intersections will operate at LOS E or F. The considerable westbound traffic volume at Powerline Road causes queuing that extends through most of the upstream network. This results in high delay, long queues, and undesirable LOS at other intersections. The northbound and southbound I-95 off-ramp terminals operate at LOS F, with queues in excess of 9,500 feet for the northbound off-ramp and approaching 6,000 feet for the southbound off ramp. The westbound congestion along SW 10th Street would adversely impact upstream operations on I-95 in both directions.

These findings confirm that gridlock along SW 10th Street will occur during peak hours under the No Action Alternative. In lieu of additional capacity and safety improvements, the duration and severity of congestion experienced by motorists along SW 10th Street is expected to increase. Overall, the No Action Alternative fails to address existing operational and safety deficiencies.

Table 5-3: 2040 No Action Alternative PM Peak Intersection Performance

Intersection	Approach	Movement	Volume (vph)	Max. Queue (ft)	Delay and Level of Service (sec/veh)		
					Movement	Approach	Intersection
Waterways Blvd	EB	T	2,099	9,643	200+ (F)	200+ (F)	**200+ (F)**
		R	95	0	200+ (F)		
	WB	L	136	275	89 (F)	8 (A)	
		T	2,894	494	4 (A)		
	NB	L	75	208	120 (F)	51 (D)	
		R	126	142	10 (A)		
Independence Dr	EB	T	2,193	1,655	175 (F)	172.4 (F)	**74.9 (E)**
		R	33	0	10 (A)		
	WB	L	28	43	28 (C)	3.5 (A)	
		T	3,011	394	3 (A)		
	NB	L	18	104	85 (F)	72 (E)	
		R	51	146	67 (E)		
Powerline Rd	EB	L	404	1,318	200+ (F)	173.2 (F)	**141.9 (F)**
		T	1,481	1,319	110 (F)		
		R	321	481	61 (E)		
	WB	L	197	1,305	200+ (F)	200+ (F)	
		T	1,484	2,032	200+ (F)		
		R	242	2,076	187 (F)		
	NB	L	547	603	160 (F)	91.1 (F)	
		T	442	603	45 (D)		
		R	216	667	12 (B)		
	SB	L	299	319	69 (E)	35.4 (D)	
		T	463	277	48 (D)		
		R	1,007	619	20 (B)		
SW 30th Ave*	EB	T	2,038	449	3 (A)	3.2 (A)	**43.9 (E)**
		R	23	4	1 (A)		
	WB	L	14	55	85 (F)	90.9 (F)	
		T	1,768	1,106	91 (F)		
	NB	L	104	287	74 (F)	45.7 (E)	
		R	114	139	20 (C)		
SW 28th Ave	EB	T	2,038	923	3 (A)	2.6 (A)	**106.3 (F)**
		R	114	71	2 (A)		
	WB	U	48	158	111 (F)	126.6 (F)	
		L	54	158	112 (F)		
		T	1,728	1,653	128 (F)		
	NB	L	57	2,767	200+ (F)	200+ (F)	
		R	47	2,324	200+ (F)		
SW 24th Ave*	EB	T	2,050	348	2 (A)	1.9 (A)	11.7 (B)
		R	85	0	1 (A)		
	WB	L	0	0	0 (A)	22.5 (C)	
		T	1,783	543	22 (C)		
	NB	L	47	95	42 (E)	33.4 (D)	
		R	32	115	20 (C)		

* Intersection LOS estimated based on VISSIM node delay results and HCM intersection LOS delay thresholds for signalized intersections and stop controlled intersections.
Note: reported maximum queues are capped by the presence of upstream intersection nodes or the extent of the network

Table 5-3: 2040 No Action Alternative PM Peak Intersection Performance (Continued)

Intersection	Approach	Movement	Volume (vph)	Max. Queue (ft)	Delay and Level of Service (sec/veh)		
					Movement	Approach	Intersection
Military Trail	EB	L	246	229	94 (F)	35 (C)	200+ (F)
		T	976	541	25 (C)		
		R	141	108	3 (A)		
	WB	L	254	268	200+ (F)	200+ (F)	
		T	871	2,107	200+ (F)		
		R	285	432	102 (F)		
	NB	L	162	494	200+ (F)	158.6 (F)	
		T	347	298	56 (E)		
		R	276	286	15 (B)		
	SB	L	88	614	79 (E)	200+ (F)	
		T	148	614	200+ (F)		
		R	109	614	200+ (F)		
Newport Center Dr	EB	L	60	108	65 (E)	24.3 (C)	167.5 (F)
		T	1,226	631	22 (C)		
		R	52	679	26 (C)		
	WB	L	47	89	101 (F)	200+ (F)	
		T	702	1,792	200+ (F)		
		R	38	108	28 (C)		
	NB	L	407	331	170 (F)	91.6 (F)	
		T	17	331	58 (E)		
		R	455	358	22 (C)		
	SB	L	95	312	105 (F)	101.4 (F)	
		T	4	312	85 (F)		
		R	315	312	101 (F)		
I-95 Ramps	EB	L	523	514	25 (C)	30.1 (C)	200+ (F)
		T	835	417	46 (D)		
		R	412	0	4 (A)		
	WB	L	509	748	62 (E)	200+ (F)	
		T	604	748	200+ (F)		
		R	206	748	119 (F)		
	NB	L	90	9,552	200+ (F)	200+ (F)	
		R	114	180	200+ (F)		
	SB	L	66	13,147	200+ (F)	200+ (F)	
		R	90	13,147	200+ (F)		
Natura Blvd	EB	L	142	167	104 (F)	21.2 (C)	200+ (F)
		T	747	191	9 (A)		
		R	129	99	2 (A)		
	WB	L	173	11,332	200+ (F)	200+ (F)	
		T	647	11,330	200+ (F)		
		R	65	126	200+ (F)		
	NB	L	285	515	73 (E)	48.7 (D)	
		T	183	328	55 (D)		
		R	224	140	13 (B)		
	SB	L	270	1,634	53 (D)	120.5 (F)	
		T	299	1,634	137 (F)		
		R	388	1,614	154 (F)		

* Intersection LOS estimated based on VISSIM node delay results and HCM intersection LOS delay thresholds for signalized intersections and stop controlled intersections.
Note: reported maximum queues are capped by the presence of upstream intersection nodes or the extent of the network

No Action Alternative - Travel Times and Average Speeds

The peak hour peak direction travel time for vehicles on SW 10th Street between the Turnpike and I-95 was recorded from the VISSIM model for the 2040 No Action Alternative. The eastbound travel time during the AM peak hour was estimated to take approximately 12 to 13 minutes, while the westbound travel time during the PM peak hour was estimated to take longer than 30 minutes. The long westbound PM peak hour travel time for the No Action Alternative in 2040 is due to significant congestion throughout the network, including at the Powerline Road intersection, 28th Avenue intersection, and where the westbound direct-connect I-95 off-ramp traffic merges into westbound traffic on local SW 10th Street.

The distance of the travel paths measured along SW 10th Street between the Turnpike and I-95 is 3.2 miles. The average travel speed for eastbound traffic during the AM peak hour is estimated to be 16 mph, and less than 5 mph for the westbound PM peak hour travel speed.

No Action - Network-Wide Output

For the No Action Alternative, the network wide VISSIM results were reviewed and reported. The 2040 AM peak period outputs are noticeably high. They are as follows:

- Total Delay = 4,801 hours
- Total Travel Time = 10,797 hours
- Total Stops = 489,849
- Latent Demand = 3,427 vehicles
- Average Delay = 3:09 (mm:ss)
- Average Speed = 28 mph

The network wide outputs for the No Action Alternative 2040 PM peak period show even greater delay, travel time, total stops, etc., indicating near gridlock conditions in the network. The outputs are as follows:

- Total Delay = 21,267 hours
- Total Travel Time = 25,553 hours
- Total Stops = 2,437,510
- Latent Demand = 33,729 vehicles
- Average Delay = 17:55 (mm:ss)
- Average Speed = 8 mph

6.0 Build Alternatives

6.1 Screening of Preliminary Build Concepts

In the initial stages of the project, multiple sets of managed lane access configurations were considered. These included a north alignment and center alignment for the proposed connector lanes, as well as six different managed lane access configurations. Twelve preliminary build concepts were evaluated considering various criteria. The analysis of all twelve preliminary build concepts using Synchro intersection analysis and volume-to-capacity ratio analysis is documented in the *Tier 1 Traffic Analysis (Volume to Capacity and Vehicle-Miles Traveled), and Tier 2 Traffic Analysis (Intersection and Freeway Operations) Results Memorandum*, dated May 2018, and prepared by RS&H, Inc. A copy of this technical memorandum is provided in Appendix F.

Based on the assessment in the *Tier 1 Traffic Analysis (Volume to Capacity and Vehicle-Miles Traveled), and Tier 2 Traffic Analysis (Intersection and Freeway Operations) Results Memorandum*, preliminary build concept "North Alignment with access configuration 3D-1.3" was determined to be the most advantageous from a traffic perspective. It was shown to provide the lowest total intersection delay; least number of locations along the SW 10th Street corridor where V/C would be greater than 1.0; and the connector lanes freeway performance appeared to be acceptable.

Following the preliminary assessment, two build concepts were analyzed in the *VISSIM Analysis of No-Build Alternative, Build Alternative #1 (managed lanes without local ramp access), and Build Alternative #2 (managed lanes with local ramp access) Technical Memorandum*:

- Build Concept 1 (Non-Depressed, No Managed Lane Access)
- Build Concept 2 (Full Depressed, or Partial Depressed, with Managed Lane Access)

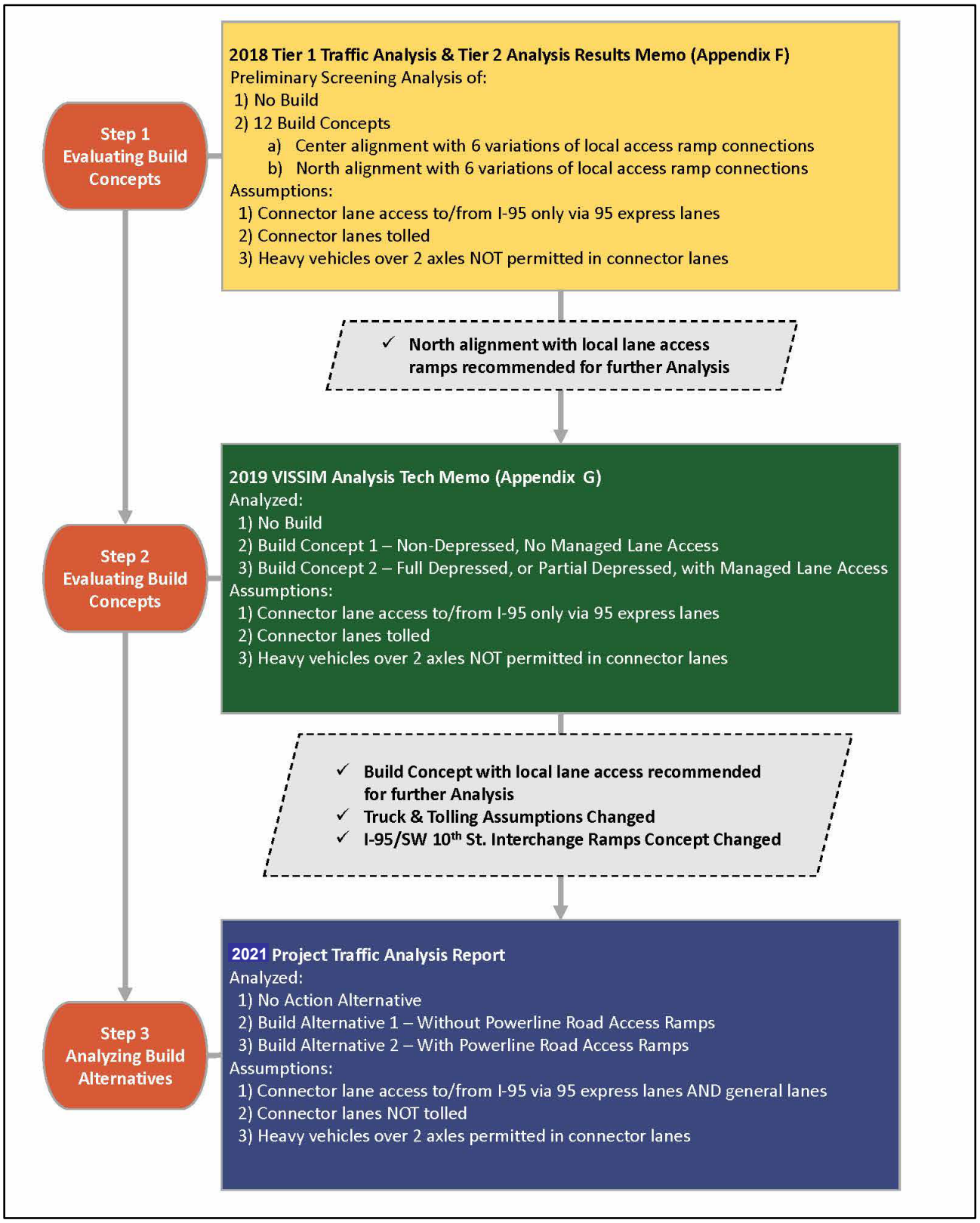
These concepts were analyzed and compared using VISSIM analysis of their 2040 conditions. A copy of the *VISSIM Analysis of No-Build Alternative, Build Alternative #1 (managed lanes without local ramp access), and Build Alternative #2 (managed lanes with local ramp access) Technical Memorandum*, dated September 2019 is provided in Appendix G.

This Technical Memorandum was an interim deliverable which provided initial insight into the traffic operations of the three potential "build" concepts presented at the Alternatives Public Workshop #2 held in November 2018. The results also demonstrated that Build Concept 2 (with access to/from the managed lanes) provided more benefits than Build Concept 1 in terms of less delay at intersections, and lower travel times in the local lanes. Although the concepts analyzed in the Technical Memorandum are different from the alternatives documented in this PTAR, the Build Alternative incorporates key characteristics from initial Build Concept 2. The connector lanes ingress and egress ramps proposed in each direction between Powerline Road and Newport Center Drive, from initial Build Concept 2 continued to be considered as part of a Build Alternative. These ramps provide access between the SW 10th Street local lanes and the connector lanes. They allow a larger amount of traffic to use the connector lanes, including providing an opportunity for traffic to bypass the Military Trail intersection.

After further feedback from project stakeholders, and coordination with Florida's Turnpike, additional build concepts were developed. As discussed in Section 3.4, Build Alternative 1 in this PTAR includes connector lanes (two lanes in each direction) between Sawgrass Expressway, Turnpike and I-95. Interim access ramps are also included providing access east of Military Trail for local SW 10th Street, serving Newport Center Drive to/from the west. The connector lanes connect to and from the I-95 general use lanes, as well as I-95 express lanes. Build Alternative 2 is the same as Build Alternative 1, except it also includes intermediate access ramps to and from SW 10th Street east of Powerline Road.

Figure 6-1 illustrates in a flow chart the development of the Build Alternatives from the build concepts.

Figure 6-1: Development of Build Alternatives from Build Concepts – Traffic Analysis Process Flowchart



6.2 Build Alternatives Transportation Network

Two build alternatives are presented in this PTAR, which include Build Alternative 1 (which does not include connector lane ramps east of Powerline Road) and Build Alternative 2 (which includes connector lane ramps east of Powerline Road). These alternatives are discussed in the following sections.

Build Alternative 1 Without Powerline Road Ramps

The Build Alternative 1, also known as "Without Powerline Road Access Ramps," represents a significant capacity improvement over the No Action Alternative. Most notably a new connector lane freeway facility is proposed to be constructed along the north side of the corridor from the Sawgrass Expressway / Florida's Turnpike to I-95 (northern alignment). The northern alignment of the connector lanes helps to minimize modifications to access connections along the SW 10th Street local lanes. The connector lanes consist of two lanes in each direction.

The SW 10th Street local lanes are located along the south side of the corridor and consist of the same number of lanes as they do today:

- three lanes in each direction from west of Waterways Boulevard to east of Powerline Road,
- two lanes in each direction from east of Powerline Road to Military Trail, and
- three lanes in each direction from Military Trail to Newport Center Drive.

The SW 10th Street local lanes are planned to accommodate local trips traveling at slower speeds. They are adjacent to the proposed 12-foot shared use path along the corridor. The speed limit for the 11-foot local lanes is expected to be 35 mph to be consistent with the new design of the local roadway. The primary function of the SW 10th Street local lanes will be to provide access to the adjacent residential developments and businesses, as well as connections to intersecting local roads.

The connector lanes are expected to primarily accommodate longer distance trips. Limited access connections in the form of entrance and exit ramps will be provided and the facility will be designed for traffic to travel at a higher speed. The speed limit for the connector lanes

is assumed to be posted at 60 mph. These lanes will be physically separated from the local lanes by a barrier and / or a grade separation.

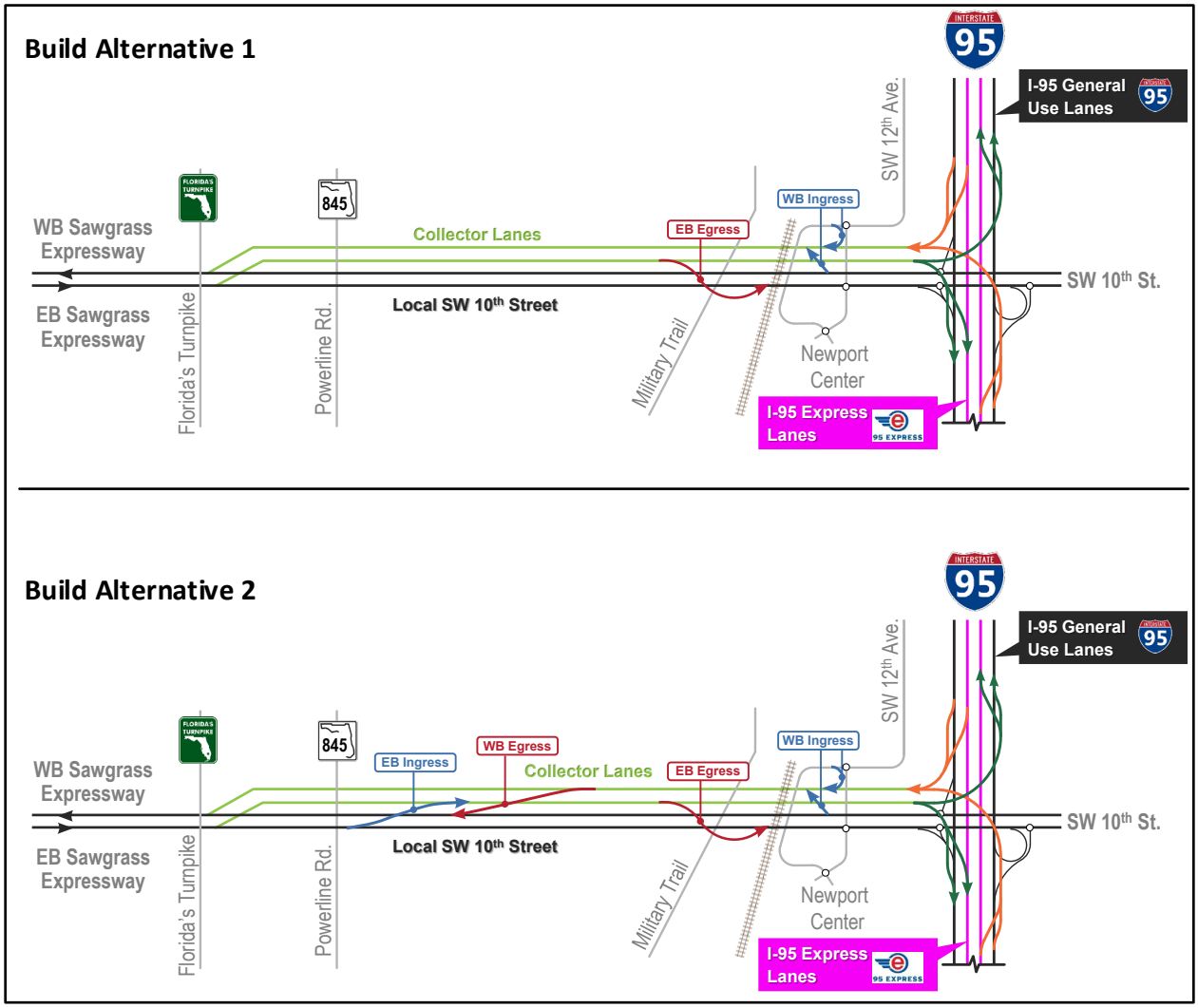
Two proposed ramps, located between Military Trail and Newport Center Drive, will provide connections between the SW 10th Street local lanes and the connector lanes. They include an eastbound exit ramp and a westbound entrance ramp.

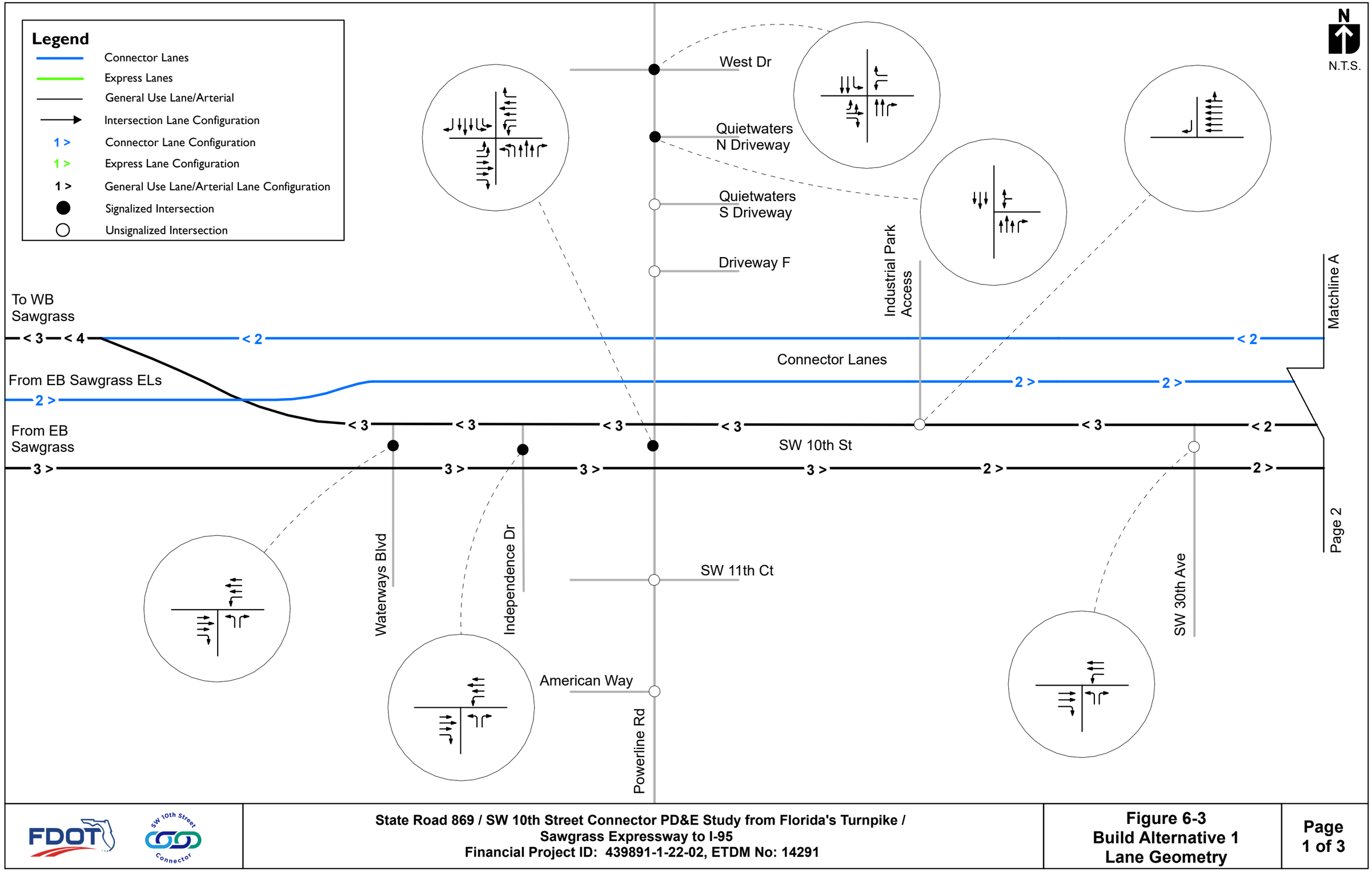
In addition, an eastbound entrance ramp and westbound exit ramp will be provided west of Waterways Boulevard as part of FTE's ongoing Sawgrass Expressway PD&E Study. The entrance and exit ramp west of Waterways Boulevard will provide an important connection between the Sawgrass Expressway general use lanes and the connector lanes. These ramps provide an opportunity for eastbound vehicles to enter the connector lanes prior to the Waterways Boulevard intersection, and for westbound traffic to remain in the connector lanes until west of Waterways Boulevard. This allows additional traffic to use the connector lanes and bypass three more signalized intersections along SW 10th Street (at Waterways Boulevard, Independence Drive, and Powerline Road).

Another characteristic of the Build Alternative 1 is that when the facility is constructed and open to traffic, all vehicle types will be allowed to travel in the SW 10th Street connector lanes, including all types of trucks. Trucks with 3 or more axles are prohibited from accessing the Sawgrass, Turnpike, and I-95 express lane facilities. The connector lanes are proposed to have access to both the I-95 general use lanes and I-95 express lanes via the direct connect ramps and trucks with 3 or more axles can utilize the direct connect ramps to and from the I-95 general use lanes. So, trucks will be able to enter or exit the connector lanes from the local access ramps to SW 10th Street as well as the direct connect ramps. In addition, no toll will be implemented when open to traffic on the connector lanes from the new entrance and exit ramps west of Waterways Boulevard, to the I-95 general use lanes direct connect ramps.

Figure 6-2 provides a line diagram representation of the SW 10th Street local lanes, connector lanes, and ramp general locations and configurations for Build Alternative 1. Figure 6-3 presents the number of lanes along the corridor including the intersection turn lane geometry for Build Alternative 1.

Figure 6-2: 2040 Build Alternatives Transportation Network Line Diagram





State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95
Financial Project ID: 439891-1-22-02, ETDM No: 14291

Figure 6-3
Build Alternative 1
Lane Geometry

Legend

- Connector Lanes
- Express Lanes
- General Use Lane/Arterial
- Intersection Lane Configuration
- 1 > Connector Lane Configuration
- 1 > Express Lane Configuration
- 1 > General Use Lane/Arterial Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Matchline A

Matchline B

Connector Lanes

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2 > 2 > 2 > 2 > 2 > 2 > 3 >

1 >

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Page 1

Page 3

SW 28th Ave

SW 24th Ave

W. Driveway

E. Driveway

Military Trail

East Drive

SW 10th St

Palm Trails Plaza

The Lakes at Deerfield Apts Driveway

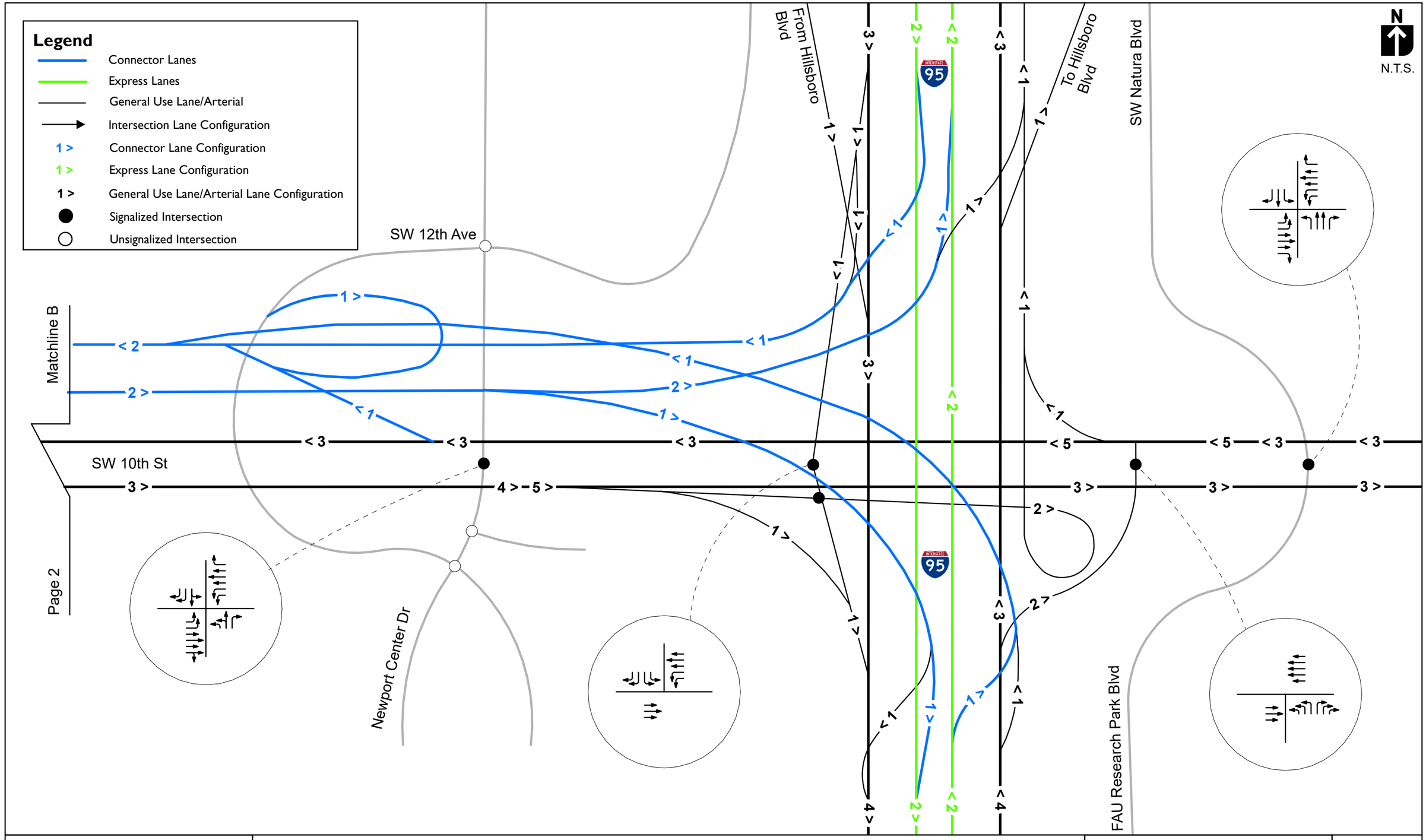
Horizon Club Driveway

FDOT

SW 10th Street Connector

State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95
Financial Project ID: 439891-1-22-02, ETDM No: 14291

Figure 6-3
Build Alternative 1
Lane Geometry



FDOT / SW 10th Street Connector	**State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95** **Financial Project ID: 439891-1-22-02, ETDM No: 14291**	**Figure 6-3** **Build Alternative 1** **Lane Geometry**	**Page 3 of 3**

Build Alternative 2 With Powerline Road Access Ramps

The Build Alternative 2, also known as "With Powerline Road Access Ramps," represents a significant capacity improvement over the No Action Alternative. Just as with Build Alternative 1, a new connector lane freeway facility is proposed along the north side of the corridor from the Sawgrass Expressway / Florida's Turnpike to I-95 (northern alignment). The northern alignment of the managed lanes helps to minimize modifications to access connections along the SW 10th Street local lanes. The connector lanes primarily consist of two lanes in each direction except between the intermediate entry and exit ramps located east of Powerline Road and at Newport Center Drive, where a third auxiliary lane is provided.

The SW 10th Street local lanes are located along the south side of the corridor and consist of the same number of lanes as they do today:

- three lanes in each direction from west of Waterways Boulevard to east of Powerline Road,
- two lanes in each direction from east of Powerline Road to Military Trail, and
- three lanes in each direction from Military Trail to Newport Center Drive.

The SW 10th Street local lanes are planned to accommodate local trips traveling at slower speeds. They are adjacent to a proposed 12-foot shared use path along the corridor. The speed limit for the 11-foot local lanes is expected to be 35 mph to be consistent with the new design of the local roadway. The primary function of the SW 10th Street local lanes will be to provide access to the adjacent residential developments and businesses, as well as connections to intersecting local roads.

The connector lanes are expected to primarily accommodate longer distance trips. Limited access connections in the form of entrance and exit ramps will be provided and the facility will be designed for traffic to travel at a higher speed. The speed limit for the connector lanes is assumed to be posted at 60 mph. These lanes will be physically separated from the local lanes by a barrier and / or a grade separation.

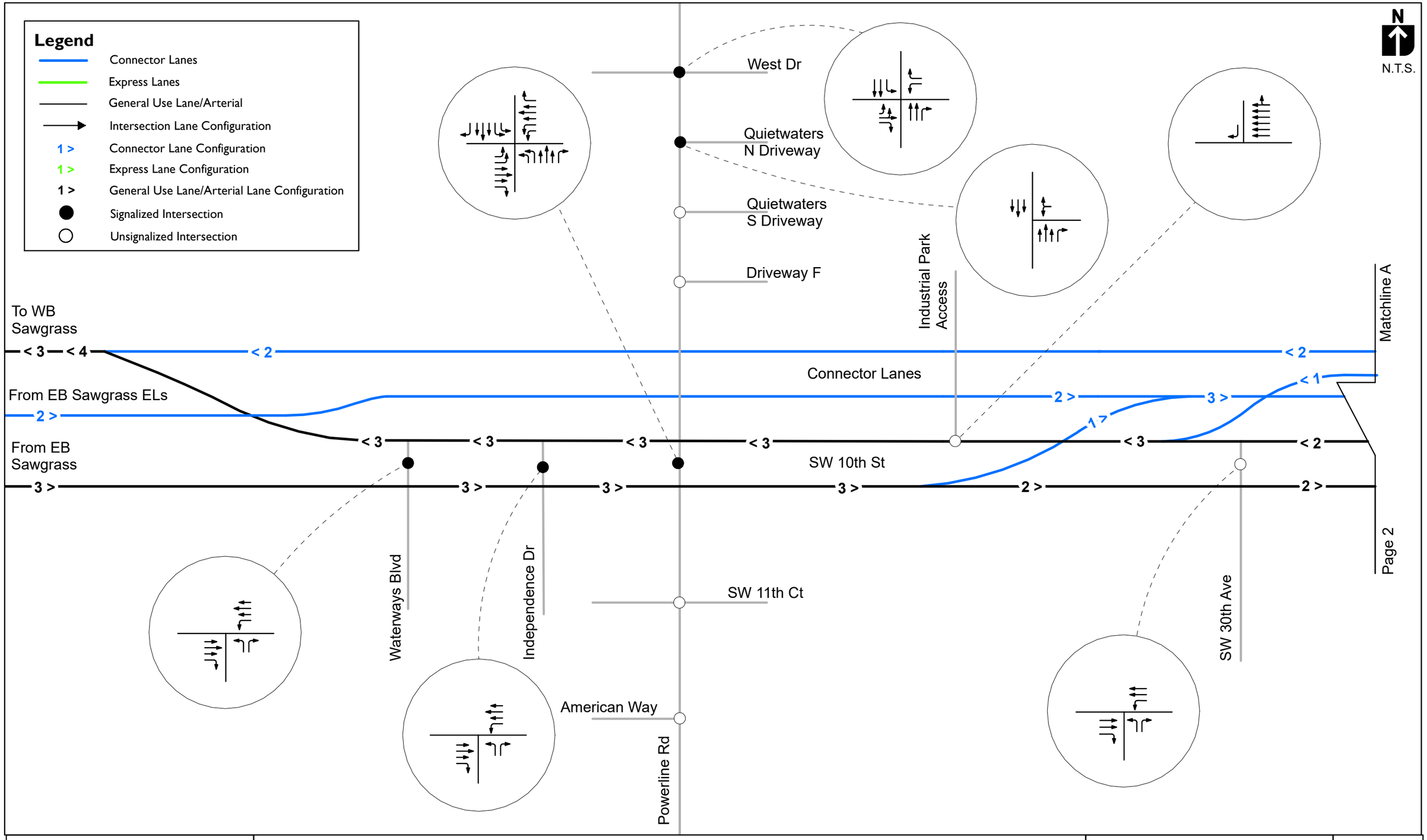
The primary difference between Build Alternative 1 and Build Alternative 2 relates to the connector lane access along SW 10th Street. While Build Alternative 1 provides two ramps to/from SW 10th Street, Build Alternative 2 provides four ramps, which are located between

Powerline Road and Newport Center Drive, providing an eastbound entrance ramp followed by an eastbound exit ramp, and a westbound entrance ramp followed by a westbound exit ramp (which is a depressed ramp traveling under the eastbound connector lanes).

In addition, an eastbound entrance ramp and westbound exit ramp will be provided west of Waterways Boulevard as part of FTE's Sawgrass Expressway PD&E Study. The entrance and exit ramp west of Waterways Boulevard will provide an important connection between the Sawgrass Expressway general use lanes and the connector lanes. These ramps provide an opportunity for eastbound vehicles to enter the connector lanes prior to the Waterways Boulevard intersection, and for westbound traffic to remain in the connector lanes until west of Waterways Boulevard. This allows additional traffic to use the connector lanes and bypass three more signalized intersections along SW 10th Street (at Waterways Boulevard, Independence Drive, and Powerline Road).

Characteristics regarding truck eligibility and tolling in the connector lanes are the same for Build Alternative 2 as they are for Build Alternative 1. All vehicle types will be allowed to travel in the SW 10th Street connector lanes, including all types of trucks when the facility is constructed and open to traffic. Trucks with 3 or more axles are prohibited from accessing the Sawgrass, Turnpike, and I-95 express lane facilities. The connector lanes have access to both the I-95 general use lanes and I-95 express lanes via the direct connect ramps and trucks with 3 or more axles can utilize the direct connect ramps to and from the I-95 general use lanes. So, trucks will be able to enter or exit the connector lanes from the local access ramps to SW 10th Street as well as the direct connect ramps to and from the I-95 general use lanes. In addition, no toll will be implemented when open to traffic on the connector lanes from the new entrance and exit ramps west of Waterways Boulevard, to the direct connect ramps to and from the I-95 general use lanes.

Figure 6-2 shows a line diagram representation of the SW 10th Street local lanes, connector lanes, and ramp general locations and configurations for Build Alternative 2. Figure 6-4 presents the number of lanes along the corridor including the intersection turn lane geometry for Build Alternative 2.



FDOT / SW 10th Street Connector	**State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95** **Financial Project ID: 439891-1-22-02, ETDM No: 14291**	**Figure 6-4** **Build Alternative 2** **Lane Geometry**	**Page 1 of 3**

Legend

- Connector Lanes
- Express Lanes
- General Use Lane/Arterial
- Intersection Lane Configuration
- 1 > Connector Lane Configuration
- 1 > Express Lane Configuration
- 1 > General Use Lane/Arterial Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Matchline A

Matchline B

Connector Lanes

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1 >

Military Trail

East Drive

SW 10th St

Page 1

Page 3

SW 28th Ave

SW 24th Ave

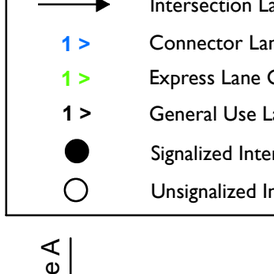
W. Driveway

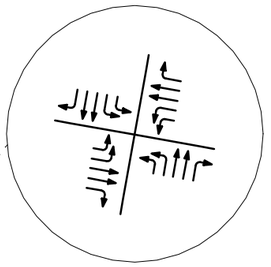
E. Driveway

Palm Trails Plaza

The Lakes at Deerfield Apts Driveway

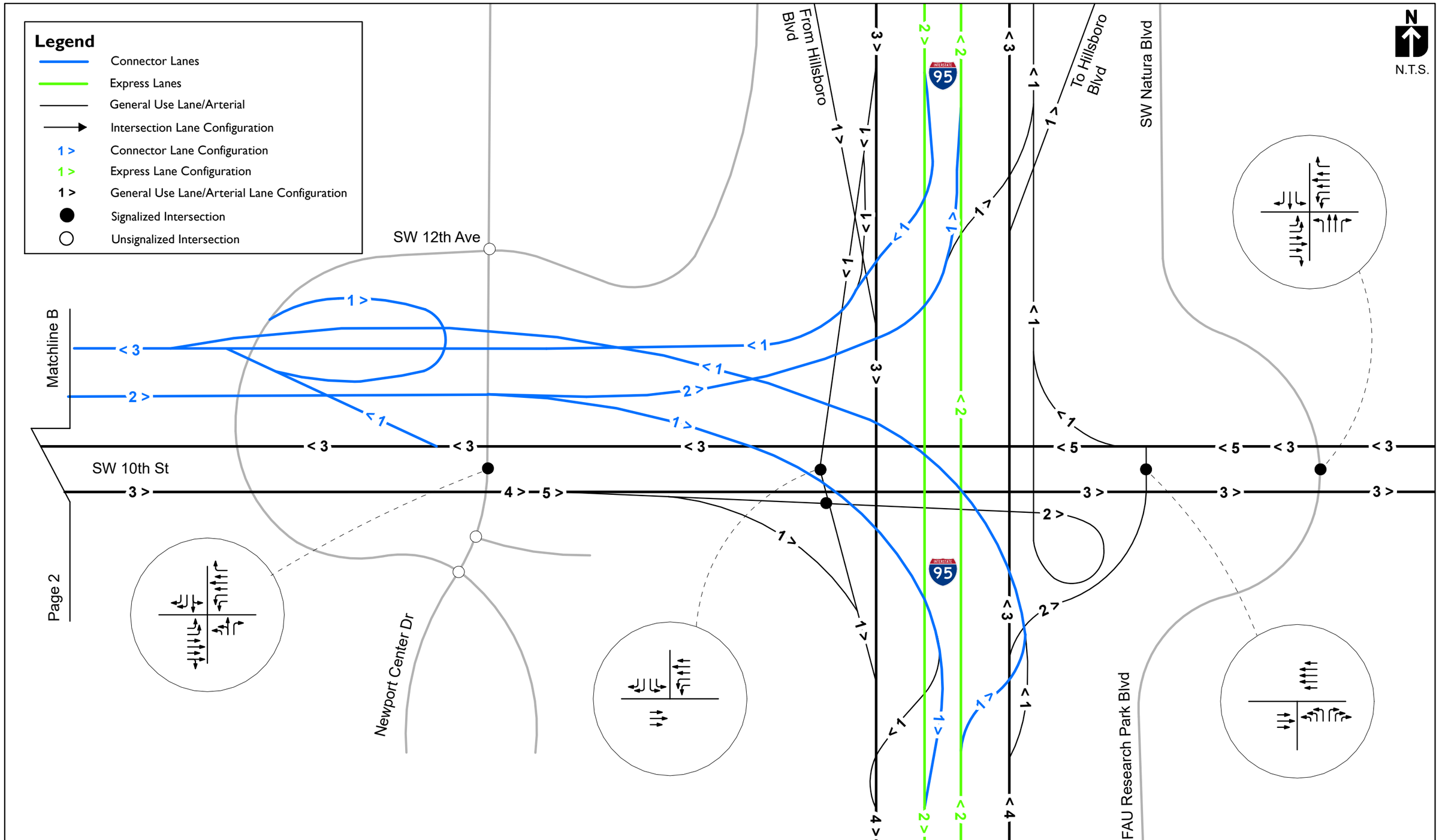
Horizon Club Driveway





State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95
Financial Project ID: 439891-1-22-02, ETDM No: 14291

Figure 6-4
Build Alternative 2
Lane Geometry



FDOT / SW 10th Street Connector	State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95 Financial Project ID: 439891-1-22-02, ETDM No: 14291	Figure 6-4 Build Alternative 2 Lane Geometry	Page 3 of 3

Throughout the project corridor, for either Build Alternative, pedestrian and bicycle facilities will be improved and upgraded to provide:

- Twelve-foot shared use path for the length of the corridor (adjacent to the arterial portion of the roadway); and
- Crosswalks at all signalized intersections.

No changes to transit are proposed. Future year 2040 bus service provided by the City and County, which uses SW 10th Street, is expected to be similar to existing conditions. A community bus route will still travel a portion of SW 10th Street, and Broward County bus routes are expected to run on adjacent roadways such as Powerline Road.

Build Alternatives Proposed Access Modifications

Existing and proposed access connections along the SW 10th Street local lanes are summarized in Table 6-1. The access modifications are the same for both Build Alternatives.

Table 6-1: Build Alternatives – SW 10th Street Local Lanes Access

Intersection/Existing Opening		Mile Post	Existing Opening Type	Existing Spacing (feet)	Recommended Changes	Proposed Spacing (feet)
1	Powerline Road	0.000	Full (Signal)	2,000	None	2,670
2	Quiet Waters Business Park Access Rd	0.381	Full	670	Close	----
3	SW 30th Avenue	0.502	Full	1,030	None	1,030
4	SW 28th Avenue	0.699	Full (Signal)	1,660	None	1,660
5	SW 24th Avenue	1.014	Full	800	None	1,310
6	Frontage Road (Access 1)	1.156	Directional (WB LT)	510	Close	----
7	Frontage Road (Access 2)	1.253	Directional (WB LT)	880	None	880
8	Military Trail	1.427	Full (Signal)	----	None	----

The proposed connector lanes along the north side of SW 10th Street will be elevated over Powerline Road and will block the Quiet Waters Business Park Access Road full median opening connection on the north side of the SW 10th Street local lanes east of Powerline Road. Access options are proposed as part of the Build Alternatives to mitigate the access change. Traffic exiting the driveway and traveling west, and traffic from the east turning right into the driveway, will use a new east-west access road proposed along the south side of the Deerfield Beach Storage property which will connect to SW 10th Street as a right-in-right-out only driveway located approximately 140 feet east of the Powerline Road centerline. For traffic exiting the driveway and desiring to travel east on SW 10th Street, they will be rerouted internally on the business park site to the Quiet Waters Business Park north driveway on the east side of Powerline Road located approximately 760 feet north of SW 10th Street. The

existing driveway is proposed to be relocated approximately 140 feet north of its existing location and signalized in tandem with the existing signalized intersection of Powerline Road and West Drive. This will allow exiting traffic (including large semi-trucks) from the business park to safely make a left turn onto Powerline Road, travel south on Powerline Road, and make a left turn onto SW 10th Street to travel east on SW 10th Street.

The existing driveways located along the south side of SW 10th Street between SW 24th Avenue and Military Trail will also have their access modified as part of the SW 10th Street Connector project, in order to accommodate the Build Alternatives. An existing east-west access road along the south side of SW 10th Street connects driveways for 6 buildings including the South Florida Bible College, Walmart, and Palm Trails Plaza. The access road has four connections to SW 10th Street; two inbound driveways and two outbound driveways. The access road will be eliminated as it lies within the right-of-way that is required to reconstruct the SW 10th Street local lanes. While the easternmost left-turn lane (880 feet west of Military Trail) will be maintained in both Build Alternatives, providing access to all driveways along the frontage road, the left-turn lane to the west will be removed to accommodate the narrowing of the SW 10th Street local lanes in this area. Westbound SW 10th Street traffic that turns left here, will be rerouted to SW 24th Avenue or SW 28th Avenue to make a U-turn, and then a right-turn into the properties. At least four right-in-right-out driveway connections will be constructed for traffic to enter and exit the businesses. To travel west on SW 10th Street, traffic exiting these driveways will make a right turn, travel east on SW 10th Street, and make a U-turn at Military Trail.

6.3 Build Alternatives 2040 Peak Hour Volumes

A summary of the forecasting process used to develop 2040 volumes is provided in Section 3.4 Travel Demand Forecasting. The development of the travel demand forecast for the Build Alternatives is documented in the *SW 10th Street Connector & I-95 Interchange Supplemental Traffic Forecast Scenarios Memorandum,* dated July 2020, and prepared by FTE. This Technical Memorandum is attached in Appendix C, as a companion reference document.

As with the No Action Alternative, future volumes developed for the Build Alternatives assume adjacent improvements on Sawgrass Expressway, Turnpike, and I-95 are constructed. The forecasted volumes were developed based on the following key assumptions:

- Express lanes on I-95 and an additional lane on Sawgrass Expressway are completed;
- Interchange improvements at Sawgrass Expressway and Turnpike are completed, including new general use lane ramps;
- Interchange improvements at I-95 and SW 10th Street are completed, including new general use lane and express lane ramps;
- SW 10th Street arterial lanes remain the same number of lanes as existing (2-3 lanes in each direction);
- Proposed new connector lanes (2-3 lanes in each direction) between Sawgrass Expressway, Turnpike and I-95 are constructed;
- All vehicles including trucks are eligible to use the connector lanes, and;
- The connector lanes are not tolled.

Figure 6-5 and Figure 6-6 depict the 2040 AM and PM peak hour traffic volumes forecasted for Build Alternative 1 and Build Alternative 2, respectively.

Legend

- Connector Lanes
- Express Lanes
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Peak Hour Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

West Dr

Quietwaters N Driveway

Quietwaters S Driveway

Driveway F

Industrial Park Access

Matchline A

To WB Sawgrass

From EB Sawgrass ELs

From EB Sawgrass

2,120 (3,330)

3,630 (2,280)

SW 10th St

Waterways Blvd

Independence Dr

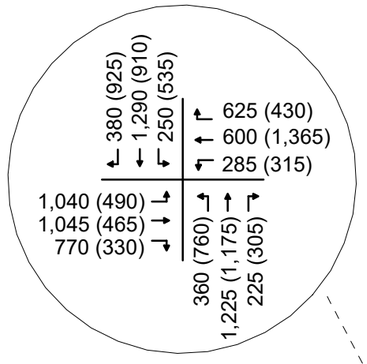
SW 11th Ct

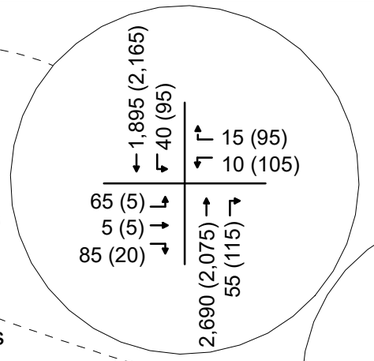
American Way

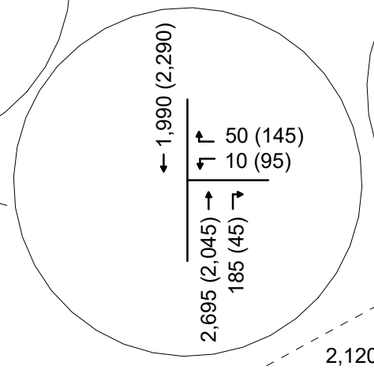
Powerline Rd

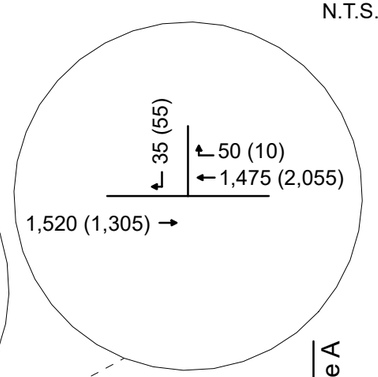
SW 30th Ave

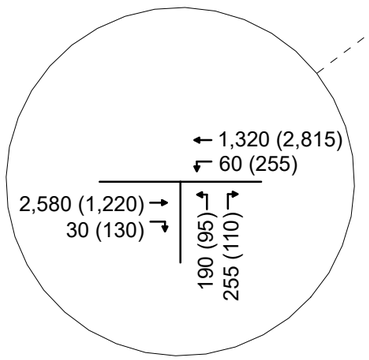
Page 2

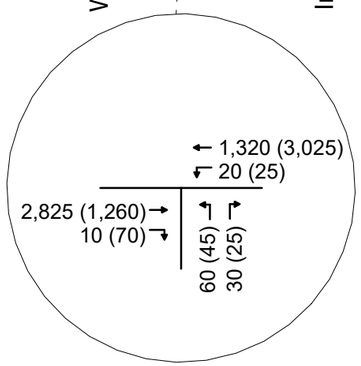


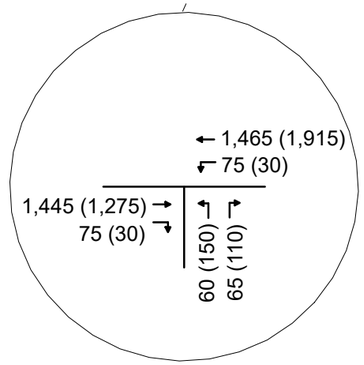












Note: Traffic volumes assume no toll and trucks are allowed in connector lanes

State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95
Financial Project ID: 439891-1-22-02, ETDM No: 14291

Figure 6-5
Build Alternative 1
2040 Peak Hour Volumes

Legend

- Connector Lanes
- Express Lanes
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Peak Hour Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Military Trail

East Drive

310 (615)
530 (830)
490 (440)
500 (540)
935 (1,160)
340 (495)
300 (330)
1,035 (900)
145 (185)
170 (285)
670 (585)
680 (390)

Matchline A

Matchline B

2,120 (3,330)

2,120 (3,330)

2,120 (3,330)

Connector Lanes

3,630 (2,280)

3,630 (2,280)

3,140 (1,960)

3,140 (1,960)

SW 10th St

SW 10th St

Page 1

Page 3

SW 28th Ave

SW 24th Ave

W. Driveway

E. Driveway

1,405 (1,225)
60 (50)
20 (85)

490 (320)

Palm Trails Plaza

The Lakes at Deerfield Apts Driveway

Horizon Club Driveway

1,320 (1,830)
30 (170)
1,430 (1,210)
80 (175)
220 (115)
130 (110)

1,300 (1,950)
25 (20)
35 (25)
1,395 (1,215)
165 (105)
50 (50)
35 (35)

1,360 (1,995)
55 (65)
1,410 (1,225)
15 (85)
70 (190)

Note: Traffic volumes assume no toll and trucks are allowed in connector lanes

State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95
Financial Project ID: 439891-1-22-02, ETDM No: 14291

Figure 6-5
Build Alternative 1
2040 Peak Hour Volumes

Legend

- Connector Lanes
- Express Lanes
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Peak Hour Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

SW 12th Ave

SW 10th St

SW 10th St

Matchline B

Page 2

From Hillsboro Blvd

To Hillsboro Blvd

SW Natura Blvd

Newport Center Dr

FAU Research Park Blvd

I-95

4,730 (5,170)

1,530 (2,480)

2,830 (1,570)

4,460 (3,760)

1,890 (1,710)

1,660 (1,740)

630 (840)

1,260 (870)

670 (980)

1,490 (770)

820 (620)

1,640 (1,800)

1,370 (1,360)

820 (1,180)

290 (320)

5 (35)

1,590 (2,420)

2,120 (3,330)

530 (910)

1,300 (1,820)

3,140 (1,960)

285 (565)

3,140 (1,960)

2,310 (1,390)

830 (570)

530 (860)

545 (710)

1,320 (1,480)

400 (390)

6,220 (7,070)

430 (180)

1,290 (1,680)

1,560 (1,290)

220 (490)

1,240 (1,200)

310 (420)

7,380 (6,740)

390 (405) ↓ 200 (310) ↱ 245 (275) ↰

95 (135) ←

1,470 (1,350) ←

210 (345) ↰

255 (295) ↱

1,200 (1,320) →

315 (285) ↴

350 (305) ↰ 195 (185) ↑ 180 (225) ↱

95 (510) ↓ 10 (5) ↱ 55 (150) ↰

435 (120) ←

1,885 (1,815) ←

445 (125) ↰

365 (95) ↳

1,780 (1,870) →

550 (85) ↳

80 (435) ↰ 10 (15) ↑ 130 (470) ↱

850 (570) ↓ 410 (300) ↱

1,915 (1,490) ←

775 (770) ↰

890 (920) →

2,210 (2,060) ←

1,300 (1,220) →

770 (520) ↰ 470 (680) ↱

Note: Traffic volumes assume no toll and trucks are allowed in connector lanes

State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95
Financial Project ID: 439891-1-22-02, ETDM No: 14291

Figure 6-5
Build Alternative 1
2040 Peak Hour Volumes

Legend

- Connector Lanes
- Express Lanes
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Peak Hour Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

West Dr

Quietwaters N Driveway

Quietwaters S Driveway

Driveway F

Industrial Park Access

Matchline A

To WB Sawgrass

From EB Sawgrass ELs

From EB Sawgrass

1,710 (3,530)

3,530 (1,710)

1,710 (3,530)

990 (620)

4,440 (2,860)

910 (1,150)

SW 10th St

Waterways Blvd

Independence Dr

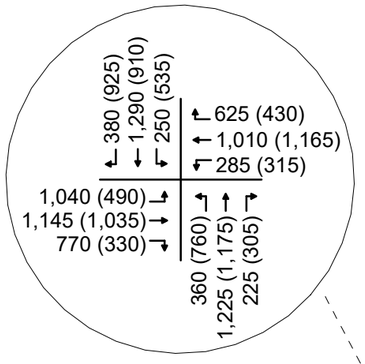
SW 11th Ct

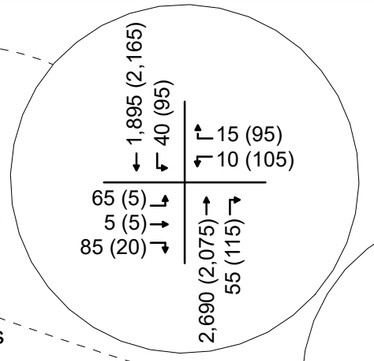
American Way

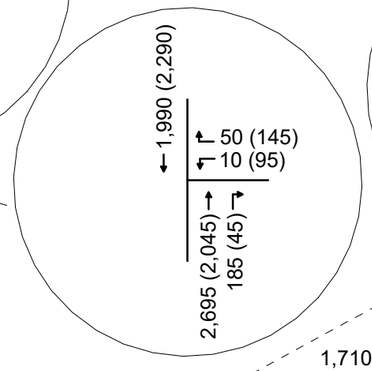
Powerline Rd

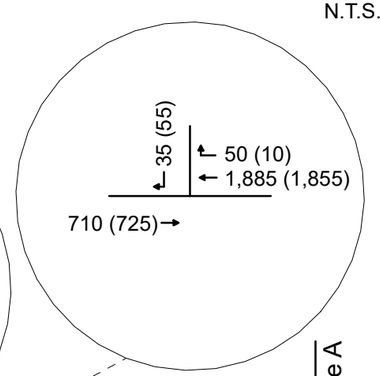
SW 30th Ave

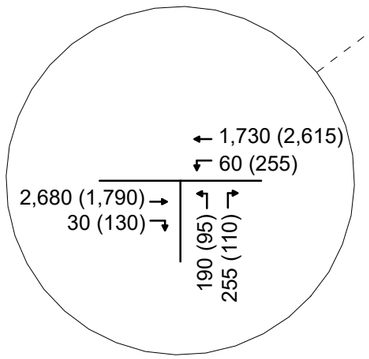
Page 2

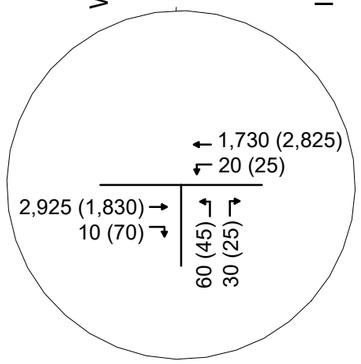


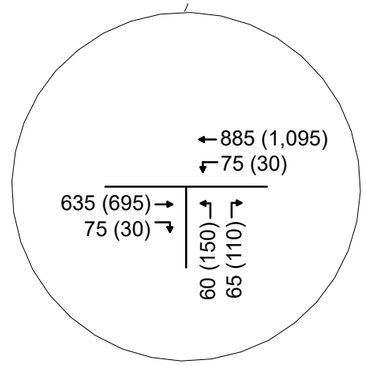












Note: Traffic volumes assume no toll and trucks are allowed in connector lanes

State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95
Financial Project ID: 439891-1-22-02, ETDM No: 14291

Figure 6-6
Build Alternative 2
2040 Peak Hour Volumes

Legend

- Connector Lanes
- Express Lanes
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Peak Hour Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Military Trail

East Drive

310 (615)
530 (830)
490 (440)
500 (540)
355 (340)
340 (495)
300 (330)
225 (320)
145 (185)
170 (285)
670 (585)
680 (390)

Matchline A

Matchline B

1,710 (3,530)

990 (620)

2,700 (4,150)

2,700 (4,150)

Connector Lanes

4,440 (2,860)

4,440 (2,860)

3,380 (2,110)

3,380 (2,110)

SW 10th St

SW 10th St

595 (645)
60 (50)
20 (85)

Page 1

SW 28th Ave

SW 24th Ave

W. Driveway

E. Driveway

Palm Trails Plaza

1,060 (750)

Page 3

740 (1,010)
30 (170)
620 (630)
80 (175)
220 (115)
130 (110)

720 (1,130)
25 (20)
35 (25)
585 (635)
165 (105)
50 (50)
35 (35)

780 (1,175)
55 (65)
600 (645)
15 (85)
70 (190)

The Lakes at Deerfield Apts Driveway

Horizon Club Driveway

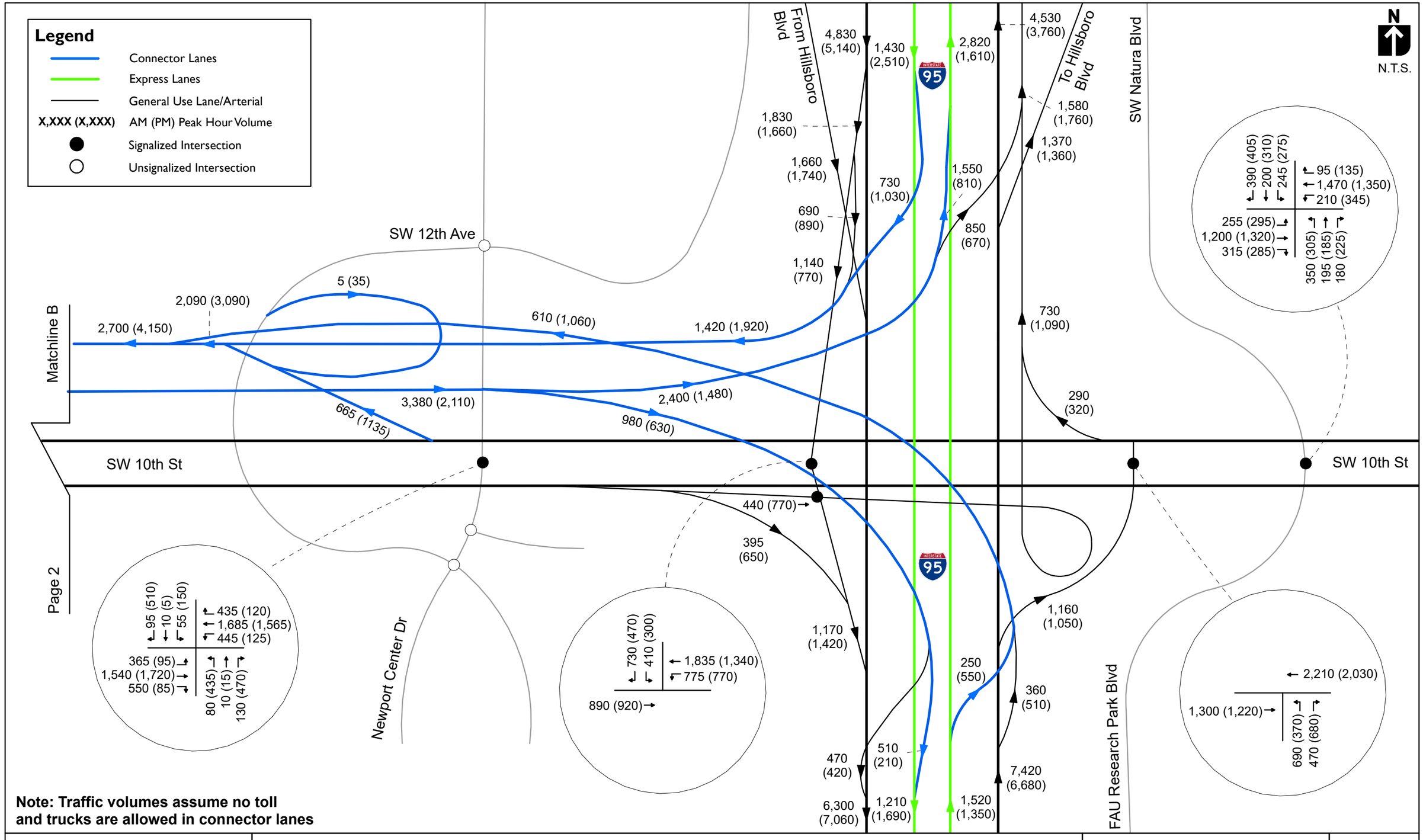
Note: Traffic volumes assume no toll and trucks are allowed in connector lanes

FDOT

SW 10th Street Connector

State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95
Financial Project ID: 439891-1-22-02, ETDM No: 14291

Figure 6-6
Build Alternative 2
2040 Peak Hour Volumes



Note: Traffic volumes assume no toll and trucks are allowed in connector lanes

State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95
Financial Project ID: 439891-1-22-02, ETDM No: 14291

Figure 6-6
Build Alternative 2
2040 Peak Hour Volumes

6.4 Build Alternatives Traffic Analysis

Traffic analysis of the SW 10th Street corridor was conducted for the Build Alternatives given 2040 design year conditions. The road network geometry and peak hour traffic volumes used in the analyses are consistent with the information presented in Figure 6-3 through Figure 6-6.

Using FDOT's generalized LOS tables, the volume-to-capacity (V/C) and LOS of the SW 10th Street segments was determined. As noted previously, the roadway capacity for the SW 10th Street local lanes is based on the LOS D thresholds for a Class II state signalized arterial (35 mph or less). Capacity thresholds from the Highway Capacity Manual were used to determine the connector lanes V/C ratios.

VISSIM microsimulation analysis software was used to evaluate speeds, queueing, and delay along the SW 10th Street local lanes. It was also used to evaluate operations in the SW 10th Street connector lanes including speed and density values on the connector lanes between the Powerline Road and Newport Center Drive ramps. In addition, intersection LOS, delay, and maximum queues were evaluated using VISSIM, for each of the study intersections along SW 10th Street local lanes between Waterways Boulevard and Natura Park Boulevard / FAU Research Park Boulevard.

6.4.1 Build Alternatives- 2040 LOS and V/C Analysis

The directional peak hour volumes were compared to the roadway capacity to assess the 2040 traffic conditions along the corridor under each of the Build Alternatives.

Build Alternative 1

The resultant LOS and V/C ratios of the SW 10th Street local lanes for Build Alternative 1 are summarized in Table 6-2, while the connector lanes V/C is reported in Table 6-3.

Table 6-2: 2040 Build Alternative 1 – Local Lanes LOS and V/C Analysis

SW 10th Street Local Lane Segments		No. of	Volume		Capacity (1)	LOS(2)		V/C (3)	
	Location Description	Lanes	AM	PM		AM	PM	AM	PM
SW 10th Street Eastbound	West of Waterways Blvd	3	2,610	1,350	2,646	D	D	0.99	0.51
	Waterways Blvd to Independence Dr	3	2,835	1,330	2,646	F	D	1.07	0.50
	Independence Dr to Powerline Rd	3	2,855	1,285	2,646	F	D	1.08	0.49
	Powerline Rd to SW 28th Ave	2	1,520	1,385	1,712	D	D	0.89	0.81
	SW 28th Ave to SW 24th Ave	2	1,560	1,320	1,712	D	D	0.91	0.77
	SW 24th Ave to Military Trail	2	1,480	1,415	1,712	D	D	0.86	0.83
	Military Trail to eastbound connector lanes egress	2	2,205	1,730	1,712	F	F	1.29	1.01
	Eastbound connector lanes egress to Newport Center Dr	3	2,330	1,955	2,646	D	D	0.88	0.74
	Newport Center Dr to I-95 SB On-Ramp	4	1,965	2,490	3,560	D	D	0.55	0.70
	I-95 SB On-Ramp to I-95 NB Off-Ramp	3	1,300	1,220	2,646	D	D	0.49	0.46
	I-95 NB Off-Ramp to Natura Blvd	3	1,770	1,900	2,646	D	D	0.67	0.72
	East of Natura Blvd	3	1,625	1,820	2,646	D	D	0.61	0.69
SW 10th Street Westbound	West of Waterways Blvd	3	1,510	2,910	2,646	D	F	0.57	1.10
	Waterways Blvd to Independence Dr	3	1,380	3,070	2,646	D	F	0.52	1.16
	Independence Dr to Powerline Rd	3	1,340	3,050	2,646	D	F	0.51	1.15
	Powerline Rd to SW 28th Ave	2	1,525	2,110	1,712	D	F	0.89	1.23
	SW 28th Ave to SW 24th Ave	2	1,350	2,000	1,712	D	F	0.79	1.17
	SW 24th Ave to Military Trail	2	1,415	2,060	1,712	D	F	0.83	1.20
	Military Trail to Newport Center Dr / westbound connector lanes ingress	3	1,775	2,195	2,646	D	D	0.67	0.83
	Newport Center Dr / westbound connector lanes ingress to I-95 SB Off-Ramp	3	2,765	2,060	2,646	F	D	1.04	0.78
	I-95 SB Off-Ramp to west of Natura Blvd	5	2,690	2,260	4,473	D	D	0.60	0.51
	West of Natura Blvd to east of Natura Blvd	3	2,210	2,060	2,646	D	D	0.84	0.78

NOTES
(1) Capacity thresholds from FDOT 2020 Generalized LOS Peak Hour Directional Volumes Table for Urbanized Areas at LOS D for Class II arterial (35 mph or less), with +5% capacity adjustment for right turn lanes. 5LD capacity estimated as 870 additional capacity added to 4LD capacity.
(2) LOS = Level of Service
(3) V/C = Ratio of Volume to Capacity

Table 6-3: 2040 Build Alternative 1 – Connector Lanes V/C Analysis

SW 10th Street Connector Lane Segments		No. of	Volume		Capacity (1)	V/C (2)	
	Location Description	Lanes	AM	PM		AM	PM
SW 10th Street Eastbound	From west of Waterways Blvd to off ramp east of Military Trail	2	3,630	2,280	3,800	0.96	0.60
	Eastbound off ramp east of Military Trail	1	490	320	1,550	0.32	0.21
	From off ramp east of Military Trail to I-95 direct-connect ramps	2	3,140	1,960	3,800	0.83	0.52
	Direct-connect ramp to northbound I-95 (EL and GP)	2	2,310	1,390	3,800	0.61	0.37
	Direct-connect ramp to southbound I-95 (EL and GP)	1	830	570	1,550	0.54	0.37
SW 10th Street Westbound	From west of Waterways Blvd to on ramp west of Newport Center Drive	2	2,120	3,330	3,800	0.56	0.88
	Direct-connect ramp from northbound I-95 (EL and GP)	1	530	910	1,550	0.34	0.59
	From I-95 NB direct-connect ramp to I-95 southbound direct-connect ramp/local lane ingress	2	1,590	2,420	3,800	0.42	0.64
	Direct-connect ramp from southbound I-95 (EL and GP)	1	1,300	1,820	1,550	0.84	1.17
	Westbound on ramp west of Newport Center Dr	1	285	565	1,550	0.18	0.36
	Westbound (loop) on ramp from Newport Center Dr	1	5	35	1,550	<0.01	0.02

NOTES:
(1) Capacity thresholds (pc/h/ln) from HCMV6.0 Exhibit 12-11 for 55 mph FFS Managed Lane Segments.
(2) V/C = Ratio of Volume to Capacity

Build Alternative 1: SW 10th Street Local Lanes

AM Peak Hour

The majority of eastbound traffic in the AM peak hour under Build Alternative 1 is estimated to be below capacity at LOS D, except for the segments from Waterways Boulevard to Powerline Road, and from Military Trail to the eastbound connector lanes egress. Westbound traffic will not exceed LOS D except for one segment from the southbound I-95 off-ramp to Newport Center Drive. The eastbound and westbound volume-to-capacity ratios throughout the corridor are below 1.0 except in those segments previously noted.

PM Peak Hour

During the PM peak hour, eastbound traffic will exceed LOS D throughout the corridor, except for the segment from Military Trail to the connector lanes egress. Westbound traffic is expected to exceed capacity from Military Trail to west of Waterways Boulevard. The eastbound volume-to-capacity ratios throughout the corridor are below 1.0 except in those segments previously noted. The westbound volume-to-capacity ratios are below 1.0 east of Military Trail.

The results in Table 6-2 indicate that the SW 10th Street local lanes will generally allow traffic to move freely (at LOS D or better in the peak hours), except for a few segments during the peak hours and potentially westbound west of Military Trail in the PM Peak. However, on those segments where the volumes exceed capacity, the magnitude is much less than under the No Action Alternative. The additional capacity along SW 10th Street will improve local traffic flow.

Build Alternative 1: SW 10th Street Connector Lanes

Table 6-3 shows the SW 10th Street connector lanes 2040 Build Alternative peak hour directional volume-to-capacity analysis. Under Build Alternative 1, most connector lane segments are expected to have a volume-to-capacity ratio less than 1.0. This indicates that the capacity provided by two lanes in each direction, can accommodate the demand forecasted for the connector lanes. The capacity of the one-lane intermediate entrance and exit ramps west of Newport Center Drive will accommodate the forecasted future volumes. The southbound to westbound one-lane direct connect ramp, however, is overcapacity in the PM peak hour.

Build Alternative 2

The resultant LOS and V/C ratios of the SW 10th Street local lanes for Build Alternative 2 are summarized in Table 6-4, while the connector lanes V/C is reported in Table 6-5.

Table 6-4: 2040 Build Alternative 2 – Local Lanes LOS and V/C Analysis

SW 10th Street Local Lane Segments		No. of	Volume		Capacity (1)	LOS(2)		V/C (3)	
	Location Description	Lanes	AM	PM		AM	PM	AM	PM
SW 10th Street Eastbound	West of Waterways Blvd	3	2,710	1,920	2,646	F	D	1.02	0.73
	Waterways Blvd to Independence Dr	3	2,935	1,900	2,646	F	D	1.11	0.72
	Independence Dr to Powerline Rd	3	2,955	1,855	2,646	F	D	1.12	0.70
	Powerline Rd to eastbound connector lanes ingress	3	1,620	1,875	2,646	D	D	0.61	0.71
	Eastbound connector lanes ingress to SW 28th Ave	2	710	805	1,712	C	D	0.41	0.47
	SW 28th Ave to SW 24th Ave	2	750	740	1,712	C	C	0.44	0.43
	SW 24th Ave to Military Trail	2	670	835	1,712	C	D	0.39	0.49
	Military Trail to eastbound connector lanes egress	2	1,395	1,150	1,712	D	D	0.82	0.67
	Eastbound connector lanes egress to Newport Center Dr	3	2,090	1,805	2,646	D	D	0.79	0.68
	Newport Center Dr to I-95 SB On-Ramp	4	1,725	2,340	3,560	D	D	0.48	0.66
	I-95 SB On-Ramp to I-95 NB Off-Ramp	3	1,300	1,220	2,646	D	D	0.49	0.46
	I-95 NB Off-Ramp to Natura Blvd	3	1,770	1,900	2,646	D	D	0.67	0.72
	East of Natura Blvd	3	1,625	1,820	2,646	D	D	0.61	0.69
SW 10th Street Westbound	West of Waterways Blvd	3	1,920	2,710	2,646	D	F	0.73	1.02
	Waterways Blvd to Independence Dr	3	1,790	2,870	2,646	D	F	0.68	1.08
	Independence Dr to Powerline Rd	3	1,750	2,850	2,646	D	F	0.66	1.08
	Powerline Rd to SW 30th Ave / westbound connector lanes egress	3	1,935	1,910	2,646	D	D	0.73	0.72
	SW 30th Ave / westbound connector lanes egress to SW 28th Ave	2	960	1,125	1,712	D	D	0.56	0.66
	SW 28th Ave to SW 24th Ave	2	770	1,180	1,712	D	D	0.45	0.69
	SW 24th Ave to Military Trail	2	835	1,240	1,712	D	D	0.49	0.72
	Military Trail to Newport Center Dr / westbound connector lanes ingress	3	1,195	1,375	2,646	C	D	0.45	0.52
	Newport Center Dr / westbound connector lanes ingress to I-95 SB Off-Ramp	3	2,565	1,810	2,646	D	D	0.97	0.68
	I-95 SB Off-Ramp to west of Natura Blvd	5	2,610	2,110	4,473	D	D	0.58	0.47
	West of Natura Blvd to east of Natura Blvd	3	2,210	2,060	2,646	D	D	0.84	0.78

NOTES
(1) Capacity thresholds from FDOT 2020 Generalized LOS Peak Hour Directional Volumes Table for Urbanized Areas at LOS D for Class II arterial (35 mph or less), with +5% capacity adjustment for right turn lanes. 5LD capacity estimated as 870 additional capacity added to 4LD capacity.
(2) LOS = Level of Service
(3) V/C = Ratio of Volume to Capacity

Table 6-5: 2040 Build Alternative 2 – Connector Lanes V/C Analysis

SW 10th Street Connector Lane Segments		No. of	Volume		Capacity (1)	V/C (2)	
	Location Description	Lanes	AM	PM		AM	PM
SW 10th Street Eastbound	From west of Waterways Blvd to on ramp west of SW 30th Ave	2	3,530	1,710	3,800	0.93	0.45
	Eastbound on ramp west of SW 30th Ave	1	910	1,150	1,550	0.59	0.74
	From on ramp west of SW 30th Ave to off ramp east of Military Trail	3	4,440	2,860	5,700	0.78	0.50
	Eastbound off ramp east of Military Trail	1	1,060	750	1,550	0.68	0.48
	From off ramp east of Military Trail to I-95 direct-connect ramps	2	3,380	2,110	3,800	0.89	0.56
	Direct-connect ramp to northbound 95 express	2	2,400	1,480	3,800	0.63	0.39
	Direct-connect ramp to southbound 95 express	1	980	630	1,550	0.63	0.41
SW 10th Street Westbound	From west of Waterways Blvd to off ramp west of SW 24th Ave	2	1,710	3,530	3,800	0.45	0.93
	Westbound off ramp west of SW 24th Ave	1	990	620	1,550	0.64	0.40
	From off ramp west of SW 24th Ave to on ramp west of Newport Center Drive	3	2,700	4,150	5,700	0.47	0.73
	Direct-connect ramp from northbound I-95 (EL and GP)	1	610	1,060	1,550	0.39	0.68
	From I-95 NB direct-connect ramp to I-95 southbound direct-connect ramp/local lane ingress	2	2,090	3,090	3,800	0.55	0.81
	Direct-connect ramp from southbound I-95 (EL and GP)	1	1,420	1,920	1,550	0.92	1.24
	Westbound on ramp west of Newport Center Dr	1	665	1,135	1,550	0.43	0.73
	Westbound (loop) on ramp from Newport Center Dr	1	5	35	1,550	<0.01	0.02

NOTES:
(1) Capacity thresholds (pc/h/ln) from HCMV6.0 Exhibit 12-11 for 55 mph FFS Managed Lane Segments.
(2) V/C = Ratio of Volume to Capacity

Build Alternative 2: SW 10th Street Local Lanes

AM Peak Hour

The majority of eastbound traffic in the AM peak hour under Build Alternative 2 will be less than the capacity threshold at LOS D, except for the segments from west of Waterways Boulevard to Powerline Road. Westbound traffic will be less than capacity at LOS D for all segments. The eastbound and westbound volume-to-capacity ratios throughout the corridor are below 1.0 except in those segments previously noted.

PM Peak Hour

During the PM peak hour, eastbound traffic will be less than capacity at LOS D throughout the corridor, with volume-to-capacity ratios below 1.0. Westbound traffic will be less than capacity at LOS D, except between Powerline Road to west of Waterways Boulevard.

The results in Table 6-4 indicate that the SW 10th Street local lanes will generally allow traffic to move freely (at LOS D or better), except for a few segments during the peak hours. However, on those few segments where the volumes exceed capacity, the magnitude is much less than under the No Action Alternative. The additional capacity along SW 10th Street will improve local traffic flow.

Build Alternative 2: SW 10th Street Connector Lanes

Table 6-5 shows the SW 10th Street connector lanes 2040 Build Alternative peak hour directional volume-to-capacity analysis. Under Build Alternative 2, the connector lane segments are expected to have a volume-to-capacity ratio less than 1.0. This indicates that the capacity provided by two lanes in each direction, along with an auxiliary lane between the ingress and egress points, can accommodate the demand forecasted for the connector lanes. The capacity of the one-lane intermediate entrance and exit ramps between Powerline Road and Newport Center Drive will accommodate the forecasted future volumes. The southbound to westbound one-lane direct connect ramp, however, is overcapacity in the PM peak hour.

6.4.2 Build Alternatives - 2040 VISSIM Analysis

To analyze the design year 2040 AM and PM peak periods for the Build Alternatives, a detailed microsimulation analysis using VISSIM 8.0 was conducted.

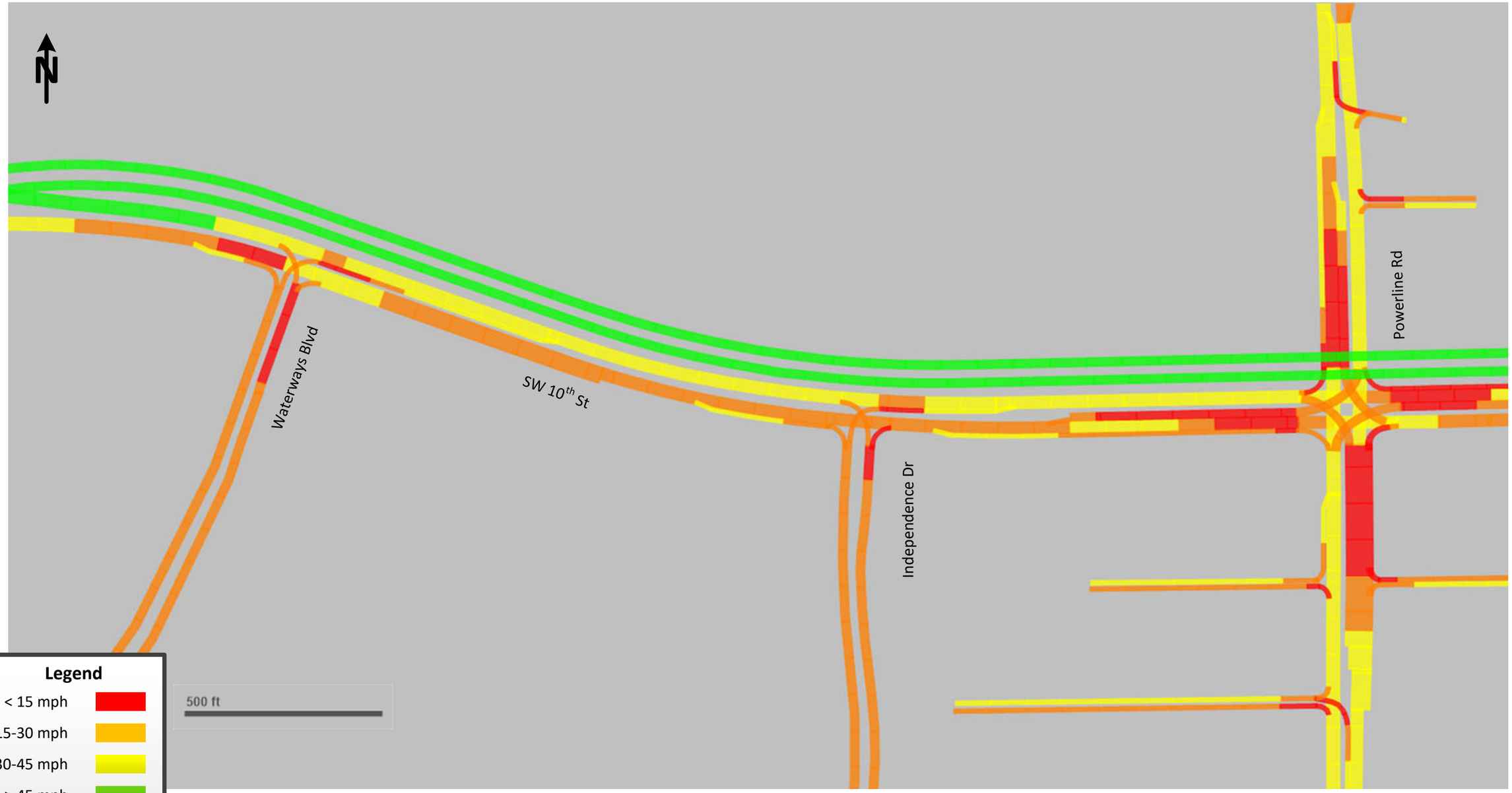
Estimated 2040 AM and PM peak hour truck percentages used for the 2040 VISSIM analysis are shown in Table 3-1 in Section 3.5 of this report. Two types of trucks were coded into the 2040 VISSIM models to represent 2 axle trucks, and trucks with 3 or more axles. All vehicle types were allowed to travel in the SW 10th Street connector lanes, including all types of trucks. Trucks with 3 or more axles are prohibited from accessing the Sawgrass, Turnpike, and I-95 express lane facilities. The connector lanes have access to both the I-95 general use lanes and I-95 express lanes via the direct connect ramps and trucks with 3 or more axles can utilize the direct connect ramps to and from the I-95 general use lanes. So, trucks will be able to enter or exit the connector lanes from the local access ramps to SW 10th Street as well as the direct connect ramps. In addition, no toll was implemented for vehicles choosing to use the connector lanes from the new entrance and exit ramps west of Waterways Boulevard, to the direct connect ramps to and from the I-95 general use lanes.

The 180 second cycle length implemented in 2018 at all the signalized study intersections along the corridor, was used for the 2040 analysis. Splits were optimized as appropriate using Synchro software. Approved intersection peak hour factors determined in coordination with FDOT District Four and noted in Section 3.5 were used for future conditions capacity analysis. The 2040 Build Alternatives VISSIM analysis output is provided in Appendix H. Synchro HCM 2000 reports and "Lanes, volumes, timings" reports are provided for additional information in Appendix H.

Build Alternative 1

Overall, the Build Alternative 1 results indicate acceptable network-wide traffic operations during both the AM and PM peak hours. The 2040 link evaluation results, showing speeds along SW 10th Street and the cross streets during 2040 AM and PM peak hours, are summarized in Figures 6-7 and 6-8, respectively. In addition, volume and speed profiles are included in Appendix H.

Build Alternative 1
2040 AM Peak Hour Average Travel Speed (Waterways Blvd to East of Powerline Rd)



Note: Traffic volumes assume no toll and trucks are allowed in Connector Lanes

FDOT / SW 10th Street Connector	State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95 Financial Project ID: 439891-1-22-02, ETDM No: 14291	Figure 6-7 Build Alternative 1 2040 AM Peak Hour Average Travel Speed	Page No. 1 of 4

Build Alternative 1
2040 AM Peak Hour Average Travel Speed (East of Powerline Rd to East of SW 28th Ave)

Note: Traffic volumes assume no toll and trucks are allowed in Connector Lanes

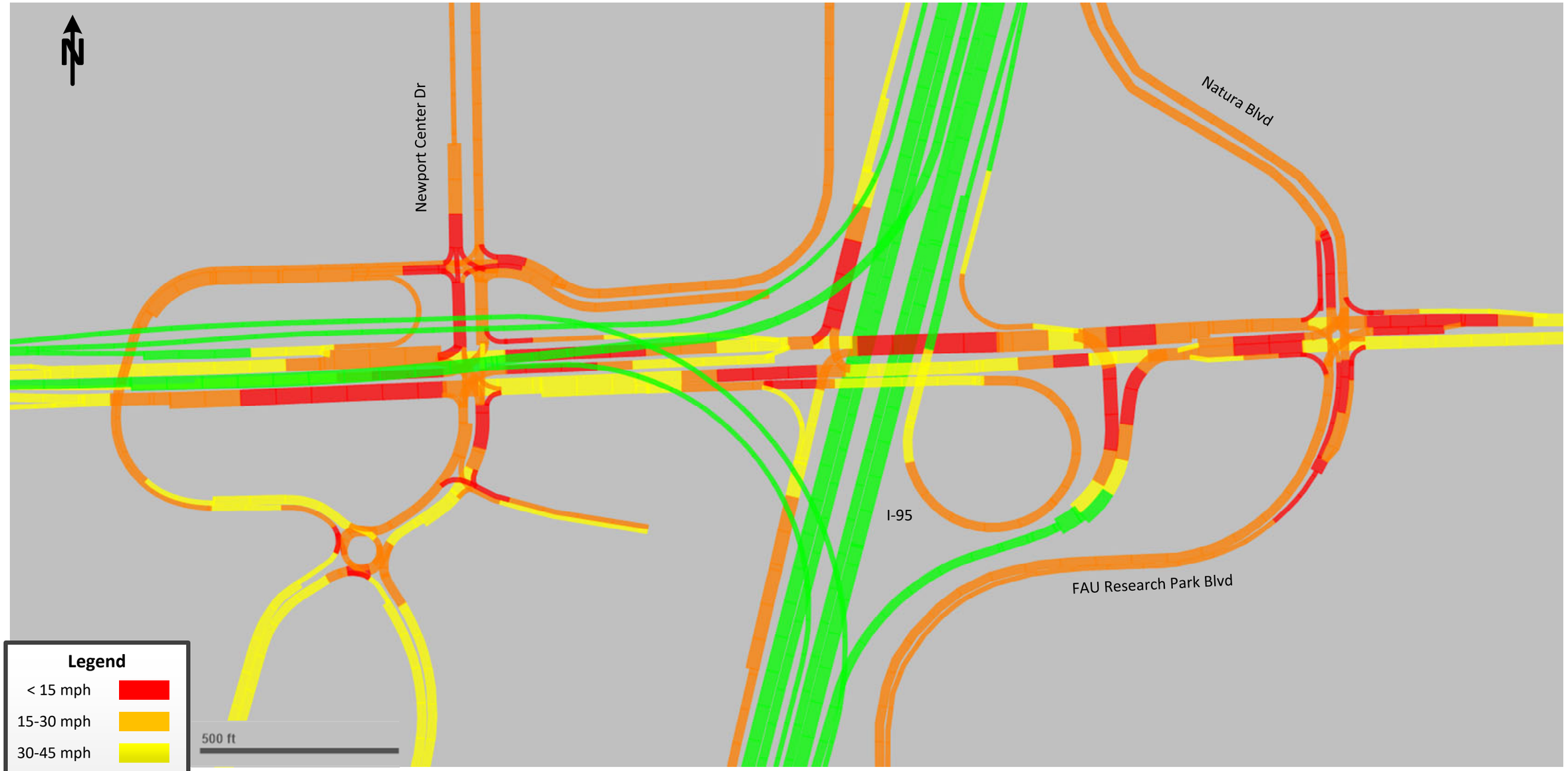
FDOT / SW 10th Street Connector	State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95 Financial Project ID: 439891-1-22-02, ETDM No: 14291	Figure 6-7 Build Alternative 1 2040 AM Peak Hour Average Travel Speed	Page No. 2 of 4

Build Alternative 1
2040 AM Peak Hour Average Travel Speed (East of SW 28th Ave to East of Military Trail)

Note: Traffic volumes assume no toll and trucks are allowed in Connector Lanes

FDOT / SW 10th Street Connector	State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95 Financial Project ID: 439891-1-22-02, ETDM No: 14291	Figure 6-7 Build Alternative 1 2040 AM Peak Hour Average Travel Speed	Page No. 3 of 4

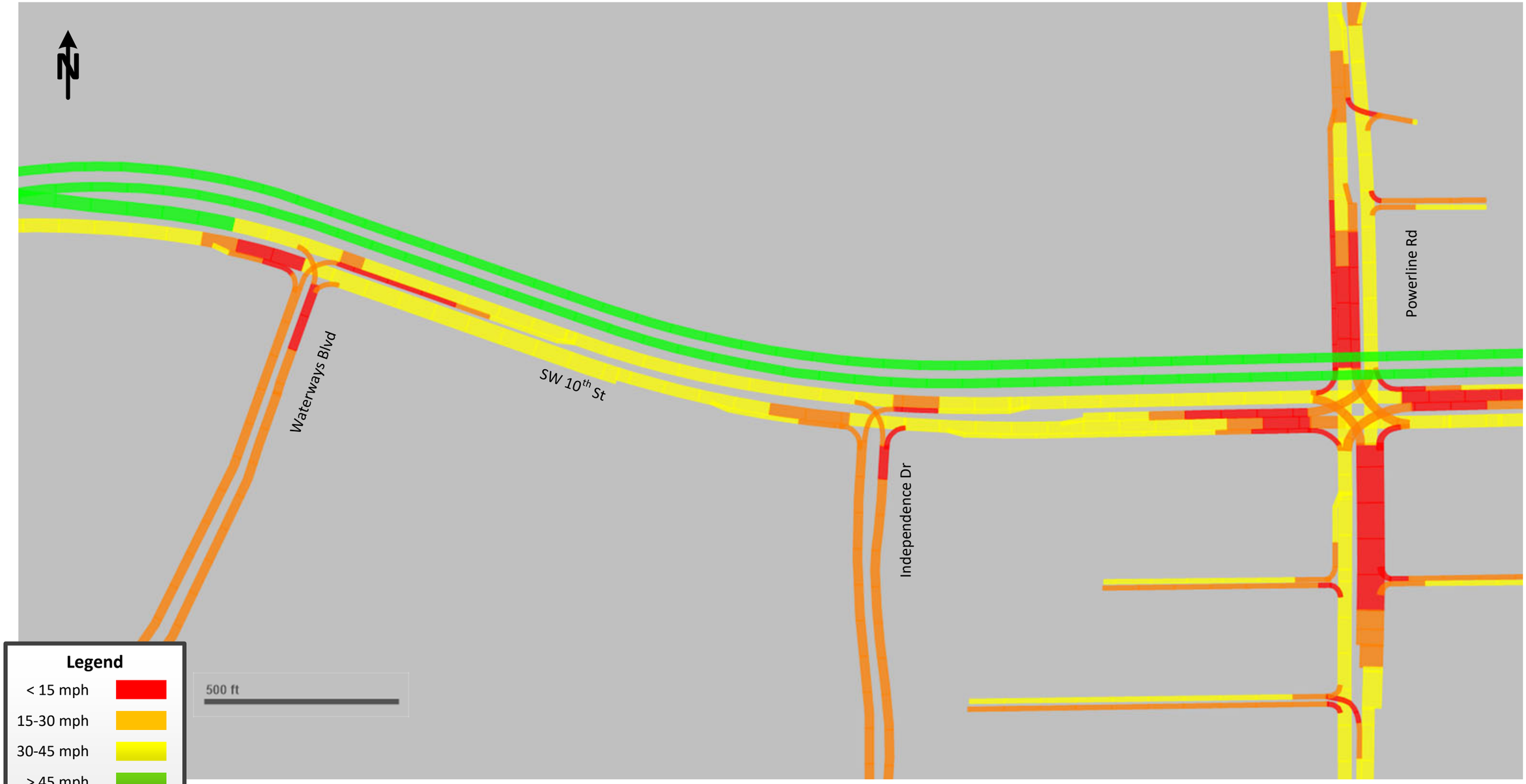
Build Alternative 1
2040 AM Peak Hour Average Travel Speed (East of Military Trail to FAU Research Park Blvd)



Note: Traffic volumes assume no toll and trucks are allowed in Connector Lanes

FDOT SW 10th Street Connector	State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95 Financial Project ID: 439891-1-22-02, ETDM No: 14291	Figure 6-7 Build Alternative 1 2040 AM Peak Hour Average Travel Speed	Page No. 4 of 4

Build Alternative 1
2040 PM Peak Hour Average Travel Speed (Waterways Blvd to East of Powerline Rd)



Note: Traffic volumes assume no toll and trucks are allowed in Connector Lanes

FDOT / SW 10th Street Connector	State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95 Financial Project ID: 439891-1-22-02, ETDM No: 14291	Figure 6-8 Build Alternative 1 2040 PM Peak Hour Average Travel Speed	Page No. 1 of 4

Build Alternative 1
2040 PM Peak Hour Average Travel Speed (East of Powerline Rd to East of SW 28th Ave)

Note: Traffic volumes assume no toll and trucks are allowed in Connector Lanes

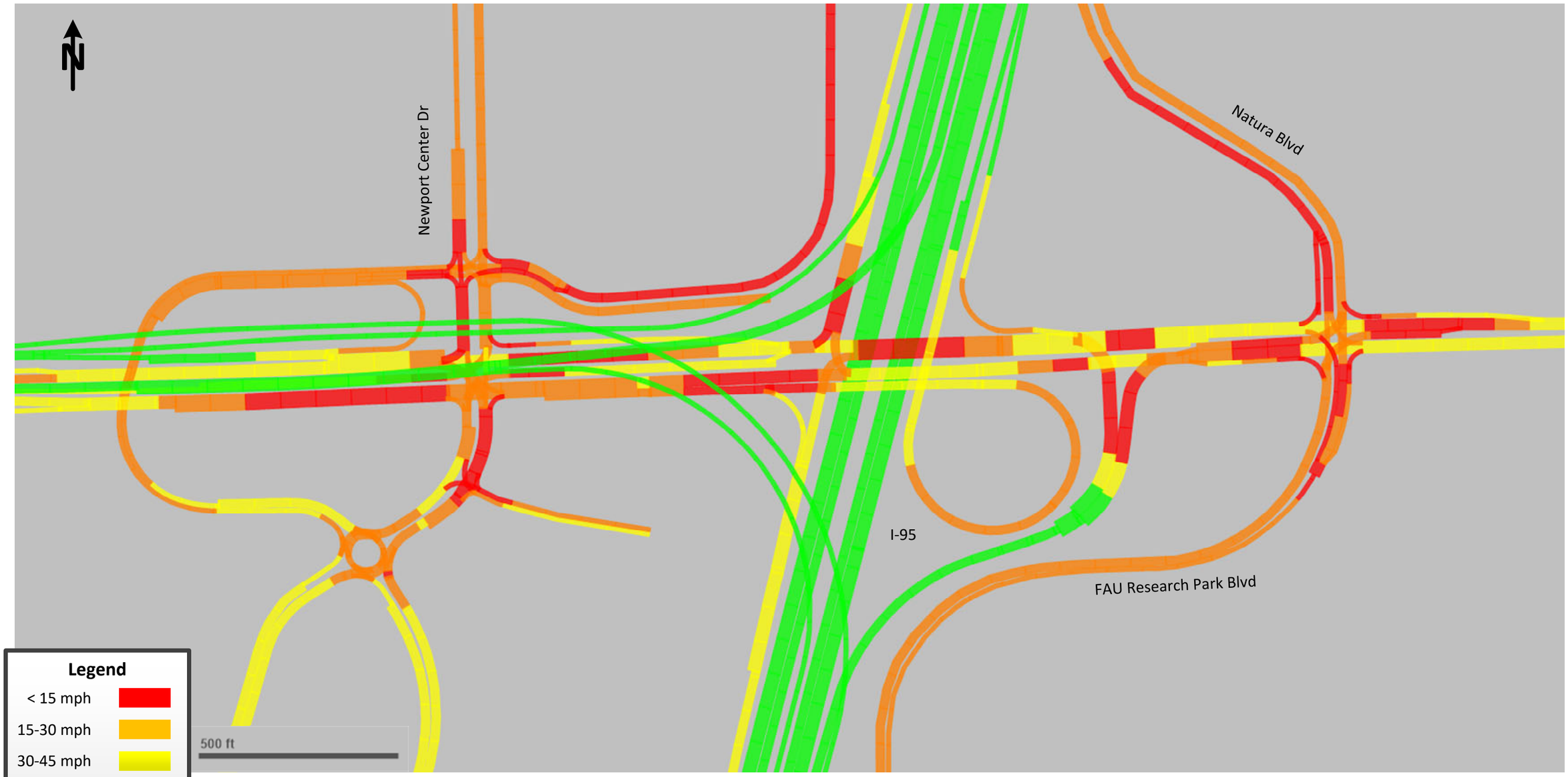
FDOT SW 10th Street Connector	State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95 Financial Project ID: 439891-1-22-02, ETDM No: 14291	Figure 6-8 Build Alternative 1 2040 PM Peak Hour Average Travel Speed	Page No. 2 of 4

Build Alternative 1
2040 PM Peak Hour Average Travel Speed (East of SW 28th Ave to East of Military Trail)

Note: Traffic volumes assume no toll and trucks are allowed in Connector Lanes

FDOT / SW 10th Street Connector	State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95 Financial Project ID: 439891-1-22-02, ETDM No: 14291	Figure 6-8 Build Alternative 1 2040 PM Peak Hour Average Travel Speed	Page No. 3 of 4

Build Alternative 1
2040 PM Peak Hour Average Travel Speed (East of Military Trail to FAU Research Park Blvd)



Note: Traffic volumes assume no toll and trucks are allowed in Connector Lanes

FDOT / SW 10th Street Connector	**State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95** **Financial Project ID: 439891-1-22-02, ETDM No: 14291**	**Figure 6-8** **Build Alternative 1** **2040 PM Peak Hour** **Average Travel Speed**	**Page No.** **4 of 4**

Build Alternative 1 - AM Peak Hour Link Evaluation

VISSIM analysis of SW 10th Street local lanes during the AM peak hour revealed that traffic speeds between intersections were between 30 mph and 35 mph along SW 10th Street from Powerline Road to Military Trail. Speeds were mostly between 15 mph and 30 mph between intersections from west of Waterways Boulevard to Powerline Road, and from Military Trail to Natura Boulevard/FAU Research Park Boulevard. With a speed limit of 35 mph on SW 10th Street, the analysis shows acceptable travel speeds and queuing along the corridor.

At Powerline Road, average travel speeds between 30 mph and 45 mph are maintained on both the northbound and southbound legs, and queuing is reasonable such that upstream operations are not significantly disrupted. Likewise, operations on the northbound and southbound approaches of the Military Trail intersection are acceptable, with queues extending no further than the upstream side streets. Modest queuing is anticipated on the northbound and southbound I-95 off-ramps and does not impact the mainline. Average speeds in the SW 10th Street connector lanes are at least 50 mph.

Build Alternative 1 - PM Peak Hour Link Evaluation

VISSIM analysis of the 2040 PM peak hour indicated speeds between 30 mph and 35 mph along SW 10th Street local lanes from west of Waterways Boulevard to Military Trail. Speeds were mostly between 15 mph and 30 mph from Military Trail to Natura Boulevard/FAU Research Park Boulevard. As with the AM peak hour, the analysis shows acceptable travel speeds along the SW 10th Street local lanes.

On the northbound leg of Powerline Road, average travel speeds between 30 mph and 45 mph are expected, and between 15 mph and 30 mph on the southbound leg. The southbound right-turn lane on Powerline Road will exhibit significant queuing but is constrained to the provided storage length. Simulated 2040 PM peak hour operations on the northbound and southbound approaches to the Military Trail intersection will be acceptable. Queues extend no further than the upstream side streets and do not impact operations. Modest queuing is anticipated on the northbound and southbound I-95 off-ramps and does not impact the mainline. Overall, average speeds in the SW 10th Street connector lanes will be at least 45 mph.

Build Alternative 1 - AM Peak Hour Intersection Analysis

VISSIM was also used to analyze the study intersections along the SW 10th Street corridor. Table 6-6 shows the AM peak hour intersection operational results for the Build Alternative 1. The Build Alternative 1 2040 AM peak hour results show all study area intersections operating at an acceptable level of service (D or better). AM peak hour maximum queue lengths indicate that vehicles will not back up to the Sawgrass Expressway or I-95. These results are significantly better than the 2040 AM peak hour intersection analysis results for the No Action Alternative, which showed 2 of the 10 intersections would operate below LOS D.

Build Alternative 1 - PM Peak Hour Intersection Analysis

The 2040 Build Alternative 1 PM peak hour results are summarized in Table 6-7. As with the AM peak hour results, the PM peak hour results indicate that all study area intersections will operate at an acceptable level of service (D or better). In addition, based on the maximum queue lengths, vehicles will not back up to the Sawgrass Expressway or I-95 during the PM peak hour. In comparison to the No Action Alternative, which showed 9 of the 10 intersections failing in the PM peak hour, results of the 2040 Build Alternative 1 PM peak hour signalized intersection analysis show significantly less delay would be experienced by drivers.

Table 6-6: 2040 Build Alternative 1 AM Peak Intersection Performance

Intersection	Approach	Movement	Volume (vph)	Max. Queue (ft)	Delay and Level of Service (sec/veh)		
					Movement	Approach	Intersection
Waterways Blvd	EB	T	2,535	748	11 (B)	11.3 (B)	12.1 (B)
		R	28	3	5 (A)		
	WB	L	62	164	115 (F)	6.6 (A)	
		T	1,286	81	1 (A)		
	NB	L	182	368	79 (E)	34.8 (C)	
		R	238	323	1 (A)		
Independence Dr	EB	T	2,759	755	7 (A)	6.8 (A)	6.7 (A)
		R	10	0	3 (A)		
	WB	L	21	92	81 (F)	2.8 (A)	
		T	1,295	104	2 (A)		
	NB	L	54	150	85 (F)	62.5 (E)	
		R	29	208	20 (B)		
Powerline Rd	EB	L	1,005	1,283	83 (F)	42.3 (D)	49.6 (D)
		T	1,033	388	26 (C)		
		R	747	2	9 (A)		
	WB	L	289	274	90 (F)	44.6 (D)	
		T	590	309	48 (D)		
		R	633	607	21 (C)		
	NB	L	346	515	91 (F)	53.7 (D)	
		T	1,188	515	51 (D)		
		R	226	577	9 (A)		
	SB	L	249	304	142 (F)	60.2 (E)	
		T	1,297	559	61 (E)		
		R	382	199	5 (A)		
SW 30th Ave*	EB	T	1,427	34	4 (A)	3.6 (A)	2.8 (A)
		R	76	0	4 (A)		
	WB	L	80	101	13 (B)	1.4 (A)	
		T	1,463	0	1 (A)		
	NB	L	69	75	14 (B)	10.5 (B)	
		R	65	9	7 (A)		
SW 28th Ave	EB	T	1,412	937	8 (A)	8.1 (A)	11.9 (B)
		R	79	0	6 (A)		
	WB	L	31	119	119 (F)	5.1 (A)	
		T	1,310	504	2 (A)		
	NB	L	231	509	78 (E)	52.9 (D)	
		R	132	24	9 (A)		
SW 24th Ave*	EB	T	1,384	0	1 (A)	1.4 (A)	1.5 (A)
		R	163	0	2 (A)		
	WB	U	36	62	12 (B)	0.7 (A)	
		L	23	55	10 (A)		
		T	1,290	0	0 (A)		
	NB	L	49	95	24 (C)	19.4 (C)	
		R	31	100	12 (B)		

* Intersection LOS estimated based on VISSIM node delay results and HCM intersection LOS delay thresholds for signalized intersections and stop controlled intersections.
Note: reported maximum queues are capped by the presence of upstream intersection nodes or the extent of the network

Table 6-6: 2040 Build Alternative 1 AM Peak Intersection Performance (Continued)

Intersection	Approach	Movement	Volume (vph)	Max. Queue (ft)	Delay and Level of Service (sec/veh)		
					Movement	Approach	Intersection
Military Trail	EB	L	299	282	114 (F)	47.7 (D)	49.4 (D)
		T	1,022	685	34 (C)		
		R	146	116	5 (A)		
	WB	L	331	326	118 (F)	37 (D)	
		T	922	626	24 (C)		
		R	490	221	7 (A)		
	NB	L	172	170	81 (F)	52.1 (D)	
		T	683	480	61 (E)		
		R	682	569	35 (C)		
	SB	L	486	436	110 (F)	64.4 (E)	
		T	521	436	50 (D)		
		R	310	436	17 (B)		
Newport Center Dr	EB	L	358	270	68 (E)	55.9 (E)	44.2 (D)
		T	1,764	1,327	49 (D)		
		R	533	1,376	71 (E)		
	WB	L	429	332	76 (E)	32.2 (C)	
		T	1,859	610	27 (C)		
		R	431	348	11 (B)		
	NB	L	82	131	86 (F)	45.1 (D)	
		T	10	131	78 (E)		
		R	127	160	16 (B)		
	SB	L	50	193	83 (F)	55.5 (E)	
		T	9	193	93 (F)		
		R	88	193	36 (D)		
I-95 Ramps	EB	L	521	559	29 (C)	29.8 (C)	44.5 (D)
		T	880	409	46 (D)		
		R	533	0	3 (A)		
	WB	L	768	551	102 (F)	48.2 (D)	
		T	1,110	551	20 (B)		
		R	283	551	12 (B)		
	NB	L	767	352	57 (E)	54.9 (D)	
		R	480	239	52 (D)		
	SB	L	407	376	74 (E)	50.5 (D)	
		R	832	376	39 (D)		
Natura Blvd	EB	L	256	250	81 (F)	33.1 (C)	41.5 (D)
		T	1,193	529	30 (C)		
		R	316	209	7 (A)		
	WB	L	210	348	102 (F)	43 (D)	
		T	1,447	684	37 (D)		
		R	91	96	6 (A)		
	NB	L	330	832	70 (E)	58.2 (E)	
		T	190	156	73 (E)		
		R	184	123	23 (C)		
	SB	L	239	565	50 (D)	42.2 (D)	
		T	184	565	75 (E)		
		R	384	398	22 (C)		

* Intersection LOS estimated based on VISSIM node delay results and HCM intersection LOS delay thresholds for signalized intersections and stop controlled intersections.
Note: reported maximum queues are capped by the presence of upstream intersection nodes or the extent of the network

Table 6-7: 2040 Build Alternative 1 PM Peak Intersection Performance

Intersection	Approach	Movement	Volume (vph)	Max. Queue (ft)	Delay and Level of Service (sec/veh)		
					Movement	Approach	Intersection
Waterways Blvd	EB	T	1,218	339	11 (B)	10.3 (B)	10.4 (B)
		R	126	30	3 (A)		
	WB	L	238	444	91 (F)	8.6 (A)	
		T	2,748	162	1 (A)		
	NB	L	88	220	82 (F)	37.5 (D)	
		R	105	175	1 (A)		
Independence Dr	EB	T	1,253	246	4 (A)	4.1 (A)	3.7 (A)
		R	70	0	2 (A)		
	WB	L	22	87	93 (F)	2.3 (A)	
		T	2,948	143	2 (A)		
	NB	L	42	133	90 (F)	60.1 (E)	
		R	24	192	8 (A)		
Powerline Rd	EB	L	484	436	63 (E)	38.6 (D)	50.1 (D)
		T	459	243	32 (C)		
		R	329	0	12 (B)		
	WB	L	317	296	97 (F)	45.9 (D)	
		T	1,340	538	46 (D)		
		R	429	246	7 (A)		
	NB	L	710	519	81 (F)	55.6 (E)	
		T	1,156	519	51 (D)		
		R	295	582	11 (B)		
	SB	L	531	511	105 (F)	54.9 (D)	
		T	913	451	56 (E)		
		R	922	628	26 (C)		
SW 30th Ave*	EB	T	1,256	0	2 (A)	1.7 (A)	2.4 (A)
		R	28	0	2 (A)		
	WB	L	31	59	9 (A)	1 (A)	
		T	1,890	0	1 (A)		
	NB	L	161	136	21 (C)	15.3 (C)	
		R	116	10	8 (A)		
SW 28th Ave	EB	T	1,199	879	17 (B)	15.6 (B)	14 (B)
		R	176	30	8 (A)		
	WB	L	163	325	95 (F)	9.3 (A)	
		T	1,805	120	2 (A)		
	NB	L	119	247	81 (F)	45.8 (D)	
		R	110	5	8 (A)		
SW 24th Ave*	EB	T	1,211	0	1 (A)	1.2 (A)	1.3 (A)
		R	103	0	2 (A)		
	WB	U	25	39	10 (A)	0.5 (A)	
		L	21	27	6 (A)		
		T	1,920	0	0 (A)		
	NB	L	49	99	30 (D)	22.8 (C)	
		R	31	104	12 (B)		

* Intersection LOS estimated based on VISSIM node delay results and HCM intersection LOS delay thresholds for signalized intersections and stop controlled intersections.
Note: reported maximum queues are capped by the presence of upstream intersection nodes or the extent of the network

Table 6-7: 2040 Build Alternative 1 PM Peak Intersection Performance (Continued)

Intersection	Approach	Movement	Volume (vph)	Max. Queue (ft)	Delay and Level of Service (sec/veh)		
					Movement	Approach	Intersection
Military Trail	EB	L	323	285	113 (F)	47.2 (D)	54.2 (D)
		T	873	584	32 (C)		
		R	185	127	5 (A)		
	WB	L	470	443	79 (E)	56.2 (E)	
		T	1,128	1,092	66 (E)		
		R	508	411	14 (B)		
	NB	L	287	264	95 (F)	56.7 (E)	
		T	600	410	60 (E)		
		R	388	373	23 (C)		
	SB	L	437	539	82 (F)	55.4 (E)	
		T	831	539	56 (E)		
		R	617	539	36 (D)		
Newport Center Dr	EB	L	91	111	76 (E)	47.7 (D)	40.8 (D)
		T	1,838	929	46 (D)		
		R	82	978	57 (E)		
	WB	L	124	139	97 (F)	35 (C)	
		T	1,782	628	33 (C)		
		R	16	122	5 (A)		
	NB	L	424	335	50 (D)	38.4 (D)	
		T	16	335	52 (D)		
		R	466	364	28 (C)		
	SB	L	131	279	69 (E)	40.6 (D)	
		T	5	279	78 (E)		
		R	442	279	32 (C)		
I-95 Ramps	EB	L	835	898	38 (D)	34.5 (C)	37.5 (D)
		T	903	510	47 (D)		
		R	694	148	14 (B)		
	WB	L	754	302	51 (D)	24.9 (C)	
		T	928	302	10 (A)		
		R	306	302	6 (A)		
	NB	L	521	241	49 (D)	51 (D)	
		R	691	298	52 (D)		
	SB	L	296	262	108 (F)	55.5 (E)	
		R	572	262	28 (C)		
Natura Blvd	EB	L	296	262	79 (E)	29.1 (C)	46.3 (D)
		T	1,315	447	23 (C)		
		R	278	197	6 (A)		
	WB	L	350	589	88 (F)	46.9 (D)	
		T	1,324	616	40 (D)		
		R	131	108	6 (A)		
	NB	L	285	633	59 (E)	47.2 (D)	
		T	182	149	62 (E)		
		R	224	158	20 (B)		
	SB	L	271	1,513	47 (D)	78.4 (E)	
		T	300	1,513	115 (F)		
		R	385	1,335	72 (E)		

* Intersection LOS estimated based on VISSIM node delay results and HCM intersection LOS delay thresholds for signalized intersections and stop controlled intersections.
Note: reported maximum queues are capped by the presence of upstream intersection nodes or the extent of the network

Build Alternative 1 Travel Times and Average Speeds

The 2040 Build Alternative peak hour peak direction travel time for vehicles on SW 10th Street between the Turnpike and I-95 was recorded from the VISSIM model, for both the local lanes and the connector lanes. The eastbound SW 10th Street local lane travel time during the AM peak hour is estimated to take 8 to 9 minutes, while the westbound travel time during the PM peak hour is estimated to also take 8 to 9 minutes. The eastbound AM and westbound PM peak hour travel times in the local lanes are shorter than the travel times recorded for the No Action Alternative in 2040. The congestion seen throughout the network on the local lanes under the No Action Alternative is addressed with the Build Alternative. The average travel time in the SW 10th Street connector lanes for eastbound traffic during the AM peak hour is estimated at 3 to 4 minutes, and 3 to 4 minutes for the westbound connector lanes during the PM peak hour.

The distance of the travel paths is 3.2 miles measured along SW 10th Street between the Turnpike and I-95. The average travel speed for SW 10th Street local lane traffic in the eastbound direction during the AM peak hour is estimated to be 23 mph, and 23 mph travel speed for the westbound traffic during the PM peak hour. The SW 10th Street connector lane travel speeds are estimated at 55 mph for the eastbound direction during the AM peak hour, and 55 mph for the westbound direction during the PM peak hour.

Build Alternative 1 - VISSIM Network Wide Output

The network wide VISSIM results for the Build Alternative were reviewed and reported. The 2040 AM peak period outputs show reasonable results, which are as follows:

- Total Delay = 1,374 hours
- Total Travel Time = 8,155 hours
- Total Stops = 90,061
- Latent Demand = 1 vehicle
- Average Delay = 00:50 (mm:ss)
- Average Speed = 42 mph

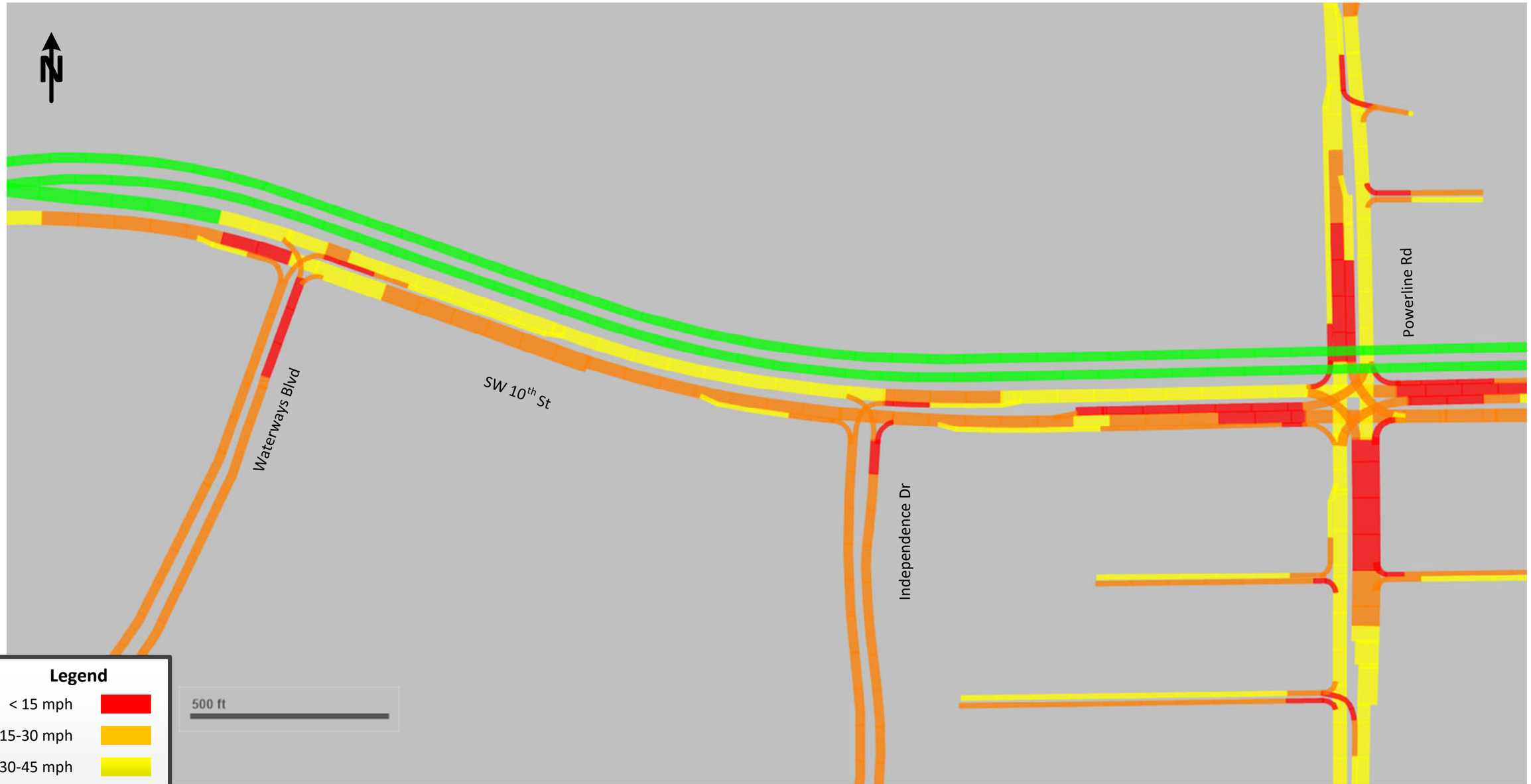
The Build Alternative 2040 PM peak period network wide outputs show similar performance as the AM peak hour, which indicate reasonable traffic flow throughout the network. The network wide output are as follows:

- Total Delay = 1,853 hours
- Total Travel Time = 9,260 hours
- Total Stops = 173,248
- Latent Demand = 22 vehicles
- Average Delay = 01:02 (mm:ss)
- Average Speed = 40 mph

Build Alternative 2

The Build Alternative 2 results indicate acceptable network-wide traffic operations during both the AM and PM peak hours. The 2040 link evaluation results, showing speeds along SW 10th Street and the cross streets during 2040 AM and PM peak hours, are summarized in Figures 6-9 and 6-10, respectively. In addition, volume and speed profiles are included in Appendix H.

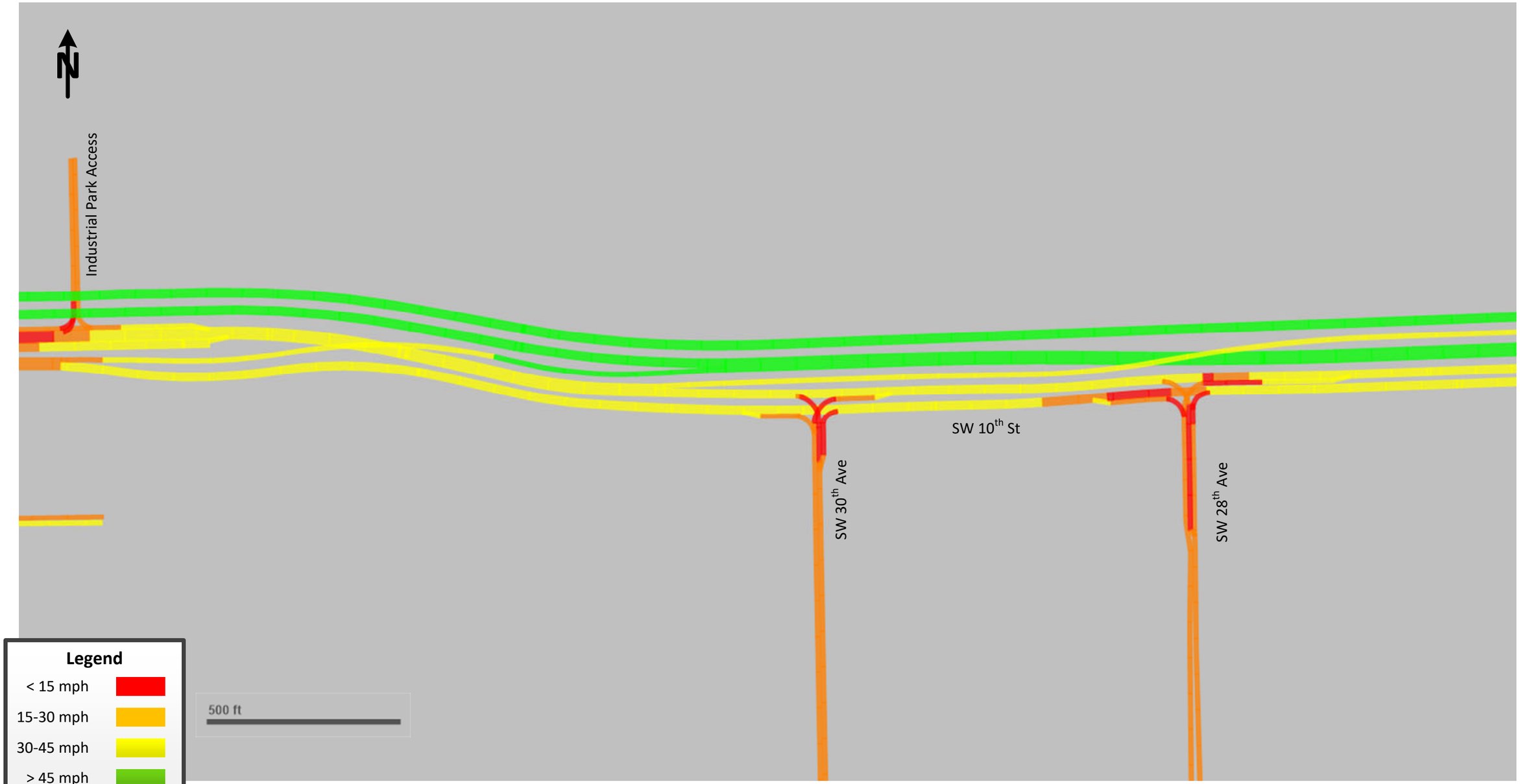
Build Alternative 2
2040 AM Peak Hour Average Travel Speed (Waterways Blvd to East of Powerline Rd)



Note: Traffic volumes assume no toll and trucks are allowed in Connector Lanes

FDOT / SW 10th Street Connector	**State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95** **Financial Project ID: 439891-1-22-02, ETDM No: 14291**	**Figure 6-9** **Build Alternative 2** **2040 AM Peak Hour** **Average Travel Speed**	**Page No.** **1 of 4**

Build Alternative 2
2040 AM Peak Hour Average Travel Speed (East of Powerline Rd to East of SW 28th Ave)



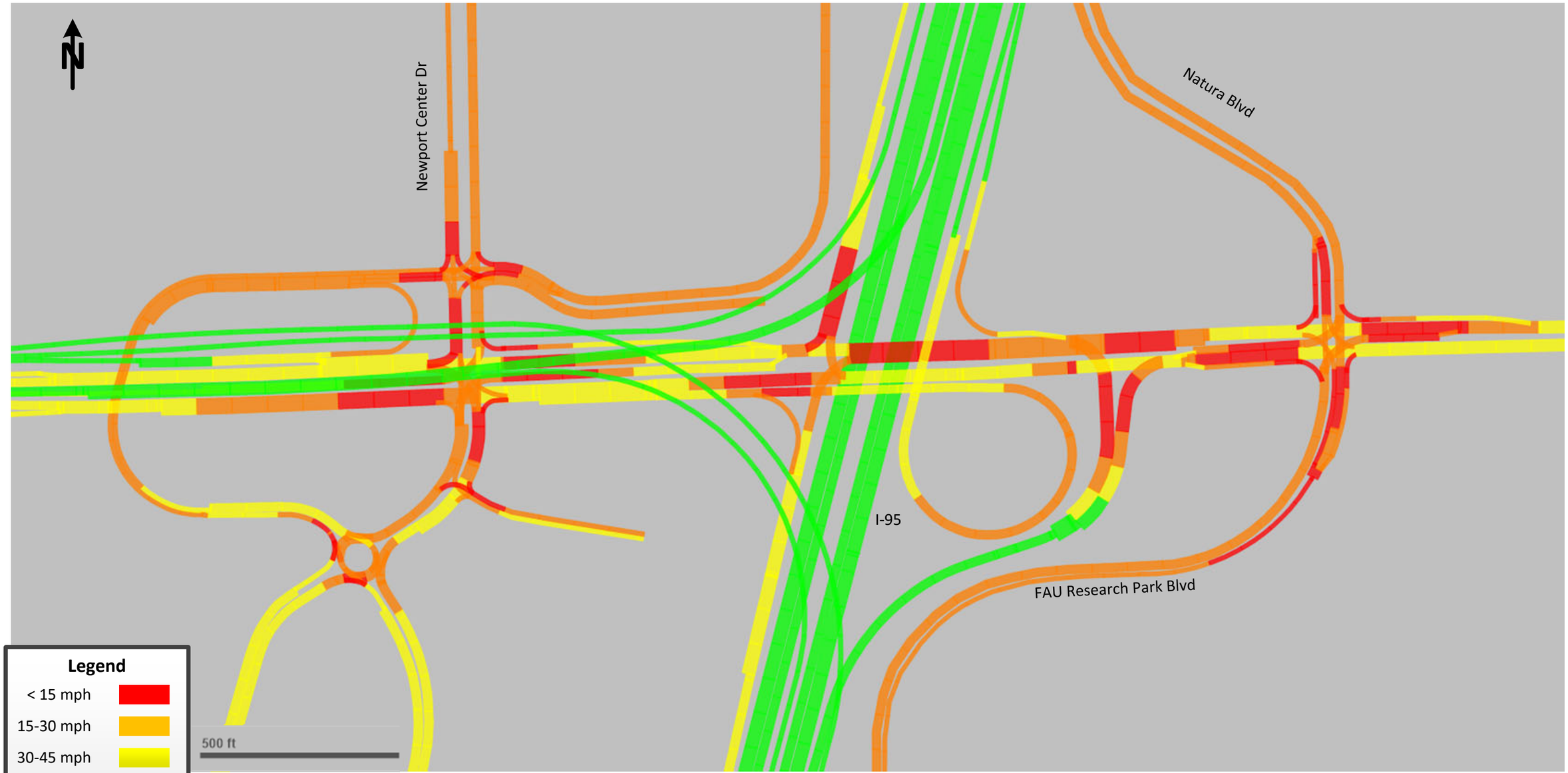
Note: Traffic volumes assume no toll and trucks are allowed in Connector Lanes

Build Alternative 2
2040 AM Peak Hour Average Travel Speed (East of SW 28th Ave to East of Military Trail)

Note: Traffic volumes assume no toll and trucks are allowed in Connector Lanes

FDOT / SW 10th Street Connector	State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95 Financial Project ID: 439891-1-22-02, ETDM No: 14291	Figure 6-9 Build Alternative 2 2040 AM Peak Hour Average Travel Speed	Page No. 3 of 4

Build Alternative 2
2040 AM Peak Hour Average Travel Speed (East of Military Trail to FAU Research Park Blvd)



Note: Traffic volumes assume no toll and trucks are allowed in Connector Lanes

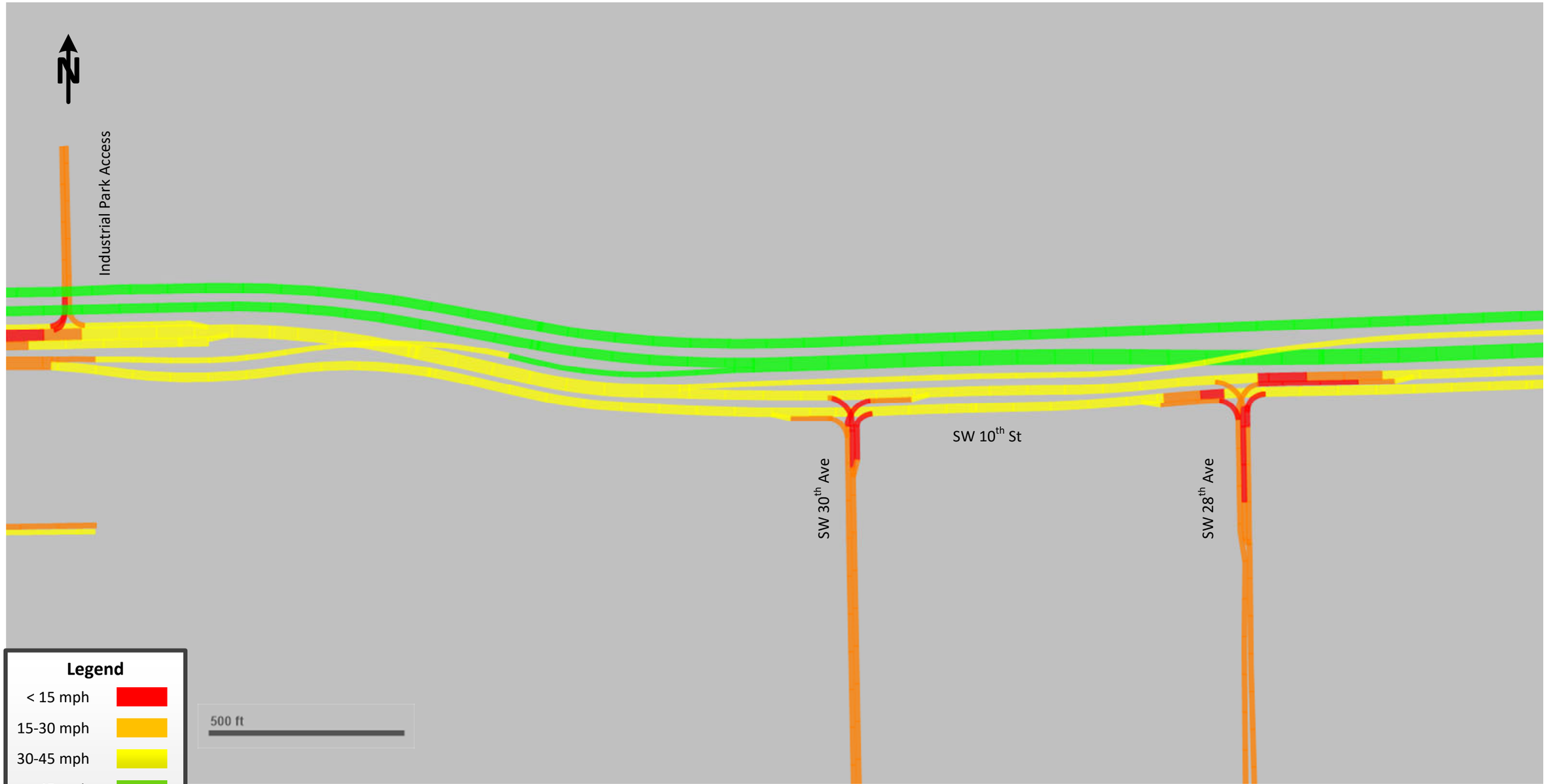
FDOT / SW 10th Street Connector	**State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95** **Financial Project ID: 439891-1-22-02, ETDM No: 14291**	**Figure 6-9** **Build Alternative 2** **2040 AM Peak Hour** **Average Travel Speed**	**Page No.** **4 of 4**

Build Alternative 2
2040 PM Peak Hour Average Travel Speed (Waterways Blvd to East of Powerline Rd)

Note: Traffic volumes assume no toll and trucks are allowed in Connector Lanes

FDOT / SW 10th Street Connector	State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95 Financial Project ID: 439891-1-22-02, ETDM No: 14291	Figure 6-10 Build Alternative 2 2040 PM Peak Hour Average Travel Speed	Page No. 1 of 4

Build Alternative 2
2040 PM Peak Hour Average Travel Speed (East of Powerline Rd to East of SW 28th Ave)



Note: Traffic volumes assume no toll and trucks are allowed in Connector Lanes

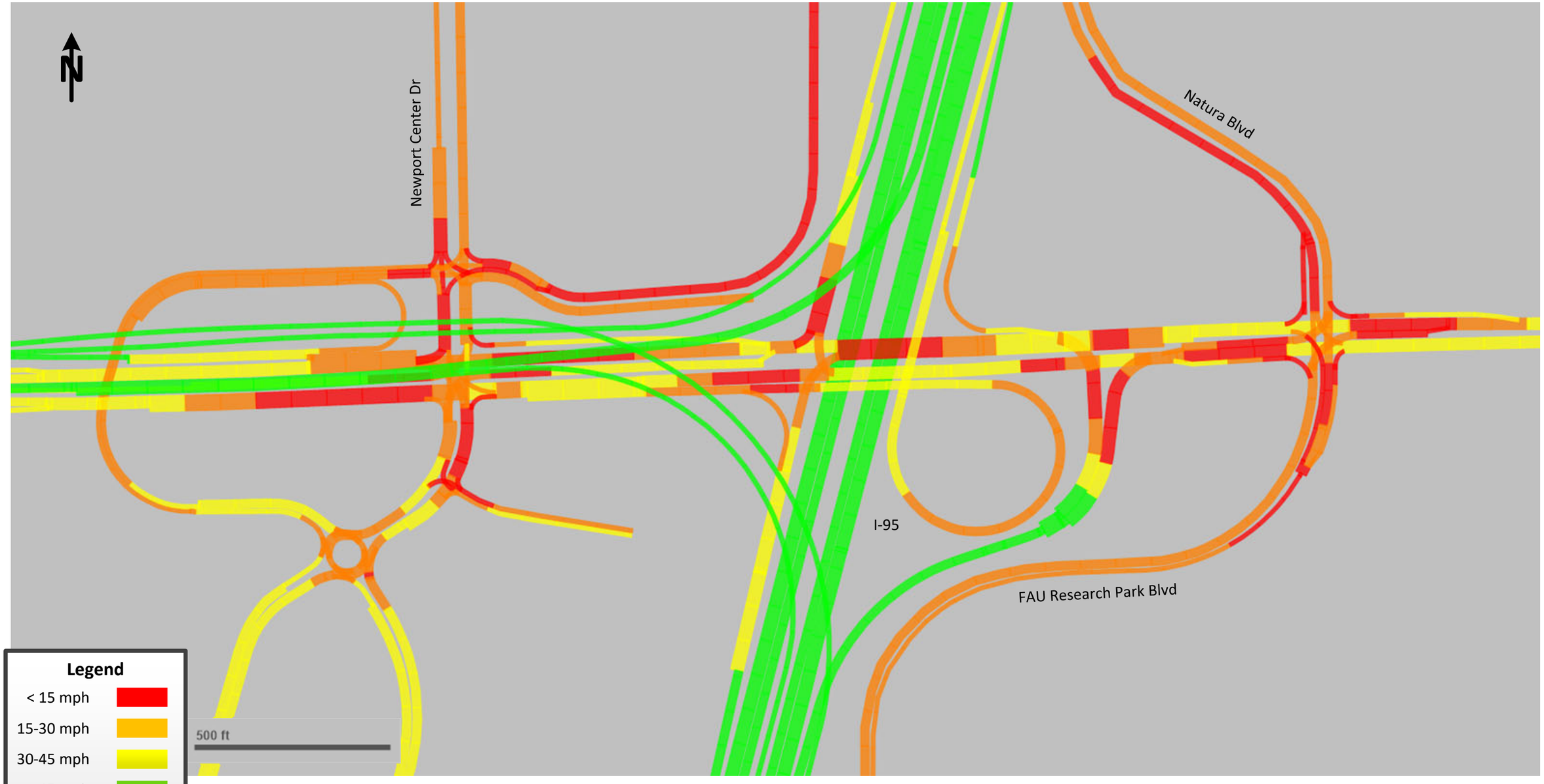
FDOT / SW 10th Street Connector	State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95 Financial Project ID: 439891-1-22-02, ETDM No: 14291	Figure 6-10 Build Alternative 2 2040 PM Peak Hour Average Travel Speed	Page No. 2 of 4

Build Alternative 2
2040 PM Peak Hour Average Travel Speed (East of SW 28th Ave to East of Military Trail)

Note: Traffic volumes assume no toll and trucks are allowed in Connector Lanes

FDOT / SW 10th Street Connector	State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95 Financial Project ID: 439891-1-22-02, ETDM No: 14291	Figure 6-10 Build Alternative 2 2040 PM Peak Hour Average Travel Speed	Page No. 3 of 4

Build Alternative 2
2040 PM Peak Hour Average Travel Speed (East of Military Trail to FAU Research Park Blvd)



Note: Traffic volumes assume no toll and trucks are allowed in Connector Lanes

FDOT / SW 10th Street Connector	State Road 869 / SW 10th Street Connector PD&E Study from Florida's Turnpike / Sawgrass Expressway to I-95 Financial Project ID: 439891-1-22-02, ETDM No: 14291	Figure 6-10 Build Alternative 2 2040 PM Peak Hour Average Travel Speed	Page No. 4 of 4

Build Alternative 2 - AM Peak Hour Link Evaluation

VISSIM analysis of SW 10th Street during the AM peak hour revealed that traffic speeds between intersections were between 30 mph and 35 mph along SW 10th Street from Powerline Road to Military Trail. Speeds were mostly between 15 mph and 30 mph between intersections from west of Waterways Boulevard to Powerline Road, and from Military Trail to Natura Boulevard/FAU Research Park Boulevard. With a speed limit of 35 mph on SW 10th Street, the analysis shows acceptable travel speeds and queuing along the corridor.

At Powerline Road, average travel speeds between 30 mph and 45 mph are maintained on both the northbound and southbound legs, and queuing is reasonable such that upstream operations are not significantly disrupted. Likewise, operations on the northbound and southbound approaches of the Military Trail intersection are acceptable, with queues extending no further than the upstream side streets. Modest queuing is anticipated on the northbound and southbound I-95 off-ramps and does not impact the mainline. Average speeds in the SW 10th Street connector lanes are at least 45 mph.

Build Alternative 2 - PM Peak Hour Link Evaluation

VISSIM analysis of the 2040 PM peak hour indicated speeds between 30 mph and 35 mph along SW 10th Street from west of Waterways Boulevard to Military Trail. Speeds were mostly between 15 mph and 30 mph from Military Trail to Natura Boulevard/FAU Research Park Boulevard. As with the AM peak hour, the analysis shows acceptable travel speeds along the SW 10th Street local lanes.

On the northbound leg of Powerline Road, average travel speeds between 30 mph and 45 mph are expected, and between 15 mph and 30 mph on the southbound leg. The southbound right-turn lane on Powerline Road will exhibit significant queuing but is constrained to the provided storage length. Simulated 2040 PM peak hour operations on the northbound and southbound approaches to the Military Trail intersection will be acceptable. Queues extend no further than the upstream side streets and do not impact operations. Modest queuing is anticipated on the northbound and southbound I-95 off-ramps and does not impact the mainline. Overall, average speeds in the SW 10th Street connector lanes will be at least 45 mph.

Build Alternative 2 - AM Peak Hour Intersection Analysis

VISSIM was also used to analyze the study intersections along the SW 10th Street corridor. Table 6-8 shows the AM peak hour intersection operational results for the Build Alternative. The Build Alternative 2 2040 AM peak hour results show all study area intersections operating at an acceptable level of service (D or better). AM peak hour maximum queue lengths indicate that vehicles will not back up to the Sawgrass Expressway or I-95. These results are significantly better than the 2040 AM peak hour intersection analysis results for the No Action Alternative, which showed 2 of the 10 intersections would operate below LOS D.

Build Alternative 2 - PM Peak Hour Intersection Analysis

The 2040 Build Alternative 2 PM peak hour results are summarized in Table 6-9. As with the AM peak hour results, the PM peak hour results indicate that all study area intersections will operate at an acceptable level of service (D or better). In addition, based on the maximum queue lengths, vehicles will not back up to the Sawgrass Expressway or I-95 during the PM peak hour. In comparison to the No Action Alternative, which showed 9 of the 10 intersections failing in the PM peak hour, results of the 2040 Build Alternative 2 PM peak hour signalized intersection analysis show significantly less delay would be experienced by drivers.

Table 6-8: 2040 Build Alternative 2 AM Peak Intersection Performance

Intersection	Approach	Movement	Volume (vph)	Max. Queue (ft)	Delay and Level of Service (sec/veh)		
					Movement	Approach	Intersection
Waterways Blvd	EB	T	2,639	769	12 (B)	11.9 (B)	11.7 (B)
		R	28	0	6 (A)		
	WB	L	63	161	119 (F)	5.7 (A)	
		T	1,702	138	2 (A)		
	NB	L	182	359	79 (E)	34.8 (C)	
		R	238	387	1 (A)		
Independence Dr	EB	T	2,860	939	11 (B)	11.2 (B)	9.8 (A)
		R	10	0	5 (A)		
	WB	L	22	86	69 (E)	4.9 (A)	
		T	1,711	382	4 (A)		
	NB	L	53	140	84 (F)	63.4 (E)	
		R	29	198	25 (C)		
Powerline Rd	EB	L	1,009	1,315	91 (F)	47 (D)	51.6 (D)
		T	1,128	701	34 (C)		
		R	748	0	8 (A)		
	WB	L	284	273	82 (F)	49.8 (D)	
		T	1,005	478	59 (E)		
		R	624	590	20 (B)		
	NB	L	344	515	92 (F)	53.8 (D)	
		T	1,187	515	51 (D)		
		R	226	573	13 (B)		
	SB	L	250	284	125 (F)	58.4 (E)	
		T	1,299	550	61 (E)		
		R	382	250	7 (A)		
SW 30th Ave*	EB	T	637	0	1 (A)	0.8 (A)	1.3 (A)
		R	75	29	1 (A)		
	WB	L	70	48	2 (A)	0.6 (A)	
		T	886	0	0 (A)		
	NB	L	68	79	11 (B)	9.6 (A)	
		R	65	95	9 (A)		
SW 28th Ave	EB	T	622	354	14 (B)	12.6 (B)	18.3 (B)
		R	80	95	5 (A)		
	WB	L	29	120	116 (F)	7.1 (A)	
		T	727	196	3 (A)		
	NB	L	229	471	78 (E)	53 (D)	
		R	132	140	10 (A)		
SW 24th Ave*	EB	T	590	0	1 (A)	1 (A)	1.1 (A)
		R	166	32	2 (A)		
	WB	U	35	60	5 (A)	0.4 (A)	
		L	27	47	3 (A)		
		T	707	0	0 (A)		
	NB	L	49	84	10 (A)	9 (A)	
		R	31	87	7 (A)		

* Intersection LOS estimated based on VISSIM node delay results and HCM intersection LOS delay thresholds for signalized intersections and stop controlled intersections.
Note: reported maximum queues are capped by the presence of upstream intersection nodes or the extent of the network

Table 6-8: 2040 Build Alternative 2 AM Peak Intersection Performance (Continued)

Intersection	Approach	Movement	Volume (vph)	Max. Queue (ft)	Delay and Level of Service (sec/veh)		
					Movement	Approach	Intersection
Military Trail	EB	L	304	334	99 (F)	56.7 (E)	46.8 (D)
		T	224	200	30 (C)		
		R	141	183	7 (A)		
	WB	L	334	326	71 (E)	47.6 (D)	
		T	345	315	51 (D)		
		R	494	662	29 (C)		
	NB	L	172	162	81 (F)	40.7 (D)	
		T	684	474	54 (D)		
		R	683	498	17 (B)		
	SB	L	493	385	78 (E)	47.9 (D)	
		T	521	385	43 (D)		
		R	310	385	8 (A)		
Newport Center Dr	EB	L	369	306	61 (E)	27.5 (C)	29.1 (C)
		T	1,524	709	20 (B)		
		R	547	739	26 (C)		
	WB	L	435	349	94 (F)	29.8 (C)	
		T	1,655	472	18 (B)		
		R	426	277	8 (A)		
	NB	L	83	107	34 (C)	23.7 (C)	
		T	3	107	80 (E)		
		R	126	134	13 (B)		
	SB	L	49	174	84 (F)	52.1 (D)	
		T	9	174	91 (F)		
		R	89	174	30 (C)		
I-95 Ramps	EB	L	427	267	17 (B)	19.1 (B)	43.2 (D)
		T	873	338	28 (C)		
		R	394	0	1 (A)		
	WB	L	776	416	85 (F)	46.9 (D)	
		T	1,112	416	29 (C)		
		R	282	416	12 (B)		
	NB	L	686	321	64 (E)	61.7 (E)	
		R	479	259	59 (E)		
	SB	L	409	339	75 (E)	53 (D)	
		R	720	339	40 (D)		
Natura Blvd	EB	L	256	231	76 (E)	30.9 (C)	42.7 (D)
		T	1,189	388	27 (C)		
		R	316	142	9 (A)		
	WB	L	212	467	106 (F)	43.1 (D)	
		T	1,451	692	36 (D)		
		R	91	103	7 (A)		
	NB	L	330	969	84 (F)	72.3 (E)	
		T	190	164	87 (F)		
		R	184	103	36 (D)		
	SB	L	238	632	49 (D)	41.8 (D)	
		T	184	632	74 (E)		
		R	384	457	21 (C)		

* Intersection LOS estimated based on VISSIM node delay results and HCM intersection LOS delay thresholds for signalized intersections and stop controlled intersections.
Note: reported maximum queues are capped by the presence of upstream intersection nodes or the extent of the network

Table 6-9: 2040 Build Alternative 2 PM Peak Intersection Performance

Intersection	Approach	Movement	Volume (vph)	Max. Queue (ft)	Delay and Level of Service (sec/veh)		
					Movement	Approach	Intersection
Waterways Blvd	EB	T	1,772	489	12 (B)	11.5 (B)	11.6 (B)
		R	129	10	4 (A)		
	WB	L	239	479	93 (F)	9.8 (A)	
		T	2,549	207	2 (A)		
	NB	L	89	216	81 (F)	37.3 (D)	
		R	105	244	0 (A)		
Independence Dr	EB	T	1,805	333	2 (A)	2.3 (A)	3.3 (A)
		R	69	0	2 (A)		
	WB	L	21	71	83 (F)	2.7 (A)	
		T	2,748	370	2 (A)		
	NB	L	42	120	85 (F)	57.6 (E)	
		R	24	178	10 (A)		
Powerline Rd	EB	L	479	425	76 (E)	50.2 (D)	54.2 (D)
		T	1,011	894	52 (D)		
		R	331	0	8 (A)		
	WB	L	311	305	86 (F)	55.3 (E)	
		T	1,139	529	62 (E)		
		R	429	398	14 (B)		
	NB	L	705	520	86 (F)	56.9 (E)	
		T	1,157	520	50 (D)		
		R	295	579	16 (B)		
	SB	L	531	523	109 (F)	54 (D)	
		T	912	462	55 (D)		
		R	926	628	22 (C)		
SW 30th Ave*	EB	T	676	0	1 (A)	0.9 (A)	2.3 (A)
		R	30	13	2 (A)		
	WB	L	30	45	3 (A)	0.7 (A)	
		T	1,095	0	1 (A)		
	NB	L	162	116	14 (B)	12.4 (B)	
		R	116	102	10 (A)		
SW 28th Ave	EB	T	615	135	6 (A)	5.4 (A)	14.6 (B)
		R	174	100	3 (A)		
	WB	L	168	350	65 (E)	14.9 (B)	
		T	1,005	330	6 (A)		
	NB	L	119	245	78 (E)	45 (D)	
		R	110	116	9 (A)		
SW 24th Ave*	EB	T	618	0	0 (A)	0.4 (A)	0.8 (A)
		R	108	12	1 (A)		
	WB	U	26	51	4 (A)	0.3 (A)	
		L	18	19	2 (A)		
		T	1,126	0	0 (A)		
	NB	L	49	84	13 (B)	10.7 (B)	
		R	31	87	7 (A)		

* Intersection LOS estimated based on VISSIM node delay results and HCM intersection LOS delay thresholds for signalized intersections and stop controlled intersections.
Note: reported maximum queues are capped by the presence of upstream intersection nodes or the extent of the network

Table 6-9: 2040 Build Alternative 2 PM Peak Intersection Performance (Continued)

Intersection	Approach	Movement	Volume (vph)	Max. Queue (ft)	Delay and Level of Service (sec/veh)		
					Movement	Approach	Intersection
Military Trail	EB	L	314	274	72 (E)	47.2 (D)	48.6 (D)
		T	301	253	43 (D)		
		R	178	171	11 (B)		
	WB	L	461	364	66 (E)	48.5 (D)	
		T	334	264	60 (E)		
		R	501	515	25 (C)		
	NB	L	286	249	82 (F)	49.9 (D)	
		T	600	415	59 (E)		
		R	388	252	11 (B)		
	SB	L	438	539	76 (E)	48.4 (D)	
		T	831	539	55 (D)		
		R	617	539	20 (B)		
Newport Center Dr	EB	L	98	126	61 (E)	36.2 (D)	36.7 (D)
		T	1,678	816	34 (C)		
		R	82	700	41 (D)		
	WB	L	123	141	89 (F)	41.2 (D)	
		T	1,527	774	40 (D)		
		R	113	118	5 (A)		
	NB	L	428	320	17 (B)	23.6 (C)	
		T	13	320	55 (D)		
		R	464	348	29 (C)		
	SB	L	124	255	76 (E)	45.3 (D)	
		T	5	255	65 (E)		
		R	417	255	36 (D)		
I-95 Ramps	EB	L	743	499	21 (C)	23.3 (C)	32.6 (C)
		T	890	379	40 (D)		
		R	634	0	3 (A)		
	WB	L	753	321	49 (D)	24.4 (C)	
		T	931	321	10 (A)		
		R	306	321	7 (A)		
	NB	L	365	179	45 (D)	48.9 (D)	
		R	692	295	51 (D)		
	SB	L	296	234	113 (F)	59.3 (E)	
		R	469	234	25 (C)		
Natura Blvd	EB	L	292	292	82 (F)	30.7 (C)	48.4 (D)
		T	1,304	467	25 (C)		
		R	276	175	6 (A)		
	WB	L	350	591	88 (F)	46.8 (D)	
		T	1,325	612	40 (D)		
		R	131	113	7 (A)		
	NB	L	285	661	66 (E)	54.2 (D)	
		T	182	153	69 (E)		
		R	225	137	27 (C)		
	SB	L	271	1,491	47 (D)	81.9 (F)	
		T	300	1,491	121 (F)		
		R	385	1,377	76 (E)		

* Intersection LOS estimated based on VISSIM node delay results and HCM intersection LOS delay thresholds for signalized intersections and stop controlled intersections.
Note: reported maximum queues are capped by the presence of upstream intersection nodes or the extent of the network

Build Alternative 2 - Travel Times and Average Speeds

The 2040 Build Alternative 2 peak hour peak direction travel time for vehicles on SW 10th Street between the Turnpike and I-95 was recorded from the VISSIM model, for both the local lanes and the connector lanes. The eastbound SW 10th Street local lane travel time during the AM peak hour is estimated to take 8 to 9 minutes, while the westbound travel time during the PM peak hour is estimated to also take 8 to 9 minutes. The eastbound AM and westbound PM peak hour travel times in the local lanes are shorter than the travel times recorded for the No Action Alternative in 2040. The congestion seen throughout the network on the local lanes under the No Action Alternative is addressed with the Build Alternative 2. The average travel time in the SW 10th Street connector lanes for eastbound traffic during the AM peak hour is estimated at 3 to 4 minutes, and 3 to 4 minutes for the westbound connector lanes during the PM peak hour.

The distance of the travel paths is 3.2 miles measured along SW 10th Street between the Turnpike and I-95. The average travel speed for SW 10th Street local lane traffic in the eastbound direction during the AM peak hour is estimated to be 23 mph, and 23 mph travel speed for the westbound traffic during the PM peak hour. The SW 10th Street connector lane travel speeds are estimated at 55 mph for the eastbound direction during the AM peak hour, and 54 mph for the westbound direction during the PM peak hour.

Build Alternative 2 - VISSIM Network Wide Output

The network wide VISSIM results for Build Alternative 2 were reviewed and reported. The 2040 AM peak period outputs show reasonable results, which are as follows:

- Total Delay = 1,286 hours
- Total Travel Time = 8,040 hours
- Total Stops = 83,196
- Latent Demand = 1 vehicle
- Average Delay = 00:47 (mm:ss)
- Average Speed = 42 mph

The Build Alternative 2 2040 PM peak period network wide outputs show similar performance as the AM peak hour, which indicate reasonable traffic flow throughout the network. The network wide output are as follows:

- Total Delay = 1,941 hours
- Total Travel Time = 9,297 hours
- Total Stops = 199,279
- Latent Demand = 107 vehicles
- Average Delay = 01:05 (mm:ss)
- Average Speed = 40 mph

Build Alternative 2 - SW 10th Street Connector Lanes Ingress/Egress Weave Evaluation

An analysis of the eastbound and westbound traffic entering and exiting the SW 10th Street connector lanes between Powerline Road and Newport Center Drive was conducted using the 2040 Build Alternative 2 VISSIM model. Based on the Build Alternative 2 design concept, the distance between the eastbound ingress and eastbound egress point is approximately 4,300 feet. The distance between the westbound ingress point and westbound egress point is approximately 2,750 feet. Entering and exiting traffic must change lanes within these distances, resulting in weave sections.

The segment of the SW 10th Street connector lanes between the ingress and egress points spans over Military Trail, and was termed the "Military Trail bypass," because local SW 10th Street traffic can use it to bypass the intersection. The need for an auxiliary lane in each direction between the on and off ramps was evaluated. Speeds were evaluated with and without an auxiliary lane, and the influence of truck traffic was taken into consideration. Without an auxiliary lane, noticeably slower speeds (30-45 mph) were recorded in the 2040 AM peak hour in the eastbound direction at the on-ramp merge point into the two eastbound connector lanes east of Powerline Road. In addition, slow speeds were recorded in the 2040 PM peak hour in the westbound direction at the on-ramp merge point west of Military Trail.

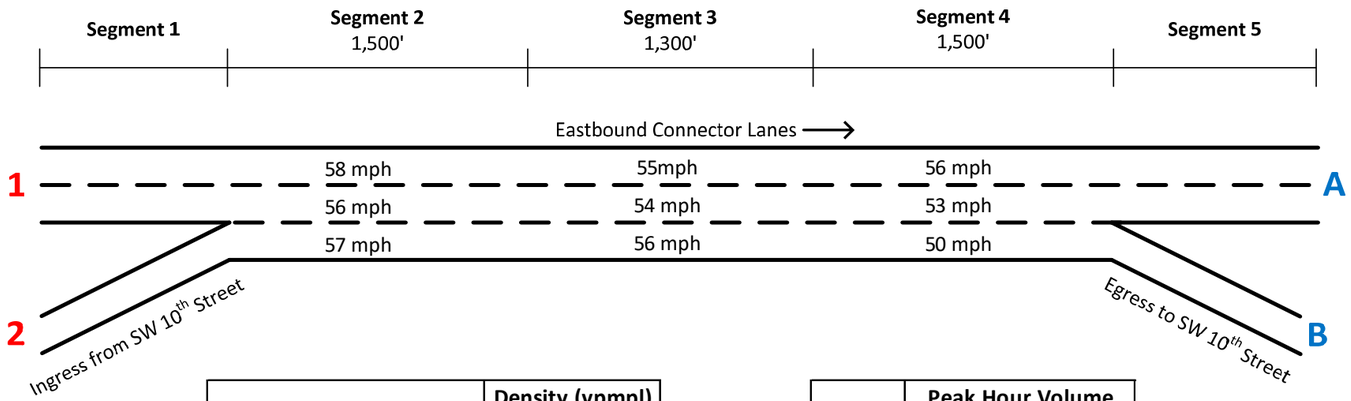
The vertical profile of the connector lanes in this segment is also important to consider. There is a significant grade change as the connector lanes are elevated over Military Trail. Although the traffic operational analysis models do not consider it, this is expected to have an influence

on the ability for traffic (including large trucks) to accelerate and decelerate, potentially merging and diverging at a slower rate. Therefore, an auxiliary lane (third lane) in each direction was recommended on the connector lanes between the on-ramp and off-ramp and included in the design concept.

Figure 6-11 presents a summary of the 2040 AM peak hour density and speed-based analysis results. In the eastbound direction, LOS D or better is maintained for all segments, including the two lane segment prior to the ingress point, the three lane segment between the managed lane ingress and egress points, and the two lane segment past the egress point. In the westbound direction, LOS D or better is achieved for all segments as well. All individual lanes in the eastbound and westbound directions experience average speeds of 50 mph or higher.

Figure 6-12 graphically illustrates density and speed-based analysis of the managed lane access points during the 2040 PM peak hour. In both the eastbound and westbound directions, LOS D or better is maintained for all segments before, after, and between the managed lane ingress and egress points. The eastbound and westbound individual lanes all have average speeds of 50 mph or higher.

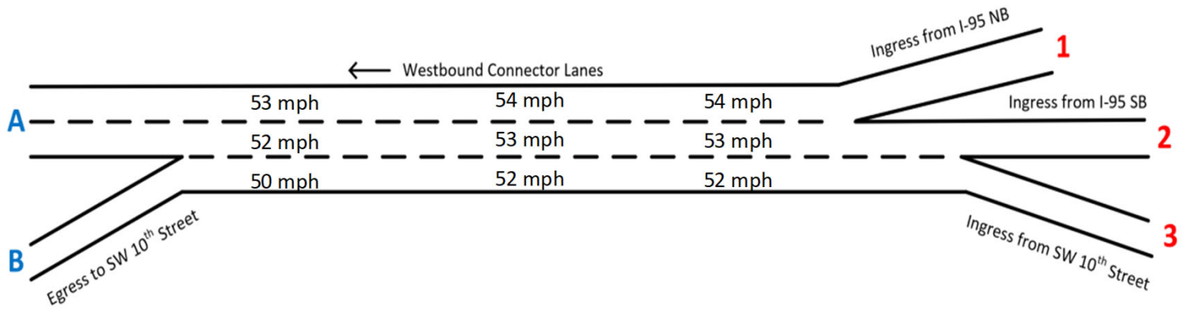
Eastbound Connector Lane Access



Location	Density (vpmpl) Peak Hour
Eastbound - Segment 1	31
Eastbound - Segment 2	25
Eastbound - Segment 3	26
Eastbound - Segment 4	27
Eastbound - Segment 5	32

O-D Pair	Peak Hour Volume Simulated (Demand)
1-A	2905 (2925)
1-B	592 (605)
2-A	444 (455)
2-B	452 (455)

Westbound Connector Lane Access

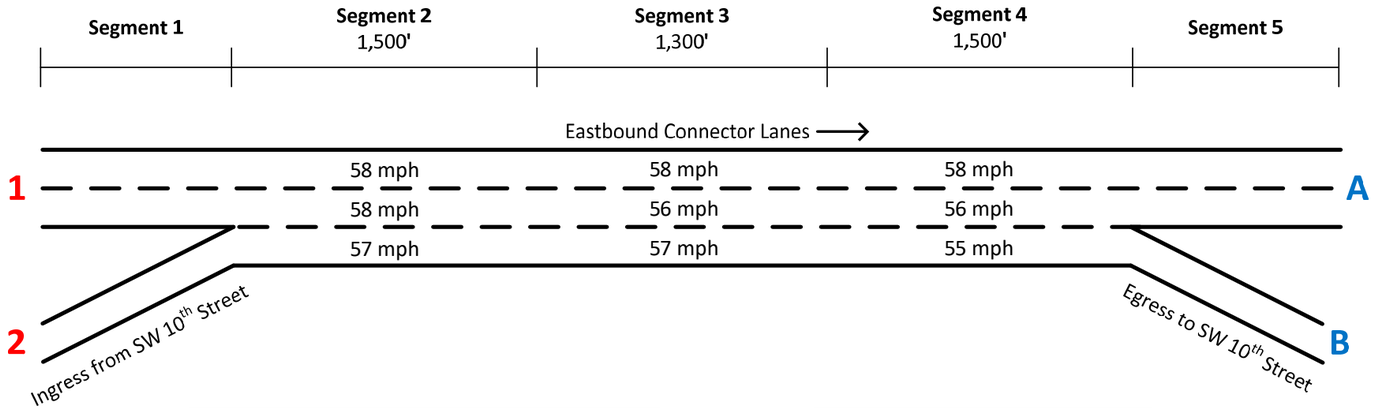


Location	Density (vpmpl) Peak Hour
Westbound - Segment 1	20
Westbound - Segment 2	17
Westbound - Segment 3	17
Westbound - Segment 4	17
Westbound - Segment 5	15

O-D Pair	Peak Hour Volume Simulated (Demand)
1-A	422 (413)
1-B	207 (197)
2-A	975 (962)
2-B	442 (458)
3-A	330 (335)
3-B	326 (335)

Legend	Density for Freeway Weaving Segments
LOS A & B	0 – 20 pc/mi/ln
LOS C & D	20 - 35 pc/mi/ln
LOS E & F	> 35 pc/mi/ln

Eastbound Connector Lane Access



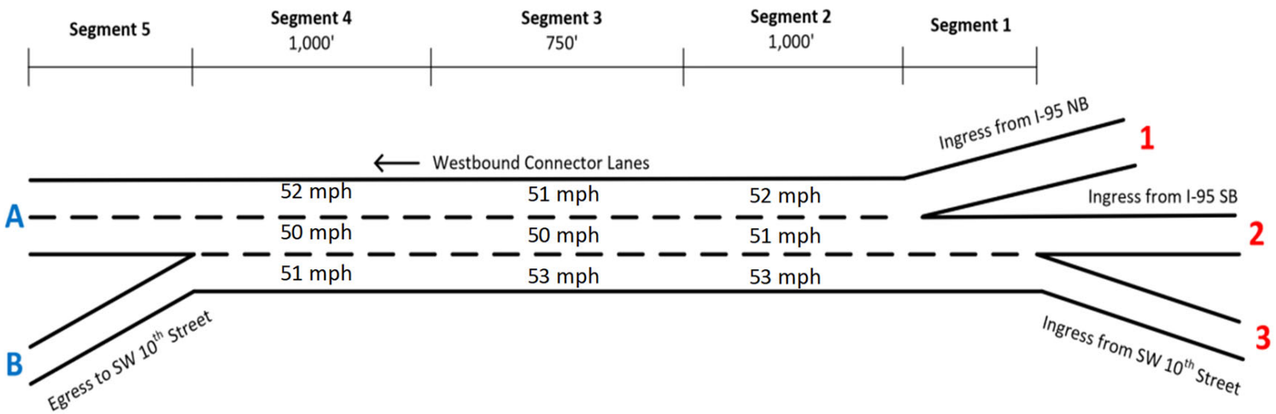
Legend — Density for Freeway Weaving Segments

LOS A & B	0 – 20 pc/mi/ln
LOS C & D	20 - 35 pc/mi/ln
LOS E & F	> 35 pc/mi/ln

Location	Density (vpmpl) Peak Hour
Eastbound - Segment 1	15
Eastbound - Segment 2	16
Eastbound - Segment 3	16
Eastbound - Segment 4	16
Eastbound - Segment 5	20

O-D Pair	Peak Hour Volume Simulated (Demand)
1-A	1311 (1335)
1-B	367 (375)
2-A	763 (775)
2-B	363 (375)

Westbound Connector Lane Access



Location	Density (vpmpl) Peak Hour
Westbound - Segment 1	28
Westbound - Segment 2	26
Westbound - Segment 3	26
Westbound - Segment 4	26
Westbound - Segment 5	31

O-D Pair	Peak Hour Volume Simulated (Demand)
1-A	963 (950)
1-B	110 (110)
2-A	1656 (1720)
2-B	189 (200)
3-A	816 (860)
3-B	291 (310)

6.5 Build Alternatives Safety Analysis

The conceptual design plans for the Build Alternatives were developed in accordance with the FDOT's Design Manual and FHWA's *Policy on Geometric Design of Highways and Streets*. Adherence to these standards will help facilitate safe operations along the corridor. As discussed under Section 4.5 of the report, the crash analysis of the SW 10th Street corridor and identification of high crash locations indicates a preponderance of rear end collisions. The frequency that crashes are occurring during weekdays and evening hours (6:00 pm to 12:00 pm) and AM and PM peak rush hour periods (6:00 am to 9:00 am and 3:00 pm to 6:00 pm) indicates excessive traffic congestion as a probable causal factor.

With no changes to the SW 10th Street corridor under the No Action Alternative, the frequency of crashes is expected to increase over time due to greater traffic volumes and congestion. To improve safety along the SW 10th Street study corridor, the following improvements are recommended for consideration in the PD&E Study:

- Increase capacity to relieve congestion,
- Deploying active traffic management strategies along the local lanes, and
- Implement active traffic management strategies in concert with the new connector lanes.

Significant modifications to the corridor are part of the Build Alternatives, including a redesign of the local SW 10th Street arterial lanes. The resultant design year 2040 traffic volumes in the local lanes will be different than the No Action Alternative. One way to assess the safety benefits of the Build Alternatives compared to the No Action Alternative is to identify the modifications that may have an impact. Upon review of available research and crash reduction and crash modification factors, it can be indicated whether crashes may be expected to increase or decrease.

The Highway Safety Manual (HSM) provides information and tools to facilitate decisions based on consideration of safety consequences. One of the tools developed in associated with the HSM are crash modification factors (CMFs). A CMF is a multiplicative factor used to compute the expected number of crashes after implementing a given countermeasure at a specific site. A CMF greater than 1.0 indicates an expected increase in crashes, while a value

less than 1.0 indicates an expected reduction in crashes after implementation of a given countermeasure.

The modifications to the SW 10th Street local lanes proposed by the Build Alternatives were evaluated and expected safety impacts with respect to the No Action Alternative were identified. This included a review of associated crash modification factors where available from the online crash modification factors clearinghouse. Design and traffic changes are listed in Table 6-10 along with the impact that each change is expected to have on crashes and safety.

Table 6-10: Safety Benefits - SW 10th Street Local Lanes (Build vs. No Action Alternative)

Change	Expected Impact	CMF
Traffic volume in local lanes is 31% - 88% less along corridor (average 60% less).	Decrease in total crash frequency directly related to decrease in traffic volume, due to less vehicles exposed to contributing causes.	No CMF available. Expect 60% less crashes based on 60% lower traffic volume.
Install a shared use path at a location without a shared use path	Decrease in vehicle/ bicycle types and severity types.	CMF ID# 9250 = 0.75
Lower design speed, and lower speed limit from 40mph and 45mph to 35 mph.	Decrease in all crash types and severity types.	CMF ID# 145 = 0.85 for injury crashes, 0.9 for PDO crashes, 0.68 for fatal crashes
Width of the eastbound and westbound travel lanes reduced from 12 feet to 11 feet.	Increase in all crash types and severity types.	CMF ID# 8151 Exp(-0.314 + 0.00008 * AADT) Exp(-0.314 + 0.00008 * 45,000) = 26.7

The number and frequency of crashes along the SW 10th Street local lanes with the improvements proposed for the Build Alternatives is expected to be less than the number and frequency of crashes expected to occur with the No Action Alternative.

7.0 Summary of Analysis Results

7.1 Comparison of Alternatives

Future traffic volumes along the SW 10th Street corridor between Florida's Turnpike and I-95 are expected to increase due to the expected population and employment growth in the region. In addition, the adjacent interchange improvements and new ramps connecting to SW 10th Street on both ends of the corridor will facilitate an increase in traffic along the roadway. Additional systemic capacity along SW 10th Street from the proposed new connector lanes is expected to accommodate between 49% and 71% (Build Alternative 1) and between 54% and 87% (Build Alternative 2) of the total SW 10th Street corridor traffic in various sections. Removing this traffic from the local lanes by allowing it to use the connector lanes provides a significant benefit to operations along the SW 10th Street local lanes. These benefits include reduced delays and queues experienced by the motoring public.

The results of the local lane and connector lane traffic analysis show that both Build Alternatives satisfy the objectives and purpose and need of this project. The Build Alternatives improve traffic flow in the local lanes by providing a separate connector lane facility. This reduces the future 2040 traffic volumes in the local lanes when compared to the No Build Alternative and increases capacity throughout the corridor. Since Build Alternative 2 provides connector lane access east of Powerline Road, additional volume will use the connector lanes, which further lowers the volume in the local lanes. In addition, allowing all vehicle types to use the connector lanes, and not tolling the lanes, will maximize the volume of vehicles that are eligible and that would choose to use the connector lanes versus the local lanes. Improving operations in the local lanes will also help address existing corridor safety deficiencies associated with excessive congestion.

VISSIM analysis of the Build Alternatives for the 2040 AM and PM peak hours shows substantial benefits when compared to the No Action Alternative. During the future AM peak hour, the No Action Alternative is characterized by high levels of congestion in the eastbound direction on SW 10th Street. This is caused by extensive queueing originating at the Powerline Road intersection, as well as lower speed between Powerline Road to the connector lane access west of Military Trail. The Build Alternatives show significantly reduced queuing across the entire network. In addition, local lane speeds approach 35 mph

in both directions on SW 10th Street between Powerline Road and Newport Center Drive, and the connector lanes will operate at free-flow speeds.

For the No Action Alternative, the PM peak hour results revealed severe queuing and traffic metering along the SW 10th Street corridor in both directions. Queues originating at the Powerline Road intersection cause network-wide gridlock along the corridor. In the westbound direction, this impacts most of the intersecting side streets and arterials along SW 10th Street, as well as mainline operations in both directions on I-95. Additionally, the direct connect and general use ramps from I-95 southbound to SW 10th Street experience congestion, which extends to both the I-95 southbound general use lanes and express lanes.

The Build Alternatives, however, provide significantly improved performance in both directions on SW 10th Street during the future PM peak hour. Local lane speeds are appropriate, and the connector lanes operate at free-flow speeds. Additionally, the Build Alternatives prevent queuing on the I-95 off-ramps and ensure the direct connect ramps do not impact the I-95 mainline or connector lane performance.

7.1.1 SW 10th Street Travel Time Comparison

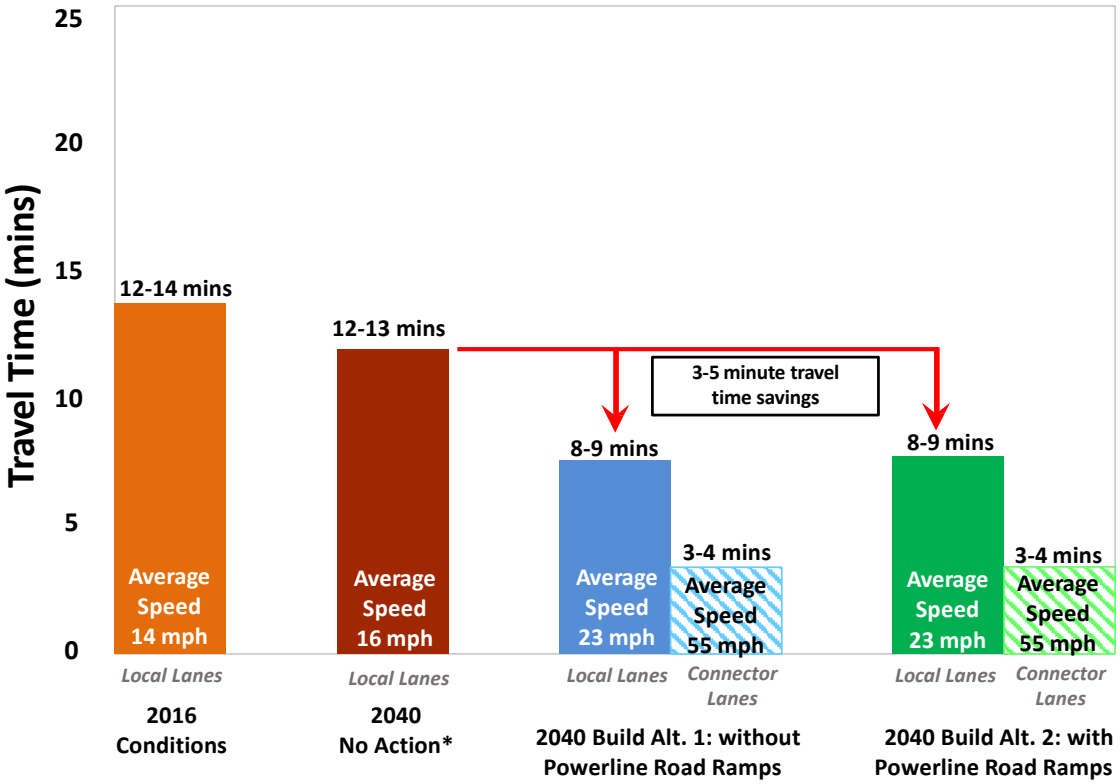
Average travel times were recorded from the 2040 VISSIM microsimulation model runs for the No Action Alternative, Build Alternative 1 without Powerline Road Ramps, and Build Alternative 2 with Powerline Road Ramps. The travel time comparison for the AM peak hour peak direction and PM peak hour peak direction of traffic is shown on Figure 7-1. The comparative bar charts show that travel time savings is significant in both peak hours for traffic using the local lanes and connector lanes under both Build Alternatives compared to the No Action Alternative.

The 2040 Build Alternatives' peak hour peak direction travel time for vehicles on SW 10th Street local lanes between the Turnpike and I-95 in the eastbound direction during the AM peak hour is estimated to take 8 to 9 minutes, and the westbound travel time during the PM peak hour is also estimated to take 8 to 9 minutes. When compared with the 2040 No Action travel times of 12 to 13 minutes in the eastbound direction during the AM peak hour, and more than 30 minutes in the westbound direction during the PM peak hour, this represents a significant travel time savings.

Figure 7-1: SW 10th Street Travel Time Comparison

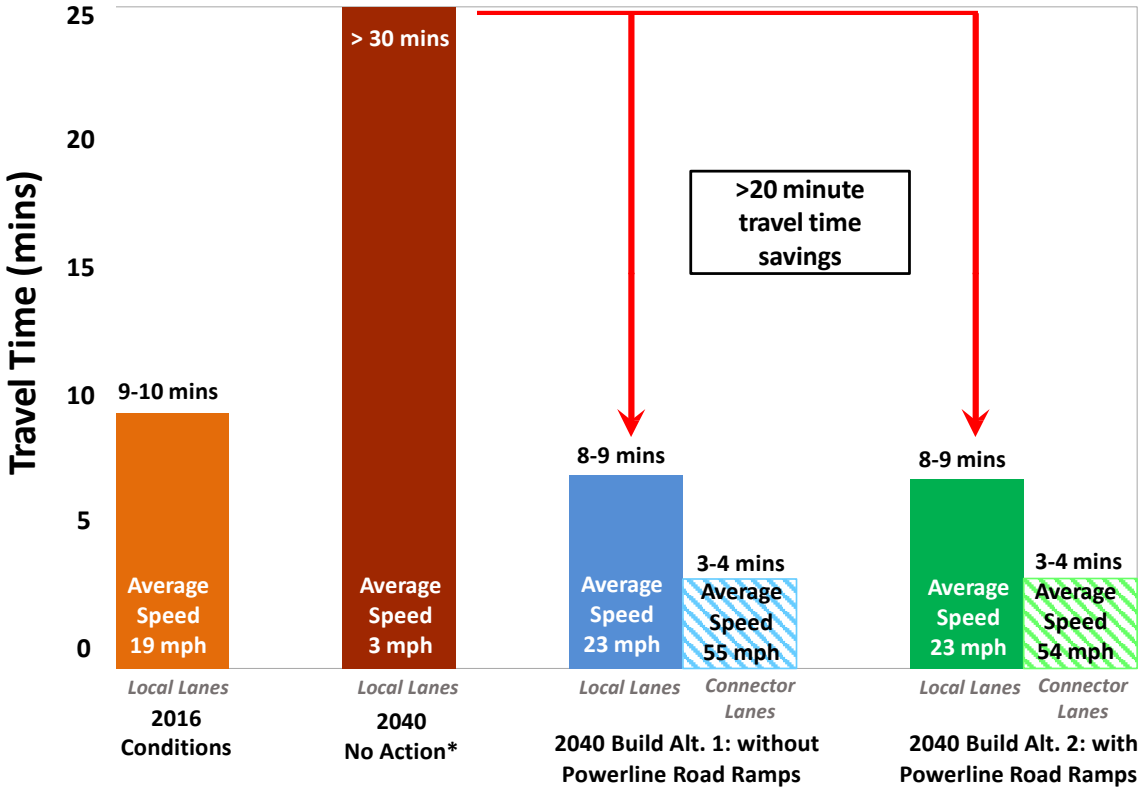
SW 10th Street Eastbound Travel Time (Florida's Turnpike to I-95)

AM Peak Hour



SW 10th Street Westbound Travel Time (I-95 to Florida's Turnpike)

PM Peak Hour



*2040 No Action Alternative assumes adjacent I-95, and Turnpike/Sawgrass interchange and express lane improvements are constructed

4/13/2021

The average travel time is 3 to 5 minutes less in the AM for eastbound traffic, and more than 20 minutes less in the PM for westbound traffic. The congestion seen throughout the network on the local lanes under the No Action Alternative is addressed with the Build Alternatives.

The average travel time savings is even greater for traffic taking the proposed connector lanes in either of the 2040 Build Alternatives. Compared with travel times under the No Action Alternative, the Build Alternatives' connector lane travel time savings is 8 to 10 minutes for eastbound traffic during the AM peak hour, and more than 30 minutes for westbound traffic during the PM peak hour.

Comparison to Previous Travel Time Analysis

In 2018 and 2019, an analysis of travel times was completed for a "2040 No Build" concept without the Turnpike/Sawgrass or I-95/SW 10th Street interchange improvements, a Build concept without connector lane local access, and a Build concept with connector lane local access. This analysis is documented in Attachment 4 of the *VISSIM Analysis of No-Build Alternative, Build Alternative #1, and Build Alternative #2 Technical Memorandum*, dated September 2019 and provided in Appendix G. The travel time results were summarized on a bar graph similar to the bar graph shown in Figure 7-1 and displayed at the second Alternatives Workshop held in fall of 2018.

The 2040 No Action Alternative travel times documented in this PTAR were compared to travel times for the 2040 No Build concept documented in the 2019 VISSIM Tech Memo. The estimated 2040 No Action Alternative travel time for eastbound SW 10th Street traffic in the AM peak hour (12-13 minutes) is shorter than the travel time estimated for eastbound traffic in the AM peak hour under the 2040 No Build concept (16-17 minutes). This is because the I-95 interchange improvements included as part of the 2040 No Action Alternative reduce travel time for eastbound traffic.

The estimated 2040 No Action Alternative travel time for westbound SW 10th Street traffic in the PM peak hour (greater than 30 minutes) is much longer than the travel time estimated for westbound traffic in the PM peak hour under the 2040 No Build concept (17-18 minutes). This is because the I-95 interchange improvements included as part of the 2040 No Action Alternative, deliver a higher volume of vehicles to westbound SW 10th Street, than the 2040

No Build concept without any I-95 interchange improvements. The higher volume trying to enter the two westbound SW 10th Street local lanes is expected to cause congestion and slower travel times in the westbound direction in the PM peak hour.

Comparing travel times for the 2040 Build Alternatives in this PTAR to travel times for the 2040 Build concepts in the 2019 VISSIM Tech Memo, you can see that travel times for traffic in the local SW 10th Street lanes with or without Powerline Road Ramps documented in this report, are shorter than travel times for either of the previous Build Concepts. This is because less traffic is expected to use the local lanes and more traffic is expected to use the connector lanes for the 2040 Build Alternatives with or without Powerline Road Ramps, than in the previous Build concepts.

7.1.2 Comparison of Network-Wide Performance

The network-wide performance, as summarized in Table 7-1, further details the substantial operational improvements provided by the Build Alternatives, which are very similar between the two alternatives. The addition of the connector lanes removes a significant portion of the demand on SW 10th Street local lanes, allowing the corridor and the surrounding facilities to operate with significantly less delay. The reduction of volume on the SW 10th Street local lanes minimizes bottlenecks that severely impact the I-95 general use lanes and I-95 managed lane facilities that are apparent under the No Action Alternative. The connector lanes also provide a more efficient route for a significant portion of regional traffic to get to their destinations. Other considerations such as aesthetics, system linkage, construction impacts, right-of-way impacts, and utility impacts, as shown in the PD&E evaluation matrix (see the PER), will be used to differentiate between the two build alternatives.

Table 7-1: 2040 Peak Period Network-Wide Output Comparison

AM PEAK	No Action Alternative	Build Alternative 1		Build Alternative 2	
	Value	Value	Difference	Value	Difference
Total Delay (hr)	4,823	1,374	-72%	1,286	-73%
Total Travel Time (hr)	10,830	8,155	-25%	8,040	-26%
Total Stops	492,223	90,061	-82%	83,196	-83%
Latent Demand	3,340	1	-99.97%	1	-99.97%
Average Delay (mm:ss)	03:10	00:50	-73%	00:47	-75%
Average Speed (mph)	28	42	50%	42	50%
PM PEAK	**No Action Alternative**	**Build Alternative 1**		**Build Alternative 2**	
	Value	Value	Difference	Value	Difference
Total Delay (hr)	20,778	1,853	-91%	1,941	-91%
Total Travel Time (hr)	25,115	9,260	-63%	9,297	-63%
Total Stops	2,470,676	173,248	-93%	199,279	-92%
Latent Demand	32,688	22	-99.9%	107	-99.7%
Average Delay (mm:ss)	17:27	01:02	-94%	01:05	-94%
Average Speed (mph)	8	40	400%	40	400%

7.1.3 Transportation Systems Management and Operations (TSM&O)

Adaptive traffic signal control is recommended for the SW 10th Street corridor. It is noted as a candidate project in the County's online Penny Surtax Proposed Mobility Plan Web-Map. Adaptive signal control is expected to help motorists primarily during off-peak hours travel the corridor with less delay. Since the corridor is over capacity during peak hours, the adaptive traffic signal control can only provide minimal benefit. However, it is a beneficial application that will help traffic flow in the corridor before and after construction of the proposed improvements. The adaptive traffic signal control can be implemented with either the No Action Alternative or Build Alternatives.

7.1.4 Transit Facilities

Transit service along the corridor is expected to be unchanged with the No Action Alternative and Build Alternatives.

For the SW 10th Street local lanes under the No Action Alternative or Build Alternatives, the existing community bus service is expected to remain. These buses would continue to use the

SW 10th Street local lanes to connect to the rest of the route. No changes are planned to the existing bus service, and there will be no impacts upon future bus service as a result of either Build Alternative. The SW 10th Street connector lanes under the Build Alternatives were designed to accommodate buses and standard passenger vehicles. Express bus service can be accommodated in the proposed connector lanes.

7.1.5 Pedestrian and Bicycle Facilities

The No Action Alternative will retain the existing pedestrian and bicycle facilities. The Build Alternatives, however, will include improved and upgraded facilities throughout the project corridor. These multimodal improvements will enhance safety and mobility for pedestrians and bicyclists. The Build Alternatives include:

- Twelve-foot shared use path for the length of the corridor (adjacent to the arterial portion of the roadway); and
- Crosswalks at all signalized intersections.

7.2 Safety

From January 2012 through December 2016, a total of 896 crashes were reported on SW 10th Street from Florida's Turnpike / Sawgrass Expressway to I-95. Overall, the total number of crashes has steadily increased over the last five years. In addition, three segments and five intersections along the SW 10th Street corridor were identified as high crash locations (HCLs) during at least one year between 2012 and 2016. The existing conditions crash analysis of the SW 10th Street corridor indicates a preponderance of rear end collisions due to excessive traffic congestion.

The frequency of crashes is expected to increase over time due to greater traffic volumes and congestion. To improve safety along the SW 10th Street study corridor, the following improvements were recommended:

- Implement either Build Alternative, which will increase capacity and relieve congestion,
- Deploy active traffic management strategies along the local lanes, and
- Implement active traffic management strategies in concert with the new connector lanes.

Significant modifications to the corridor are part of the Build Alternatives, including a redesign of the local SW 10th Street arterial lanes. With either Build Alternative in place, the number and frequency of crashes along the SW 10th Street local lanes is expected to be less than the number and frequency of crashes expected to occur with the No Action Alternative.

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APPENDIX A

SW 10th Street PD&E Study Project

Traffic Forecast Memorandum, January 2019

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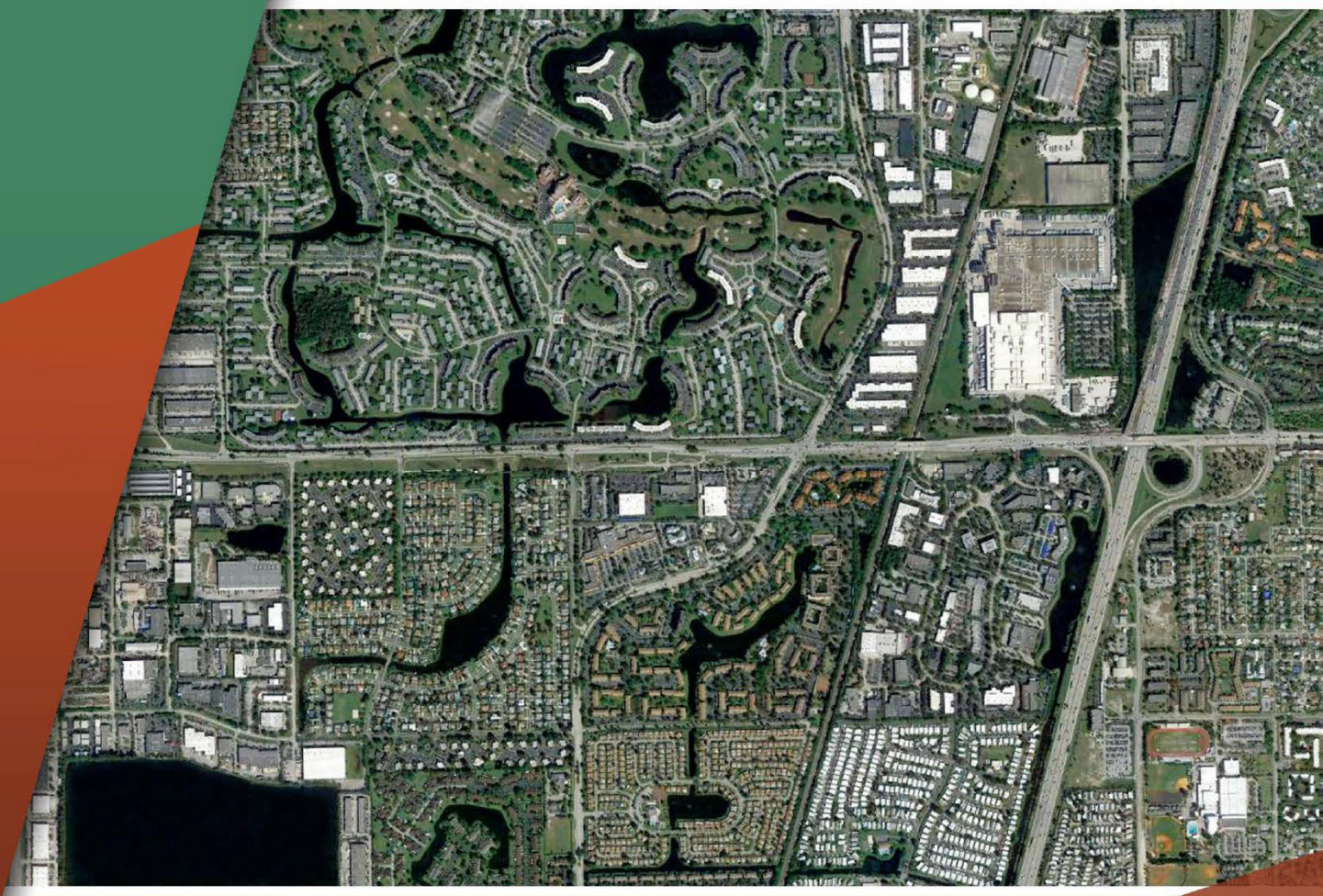
APPENDIX A

SW 10th Street PD&E Study Project

Traffic Forecast Memorandum, January 2019

SW 10th Street PD&E
Project Traffic Forecast Memorandum
FPN 439891-1

January 2019



Project Traffic Forecast Memorandum

SW 10th Street PD&E Study

(From Florida's Turnpike to I-95)

Broward County

FPN 43989-1

January 2019

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1.1 STUDY PURPOSE

Currently, the Sawgrass Expressway (S.R. 869), in Broward County, begins at the connection of I-595/I-75 and ends on the east side of the interchange with Florida's Turnpike (S.R. 91). It converts to SW 10th Street and continues east as a principal arterial, with an interchange at I-95 (S.R.9). To the east of I-95, SW 10th Street continues as a local road. The SW 10th Street corridor has no direct access to or from Florida's Turnpike. Turnpike access is to and from the west via the Sawgrass Expressway. Traffic on SW 10th Street desiring access to Florida's Turnpike turns onto Powerline Road (S.R. 845) or onto Military Trail and travels either 4.6 miles north to Glades Road (S.R. 808) or 2.1 miles south to Sample Road (S.R. 834).

Florida's Turnpike Enterprise (FTE), working in conjunction with the Florida Department of Transportation (FDOT) District 4, and coordinating closely with Broward County, is studying the feasibility of a future SW 10th Street limited-access corridor. This project traffic forecast memorandum (PTFM) will support the effort. The SW 10th Street corridor is within the municipality of Deerfield Beach.

A Project Development and Environment (PD&E) study for SW 10th Street from Florida's Turnpike (S.R. 91) to I-95 (FPN: 439891-1) will begin in July 2017. FTE recently initiated a PD&E study to widen the Sawgrass Expressway from south of U.S. 441 (S.R. 7) to Powerline Road (FPN: 437153-1), which includes the evaluation of a full interchange at the Turnpike Mainline.

Improvements to SW 10th Street would enhance the benefit for full access to Florida's Turnpike at Sawgrass Expressway, and would improve regional connectivity between Florida's Turnpike and I-95. The upcoming efforts are focused on providing long-term transportation system improvements, improving overall traffic operations, reducing congestion, and enhancing safety and emergency response/evacuation for local traffic. The primary need for SW 10th Street improvements is addressing capacity/operational deficiencies for local traffic and regional connector traffic. Secondary considerations are serving existing and future need for modal connectivity, transportation demand, social demands, and economic development of the adjacent communities.

This PTFM evaluates existing operational conditions and provides traffic forecasts to develop coordinated long-term corridor operational needs through the year 2040 in support of the SW 10th Street PD&E and Sawgrass Expressway PD&E studies. The PD&E efforts supplement this PTFM and the Traffic and Revenue (T&R) study for SW 10th Street. This study considers the planned I-95 Express Lanes and interchange improvements from SW 10th Street to Hillsboro Boulevard interchanges to the east and the committed Sawgrass Expressway projects to the west.

1.2 PREVIOUS STUDIES

The need to improve SW 10th Street has been a longstanding identified need by Broward County and FDOT District 4. Previous proposals for improvements to SW 10th Street have focused on moving vehicles, with little consideration for livability issues that concern the adjacent residents,

resulting in strong opposition by the public to the proposed recommendations. As a result, improvements to SW 10th Street are not shown in the Broward Metropolitan Planning Organization (MPO) 2040 long range transportation plan (LRTP) known as *Commitment 2040*.

In 2015, the Broward MPO set up a consensus-building initiative with the communities along the SW 10th Street corridor to discuss the future of the corridor between Florida's Turnpike and I-95. The goal of the *SW 10th Street Consensus and Visioning Study* was to identify citizen concerns on current and future conditions and to develop consensus on potential near-term and long-term transportation improvements.

The effort focused on the cities along the section of the Sawgrass Expressway and the SW 10th Street corridor, including Coral Springs, Parkland, Coconut Creek, and Deerfield Beach. The team responsible for facilitating this process included Broward MPO staff, public outreach specialists, transportation planning professionals, and urban design experts. Between November 2015 and June 2016, the Community Oversight and Advisory Team (COAT) held numerous meetings and open houses with elected officials, homeowner and civic associations, and business and property owners to hear community concerns and suggestions. The process culminated in support for a new PD&E study for SW 10th Street including the following recommendations:

- Build depressed sections of roadway for the express lanes (ELs) between the Sawgrass Expressway and I-95
- Provide access from the ELs to neighborhoods along SW 10th Street
- Provide convenient access to the Publix/Newport Center while providing ingress/egress options to SW 10th Street
- Maintain accessibility to the Century Village existing entrances
- Minimize the use of flyovers adjacent to residential areas
- Provide noise walls where warranted for communities that want them
- Explore the use of adaptive signal technology
- Provide connectivity of bike/pedestrian facilities using table-top parks and other ideas
- Improve safety along the corridor, especially at intersections
- Coordinate with the I-95/SW 10th Street interchange and Turnpike/SW 10th Street interchange PD&E studies

The previous studies that had focused on moving vehicles, with little consideration for livability issues, include the following:

1992 – S.R. 869 from Florida's Turnpike to I-95 Environmental Assessment

In 1992, FDOT completed a PD&E study that evaluated alternatives to extend the Sawgrass Expressway from Florida's Turnpike to I-95. At that time, the need for the project was attributed to the substantial projected growth within Broward County resulting in future traffic demands along SW 10th Street. The study concluded with a proposed action of a six-lane, divided, limited-access expressway facility with a system of service roads running parallel to provide local access.

2008 – SW 10th Street Connector Feasibility Study (Sawgrass Expressway to I-95)

In 2008, FDOT District 4 initiated a new feasibility study along SW 10th Street, from Florida's Turnpike to I-95, to consider improvements that would satisfy both regional transportation demands and community needs along the corridor. That study developed a traffic technical memorandum (TTM) documenting existing conditions and future traffic conditions for both the No-Build alternative and various proposed build alternatives. In addition to the No-Build and Transportation System Management (TSM) alternatives, six build alternatives were considered.

Based on review and comments provided by the Broward MPO and FDOT, it was decided that further analysis and development of the traffic volumes should be conducted during a PD&E study if this project moved forward, but alternatives should consider ELs tying directly to I-95 and toll prices should be lowered to obtain significant operational improvement to the local intersections.

1.3 STUDY AREA

The study area includes:

- Sawgrass Expressway from the University Drive (S.R. 817) interchange to the Turnpike Mainline interchange
- SW 10th Street from Sawgrass Expressway/Turnpike Mainline interchange to Florida Atlantic University (FAU) Research Park Boulevard
- Turnpike Mainline from Atlantic Boulevard (S.R. 814) (MP 66) to Glades Road (MP 75)
- I-95 from Atlantic Boulevard (MP 36) to Congress Avenue-Peninsula Corp Drive (MP 50)

This segment of SW 10th Street connects three limited-access facilities: Florida's Turnpike, Sawgrass Expressway, and I-95, and:

- Runs east-west
- Is functionally classified as a Divided Urban Principal Arterial
- Is a Strategic Intermodal System (SIS) roadway facility
- Is a National Highway System (NHS) facility

- Is designated as an evacuation route
- Is a missing link in the planned regional ELs system network

This segment of SW 10th Street has the following characteristics within the project area:

Florida's Turnpike to Powerline Road

- Six lanes (three in each direction)
- Posted speed 45 miles per hour (mph)
- Access management Class 1, to just east of Powerline Road

Powerline Road to Military Trail

- Four lanes (two in each direction), to just east of Military Trail
- Posted speed 45 mph
- Access management Class 3

Military Trail to I-95

- Six lanes (three in each direction) from west of Military Trail to I-95
- Posted speed 40 mph
- Access management Class 3

The study area and project limits are shown on **Figure 1.1**.

FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	Study Area	Figure 1.1

1.4 STUDY APPROACH

The study approach for this analysis included traffic data collection, analysis of traffic operations, and traffic volume forecasting.

Traffic volume, origin-destination, and speed data needed for these efforts were collected as follows:

- Historical traffic data were summarized to identify historical growth trends.
- Sawgrass Expressway and SW 10th Street to Powerline Road traffic count data were collected in October and November 2014 as part of the Sawgrass Expressway (south of Sunrise Boulevard to south of U.S. 441) PD&E study Traffic Technical Memorandum (TTM) efforts. These included intersection turning movement counts and 24-hour continuous counts.
- SW 10th Street traffic counts were collected by FDOT District 4 in March 2016 for a PD&E study for I-95 (SW 10th Street to Hillsboro Boulevard.)
- Travel time/speed runs were completed by FTE in October 2016 on the Sawgrass Expressway, SW 10th Street, Florida's Turnpike, and I-95 within the project study area.
- Turning movement counts and 24-hour continuous counts were collected by FTE along SW 10th Street, Powerline Road, and Military Trail in October 2016.

With the need to provide traffic as design hour traffic forecasts by hour, the traffic forecasting process was accomplished through a multi-step process using the following three modeling tools:

- Regional Travel Demand Model Southeast Florida Regional Planning Model (SERPM 6.5.4) that was used for the Sawgrass Widening PD&E study
- Subarea Model for the Sawgrass Expressway, Florida's Turnpike, SW 10th Street, and I-95 corridors
- Express Lane Time-of-Day Model (ELToD) to identify the traffic volume split between managed lanes and general lanes

Once the forecasted volumes were identified, traffic analysis was accomplished using analysis software, including:

- Synchro for intersection analysis
- VISSIM to evaluate the EL operations and overall system operations

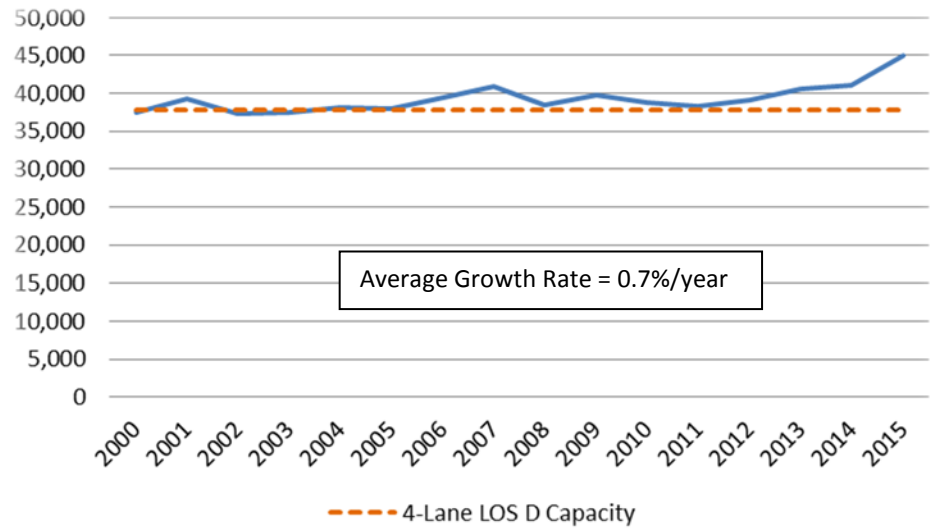
2.1 HISTORICAL CORRIDOR GROWTH

Annual average daily traffic (AADT) volumes from year 2000 through year 2015 have been summarized graphically for SW 10th Street, Sawgrass Expressway, Florida's Turnpike (Southern Coin System), and I-95. Historical AADT data were used to calculate the average annual growth rate of the roadways in the study area. This data is provided in **Appendix A**. Segment AADTs were weighted based on roadway segment length to identify an AADT for the entire roadway.

2.1.1 SW 10th Street

SW 10th Street between the Sawgrass Expressway/Turnpike Mainline interchange and I-95 interchange has an average annual growth rate of 0.7 percent per year, as shown in **Chart 2.1.** Volume data are the weighted averages of three portable traffic monitoring sites (PTMS) count sites: PTMS #3010 (Sawgrass Mainline just east of the Florida's Turnpike interchange), PTMS #3012 (SW 10th Street just east of Powerline Road), and PTMS #3015 (SW 10th Street just west of I-95). The chart shows that SW 10th Street exceeds the four-lane Level of Service (LOS) D capacity on a daily basis for a four-lane non-state facility.

Chart 2.1
SW 10th Street Historical AADT Volumes



2.1.2 Florida's Turnpike

There are two FTE systems within the study area: the Sawgrass Expressway and the Southern Coin System (S.R. 91). The AADT volumes are from the FTE *Traffic Engineer's Annual Report* (TEAR). The Sawgrass Expressway within the project study area had a 2015 AADT of 78,700 and a 2.8 percent per year average annual growth rate, as shown in **Chart 2.2**. The Southern Coin System within the study area had a 2015 AADT of 94,200 and an average annual growth rate of 1.5 percent per year, as shown in **Chart 2.3**. The charts show that volumes on the Turnpike systems are exceeding the volumes during the peak growth period that occurred in 2005-2006.

Chart 2.2
Sawgrass Expressway Historical AADT Volumes

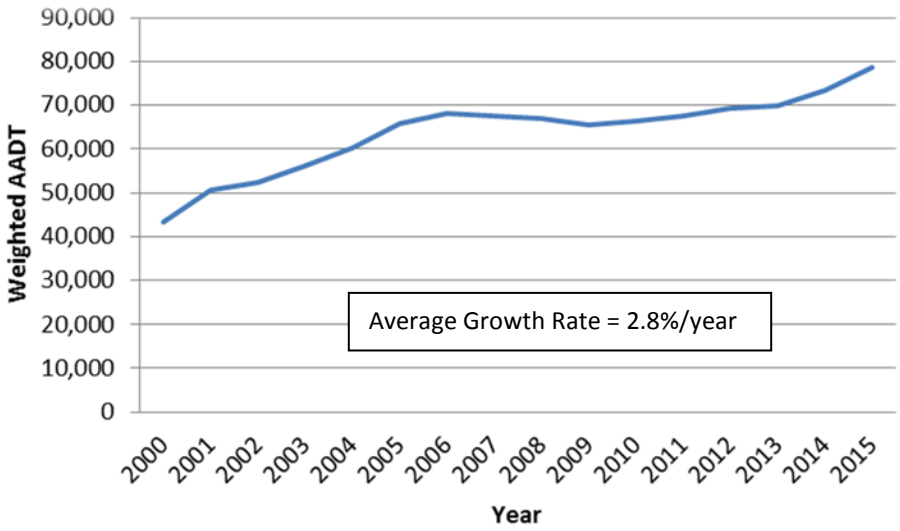
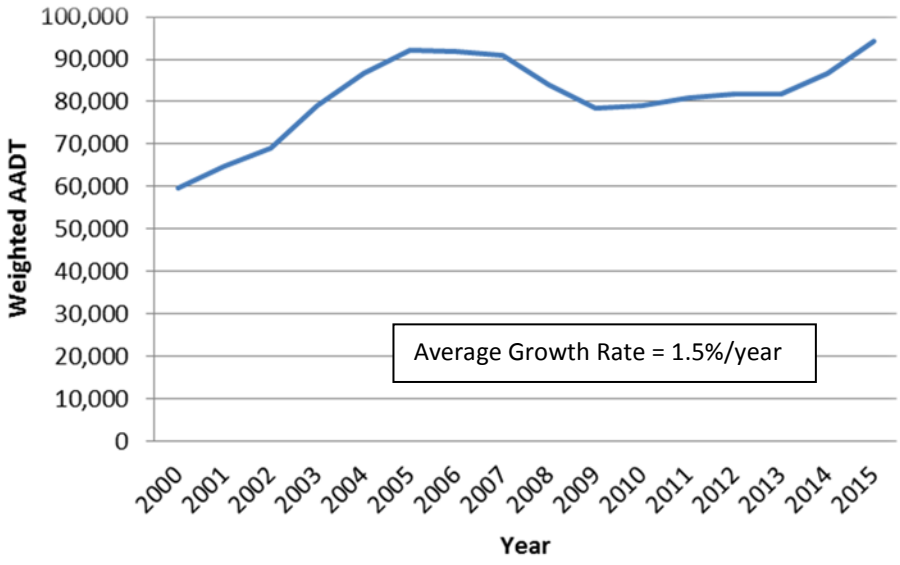


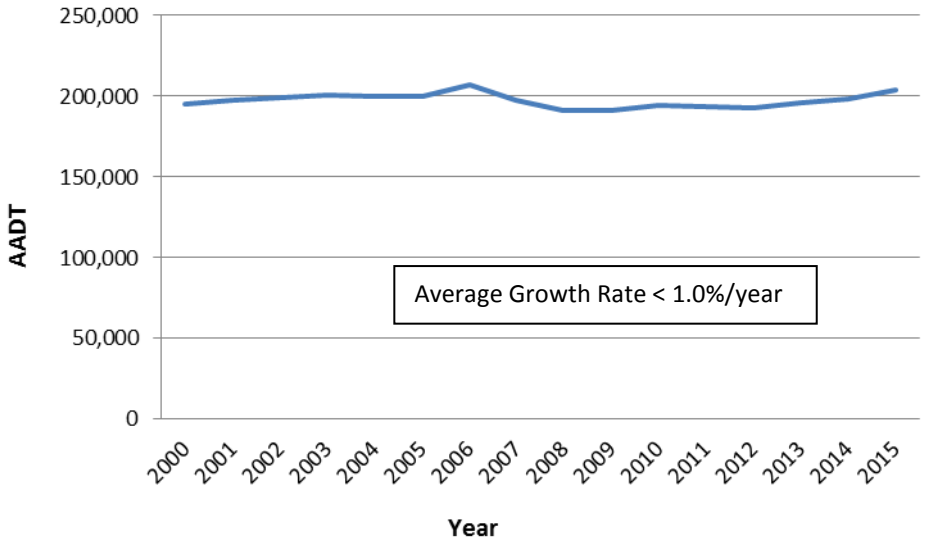
Chart 2.3
Florida's Turnpike (Southern Coin System) Historical AADT Volumes



2.1.3 I-95

Traffic volumes from the telemetered traffic monitoring site (TTMS) #0163 on I-95 just north of 48th Street in Pompano Beach were used to calculate the growth rate. The volumes show minimal growth over the last 15 years, which reflects I-95 not being able to accommodate more traffic. **Chart 2.4** shows the historical AADT volumes for I-95, with a 2015 AADT of 204,200.

Chart 2.4
I-95 Historical AADT Volumes



2.2 DATA COLLECTION

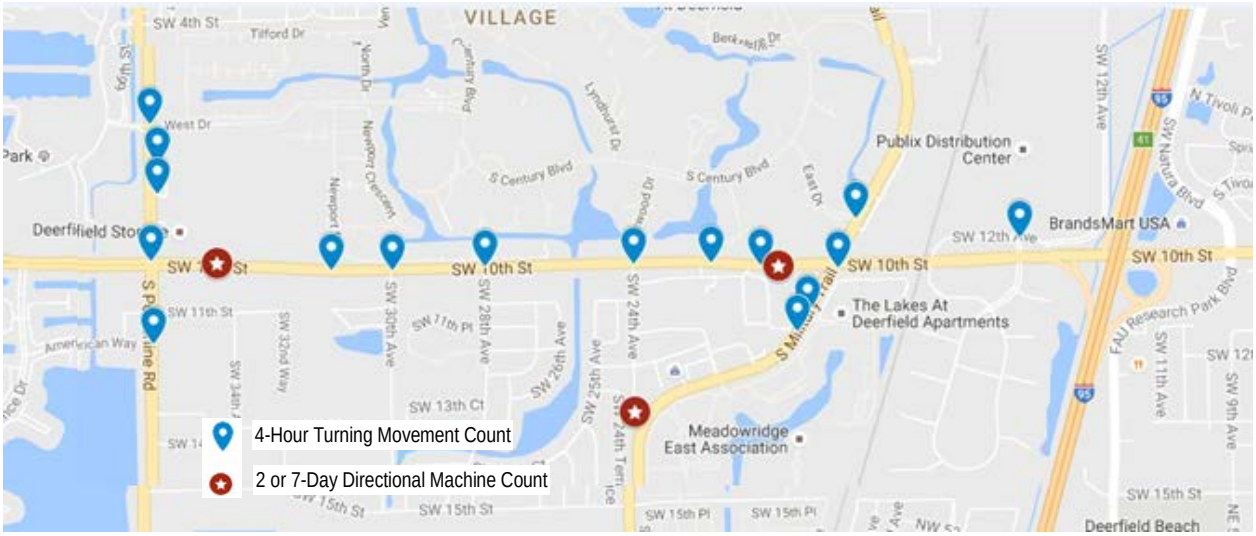
The categories of data collected and their sources are noted in this section.

2.2.1 Locations and Dates

FDOT District 4 provided existing 2016 volumes that had been summarized in the *Traffic Data Collection & Traffic Projections for I-95 PD&E Study from SW 10th Street to Hillsboro Boulevard*, dated May 19, 2016. The data collection effort was completed March 8 through March 10, 2016. A comparison of these volumes with volumes from previous studies revealed significant differences. In most cases, the District's March 2016 data showed lower volumes.

In order to address the discrepancies and to supplement existing data, additional 4-hour turning movement counts were conducted at 16 locations and 2-day to 7-day directional machine counts were collected at 3 locations. These additional counts were collected by FTE between October 18 and October 25, 2016, at the locations shown on **Figure 2.1**.

Figure 2.1
Additional Data Collection Locations

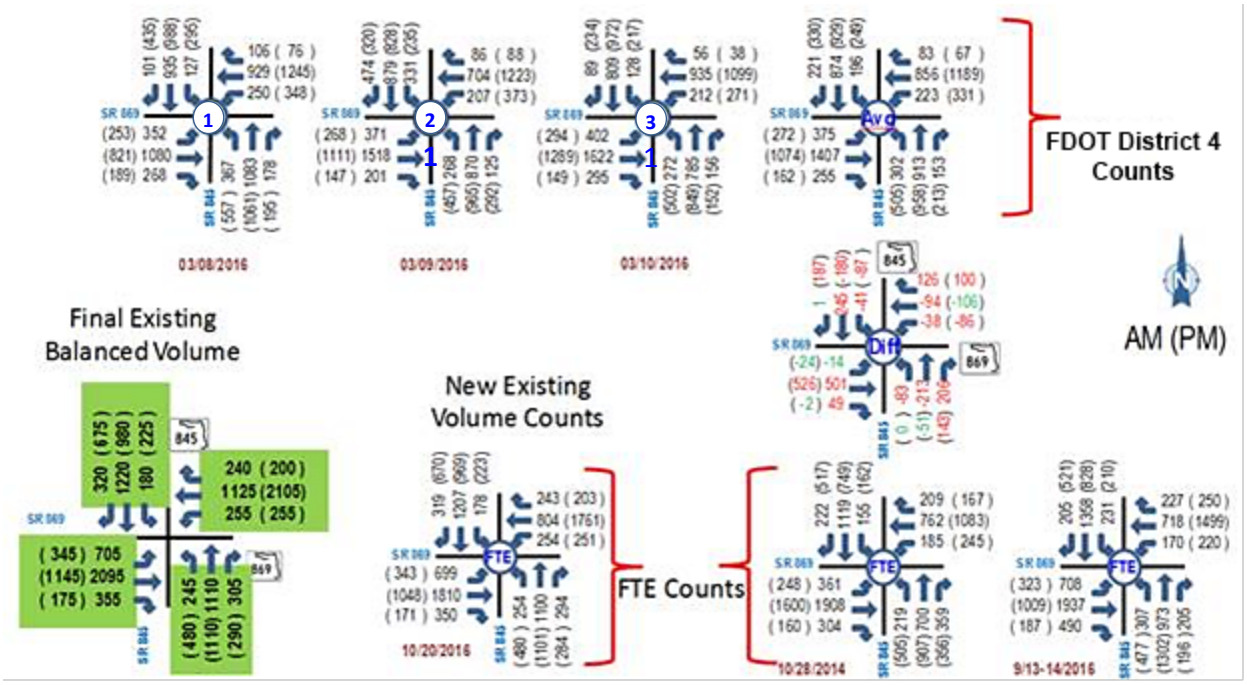


The additional counts verified that the March 2016 data presented lower volumes. Therefore, adjustments were made to develop balanced existing 2016 traffic volumes throughout the study area. The March 2016 intersection turning movement count data were replaced with the October 2016 data between Powerline Road and Military Trail. I-95 ramp volumes were adjusted to volumes obtained as part of the Broward County Interchange Master Plan reports.

As an example of this adjustment, the initial turning movement volumes and the balanced volumes for the intersection of SW 10th Street with Powerline Road are shown on **Figure 2.2**. These calculations are included in **Appendix A**.

Then, volumes were balanced to a control point west of Waterways Boulevard matching volumes obtained for the Sawgrass Expressway data collection efforts. The Sawgrass Expressway data collection effort included hose counts conducted in March 2016 for the non-tolled ramps on the Sawgrass Expressway and the Turnpike Mainline as part of the FTE's annual traffic data collection effort. The mainline and tolled ramp data was obtained in March 2016 to correspond with the non-tolled ramps. This data were used to develop the existing peak period peak hour traffic volumes for the Sawgrass Expressway, Turnpike Mainline and the study area interchange ramps. To develop the turning movements for the study area ramp intersections, traffic data from the on-going PD&E and traffic studies along Sawgrass Expressway and the Turnpike Mainline were used to determine the 2016 arterial traffic and turning movement splits. Traffic data from earlier years were normalized to year 2016 using a growth rate.

Figure 2.2
Existing Count Adjustment Example



2.2.2 Queues

Field observations were made during the week of October 17, 2016, to observe and document traffic bottlenecks and congested areas along Sawgrass Expressway, SW 10th Street, Florida's Turnpike, and I-95, and queuing on the ramps and SW 10th Street. The study area roadways were travelled during weekday AM and PM peak periods and queue observations were noted. In general, the following conditions were observed:

- On a day-to-day basis, the beginning and ending time of the worst congestion and queuing varies.
- During the AM peak period, the heaviest congestion with frequent stop-and-go conditions was observed in both northbound and southbound directions on I-95.
- During the PM peak period, significant congestion with frequent stop-and-go conditions was observed in both northbound and southbound directions on I-95.
- Crashes during peak periods compounded congestion severity and increased the extent and duration of traffic queues.

The following is a summary of observations along each of the major roadways within the study area.

Sawgrass Expressway

For the most part, Sawgrass Expressway traffic operations were stable, with the majority of vehicles traveling faster than the posted speed limit and no significant queueing observed. However, congestion conditions occurred at the following locations:

- During the typical AM peak period, moderate eastbound queues were observed at Sawgrass Expressway approaching the signalized SW 10th Street/Waterways Boulevard intersection and on the eastbound Collector-Distributor road between the southbound on-ramp and the northbound on-ramp to Florida's Turnpike.
- During the PM peak period, the right lane of the University Drive westbound off-ramp and the upstream Sawgrass Expressway westbound shoulder were closed at approximately 6:00 PM due to construction activity, which caused significant congestion on Thursday, October 20, 2016, resulting in queues beyond the Sawgrass Expressway toll plaza to the east.

SW 10th Street

There are nine signalized intersections between Sawgrass Expressway and FAU Research Park Boulevard. Congestion worsened at the western and eastern ends of the corridor where the closely spaced intersections and existing signal progression reduced eastbound and westbound SW 10th Street throughput. In the AM peak period, eastbound SW 10th Street experienced the heaviest volumes and significant congestion along the entire roadway. In the PM peak period, the westbound direction experienced the heavier congestion.

AM Peak Observations:

- Significant queues between I-95 and South Military Trail in both directions of SW 10th Street
- Heavy eastbound queues at the intersection with South Military Trail
- Heavy northbound queues at the intersection with South Military Trail
- Heavy eastbound queues at the intersection with Powerline Road

PM Peak Observations:

- Heavy westbound SW 10th Street queues from South Military Trail to the I-95 Interchange
- Moderate eastbound queues at the intersection with South Military Trail
- Heavy southbound queues along South Military Trail north of SW 10th Street
- Moderate queues at Powerline Road on all approaches

Florida's Turnpike (Southern Coin)

Traffic flow on Florida's Turnpike was significantly better than I-95 at the same cross streets. Crashes and incidents during peak periods compounded congestion severity and increased the extent and duration of traffic queues.

AM Peak Observations:

- Queues back up from the northbound Glades Road off-ramp onto the mainline
- Queues back up from the northbound Sample Road off-ramp onto the mainline
- Vehicles reduce speed southbound between Sawgrass Expressway and Sample Road
- Queues back up from Commercial Boulevard onto the southbound mainline due to signal operations beyond the toll plaza

PM Peak Observations:

- Queues back up from the southbound Glades Road off-ramp onto the mainline
- Northbound queue from the Lantana Toll Plaza results in queue jumpers
- Queues back up from the northbound Sawgrass Expressway off-ramp onto the mainline
- A crash occurred on Tuesday, October 18, 2016, at approximately 4:30 PM, which eventually shut down the southbound mainline and required vehicles to exit and use I-95. The Florida's Turnpike did not reopen until approximately 7:00 PM. Therefore, the Tuesday PM data were removed from travel time summaries.

I-95

I-95 was severely congested during the AM and PM peak hours. Single occupancy vehicles were frequently observed traveling in the HOV lane. Trucks were also frequently seen in the left general purpose travel lane despite the signage prohibiting them from using the left two lanes.

AM Peak Observations:

- Vehicles slow northbound between SW 18th Street and Palmetto Park Road
- Queues back up from the Glades Road northbound off-ramp onto northbound I-95 for more than one mile
- Queues back up onto I-95 from the northbound Congress Avenue off-ramp
- Northbound stop-and-go conditions in the area around Yamato Road (S.R. 794)
- Vehicles slow southbound between the Yamato Road and Congress Avenue interchanges
- Moderate queues occur before the SW 10th Street southbound off-ramp

PM Peak Observations:

- Northbound heavy queues near Sample Road until north of the on-ramp merge
- Moderate queues at the northbound SW 10th Street off-ramp
- Heavy congestion around Glades Road in both the northbound and southbound direction. The northbound off-ramp queues back onto I-95 and extend approximately 2,000 feet in the right lane.
- Southbound heavy queues between Camino Real and Glades Road, SW 10th Street and Hillsboro Boulevard (S.R. 810), and Atlantic Boulevard and Copans Road
- Moderate queues southbound between Copans Road and Sample Road
- Moderate queues for the approaches at the first signalized intersection of the Atlantic Boulevard southbound off-ramp

These observations are shown on **Figure 2.3** and **Figure 2.4**.

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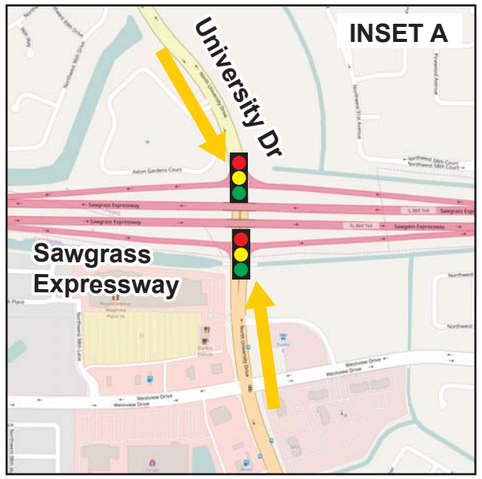

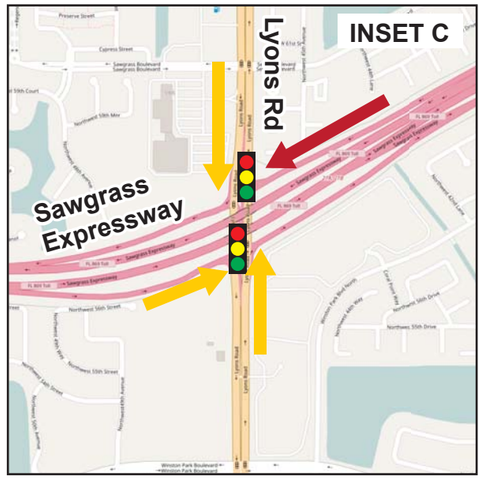

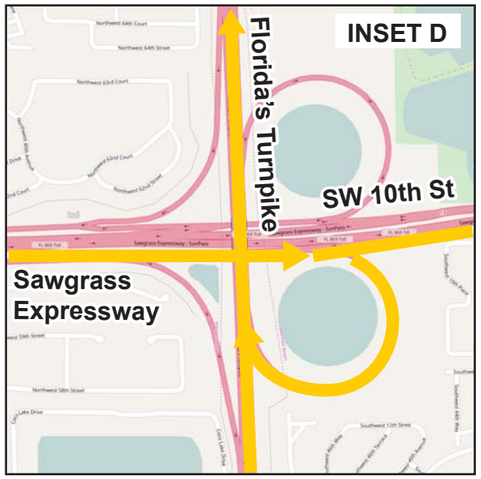

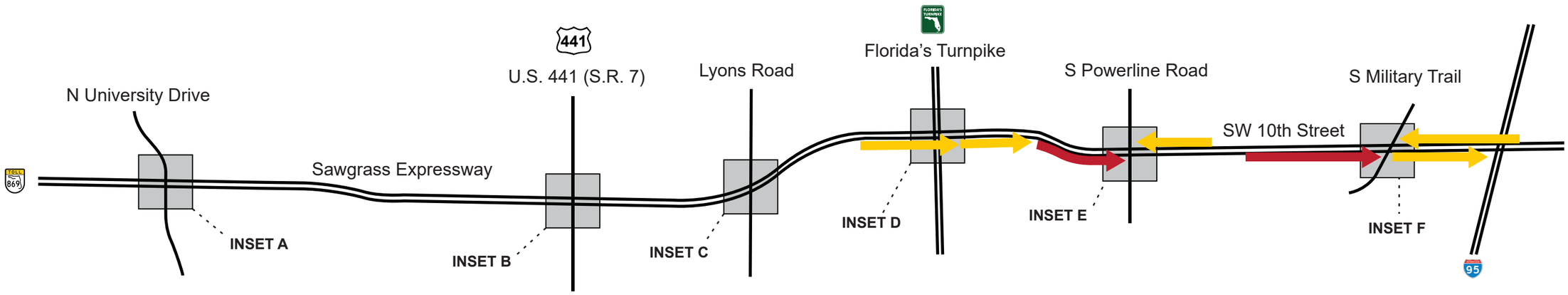

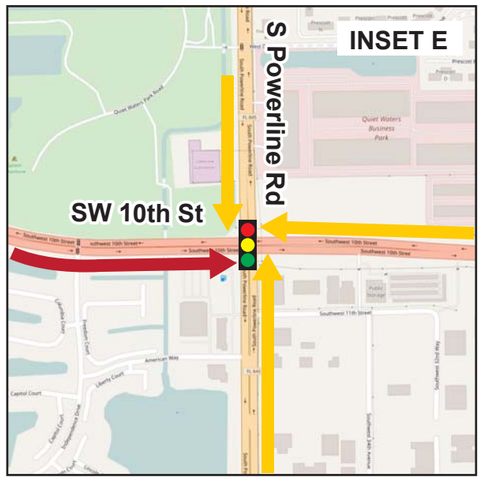

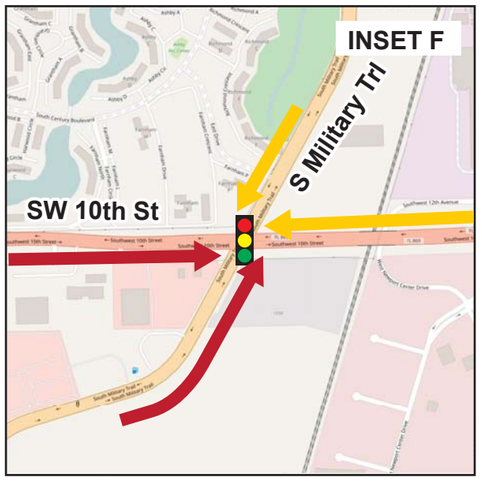

Legend

- Severe
- Moderate
- Signalized Intersection

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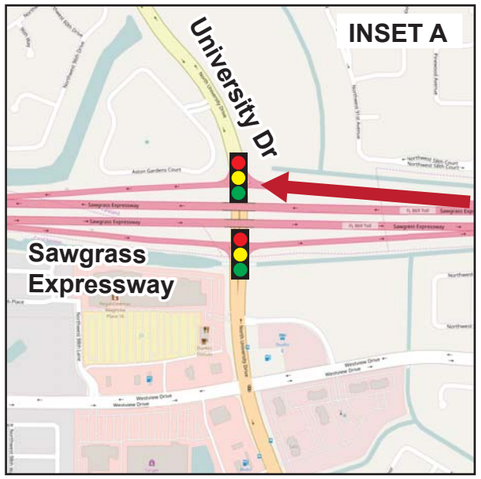
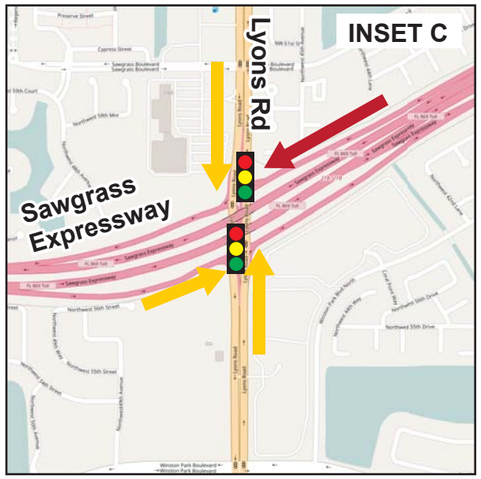
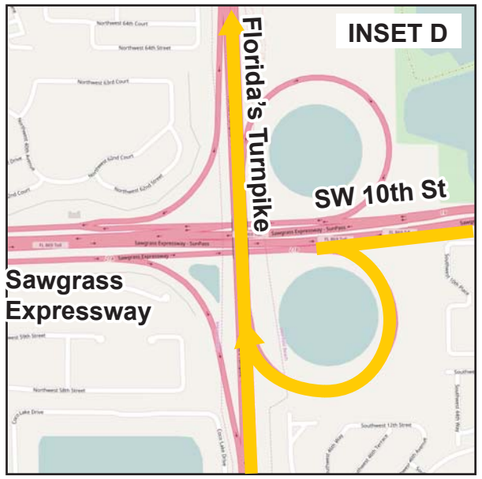
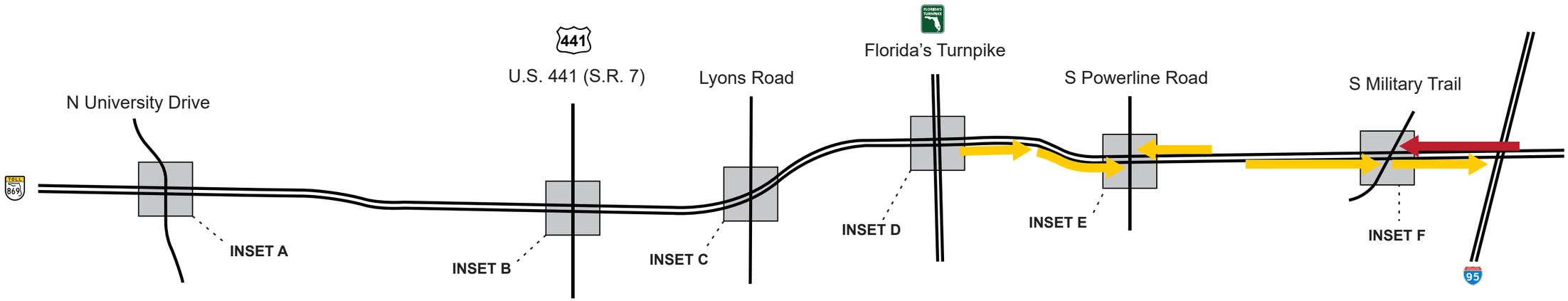
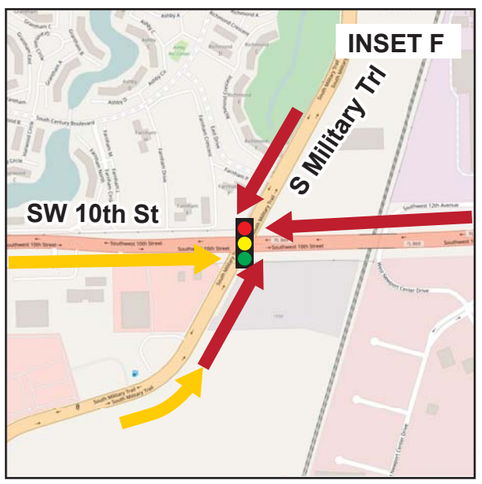










Legend

- Severe
- Moderate
- Signalized Intersection

2.2.3 Existing Travel Time

Travel time runs were completed and available speed data were collected to provide more data to help note where congestion is occurring along roadways in the study area.

HERE Data

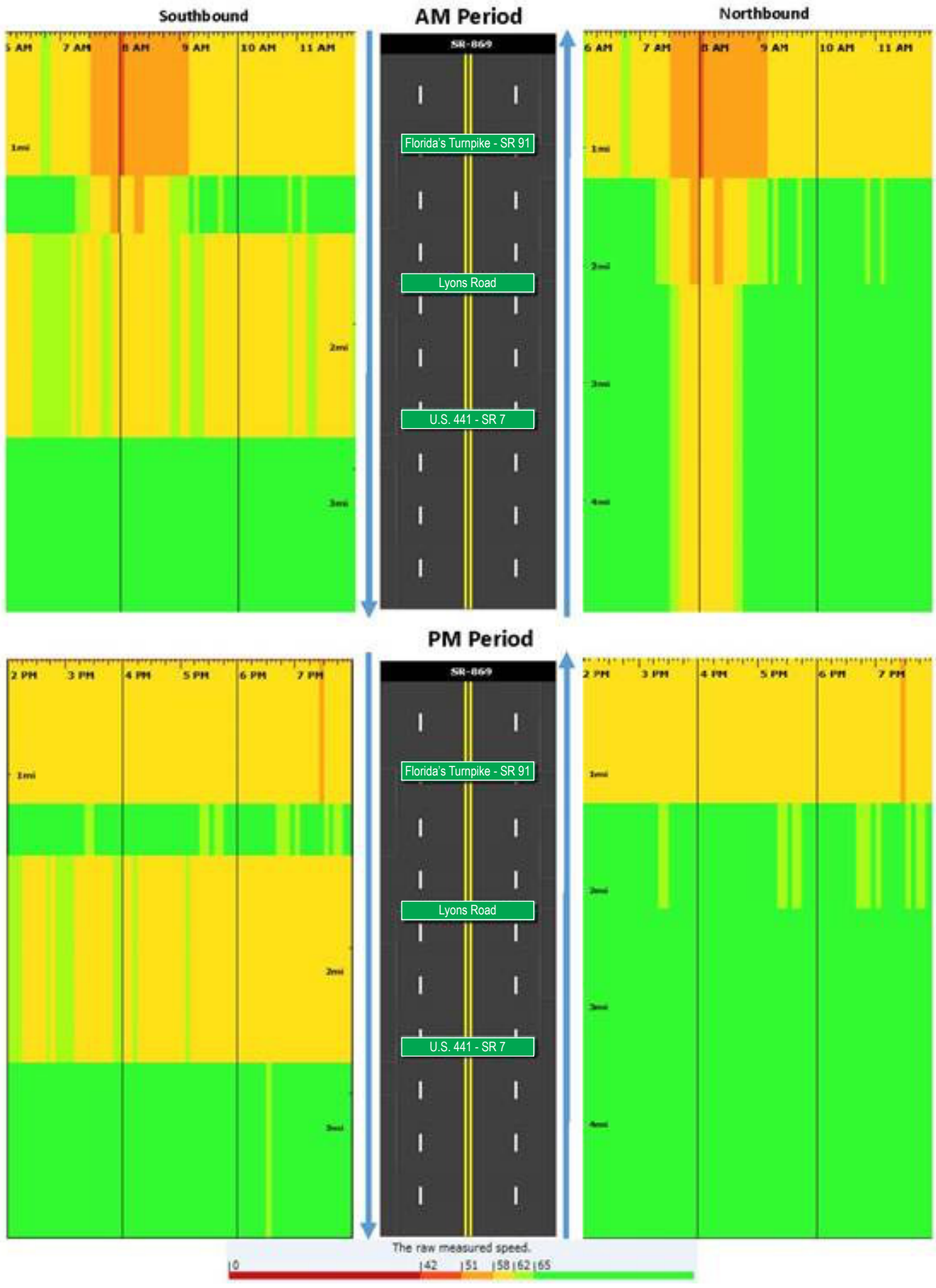
To complement the field-collected travel time runs, commercial travel speed data were used to develop graphical representation of degrees of congestion and travel speeds in the form of congestion scans. The data were supplied by HERE, formerly Nokia/Navteq, which acquires continuous roadway travel speeds through agreements with various cellphone providers and data sensors. These data are shared openly with public agencies for use in enhancing transportation planning. The data are also archived and processed within a tool, the Regional Integrated Transportation Information System (RITIS) tool, developed by the Center for Advanced Transportation Technology Laboratory at the University of Maryland, which has also been made available to the FDOT. RITIS was used for this effort. The speed thresholds used in the scans were customized by FTE to be consistent with *Highway Capacity Manual* (HCM) level of service thresholds.

The congestion scans were created to be consistent with the data collection time frame of the travel time runs and supplemental traffic data collection efforts. **Figures 2.5** through **2.8** reflect the congestion scans for the Sawgrass Expressway, SW 10th Street, Florida's Turnpike, and I-95, respectively. Note that colors range from red, indicating the slowest travel speed, through green, indicating free-flow or a higher rate of travel speed.

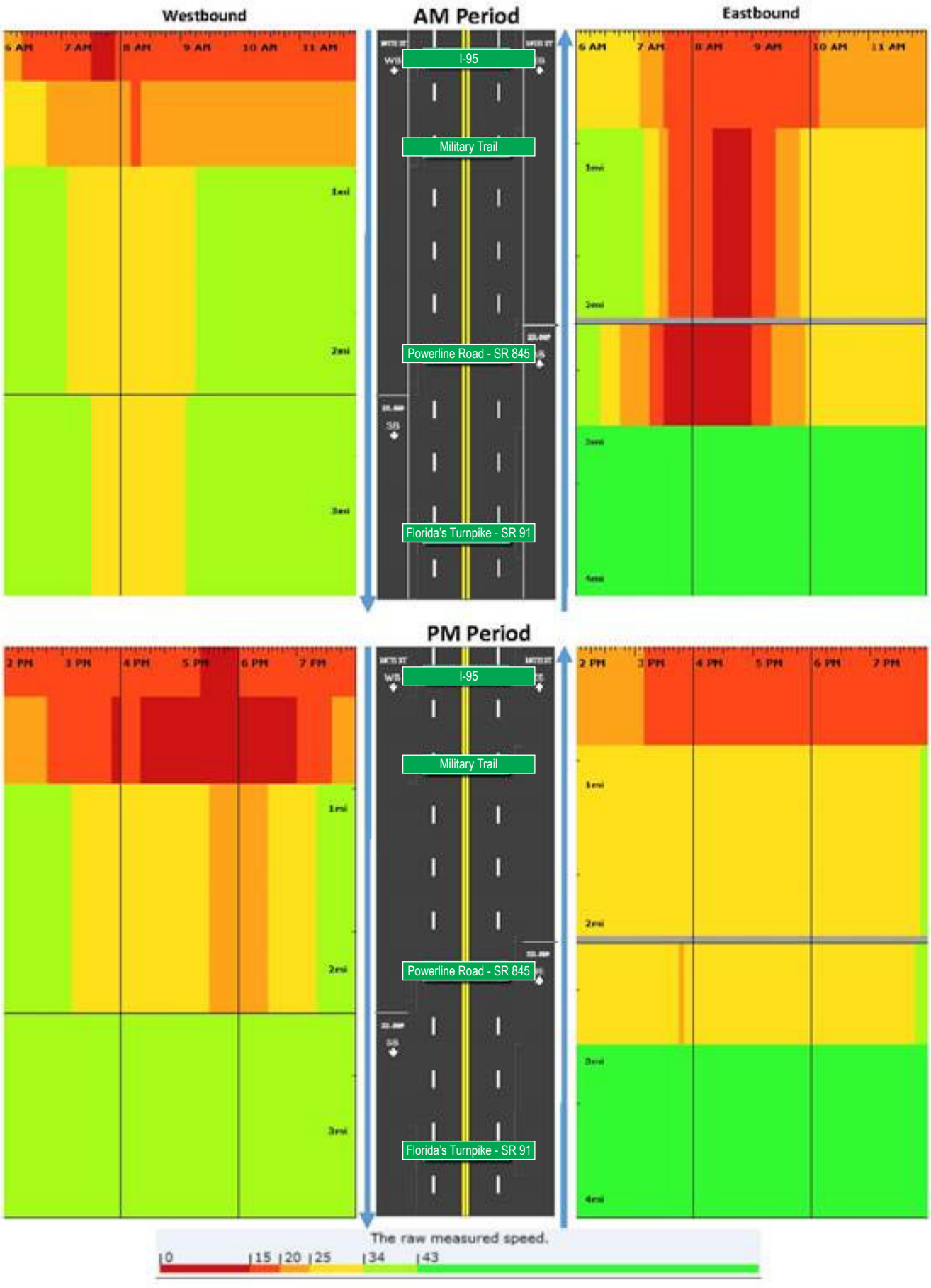
Sawgrass Expressway has posted speed limits of 65 mph and the collector-distributer road/ramps east of Lyons Road are posted 45 mph. SW 10th Street is posted 45 mph. The posted speed for the Turnpike Mainline and I-95 is 65 mph.

Results indicate:

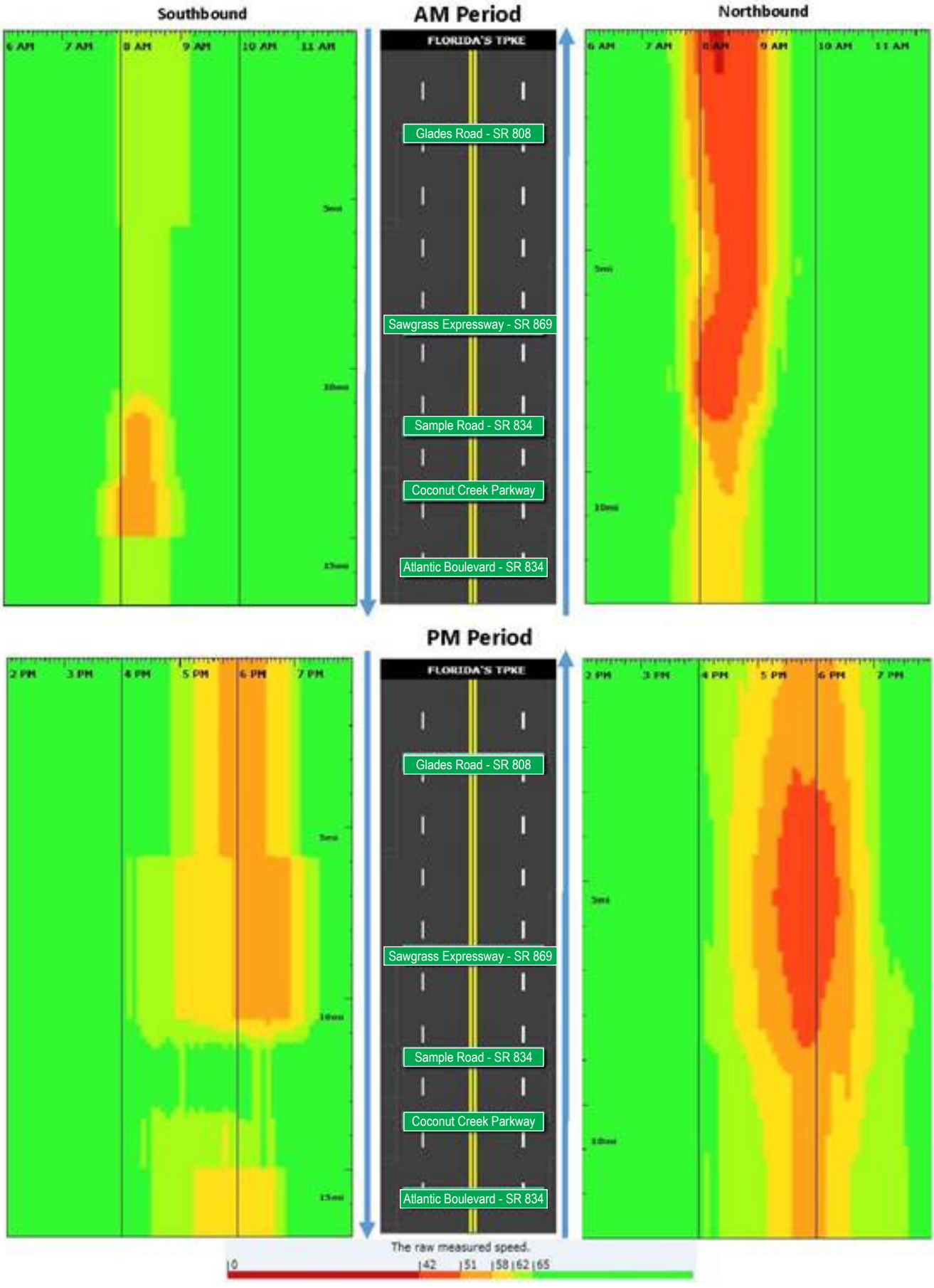
- Sawgrass Expressway traffic flows near the posted speed limit.
- SW 10th Street is congested near I-95, most notably in the AM peak period approaching I-95.
- Florida's Turnpike congestion occurs mostly in the northbound direction, especially in the AM peak period.
- I-95 is congested in both peak periods, though more so in the PM peak period.



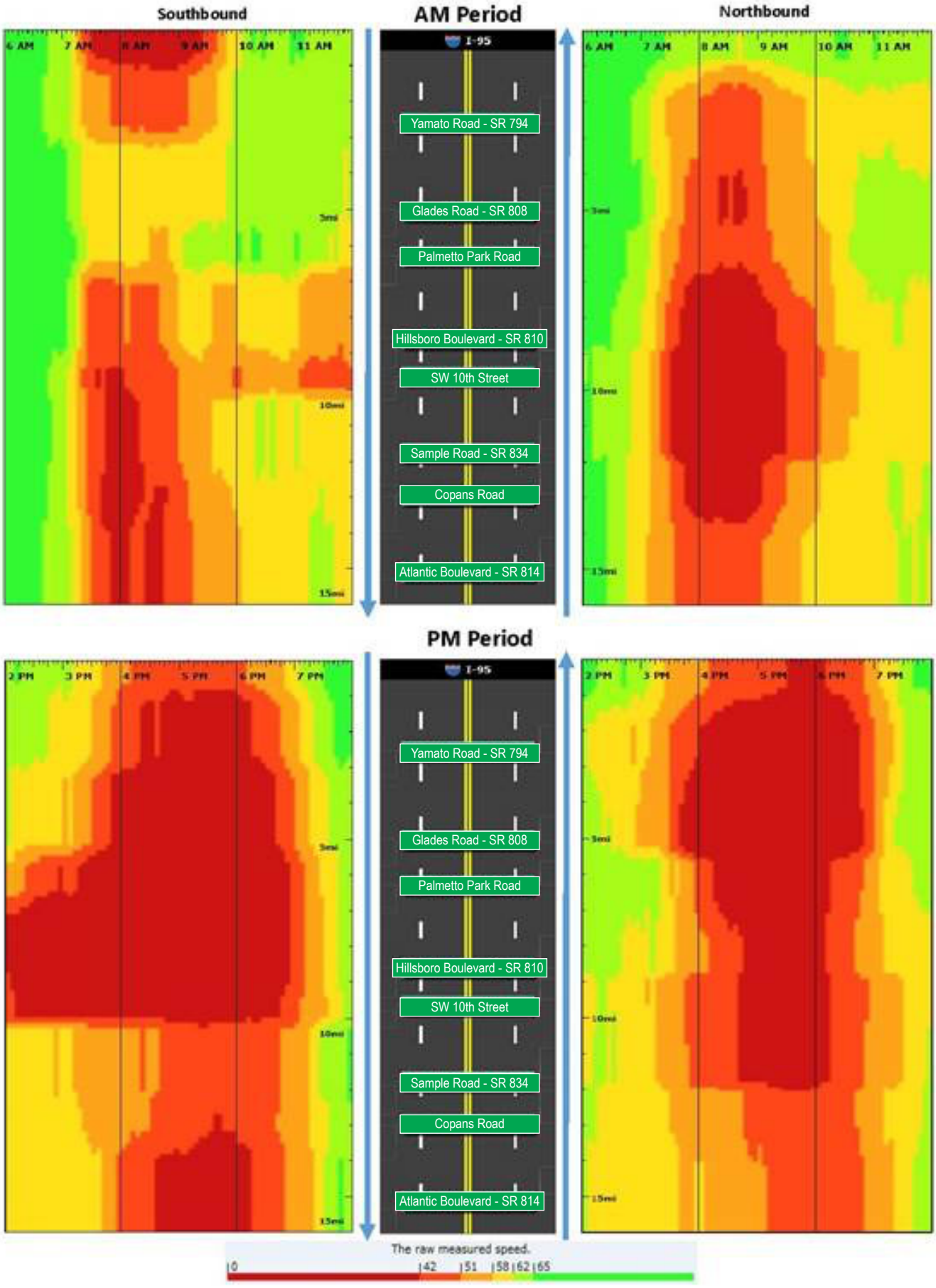
FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	Sawgrass Expressway (S.R. 869) Congestion Scan	Figure 2.5	FLORIDA'S TURNPIKE



FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	SW 10th Street Congestion Scan	Figure 2.6



FDOT	SW 10th Street PD&E Study Traffic Forecast Memorandum	Florida's Turnpike (S.R. 91) Congestion Scan	Figure 2.7	FLORIDA'S TURNPIKE



FDOT	SW 10th Street PD&E Study Traffic Forecast Memorandum	I-95 (S.R. 9) Congestion Scan	Figure 2.8	FLORIDA'S TURNPIKE

Field-Collected Data

Travel time runs were completed on Tuesday, October 18, 2016, Wednesday, October 19, 2016, and Thursday, October 20, 2016, generally in the time periods between 6:30 – 9:30 AM and 4:00 – 7:00 PM. Runs were done on the Sawgrass Expressway, SW 10th Street, Florida's Turnpike, and I-95 within the study area.

The resulting AM and PM peak period average speeds are summarized in **Table 2.1**, and the speed charts are shown in **Charts 2.5** through **2.20**. The charts depict the time each travel speed run began, and an average of the runs.

Table 2.1
Average Field-Collected Speed Summary

Roadway and Travel Direction	Average Speed (mph)	
	AM Peak Period	PM Peak Period
Sawgrass Expressway		
Eastbound/Northbound	68	72
Westbound/Southbound	70	63
SW 10th Street		
Eastbound	34	42
Westbound	44	39
Florida's Turnpike		
Northbound	69	70
Southbound	71	72
I-95		
Northbound	54	57
Southbound	57	34

Chart 2.5
Sawgrass Expressway AM Speed Chart – Eastbound/Northbound

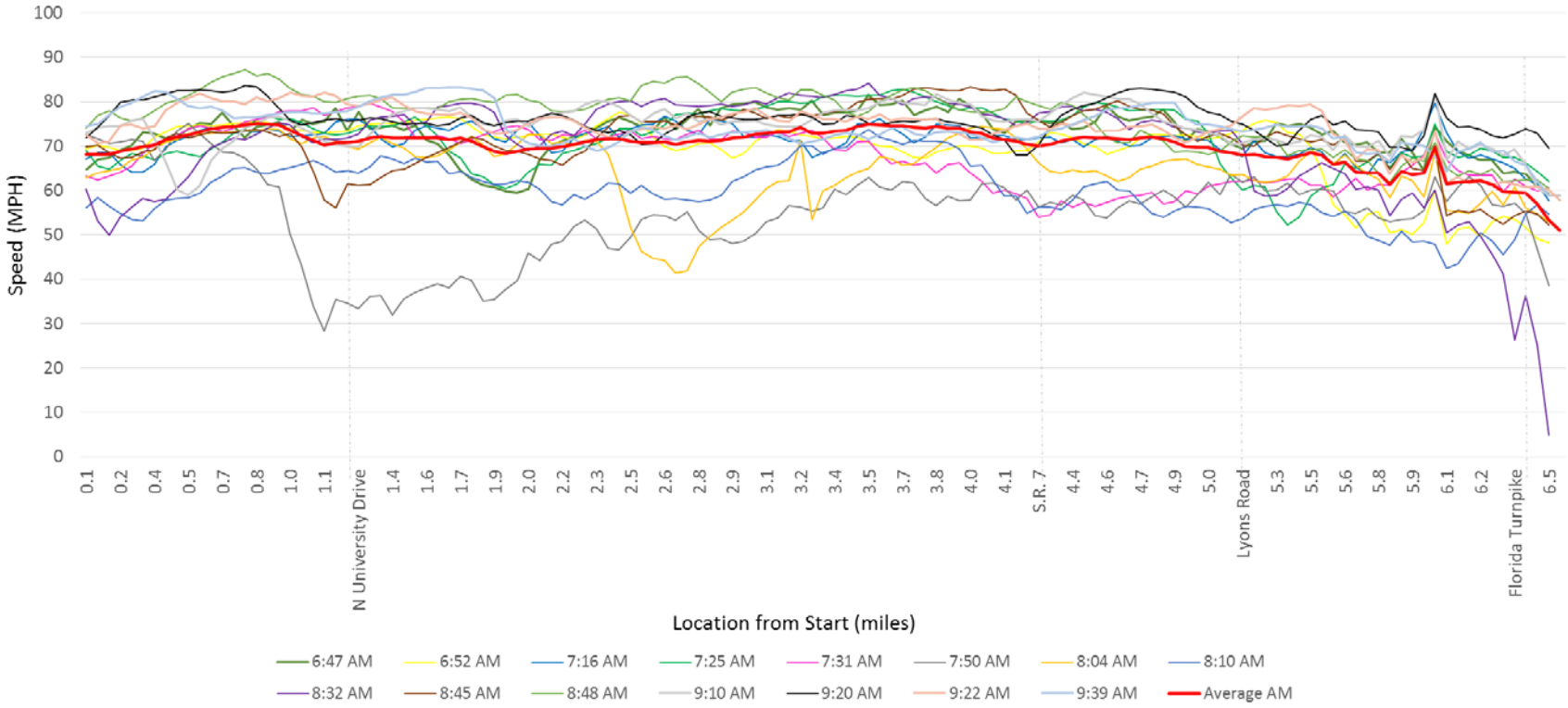


Chart 2.6
Sawgrass Expressway PM Speed Chart – Eastbound/Northbound

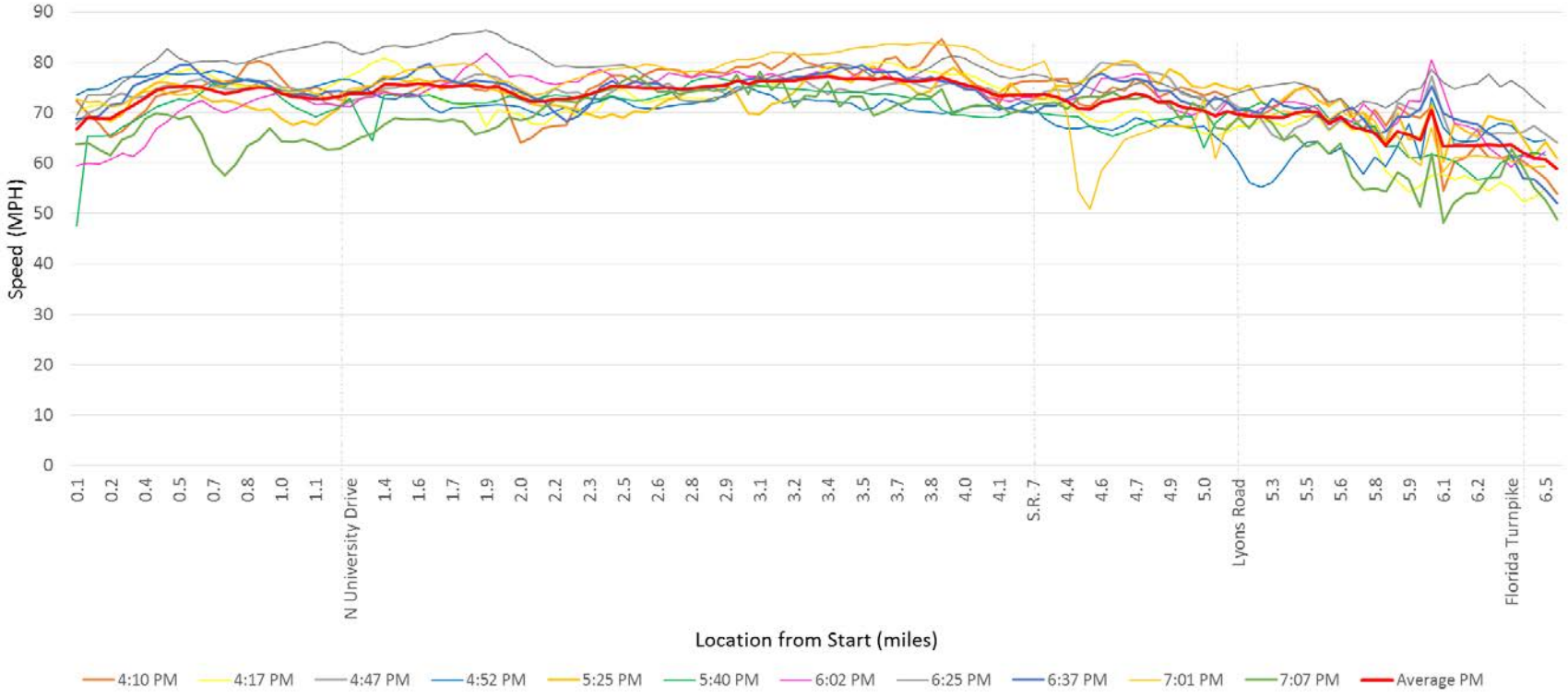


Chart 2.7
Sawgrass Expressway AM Speed Chart – Westbound/Southbound

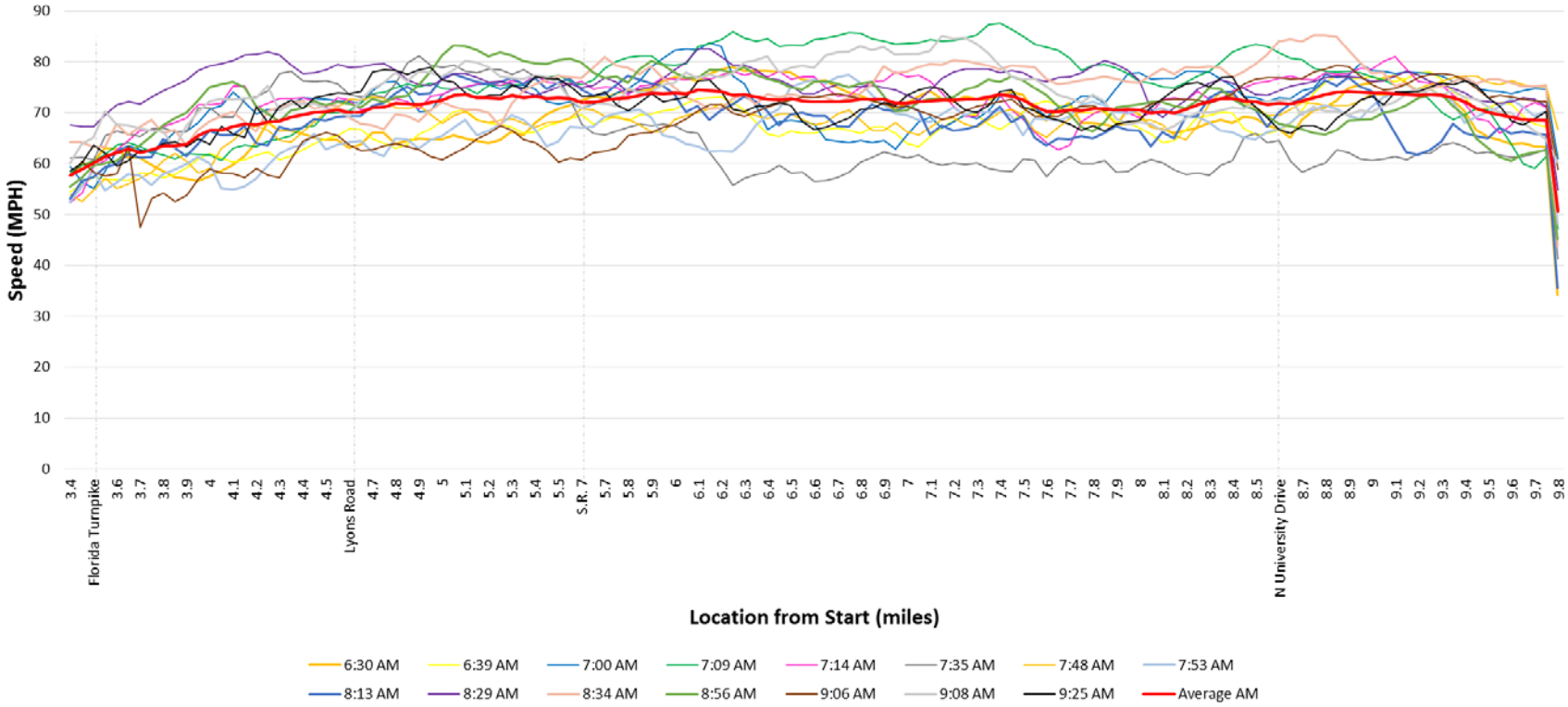


Chart 2.8
Sawgrass Expressway PM Speed Chart – Westbound/Southbound

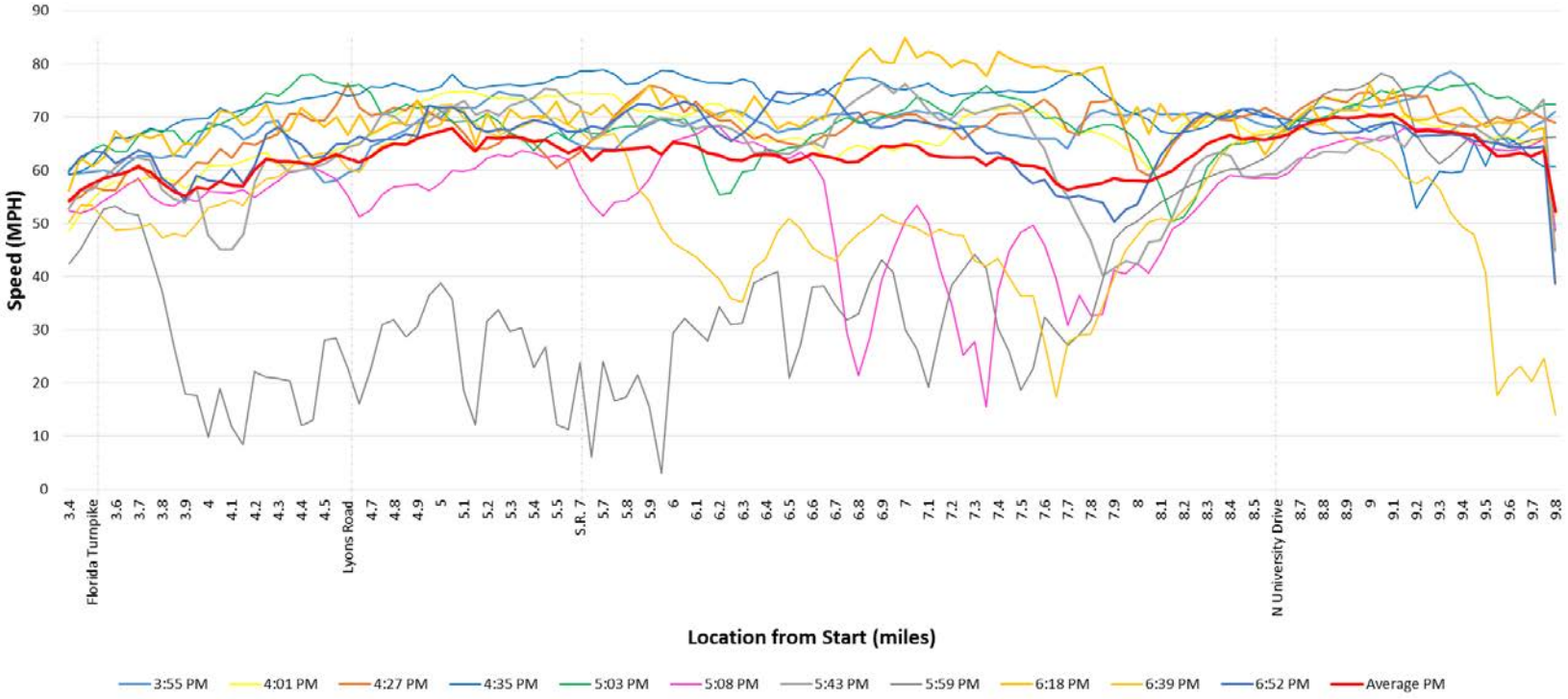


Chart 2.9
SW 10th Street AM Speed Chart – Eastbound

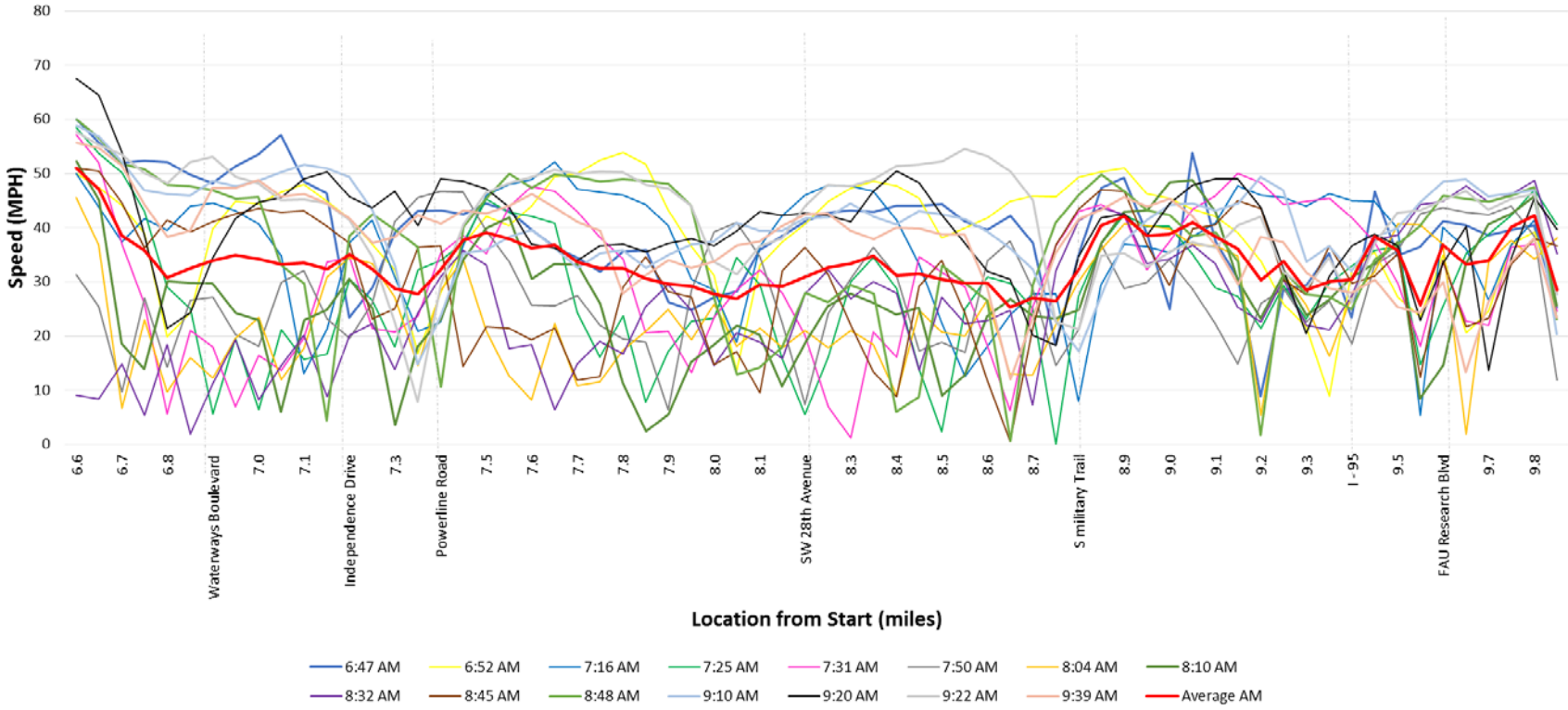


Chart 2.10
SW 10th Street PM Speed Chart – Eastbound

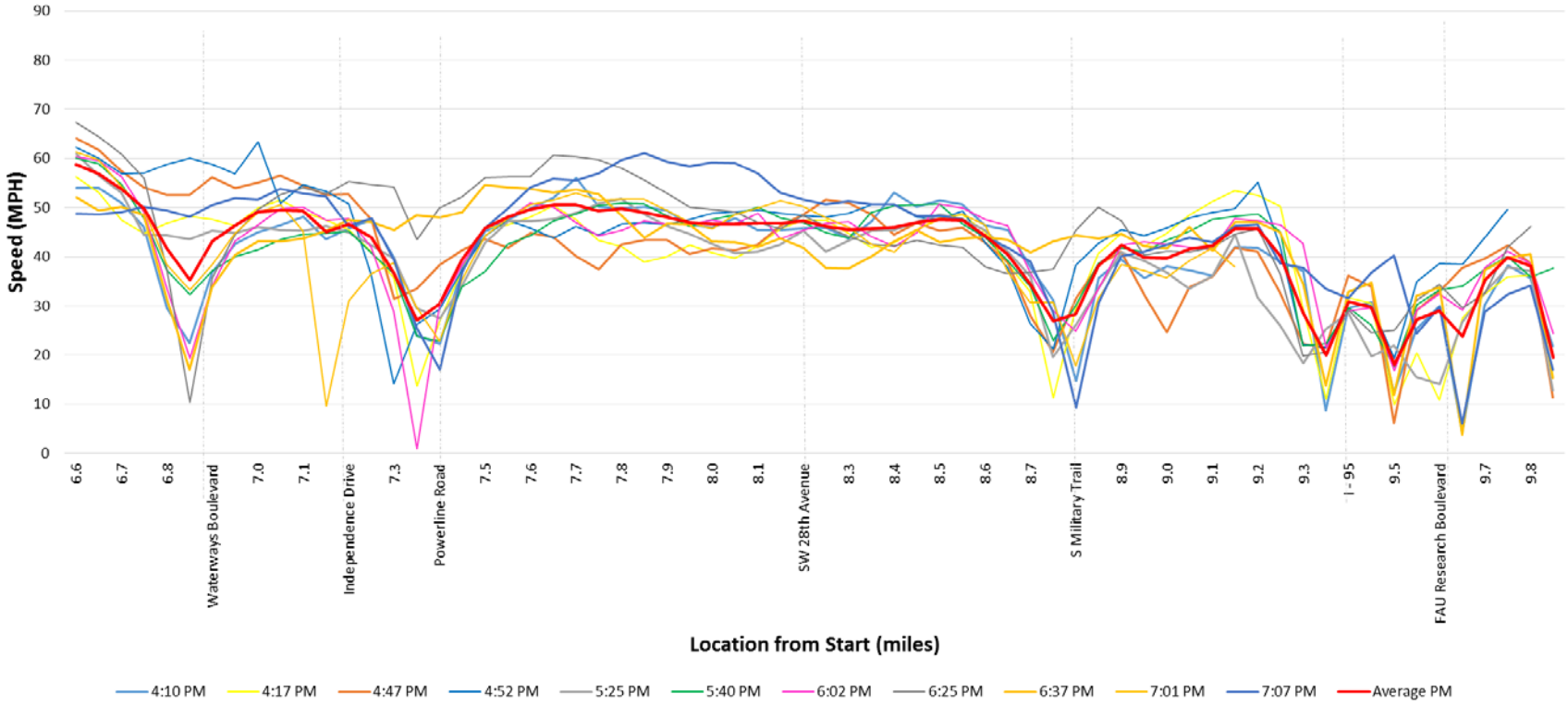


Chart 2.11
SW 10th Street AM Speed Chart – Westbound

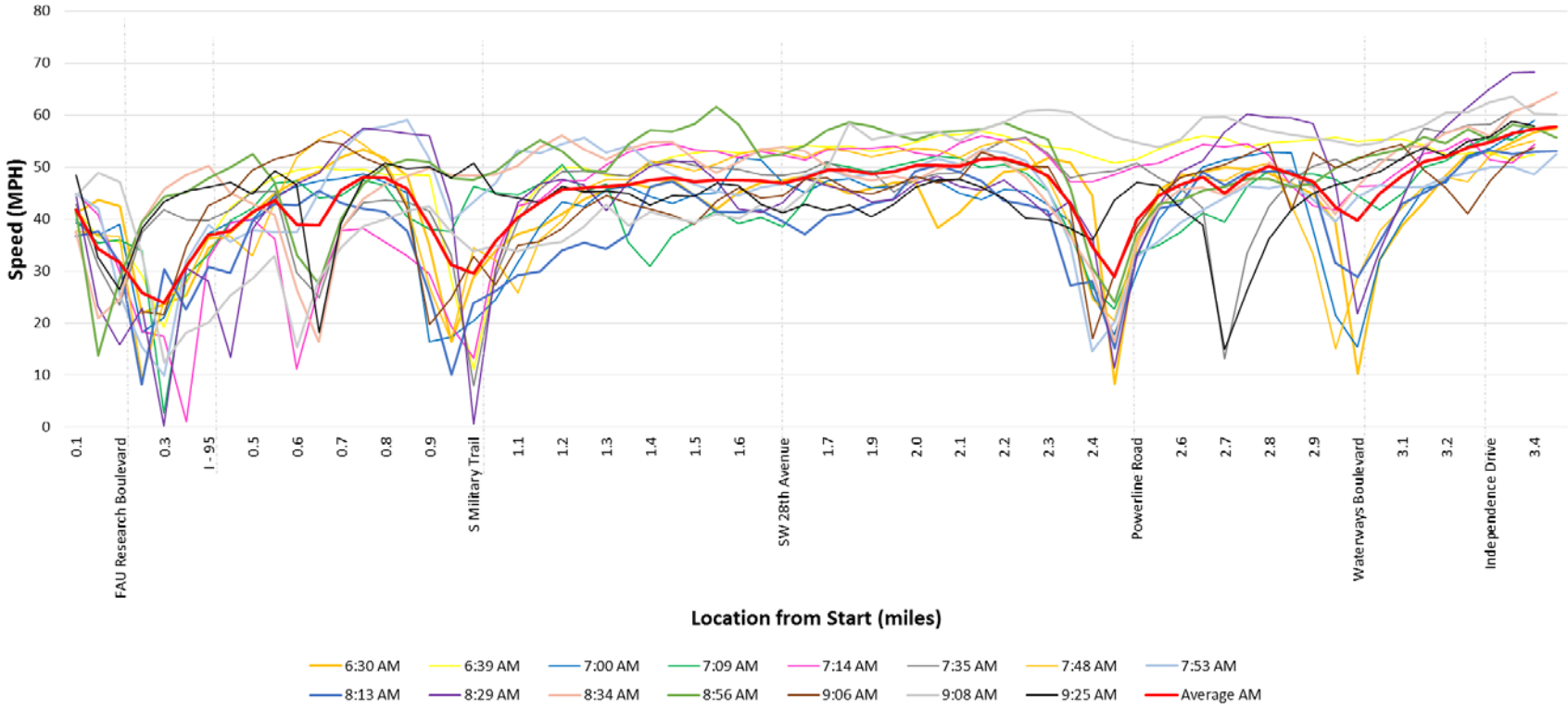


Chart 2.12
SW 10th Street PM Speed Chart – Westbound

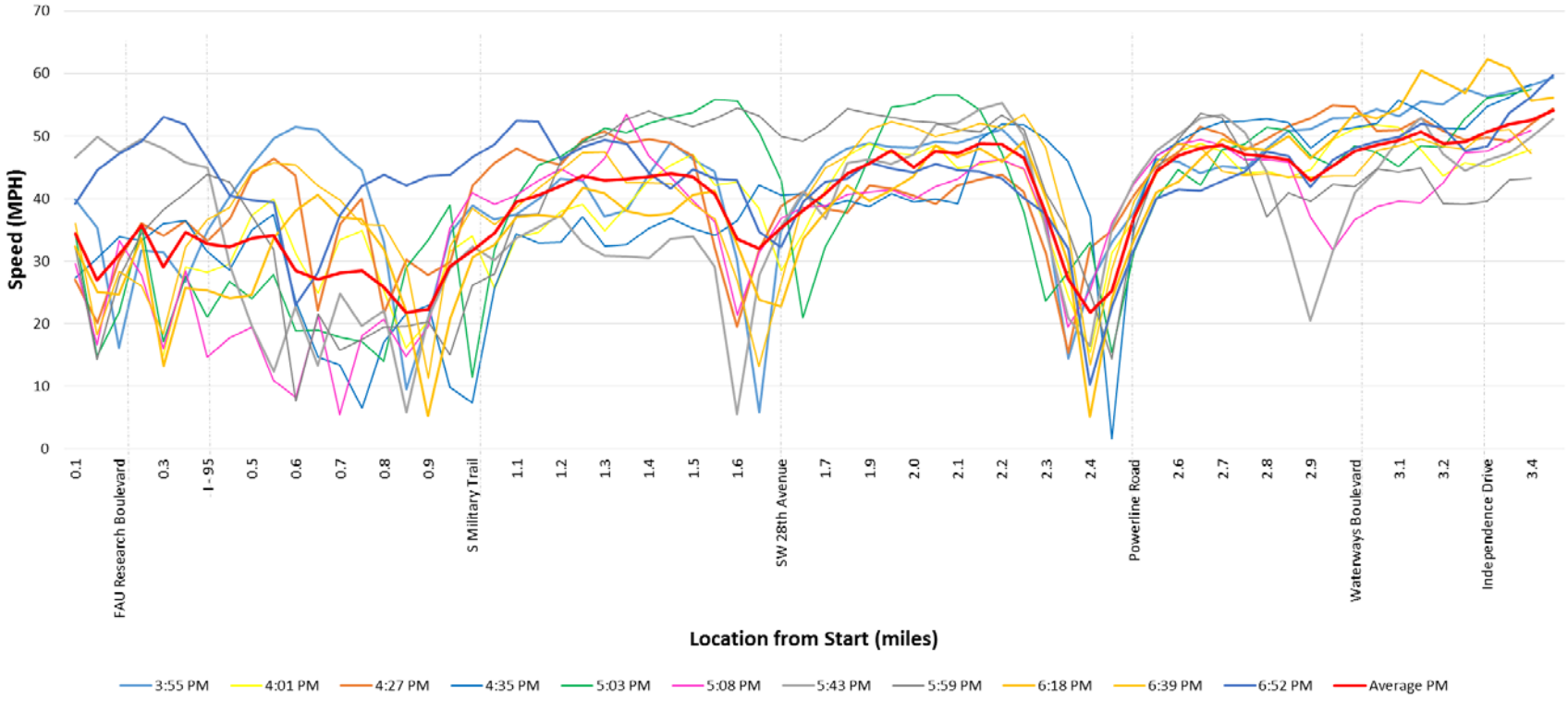


Chart 2.13
Florida's Turnpike AM Speed Chart – Northbound

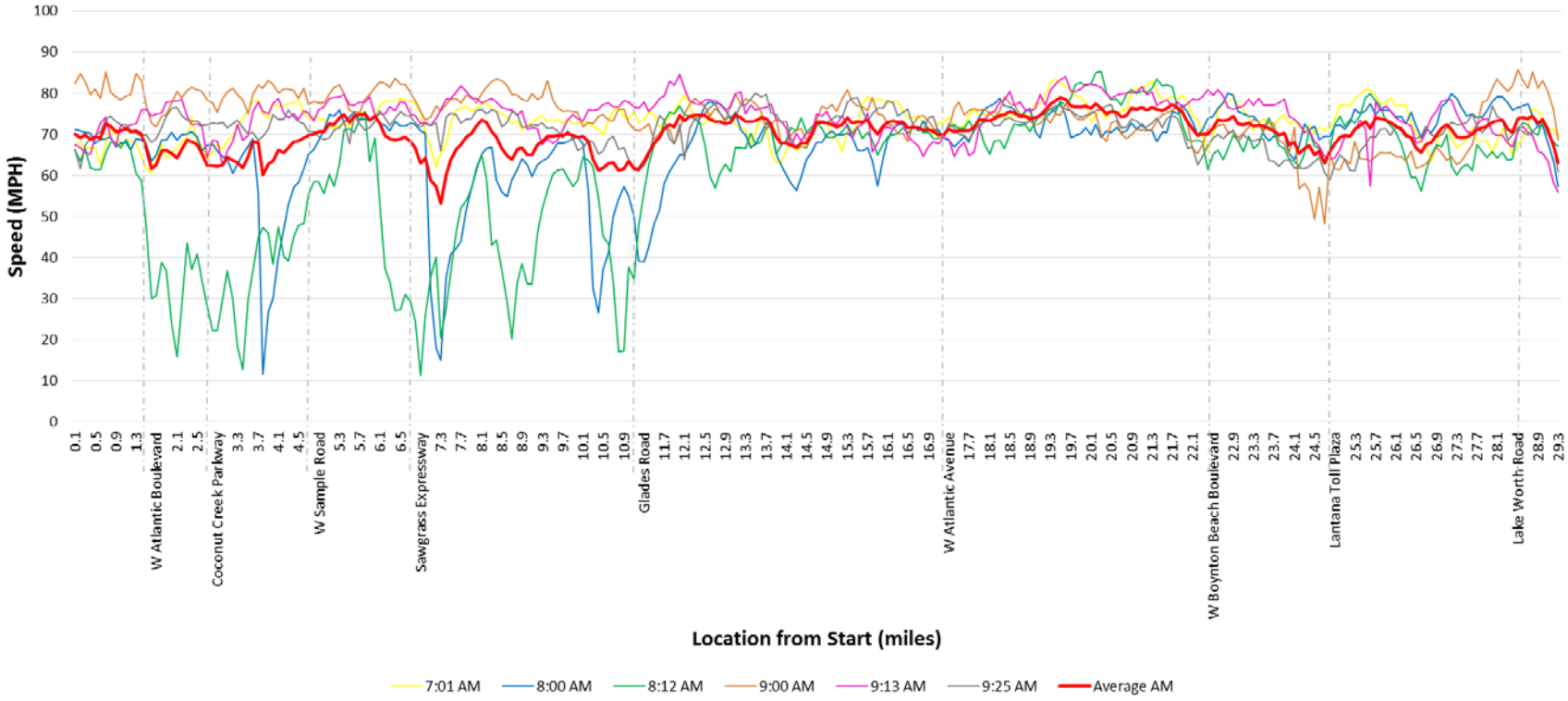


Chart 2.14
Florida's Turnpike PM Speed Chart – Northbound

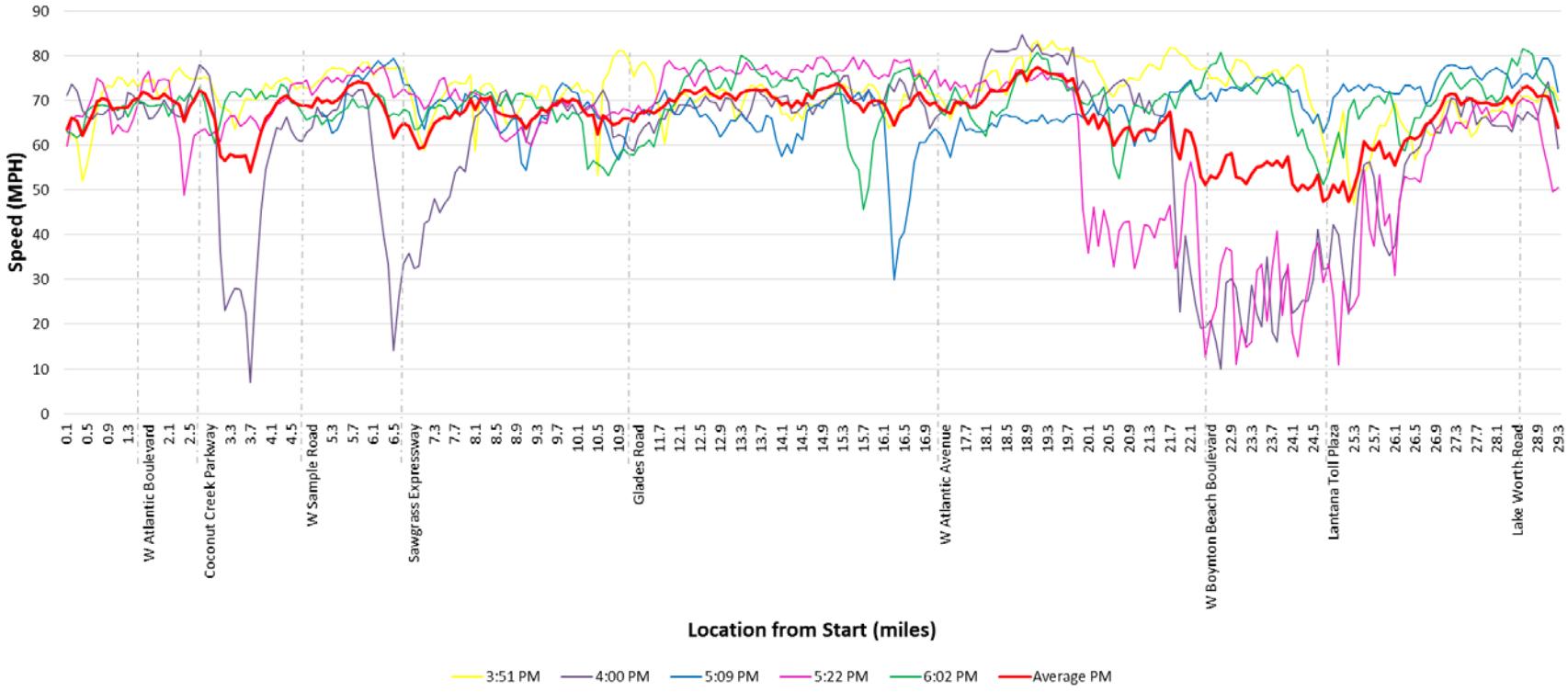


Chart 2.15
Florida's Turnpike AM Speed Chart – Southbound

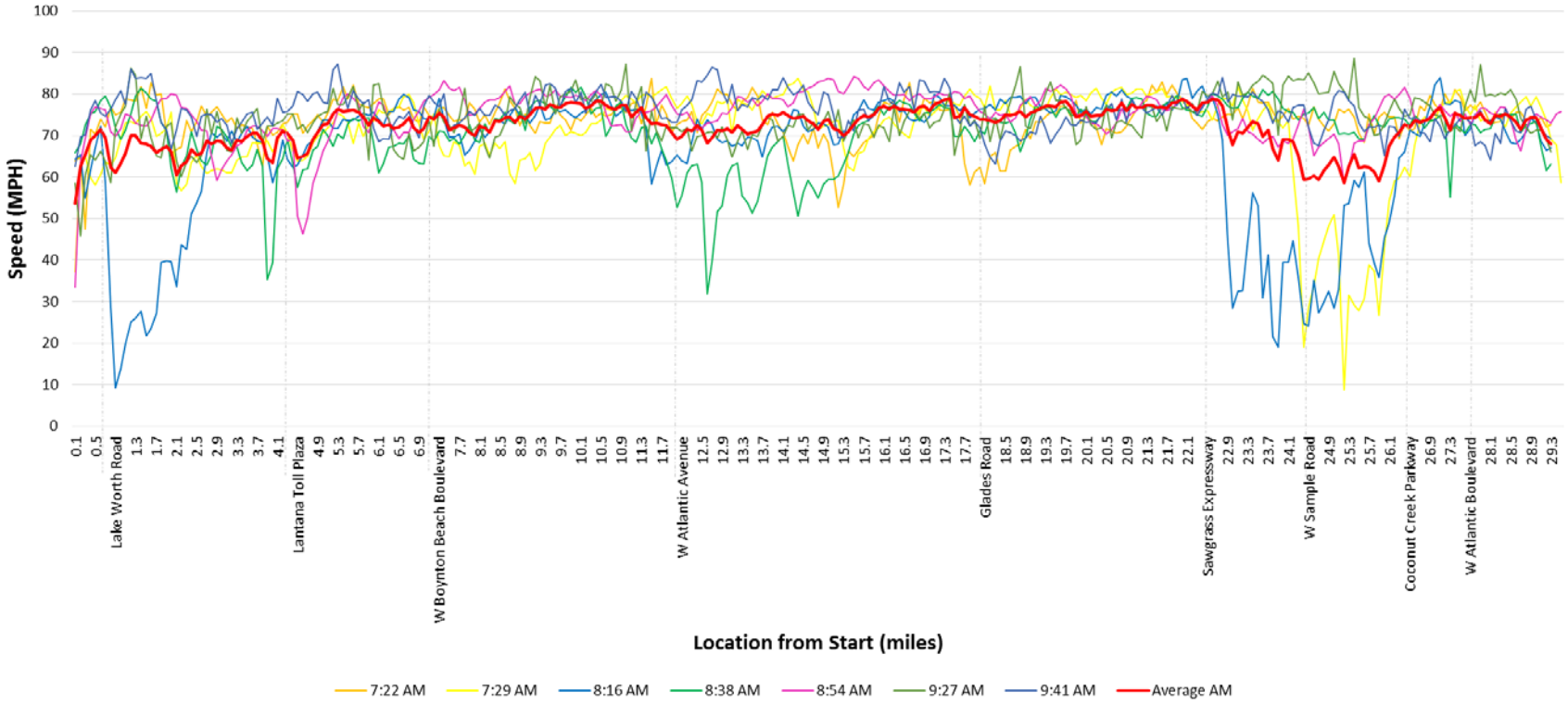


Chart 2.16
Florida's Turnpike PM Speed Chart – Southbound

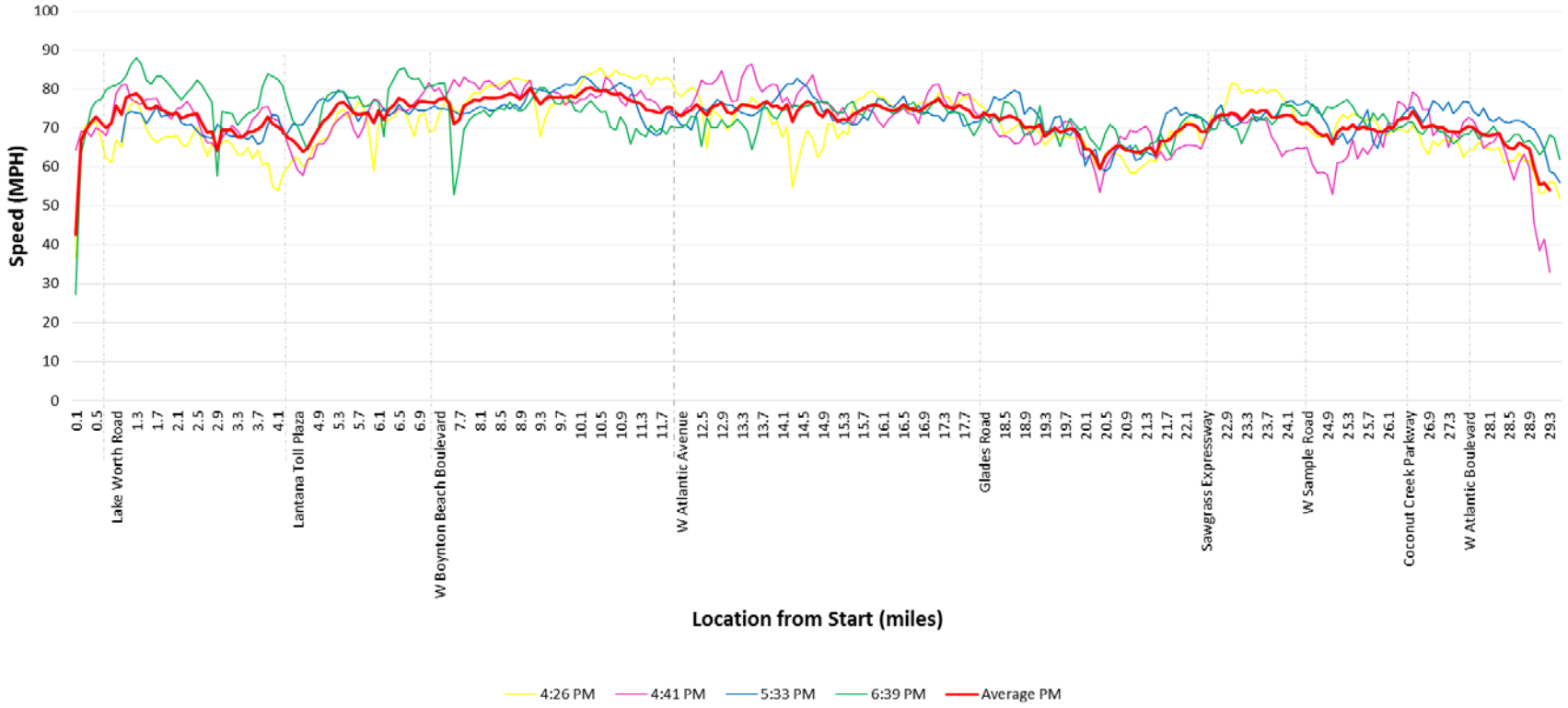


Chart 2.17
I-95 AM Speed Chart – Northbound

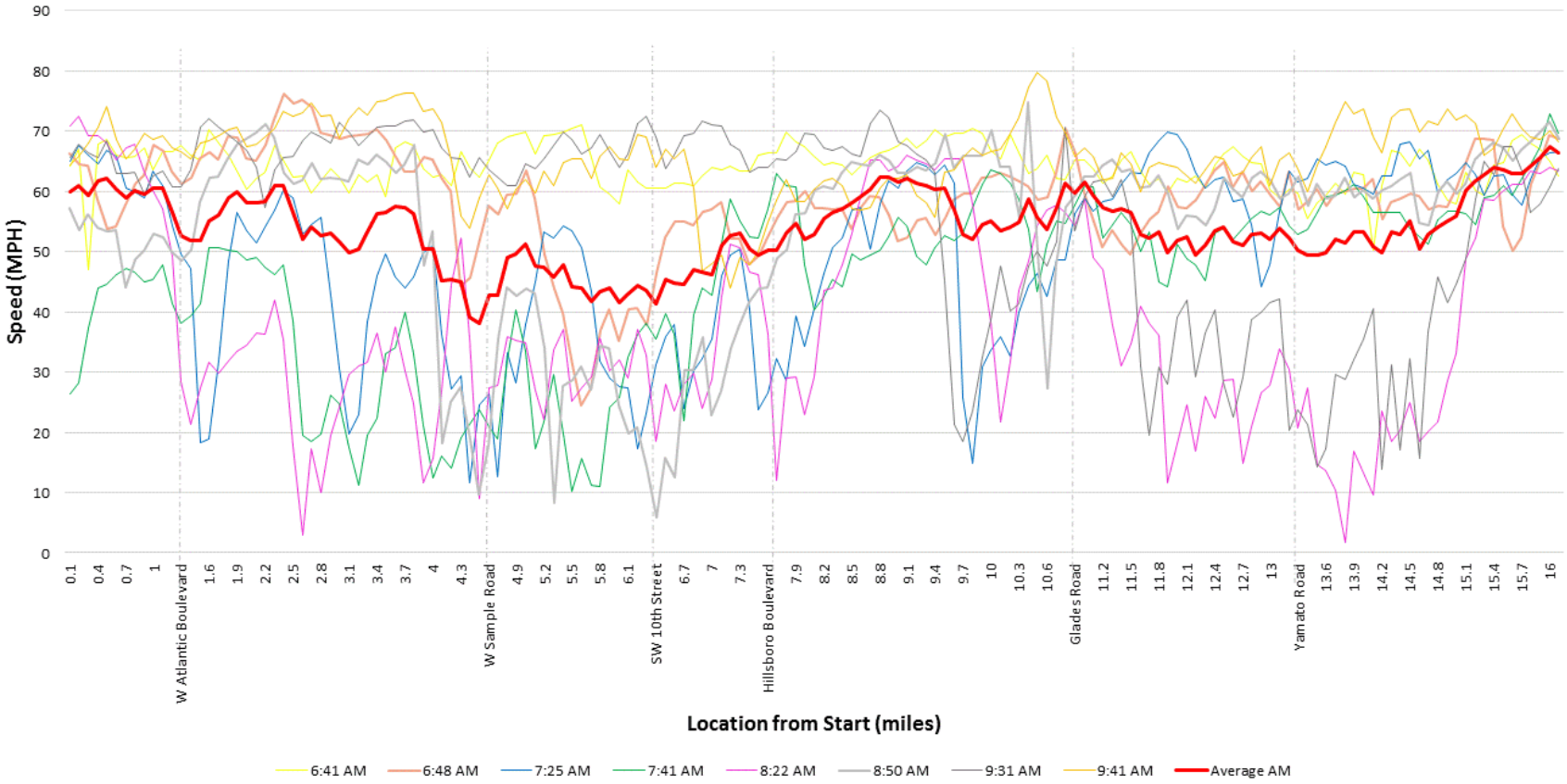


Chart 2.18
I-95 PM Speed Chart – Northbound

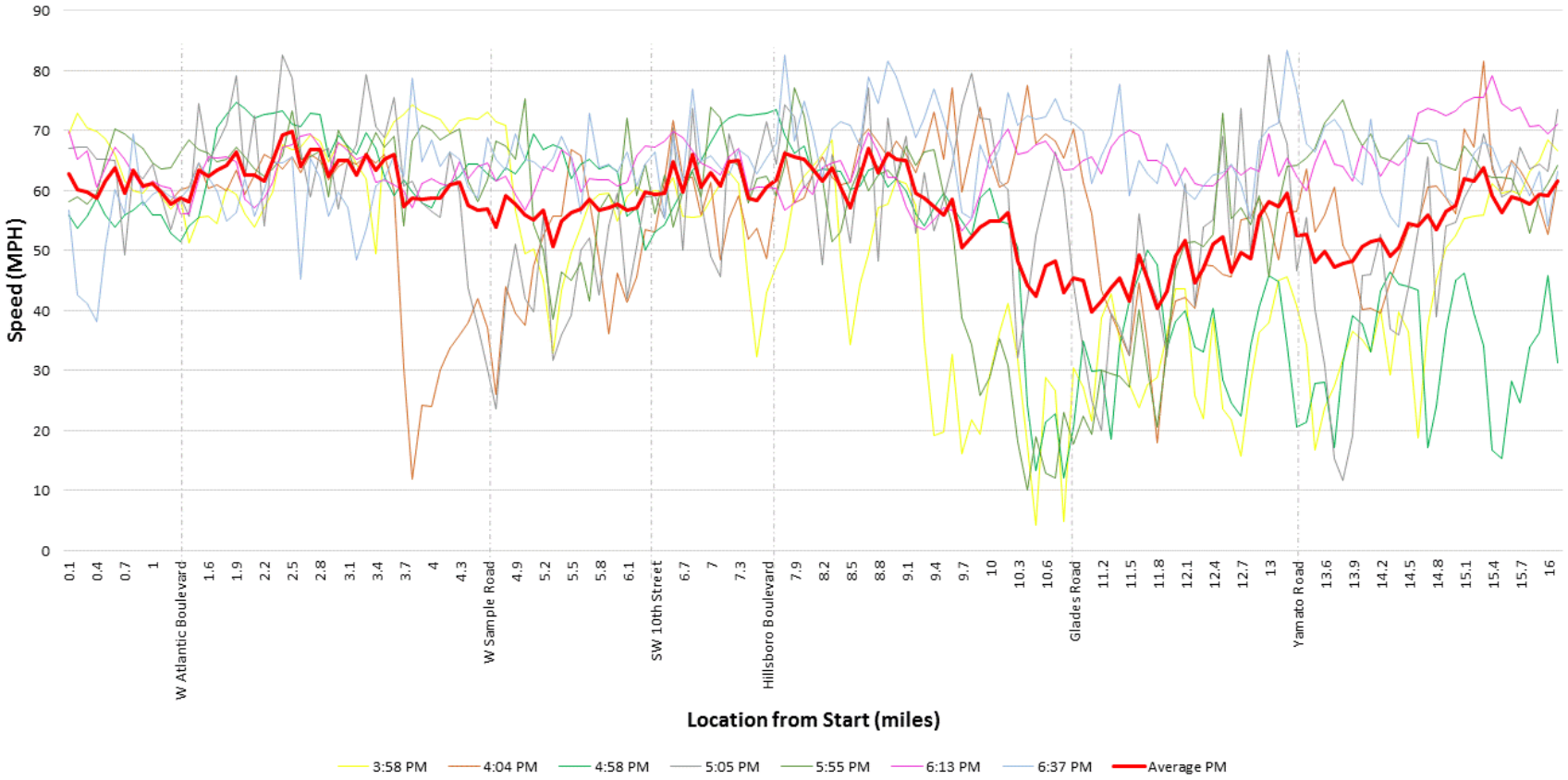


Chart 2.19
I-95 AM Speed Chart – Southbound

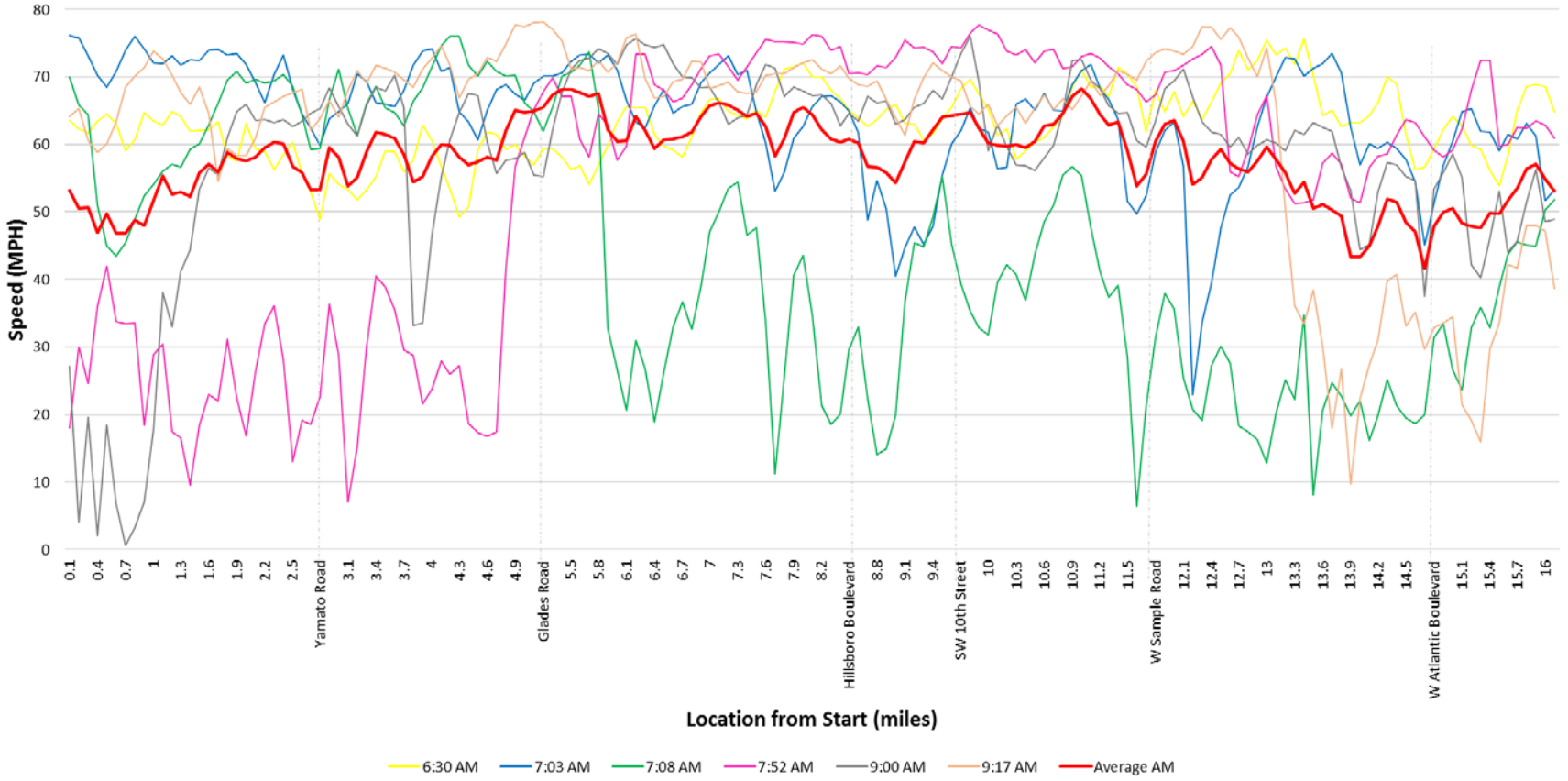
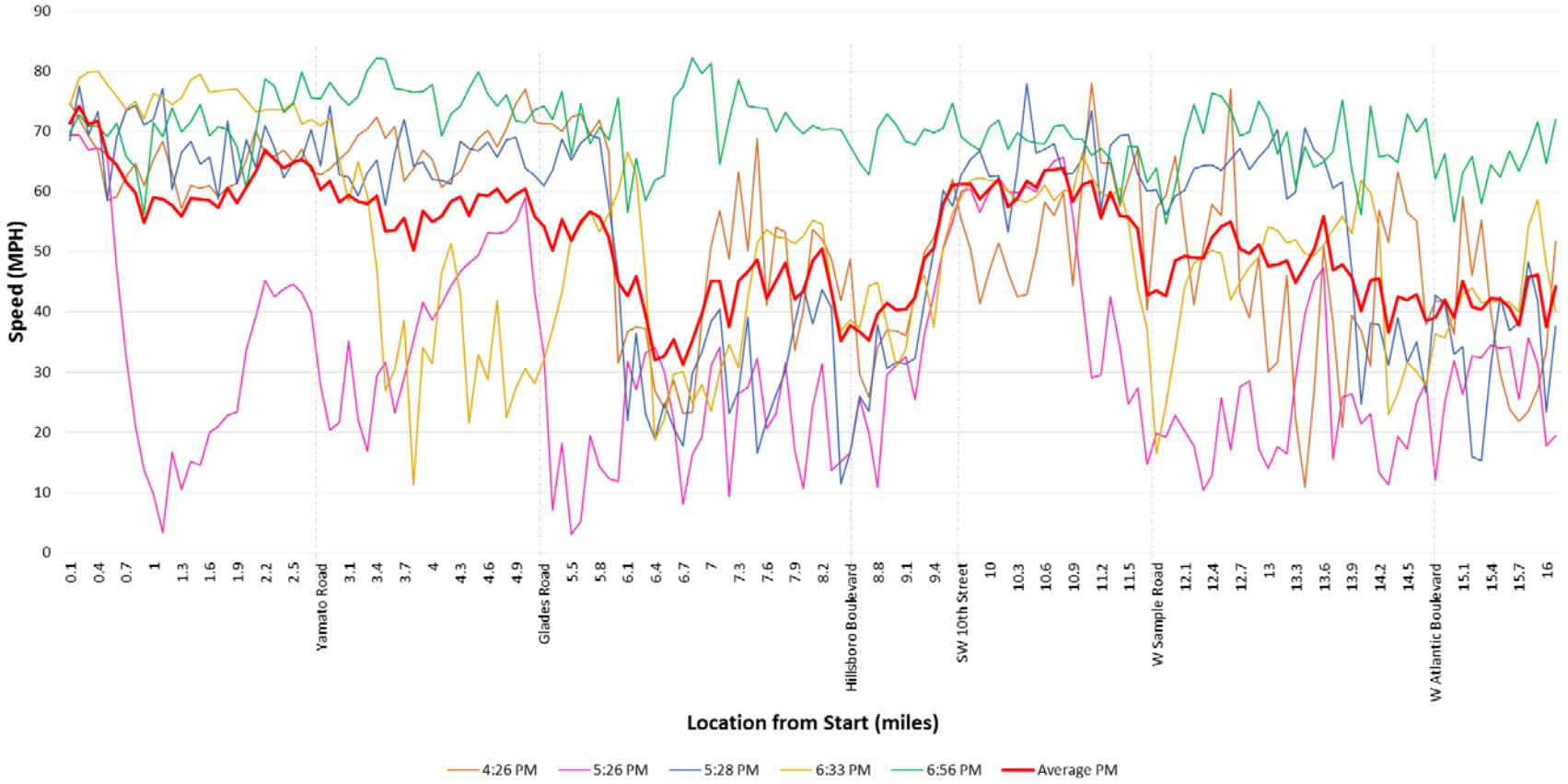


Chart 2.20
I-95 PM Speed Chart – Southbound



Using the average speed information from the travel time runs and the HERE data, the average times to drive each roadway and each direction are summarized in **Table 2.2**. Note the values are not the same as the data collected using different methods.

Table 2.2
Existing Travel Time Summary

Roadway and Travel Direction	Travel Time (minutes)			
	Field Collected Data		HERE Data	
	AM Peak Period	PM Peak Period	AM Peak Period	PM Peak Period
Sawgrass Expressway (6.5 miles)				
Eastbound/Northbound	5.7	5.4	7.3	7.5
Westbound/Southbound	5.7	6.6	7.0	6.9
SW 10th Street (3.3 miles)				
Eastbound	6.4	4.7	7.8	6.2
Westbound	4.5	5.1	7.1	8.5
Florida's Turnpike (29.3 miles)				
Northbound	25.5	25.1	28.9	27.1
Southbound	24.8	24.4	27.2	26.3
I-95 (16.1 miles)				
Northbound	18.2	19.7	21.6	21.2
Southbound	16.9	28.4	25.7	34.4

Results indicate:

- Sawgrass Expressway traffic flows above the posted speed limit, except in the westbound/southbound direction in the PM peak period. Travel speeds are notably lower near 6:00 PM.
- SW 10th Street experiences lower speeds eastbound in the AM peak period and westbound in the PM peak period. As expected, traffic slows at the major signalized intersections.
- Florida's Turnpike runs at or above posted speeds in both the AM and PM peak periods; however, in the AM peak period both directions experience congestion. Congestion occurs in the northbound direction (near 8:00 – 8:15 AM) from Atlantic Boulevard to Glades Road and in the southbound direction (near 8:15 AM and 8:40 AM) at Lake Worth Road, Atlantic Avenue, and Sample Road.
- I-95 is congested in both peak periods, with traffic speeds below posted speeds. This is worse in the PM peak period, most notably in the southbound direction.

Existing traffic count data are provided in **Appendix A**.

2.2.4 Bluetooth Origin-Destination

Origin-destination data were collected by FTE and FDOT District 4 as described below. These data will be used to develop future corridor forecasts.

Florida's Turnpike

Resource Systems Group, Inc. (RSG) conducted an origin-destination study for FTE for the Sawgrass PD&E study, with an expanded geographic coverage area on corridors impacted by SW 10th Street, including sections of I-95, Sawgrass Expressway, Florida's Turnpike, and I-595 in the Pompano Beach and Fort Lauderdale area. The purpose of the study was to estimate weekday travel patterns over a 24-hour period for the following four different time periods:

- AM: 6:30 AM – 9:30 AM
- Midday: 9:30 AM – 3:30 PM
- PM: 3:30 PM – 6:30 PM
- Overnight: 6:30 PM – 6:30 AM

The result of the study is an origin-destination matrix providing vehicle trip volumes for each of the four time periods.

In order to provide a basis for estimating travel patterns in the study area, Bluetooth detectors were used to track vehicle movements. Bluetooth detectors collect movement information from cell phones and similar devices as they pass near the detector. Deploying several detectors near roadways throughout an area allows devices (i.e., vehicles) to be tracked as they travel from detector to detector.

The detectors were deployed from Wednesday, February 18 through Tuesday, February 24, 2015, at 48 locations. Of the 48 detectors, the data from 5 detectors were discarded from the analysis because of too much missing data or a bad deployment location. Of the 43 remaining detectors, 16 were placed in paired deployments at 8 different locations, and 27 were placed in single-detector deployments. Thus the final analysis used a total of 35 unique detector locations, as shown on **Figure 2.9**. This set of data consists of approximately 5.4 million detections from approximately 158,000 devices.

Once collected, the data were processed through special algorithms to match unique media access control identifiers (MACIDs) of the devices to trace vehicles and develop origin-destination trips. Typically, this type of Bluetooth origin-destination survey results in collecting data for 5 to 10 percent of the total traffic. Therefore, to represent total traffic, a global expansion factor is applied. Based on the start time of the trips, the records were grouped into one of the four time periods, and trip tables in 33 zone systems were developed.

FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	Bluetooth Detector Locations	Figure 2.9

For this SW 10th Street study, additional analysis was performed using the same data, but the study area was reduced to focus on the SW 10th Street corridor between Florida's Turnpike and I-95. The original 33-zone matrix was aggregated into an 8-zone system. This trip table was analyzed to identify the through movement volumes on SW 10th Street travelling between Florida's Turnpike and I-95. The through volumes represent vehicles that may use the ELs. **Tables 2.3** through **2.7** provide origin-destination summaries of SW 10th Street through volumes on a weekday daily and time period basis.

FDOT District 4

CTS Engineering, Inc. (CTS) provided FDOT District 4 origin-destination data for I-95 at the SW 10th Street interchange. Data were collected from Tuesday, April 19 through Thursday, April 21, 2016, using Bluetooth equipment. The data were collected during the peak periods of 7:00 – 9:00 AM and 4:00 – 6:00 PM. **Figure 2.9** shows the locations of the Bluetooth detectors used for that study.

In order to compare the origin-destination patterns from the 2015 RSG study for FTE and the 2016 CTS study for FDOT District 4, the data were grouped together to develop a similar format and coverage area. Since the CTS data are raw data without applying an expansion factor, the comparison between RSG and CTS data was done on a percentage basis (i.e., percentage of trips traveling from the eastern end of SW 10th Street near I-95 to the western end near Florida's Turnpike). The comparison shows that the patterns, in terms of vehicles traveling between Florida's Turnpike and I-95 using SW 10th Street, and traveling to/from Military Trail or Powerline Road to I-95 and Florida's Turnpike, are similar. Since both data-sets have similar origin-destination patterns, it was decided to use the RSG dataset, as it traces trips for longer distances and has been factored to represent total traffic at detectors.

Figures 2.10 and **2.11** depict the origin-destination pattern of eastbound and westbound trips on the SW 10th Street corridor. As shown on **Figure 2.10**, at the western end near Florida's Turnpike, SW 10th Street carries approximately 17,500 eastbound vehicles. Out of these 17,500 vehicles, 55 percent (9,500 vehicles) travel the full length of SW 10th Street, and either go onto I-95 or continue on SW 10th Street east of I-95. Similarly, as depicted on **Figure 2.11**, at the eastern end just west of I-95, of the 23,000 vehicles in the westbound direction, 48 percent (11,100 vehicles) travel the full length and continue onto Sawgrass Expressway. These full length trips should be similar in magnitude on a daily basis.

2.3 CORRIDOR TRAFFIC

2.3.1 Annual Average Daily Traffic

AADT volumes were balanced between the Sawgrass Expressway and Southern Coin based on counts taken in October 2016 and March 2016, respectively, and at I-95 based on a balanced 2015 profile. SW 10th Street volumes are not balanced and are based on counts taken in March and October 2016. Results are shown on **Figure 2.12**. The values shown are not the same as those from the Bluetooth origin-destination data collection effort, as the methods of data collection and adjustment of volumes are accomplished differently.

Table 2.3
SW 10th Street Express Lanes Eligible Trips – Daily

Daily		Turnpike north of SW 10th Street	Sawgrass Expressway west of Turnpike	Turnpike south of SW 10th Street	I-95 north of SW 10th Street	I-95 south of SW 10th Street	SW 10th Street east of I-95	Powerline Road	Military Trail	Total
		1	2	3	4	5	6	7	8	
Turnpike north of SW 10th Street	1	0	0	0	0	0	0	0	0	**0**
Sawgrass Expressway west of Turnpike	2	0	0	0	4,861	1,867	2,729	5,531	2,507	**17,495**
Turnpike south of SW 10th Street	3	0	0	0	0	0	0	0	0	**0**
I-95 north of SW 10th Street	4	0	7,052	0	0	0	0	1,483	0	**8,535**
I-95 south of SW 10th Street	5	0	1,045	0	0	0	0	584	2,278	**3,907**
SW 10th Street east of I-95	6	0	3,093	0	0	0	0	1,999	5,788	**10,880**
Powerline Road	7	0	0	0	689	1,750	1,408	0	0	**3,847**
Military Trail	8	0	1,571	0	0	0	0	0	0	**1,571**
Total		**0**	**12,761**	**0**	**5,550**	**3,617**	**4,137**	**9,597**	**10,573**	**46,235**

= Eastbound Through Trips = Westbound Through Trips

Table 2.4
SW 10th Street Express Lanes Eligible Trips – AM Peak Period

Daily		Turnpike north of SW 10th Street	Sawgrass Expressway west of Turnpike	Turnpike south of SW 10th Street	I-95 north of SW 10th Street	I-95 south of SW 10th Street	SW 10th Street east of I-95	Powerline Road	Military Trail	Total
		1	2	3	4	5	6	7	8	
Turnpike north of SW 10th Street	1	0	0	0	0	0	0	0	0	**0**
Sawgrass Expressway west of Turnpike	2	0	0	0	1,154	462	719	1,845	593	**4,773**
Turnpike south of SW 10th Street	3	0	0	0	0	0	0	0	0	**0**
I-95 north of SW 10th Street	4	0	1,830	0	0	0	0	310	0	**2,140**
I-95 south of SW 10th Street	5	0	95	0	0	0	0	119	363	**577**
SW 10th Street east of I-95	6	0	692	0	0	0	0	357	1,206	**2,255**
Powerline Road	7	0	0	0	200	359	194	0	0	**753**
Military Trail	8	0	172	0	0	0	0	0	0	**172**
Total		**0**	**2,789**	**0**	**1,354**	**821**	**913**	**2,631**	**2,162**	**10,670**

= Eastbound Through Trips = Westbound Through Trips

Table 2.5
SW 10th Street Express Lanes Eligible Trips – Midday Period

Daily		Turnpike north of SW 10th Street	Sawgrass Expressway west of Turnpike	Turnpike south of SW 10th Street	I-95 north of SW 10th Street	I-95 south of SW 10th Street	SW 10th Street east of I-95	Powerline Road	Military Trail	Total
		1	2	3	4	5	6	7	8	
Turnpike north of SW 10th Street	1	0	0	0	0	0	0	0	0	**0**
Sawgrass Expressway west of Turnpike	2	0	0	0	1,818	723	806	1,494	842	**5,683**
Turnpike south of SW 10th Street	3	0	0	0	0	0	0	0	0	**0**
I-95 north of SW 10th Street	4	0	2,211	0	0	0	0	580	0	**2,791**
I-95 south of SW 10th Street	5	0	336	0	0	0	0	227	894	**1,457**
SW 10th Street east of I-95	6	0	836	0	0	0	0	781	1,990	**3,607**
Powerline Road	7	0	0	0	198	713	552	0	0	**1,463**
Military Trail	8	0	444	0	0	0	0	0	0	**444**
Total		**0**	**3,827**	**0**	**2,016**	**1,436**	**1,358**	**3,082**	**3,726**	**15,445**

= Eastbound Through Trips = Westbound Through Trips

Table 2.6
SW 10th Street Express Lanes Eligible Trips – PM Peak Period

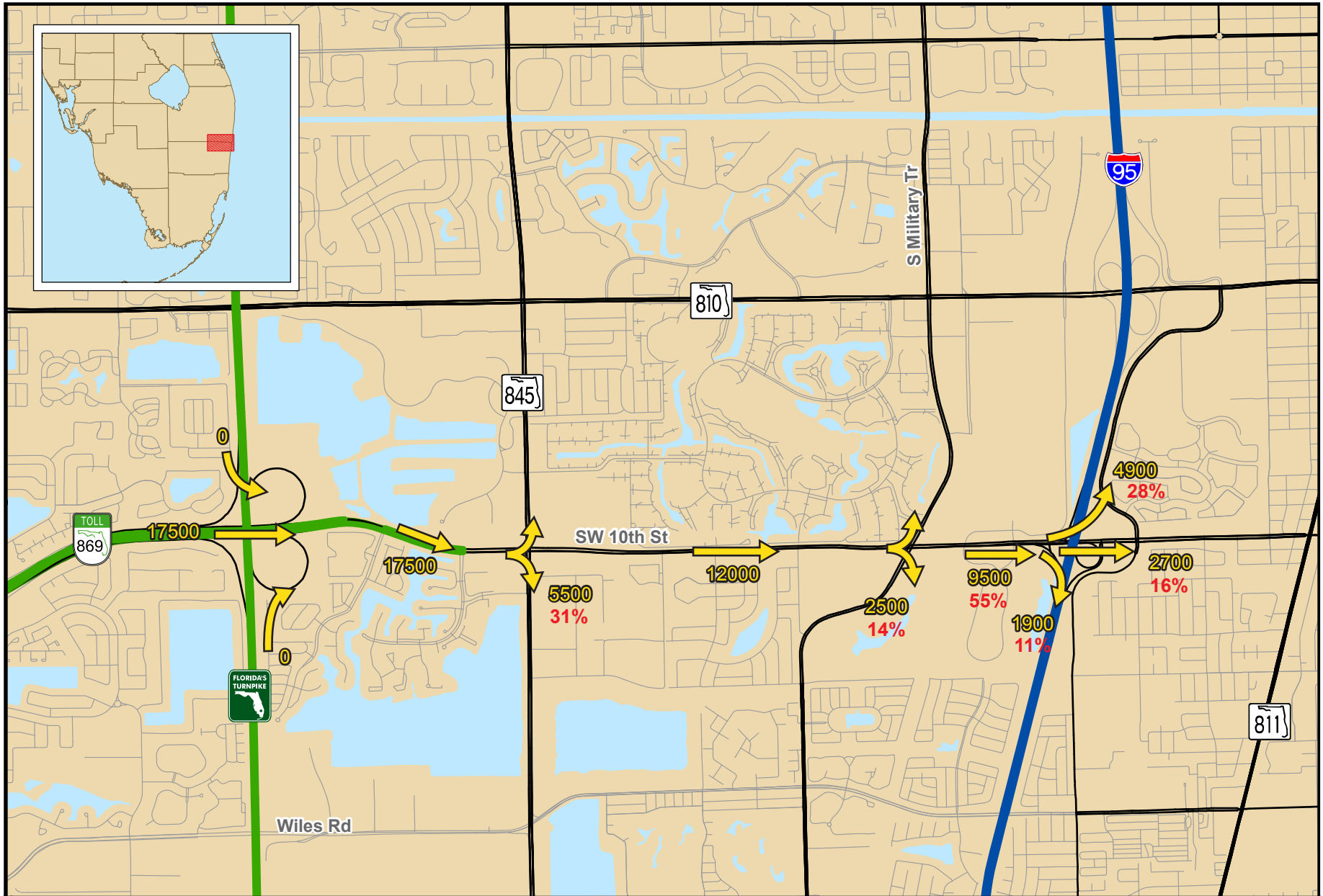
Daily		Turnpike north of SW 10th Street	Sawgrass Expressway west of Turnpike	Turnpike south of SW 10th Street	I-95 north of SW 10th Street	I-95 south of SW 10th Street	SW 10th Street east of I-95	Powerline Road	Military Trail	Total
		1	2	3	4	5	6	7	8	
Turnpike north of SW 10th Street	1	0	0	0	0	0	0	0	0	**0**
Sawgrass Expressway west of Turnpike	2	0	0	0	805	245	707	1,021	564	**3,342**
Turnpike south of SW 10th Street	3	0	0	0	0	0	0	0	0	**0**
I-95 north of SW 10th Street	4	0	1,247	0	0	0	0	247	0	**1,494**
I-95 south of SW 10th Street	5	0	221	0	0	0	0	123	285	**629**
SW 10th Street east of I-95	6	0	752	0	0	0	0	376	1,336	**2,464**
Powerline Road	7	0	0	0	235	332	358	0	0	**925**
Military Trail	8	0	624	0	0	0	0	0	0	**624**
Total		**0**	**2,844**	**0**	**1,040**	**577**	**1,065**	**1,767**	**2,185**	**9,478**

= Eastbound Through Trips = Westbound Through Trips

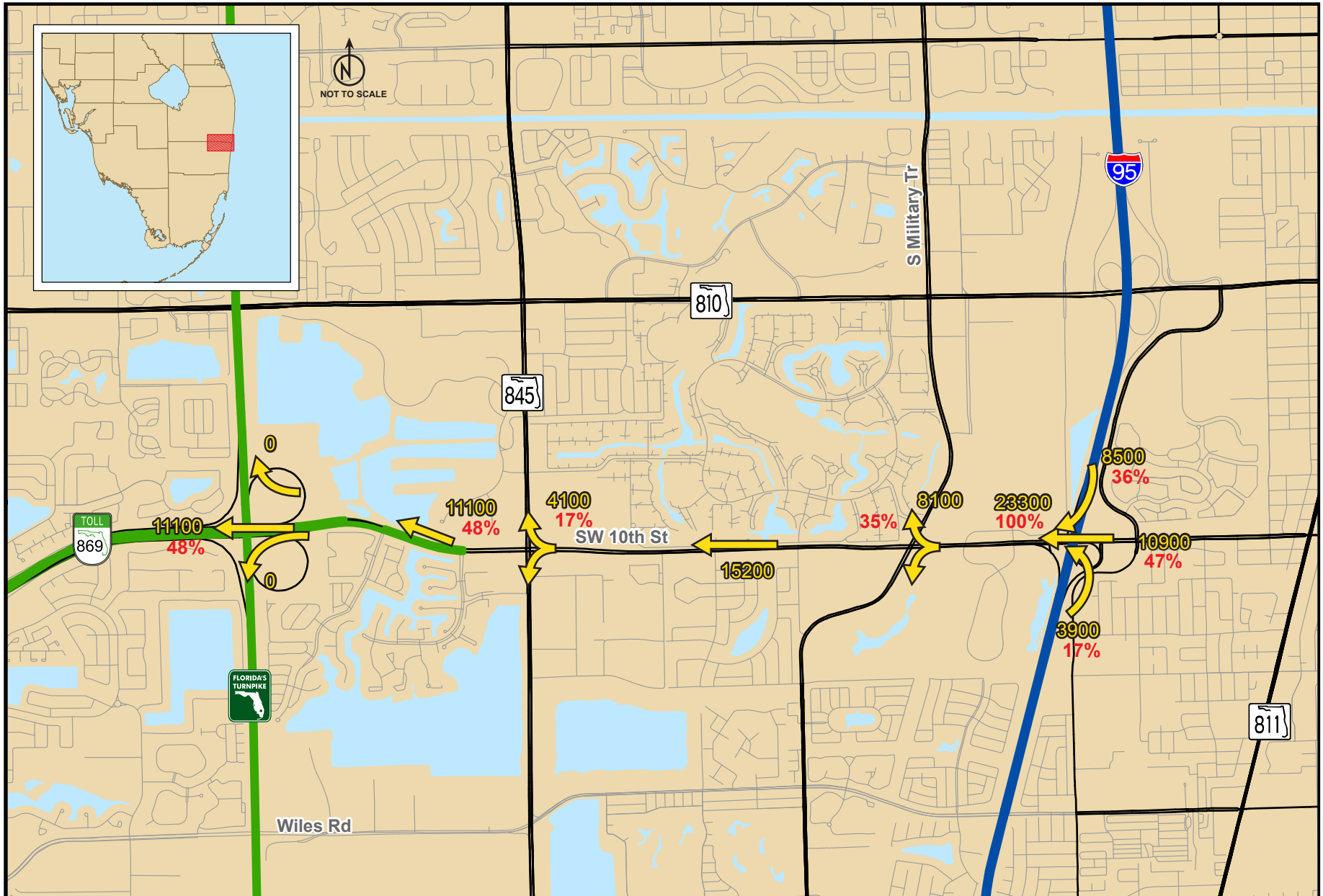
Table 2.7
SW 10th Street Express Lanes Eligible Trips – Overnight Period

Daily		Turnpike north of SW 10th Street	Sawgrass Expressway west of Turnpike	Turnpike south of SW 10th Street	I-95 north of SW 10th Street	I-95 south of SW 10th Street	SW 10th Street east of I-95	Powerline Road	Military Trail	Total
		1	2	3	4	5	6	7	8	
Turnpike north of SW 10th Street	1	0	0	0	0	0	0	0	0	**0**
Sawgrass Expressway west of Turnpike	2	0	0	0	1,083	437	498	1,170	507	**3,695**
Turnpike south of SW 10th Street	3	0	0	0	0	0	0	0	0	**0**
I-95 north of SW 10th Street	4	0	1,771	0	0	0	0	348	0	**2,119**
I-95 south of SW 10th Street	5	0	398	0	0	0	0	113	735	**1,246**
SW 10th Street east of I-95	6	0	812	0	0	0	0	485	1,255	**2,552**
Powerline Road	7	0	0	0	56	346	304	0	0	**706**
Military Trail	8	0	330	0	0	0	0	0	0	**330**
Total		**0**	**3,311**	**0**	**1,139**	**783**	**802**	**2,116**	**2,497**	**10,648**

= Eastbound Through Trips = Westbound Through Trips



FDOT	SW 10th Street PD&E Study Project Traffic Memorandum	Eastbound Daily Traffic Origin-Destination Pattern	Figure 2.10



FDOT	SW 10th Street PD&E Study Project Traffic Memorandum	Westbound Daily Traffic Origin-Destination Pattern	Figure 2.11	FLORIDA'S TURNPIKE

NOT TO SCALE

Glades Rd (S.R. 808)

Matchline A

To SW 10th St

University Dr (S.R. 817)

US 441 (S.R. 7)

Lyons Rd

Sample Rd (S.R. 834)

Coconut Creek Pkwy (S.R. 812)

Atlantic Blvd (S.R. 814)

Hillsboro Blvd (S.R. 810)

Powerline Rd (S.R. 845)

SW 28th Ave

S Military Trl

E Newport Center Dr

SW 10th St

FAU Research Park Rd

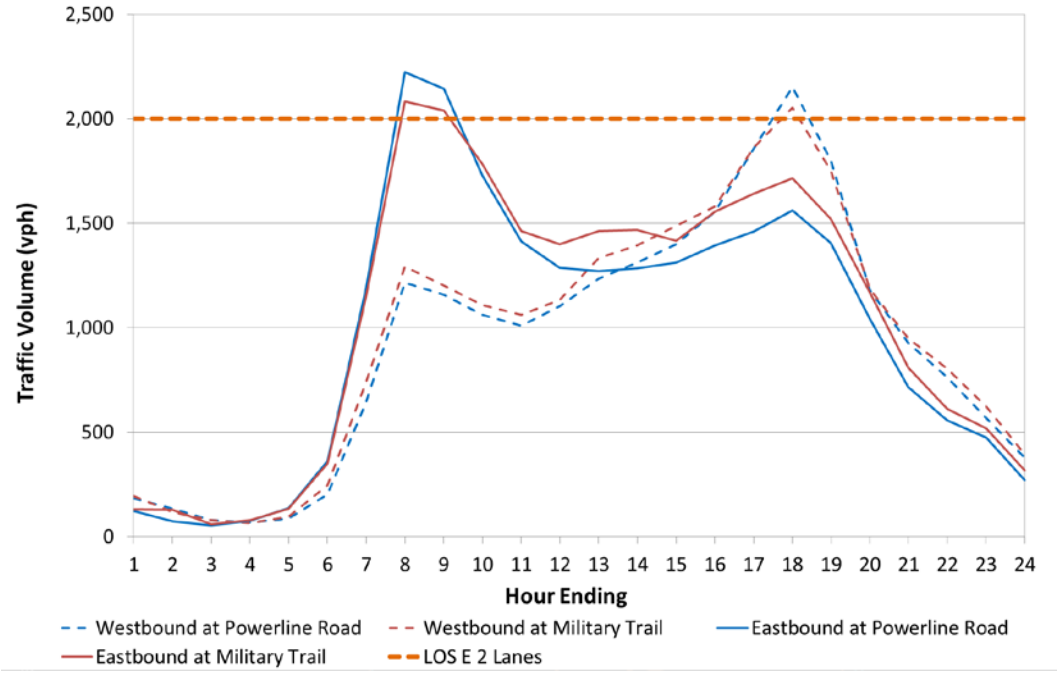
Signal Controlled
Lane Direction
Lane Volume

FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	**Existing (2016) Annual Average Daily Traffic**	Figure 2.12

2.3.2 Traffic Distribution by Direction

The existing traffic distribution in the eastbound and westbound directions along SW 10th Street at Powerline Road and Military Trail is shown on **Chart 2.21**. The peak direction for SW 10th is eastbound during the AM peak and westbound during the PM peak, similar to other east-west arterials in Broward County. The chart shows that SW 10th Street exceeds the four-lane LOS E capacity during the peak periods in both the eastbound and the westbound directions.

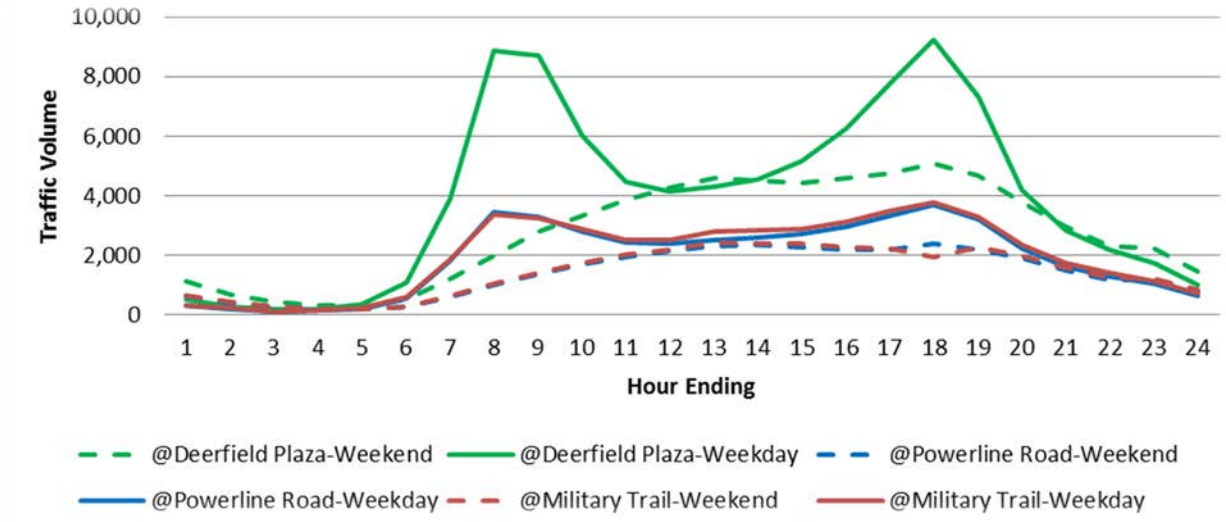
Chart 2.21
SW 10th Street Traffic Distribution



2.3.3 Weekday vs. Weekend Traffic Volumes

The comparison of existing weekday versus weekend traffic on SW 10th Street is shown on **Chart 2.22**. Weekday traffic typically shows peaks in the morning and evening, and weekend traffic typically shows increases up through noon, with leveling or slight increases into the early evening hours before decreasing later in the evening.

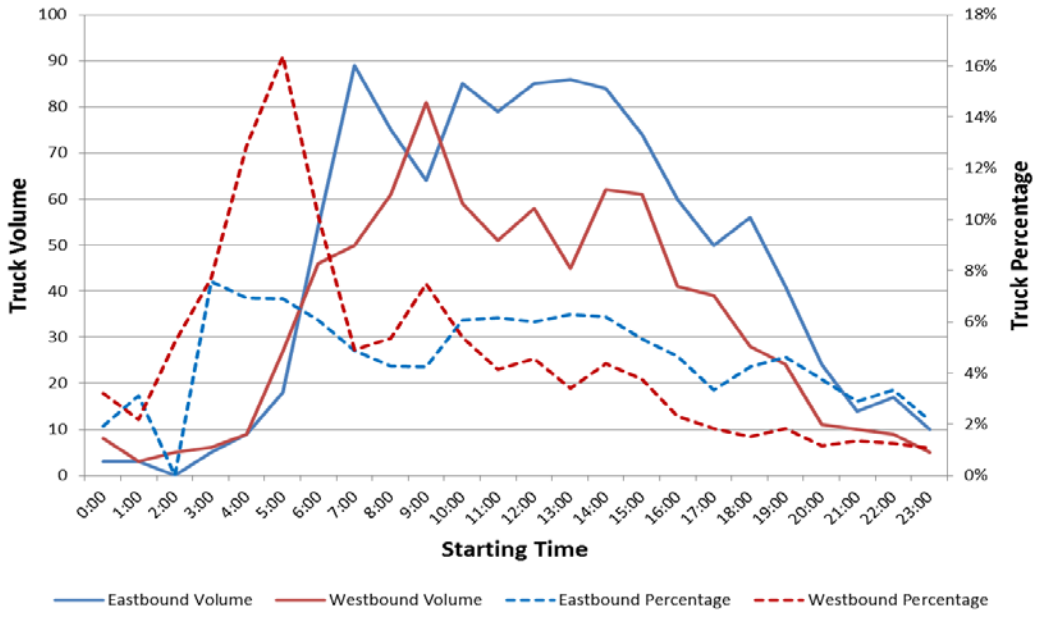
Chart 2.22
SW 10th Street Weekday vs. Weekend Traffic Volumes



2.3.4 Truck Traffic

The SW 10th Street truck traffic by hour per direction shown in volume and percentage of overall traffic, from the PTMS #3012 located just east of Powerline Road, is shown on **Chart 2.23**.

Chart 2.23
SW 10th Street Truck Volume by Direction



A design hour truck factor of 2 percent was used for the 10th Street corridor analysis, with the exception of the access to the Publix Distribution Center located just to the west of the I-95 interchange. **Table 2.8** provides a summary of truck percentages along the corridor as measured from counts collected in 2016 for the corridor. **Table 2.9** summarizes the truck percentages along SW 10th Street as measured during the peak hours from the turning movements counts collected for the project.

Figures 2.13 and **2.14** summarize the truck percentages used in the analysis for peak/design hour and peak/design period, respectively, at the access to the Publix Distribution Center and derived from project traffic data collected in the field.

Table 2.8
Sawgrass Expressway/SW 10th Street Corridor Design Hour Truck Percentage from FTI

	Site	Type	T24	Tf*
SW 10th Street				
East of Powerline Road	863012	PTMS	4.23%	2.12%
West of I-95	863015	PTMS	7.97%	3.99%
East of I-95	860070	PTMS	5.17%	2.59%

*No TTMS sites available, all class calculations based on limited data. Assumes ½ of T24.

Table 2.9
Sawgrass Expressway/SW 10th Street Corridor Peak Hour Truck Percentage Calculated from Project TMC

	Date	Type	AM*	PM*	Peak Hour	
					Average	Rounded Up
SW 10th Street						
West of Powerline Road	3/9/2016	TMC	1.77%	1.33%	1.5%	2%
Between Powerline Road and NW 28th Avenue	3/9/2016	TMC	2.20%	1.38%	1.4%	2%
Between NW 28th Avenue and Military Trail	3/9/2016	TMC	2.09%	1.45%	1.8%	2%
Between Military Trail and Newport Center Drive	3/9/2016	TMC	1.33%	1.62%	1.5%	2%
Between Newport Center Drive and I-95	3/9/2016	TMC	1.97%	0.85%	1.4%	2%
Between I-95 and Natura Boulevard	3/9/2016	TMC	1.09%	0.73%	0.9%	1%
East of Natura Boulevard	3/9/2016	TMC	1.23%	0.43%	0.8%	1%

*Calculated by averaging the truck percent from all movements to/from segment from TMC truck percentages within or at end of segment.

Figure 2.13
Publix Distribution Center – AM and PM Peak Hours

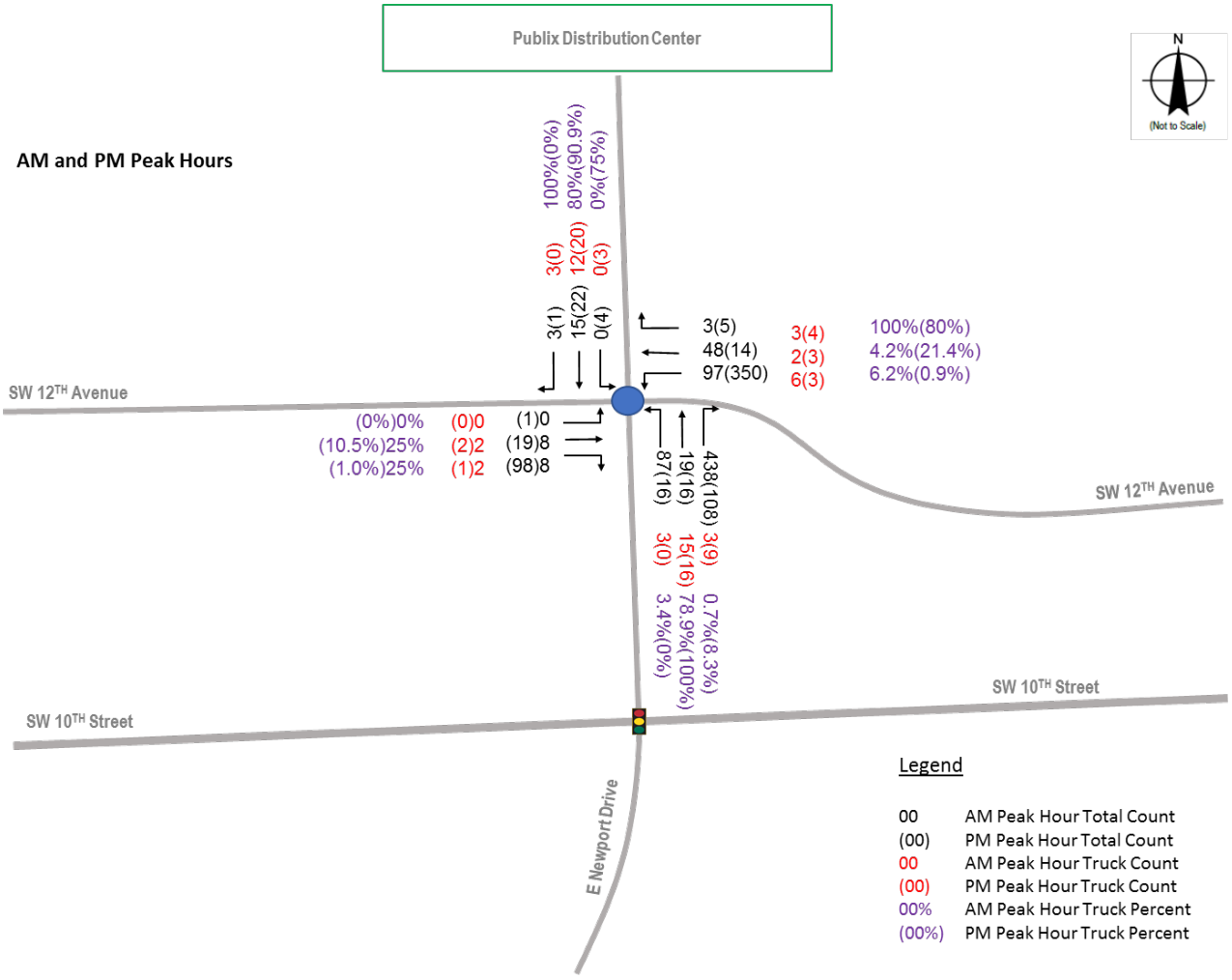
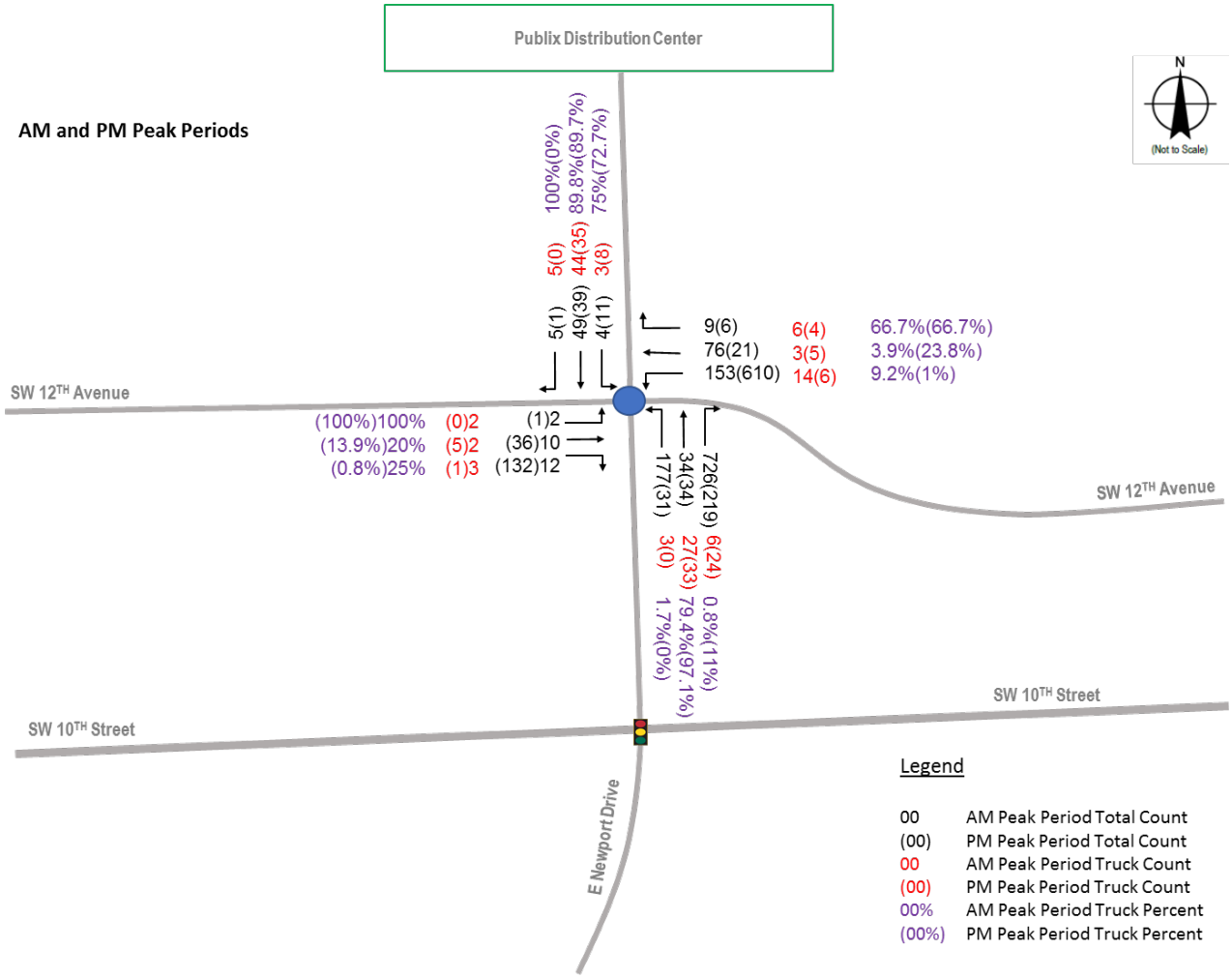


Figure 2.14
Publix Distribution Center – AM and PM Peak Periods



2.4 PEAK PERIOD TRAFFIC

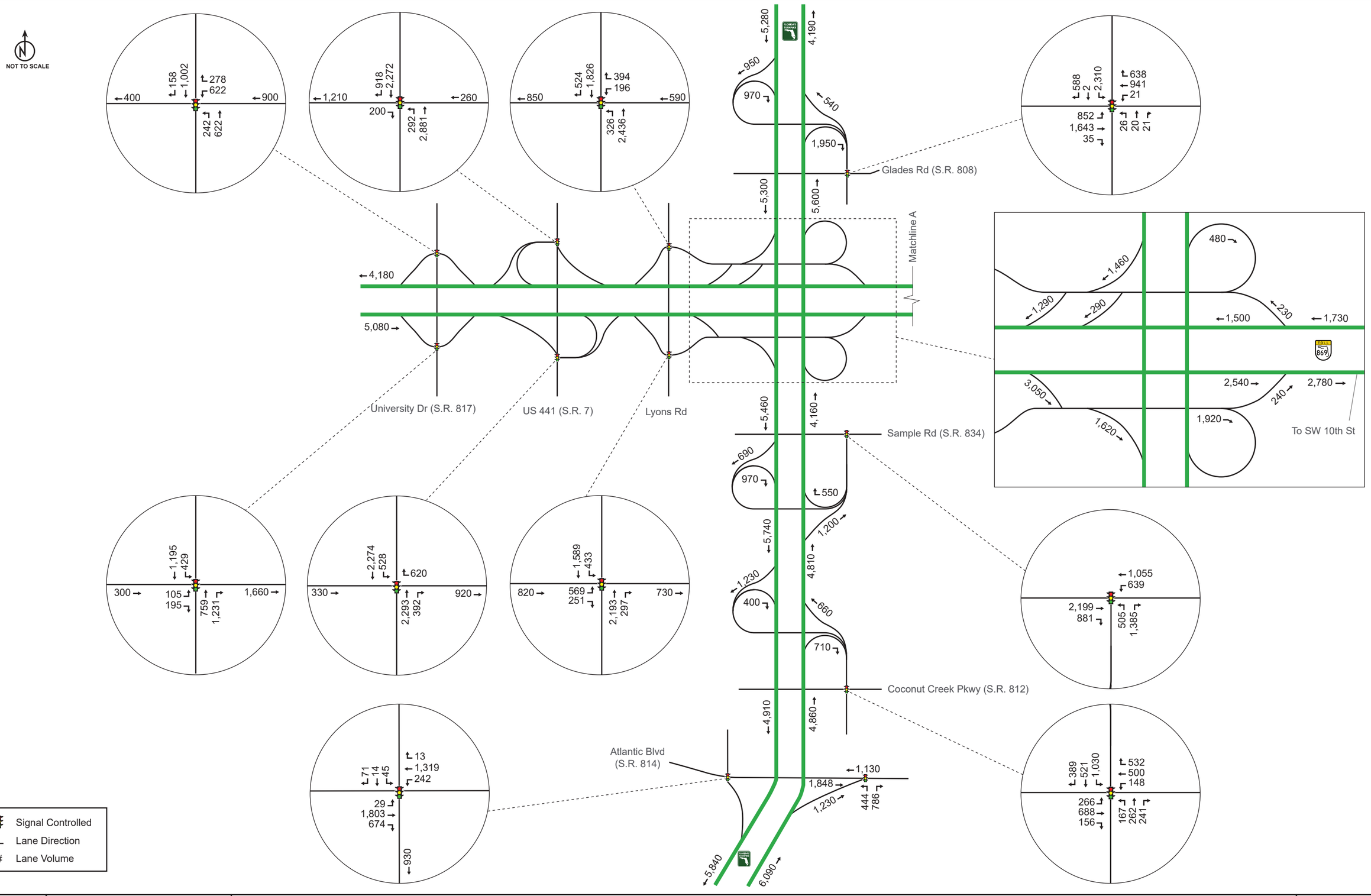
As described in **Section 2.2.1**, peak period turning movement counts were conducted at intersections in the study area and were adjusted. For each intersection, the highest overall volume hour in the AM peak and PM peak periods were used and seasonal factors applied. The volumes were then balanced between the intersections using the SW 10th Street/Powerline Road intersection as the control point. The most common peak hours on SW 10th Street are:

- AM Peak = 7:30 AM – 8:30 AM
- PM Peak = 5:00 PM – 6:00 PM

Figures 2.15 through **2.20** depict AM peak hour and PM peak hour volumes.

Figures 2.21 through **2.23** depict existing lane geometry for the corridor.

NOT TO SCALE



FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	**Sawgrass Expressway (S.R. 869) and Florida's Turnpike (S.R. 91) - Existing (2016) AM Peak Hour Volumes**	**Figure 2.15**

NOT TO SCALE

Matchline A

To SR 869

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway

Quiet Waters Business Park Driveway

East Dr

SW 12th Ave

I-95

SW Natura Park Blvd

SW 10th St

FAU Research Park Rd

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

Driveway

Driveway

E Newport Center Dr

SW 11th St

American Way

Powerline Rd (S.R. 845)

The Lakes at Deerfield Beach Driveway

Horizon Club Driveway

S Military Trl

Signal Controlled

Stop Controlled

Lane Direction

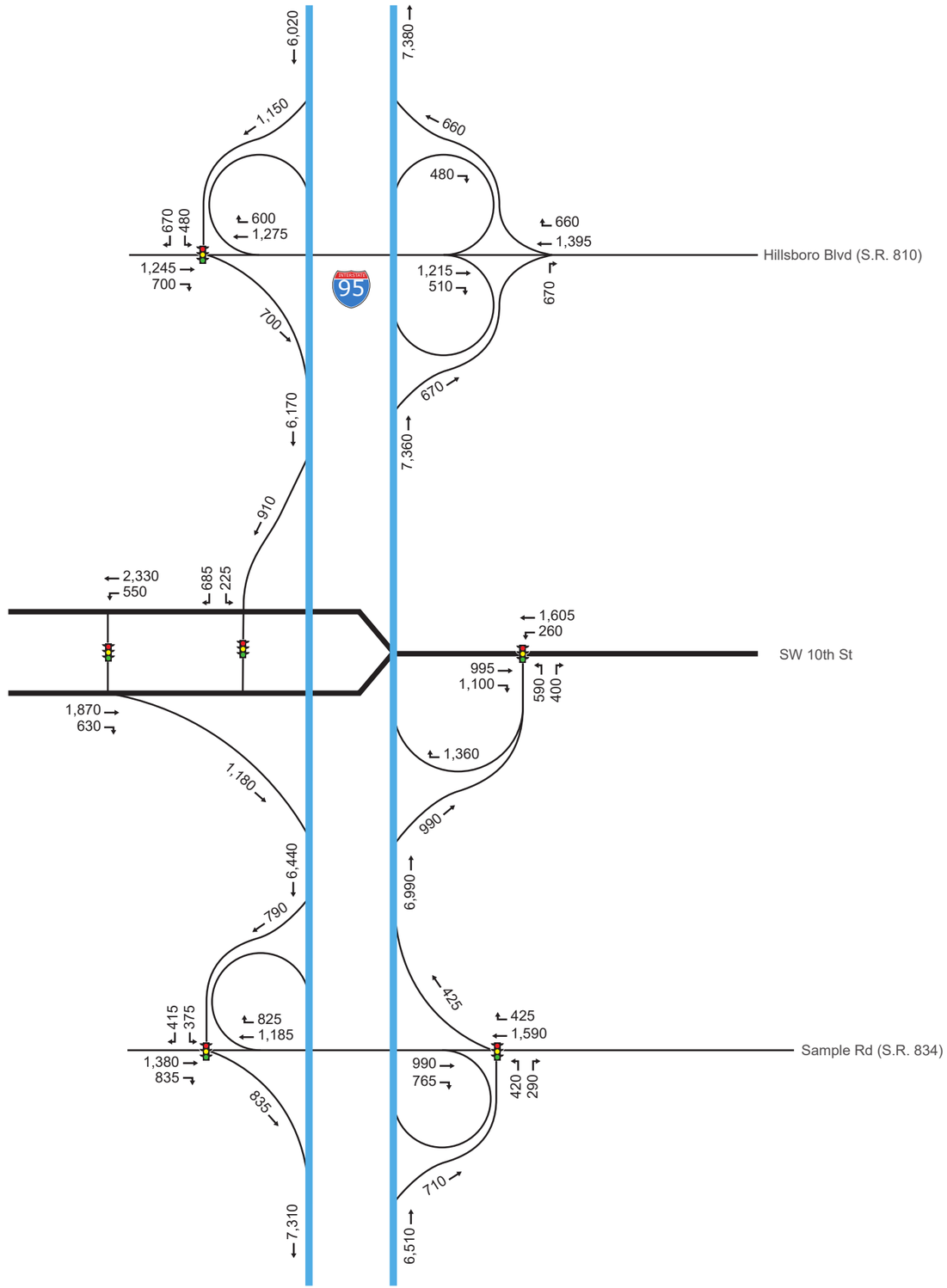
Lane Volume

SW 10th Street - Existing (2016) AM Peak Hour Volumes

Figure 2.16

Florida's Turnpike

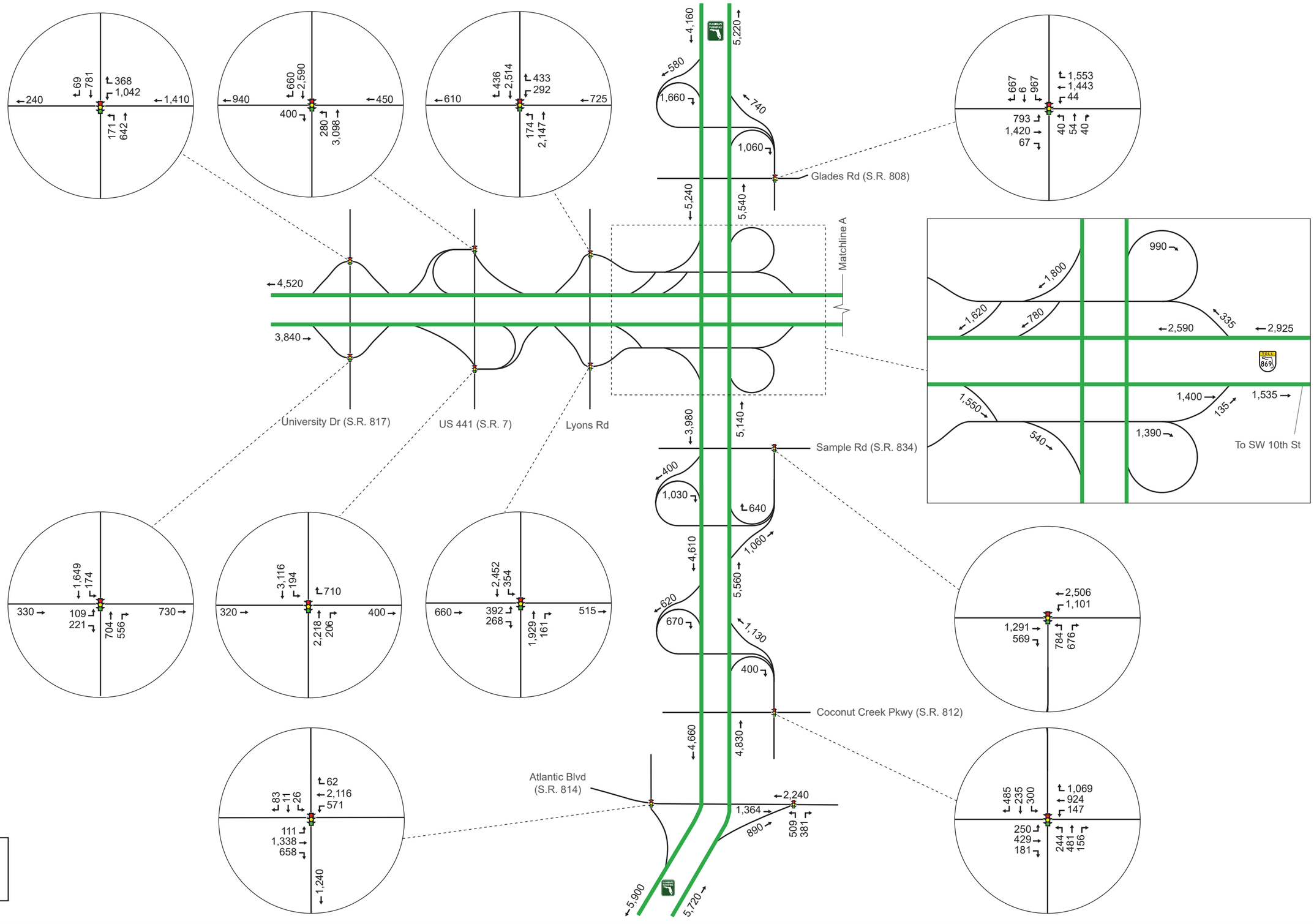
NOT TO SCALE



I-95 (S.R. 9) - Existing (2016) AM Peak Hour Volumes

Figure 2.17

NOT TO SCALE



FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	**Sawgrass Expressway (S.R. 869) and Florida's Turnpike (S.R. 91) - Existing (2016) PM Peak Hour Volumes**	**Figure 2.18**

NOT TO SCALE

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway

Quiet Waters Business Park Driveway

To SR 869

Matchline A

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

Driveway

East Dr

SW 12th Ave

E Newport Center Dr

SW 11th St

American Way

Powerline Rd (S.R. 845)

The Lakes at Deerfield Beach Driveway

Horizon Club Driveway

S Military Trl

I-95

SW Natura Park Blvd

SW 10th St

FAU Research Park Rd

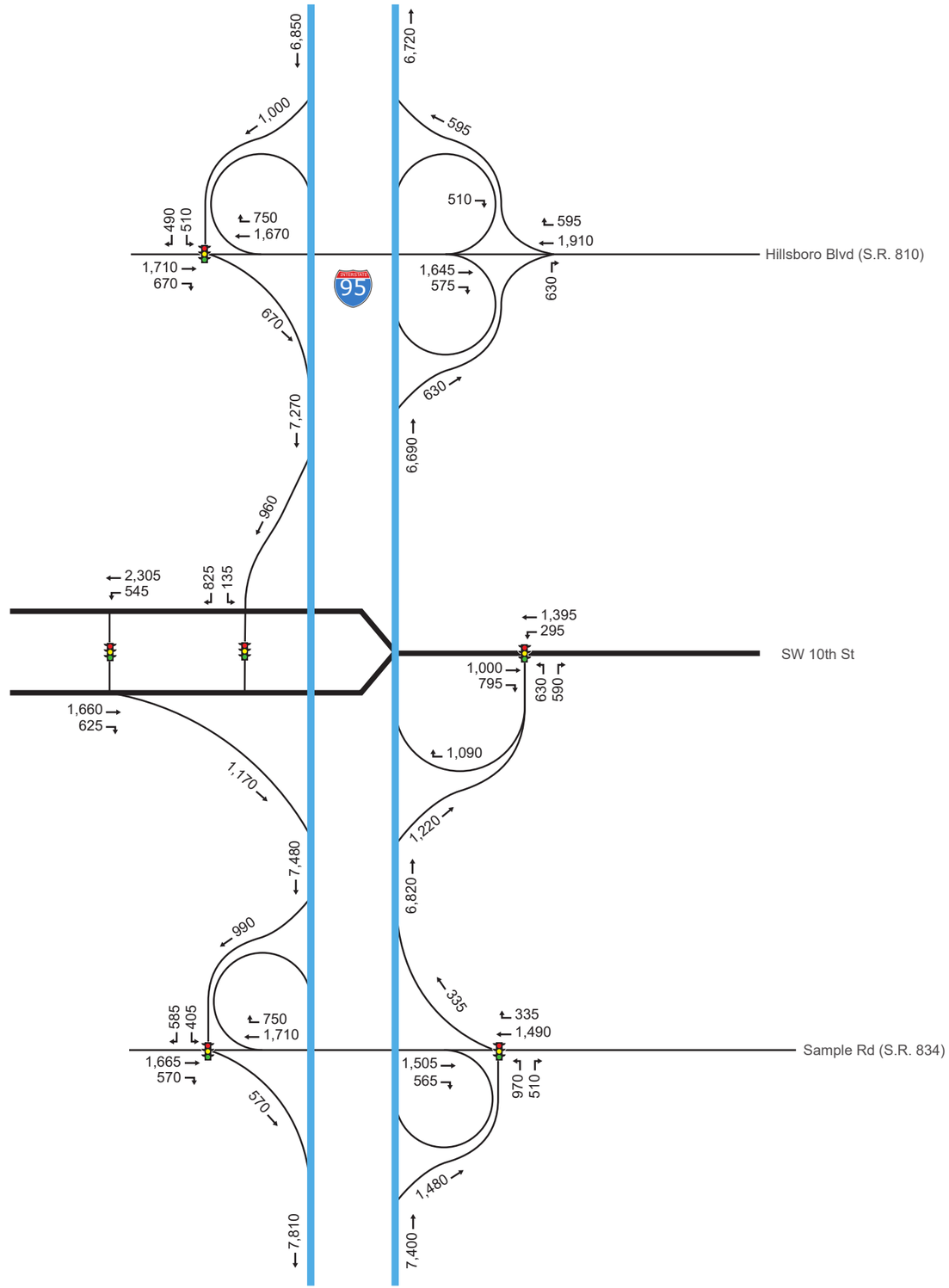
Signal Controlled
Stop Controlled
← Lane Direction
Lane Volume

SW 10th Street PD&E Study
Project Traffic Forecast Memorandum

SW 10th Street - Existing (2016) PM Peak Hour Volumes

Figure 2.19

NOT TO SCALE



Signal Controlled
← Lane Direction
Lane Volume

SW 10th Street PD&E Study
Project Traffic Forecast Memorandum

I-95 (S.R. 9) - Existing (2016) PM Peak Hour Volumes

Figure 2.20

NOT TO SCALE

TOLL 869

University Dr (S.R. 817)

US 441 (S.R. 7)

Lyons Rd

Glades Rd (S.R. 808)

Matchline A

Sample Rd (S.R. 834)

Coconut Creek Pkwy

Atlantic Blvd (S.R. 814)

Signal Controlled

Stop Controlled

Lane Direction

FDOT

SW 10th Street PD&E Study
Project Traffic Forecast Memorandum

Sawgrass Expressway (S.R. 869) and Florida's Turnpike Mainline (S.R. 91) - Existing Lane Geometry

Figure 2.21

NOT TO SCALE

West Dr

Quiet Waters
Driveway North

Quiet Waters
Driveway South

Driveway F

Quiet Waters
Business Park
Driveway

Matchline B

Matchline A

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

Signal Controlled
Stop Controlled
Lane Direction

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

East Driveway

West

E Newport Center Dr

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

Sample Rd (S.R. 834)

S Military Trl

Signal Controlled

Stop Controlled

Lane Direction

3.1 INTERSECTION ANALYSIS

The focus of the existing operational analysis is the roadway capacity and intersection analysis. The traffic operations analysis for the roadway segments are based on *2010 Highway Capacity Manual* (HCM) methodologies. As noted earlier, SW 10th Street exceeds the four-lane LOS D capacity on a daily basis and LOS E capacity during the peak periods.

Intersections were analyzed using Synchro software (Version 9.2, Build 914, Revision 6). The analysis was performed with existing turning movement volumes, intersection lane configurations, and existing signal timing plans, as of September 2016.

The results of the existing unsignalized intersection analysis on SW 10th Street and its cross streets are provided in **Table 3.1**. Results show unacceptable operations at four unsignalized intersections along SW 10th Street.

Table 3.1
Existing 2016 SW 10th Street Unsignalized Peak Hour Intersection Analysis Results

Main Roadway	Cross Street	LOS (Delay)	
		AM	PM
SW 10th Street	Industrial Park	A (7.8)	F (347.9)
	SW 30th Avenue	F (165.7)	F (372.4)
	SW 24th Avenue	F (120.4)	F (114.2)
	Driveway east of SW 24th Avenue	A (2.9)	F (197.6)
	Driveway west of South Military Trail	A (1.6)	A (2.0)
South Military Trail	East Drive	A (0.7)	A (0.6)
	Lakes at Deerfield	A (1.2)	A (1.0)
	Horizon Club	A (2.4)	D (29.3)
Newport Center Drive	SW 12th Avenue	A (4.2)	B (11.0)
Powerline Road (S.R. 845)	Quiet Waters North	A (0.1)	A (0.4)
	Quiet Waters South	A (0.4)	A (0.1)
	American Way	A (0.9)	A (0.5)

Notes: **F (##.#)** = Level of Service (LOS) E or F, reflecting unacceptable/failing operations
Delay is in seconds/vehicle

The signalized intersection analysis of the Sawgrass Expressway, SW 10th Street, Florida's Turnpike, and I-95 is summarized in **Tables 3.2** through **3.9**. Results for signalized intersections along SW 10th Street indicate that the Powerline Road, South Military Trail, and I-95 northbound ramps intersections operate at or over capacity (LOS E or LOS F) in both peak hours.

The Synchro analysis is provided in **Appendix B**.

Table 3.2
Existing 2016 Sawgrass Expressway Interchange Ramp Signalized Intersection Analysis Results – AM Peak Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection AM LOS (Delay)
				Eastbound			Westbound			Northbound			Southbound			
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Lyons Road	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement				C (31.0)		E (75.8)	F (128.9)	A (8.2)			B (20.0)	B (18.0)	C (25.1)
			Approach				E (61.5)			C (21.8)			B (19.5)			
		Volume to Capacity ratio	Movement				0.24		0.97	1.13	0.79			0.61	0.39	
		Queue Length 95th (feet)	Movement				89		#428	m#370	189			295	58	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement	D (37.2)		D (37.1)					C (23.9)	B (16.6)	F (326.0)	A (4.2)		D (44.4)
			Approach	D (37.2)							C (23.1)		E (75.4)			
		Volume to Capacity ratio	Movement	0.69		0.63					0.79	0.29	1.57	0.5		
		Queue Length 95th (feet)	Movement	253		191					419	104	#626	78		
U.S. 441 (S.R. 7)	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement							D (53.5)	A (0.2)			A (4.3)	B (13.9)	A (6.7.6)
			Approach							A (6.1)			A (7.2)			
		Volume to Capacity ratio	Movement							0.73	0.48			0.61	0.85	
		Queue Length 95th (feet)	Movement							189	0			m398	m1073	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement								B (18.9)	A (0.0)	E (71.7)	A (0.1)		B (15.0)
			Approach							B (16.0)			B (14.0)			
		Volume to Capacity ratio	Movement								0.65	0.28	0.81	0.37		
		Queue Length 95th (feet)	Movement								m712	m0	303	0		
University Drive (S.R. 81)	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement				C (34.1)		A (0.4)	D (36.1)	A (7.7)			C (22.9)	A (0.1)	B (19.5)
			Approach				C (22.9)			B (15.6)			B (19.7)			
		Volume to Capacity ratio	Movement				0.78		0.24	0.71	0.33			0.71	0.11	
		Queue Length 95th (feet)	Movement				#319		0	207	132			374	0	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement	D (37.1)		A (0.2)					B (10.2)	A (6.5)	C (20.0)	A (1.9)		A (8.0)
			Approach	B (14.0)							A (7.9)		A (6.6)			
		Volume to Capacity ratio	Movement	0.38		0.17					0.39	0.86	0.73	0.47		
		Queue Length 95th (feet)	Movement	63		0					200	0	246	142		

Synchro 9.2.914.6 Results
LOS Notes: Delay is in sec/veh Level of Service E reflecting at capacity operations Level of Service F reflecting over capacity operations
Queue Notes: ~: Volume exceeds capacity, queue is theoretically infinite #: 95th percentile volume exceeds capacity m: Upstream metering is in effect

Table 3.3
Existing 2016 Sawgrass Expressway Interchange Ramp Signalized Intersection Analysis Results – PM Peak Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection PM LOS (Delay)
				Eastbound			Westbound			Northbound			Southbound			
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Lyons Road	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement				C (32.0)		F (129.8)	D (53.4)	A (7.3)			C (23.1)	B (17.3)	C (27.0)
			Approach				F (93.9)			B (10.7)			C (22.1)			
		Volume to Capacity ratio	Movement				0.36		1.15	0.72	0.69			0.81	0.44	
		Queue Length 95th (feet)	Movement				128		#474	m168	157			503	117	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement	C (33.6)		D (37.7)					C (21.3)	B (14.9)	F (281.5)	A (8.4)		D (36.4)
			Approach	D (35.3)						C (20.7)			D (48.1)			
		Volume to Capacity ratio	Movement	0.51		0.65					0.67	0.15	1.48	0.79		
		Queue Length 95th (feet)	Movement	176		206					337	46	#480	164		
U.S. 441 (S.R. 7)	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement							E (58.8)	A (0.3)			A (7.5)	A (7.0)	A (6.5)
			Approach							A (6.3)			A (7.4)			
		Volume to Capacity ratio	Movement							0.7	0.49			0.66	0.55	
		Queue Length 95th (feet)	Movement							223	0			264	m131	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement								A (4.3)	A (0.2)	E (78.1)	A (0.3)		A (7.5)
			Approach							A (3.9)			A (5.3)			
		Volume to Capacity ratio	Movement								0.54	0.15	0.63	0.52		
		Queue Length 95th (feet)	Movement								281	0	156	0		
University Drive (S.R. 81)	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement				D (44.4)		A (0.5)	C (30.8)	A (8.4)			C (21.7)	A (0.1)	C (23.4)
			Approach				C (31.6)			B (13.5)			B (19.8)			
		Volume to Capacity ratio	Movement				0.97		0.3	0.64	0.35			0.7	0.06	
		Queue Length 95th (feet)	Movement				#573		0	117	177			250	0	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement	C (47.8)		A (0.2)					A (7.5)	A (0.6)	A (5.7)	A (3.7)		A (4.9)
			Approach	B (10.6)						A (4.7)			A (3.9)			
		Volume to Capacity ratio	Movement	0.3		0.16					0.37	0.36	0.37	0.65		
		Queue Length 95th (feet)	Movement	62		0					155	0	m11	m371		

Synchro 9.2.914.6 Results
LOS Notes: Delay is in sec/veh Level of Service E reflecting at capacity operations Level of Service F reflecting over capacity operations
Queue Notes: ~: Volume exceeds capacity, queue is theoretically infinite #: 95th percentile volume exceeds capacity m: Upstream metering is in effect

Table 3.4
Existing 2016 SW 10th Street Signalized Intersection Analysis Results – AM Peak Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection AM LOS (Delay)
				Eastbound			Westbound			Northbound			Southbound			
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	Waterways Boulevard	LOS (Delay)	Movement		B (18.5)	A (5.8)	D (35.9)	A (4.7)		D (46.0)		A (3.4)				B (13.8)
			Approach	B (18.4)			A (6.1)			B (13.9)						
		Volume to Capacity ratio	Movement		0.9	0.01	0.47	0.43		0.66		0.23				
		Queue Length 95th (feet)	Movement		#790	8	112	193		114		22				
	Independence Drive	LOS (Delay)	Movement		A (8.1)	A (0.4)	C (28.8)	A (4.3)		D (41.0)		D (39.8)				A (7.4)
			Approach	A (8.1)			A (4.6)			D (40.2)						
		Volume to Capacity ratio	Movement		0.9	0.01	0.13	0.43		0.3		0.04				
		Queue Length 95th (feet)	Movement		#243	m0	m7	376		45		37				
	South Powerline Road (S.R. 845)	LOS (Delay)	Movement	**F (82.8)**	**E (68.2)**	C (30.6)	**F (101.4)**	**E (79.8)**	**F (83.9)**	**F (83.0)**	**E (77.6)**	**E (57.4)**	**E (75.2)**	**F (140.5)**	**F (190.9)**	**F (88.0)**
			Approach	**E (67.2)**			**F (83.8)**			**E (74.7)**			**F (143.0)**			
		Volume to Capacity ratio	Movement	0.96	1.03	0.39	0.95	0.83	0.35	0.73	0.94	0.53	0.65	1.12	0.25	
		Queue Length 95th (feet)	Movement	#602	#1163	253	m#263	582	m247	211	#591	299	161	#765	227	
	SW 28th Avenue	LOS (Delay)	Movement		D (38.1)	A (8.6)	D (45.0)	A (6.2)		**F (130.3)**		**E (77.1)**				C (29.2)
			Approach	D (37.7)			A (6.4)			**F (111.7)**						
		Volume to Capacity ratio	Movement		0.89	0.02	0.14	0.54		0.91		0.1				
		Queue Length 95th (feet)	Movement		m1380	m10	m4	278		#285		64				
	South Military Trail	LOS (Delay)	Movement	**F (95.1)**	D (51.2)	**E (58.7)**	**F (195.1)**	D (53.4)	C (34.7)	**F (81.3)**	**F (88.5)**	**F (241.7)**	**F (151.0)**	**E (57.5)**	D (52.9)	**F (85.7)**
			Approach	**E (56.4)**			**E (72.9)**			**F (146.1)**			**F (89.7)**			
		Volume to Capacity ratio	Movement	0.84	0.94	0.06	1.18	0.86	0.3	0.58	0.95	1.35	1.09	0.58	0.33	
		Queue Length 95th (feet)	Movement	m217	933	m11	#325	842	184	140	#626	#1025	#427	381	196	
	East Newport Center Drive	LOS (Delay)	Movement	**E (71.9)**	C (23.8)		**F (174.3)**	B (10.8)	B (13.4)	**E (75.0)**	**E (74.9)**	**E (72.8)**	**E (75.2)**	**E (74.5)**	**E (72.6)**	C (32.5)
			Approach	C (28.0)			C (33.6)			**E (73.6)**			**E (73.4)**			
		Volume to Capacity ratio	Movement	0.96	0.76		1.17	0.51	0.21	0.39	0.38	0.06	0.38	0.33	0.06	
		Queue Length 95th (feet)	Movement	#363	711		#621	314	37	73	72	5	58	58	0	
	I-95 Southbound On-ramp	LOS (Delay)	Movement		C (34.3)	A (0.6)	**E (65.8)**	A (0.2)								B (18.8)
			Approach	C (25.8)			B (12.8)									
		Volume to Capacity ratio	Movement		0.71	0.42	0.87	0.48								
		Queue Length 95th (feet)	Movement		541	0	m471	m0								

Table 3.4 (continued)
Existing 2016 SW 10th Street Signalized Intersection Analysis Results – AM Peak Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection AM LOS (Delay)
				Eastbound			Westbound			Northbound			Southbound			
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (3.4)			A (4.6)					**F (156.9)**		**F (191.3)**	D (35.1)
			Approach	A (3.4)			A (4.6)						**F (173.8)**			
		Volume to Capacity ratio	Movement		0.58			0.54					1.17		1.25	
		Queue Length 95th (feet)	Movement		5			m77					#795		#846	
	I-95 Northbound Ramps	LOS (Delay)	Movement		C (25.3)	A (2.5)	**F (224.5)**	C (25.5)		**F (100.7)**		**F (138.0)**				D (48.2)
			Approach	B (13.4)			D (53.3)			**F (112.3)**						
		Volume to Capacity ratio	Movement		0.54	0.75	1.3	0.7		1.02		1.08				
		Queue Length 95th (feet)	Movement		m348	m1066	m#548	m294		#546		#650				
	FAU Research Park Boulevard	LOS (Delay)	Movement	B (14.2)	B (15.8)		A (10.0)	B (17.3)	B (12.3)	**F (169.9)**	**E (65.0)**	**E (63.0)**	**F (106.5)**	**E (77.2)**	**F (83.1)**	D (38.1)
			Approach	B (15.6)			B (16.7)			**F (112.7)**			**F (89.7)**			
		Volume to Capacity ratio	Movement	0.55	0.41		0.3	0.48	0.05	1.13	0.32	0.07	0.95	0.72	0.76	
		Queue Length 95th (feet)	Movement	m136	m361		49	396	14	#355	99	58	#306	229	237	
Powerline Road (S.R. 845)	West Drive	LOS (Delay)	Movement	**F (92.7)**	**E (79.9)**		**F (88.0)**		**F (86.1)**		C (30.5)	**E (66.3)**	C (23.6)	A (7.8)		C (23.5)
			Approach	**F (85.0)**			**F (86.9)**			C (31.5)			A (8.1)			
		Volume to Capacity ratio	Movement	0.64	0.07		0.28		0.01		0.8	0.04	0.4	0.64		
		Queue Length 95th (feet)	Movement	138	63		38		0		1430	m9	21	550		

Synchro 9.2.914.6 Results
LOS Notes: Delay is in sec/veh Level of Service E reflecting at capacity operations Level of Service F reflecting over capacity operations
Queue Notes: ~: Volume exceeds capacity, queue is theoretically infinite #: 95th percentile volume exceeds capacity m: Upstream metering is in effect

Table 3.5
Existing 2016 SW 10th Street Signalized Intersection Analysis Results – PM Peak Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection PM LOS (Delay)
				Eastbound			Westbound			Northbound			Southbound			
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	Waterways Boulevard	LOS (Delay)	Movement		B (12.0)	A (8.2)	E (56.2)	A (6.3)		D (47.9)		A (1.8)				B (11.6)
			Approach	B (11.9)			B (11.4)			B (11.9)						
		Volume to Capacity ratio	Movement		0.53	0.04	0.89	0.71		0.57		0.11				
		Queue Length 95th (ft)	Movement		241	17	#341	617		60		10				
	Independence Drive	LOS (Delay)	Movement		A (8.9)	A (3.6)	A (3.5)	B (10.9)		D (40.5)		D (40.3)				B (10.5)
			Approach	A (8.8)			B (10.7)			D (40.3)						
		Volume to Capacity ratio	Movement		0.47	0.02	0.25	0.8		0.1		0.04				
		Queue Length 95th (ft)	Movement		343	m6	m9	m499		21		38				
	S Powerline Road (S.R. 845)	LOS (Delay)	Movement	F (115.4)	D (36.3)	E (73.3)	E (76.9)	F (125.7)	D (48.5)	F (155.7)	E (68.9)	D (52.9)	F (90.1)	E (74.7)	F (339.4)	F (109.9)
			Approach	E (56.5)			F (114.8)			F (88.6)			F (171.6)			
		Volume to Capacity ratio	Movement	0.96	0.61	0.14	0.72	1.13	0.25	1.12	0.88	0.37	0.71	0.9	1.58	
		Queue Length 95th (ft)	Movement	#352	368	108	m207	#1272	m200	#497	#597	214	205	501	#1297	
	SW 28th Avenue	LOS (Delay)	Movement		A (6.9)	A (0.7)	A (4.6)	A (6.3)		F (92.1)		F (82.2)				A (8.0)
			Approach	A (6.6)			A (6.3)			F (87.4)						
		Volume to Capacity ratio	Movement		0.61	0.06	0.26	0.8		0.59		0.03				
		Queue Length 95th (ft)	Movement		218	1	m13	m1126		102		45				
	S Military Trail	LOS (Delay)	Movement	F (194.0)	D (39.2)	A (8.7)	E (75.0)	F (173.4)	D (52.7)	F (101.5)	E (68.3)	E (60.1)	F (81.2)	E (67.2)	E (66.8)	F (96.2)
			Approach	E (61.7)			F (142.7)			E (70.3)			E (69.2)			
		Volume to Capacity ratio	Movement	1.15	0.7	0.1	0.78	1.25	0.48	0.78	0.75	0.43	0.66	0.83	0.76	
		Queue Length 95th (ft)	Movement	#338	578	3	m281	#1770	m386	#144	434	230	182	556	483	
	E Newport Center Drive	LOS (Delay)	Movement	E (62.5)	B (15.1)		F (95.4)	B (19.1)	A (4.5)	F (100.4)	F (102.1)	F (127.0)	E (64.9)	E (64.9)	F (111.7)	D (38.3)
			Approach	B (16.6)			C (21.7)			F (115.1)			F (101.9)			
		Volume to Capacity ratio	Movement	0.62	0.6		0.64	0.79	0.05	0.83	0.84	0.94	0.19	0.19	0.93	
		Queue Length 95th (ft)	Movement	m86	159		175	557	5	#323	#332	#409	94	94	#458	
	I-95 Southbound On-ramp	LOS (Delay)	Movement		D (36.5)	A (0.6)	D (40.6)	A (0.2)								B (16.3)
			Approach	C (26.7)			A (8.0)									
		Volume to Capacity ratio	Movement		0.78	0.42	0.67	0.48								
		Queue Length 95th (ft)	Movement		283	m52	m422	m0								
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (6.0)			A (7.8)					F (183.6)		F (209.5)	D (46.1)
			Approach	A (6.0)			A (7.8)						F (196.3)			
		Volume to Capacity ratio	Movement		0.53			0.51					1.22		1.28	
		Queue Length 95th (ft)	Movement		45			m88					#958		#1001	

Table 3.5 (continued)
Existing 2016 SW 10th Street Signalized Intersection Analysis Results – PM Peak Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection PM LOS (Delay)
				Eastbound			Westbound			Northbound			Southbound			
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	I-95 Northbound Ramps	LOS (Delay)	Movement		D (43.2)	A (1.1)	E (70.6)	C (30.2)		F (265.1)		F (316.4)				F (95.7)
			Approach	C (24.6)			D (37.3)			F (281.2)						
		Volume to Capacity ratio	Movement		0.63	0.53	0.75	0.57		1.41		1.5				
		Queue Length 95th (ft)	Movement		m508	m512	472	479		#858		#980				
	FAU Research Park Boulevard	LOS (Delay)	Movement	B (13.3)	B (18.5)		B (17.8)	B (18.9)	B (14.9)	F (325.6)	E (60.2)	E (58.8)	E (75.9)	F (88.2)	F (82.2)	D (49.0)
			Approach	B (17.8)			B (18.5)			F (206.7)			F (82.1)			
		Volume to Capacity ratio	Movement	0.61	0.49		0.66	0.41	0.07	1.52	0.22	0.06	0.82	0.86	0.8	
		Queue Length 95th (ft)	Movement	117	381		112	297	30	#456	85	48	#307	#343	#326	
Powerline Road (S.R. 845)	West Drive	LOS (Delay)	Movement	F (87.2)	F (86.5)		F (93.0)		E (75.2)		A (9.6)	A (0.1)	C (26.5)	B (10.5)		B (14.5)
			Approach	F (86.6)			F (84.6)			A (9.0)			B (11.3)			
		Volume to Capacity ratio	Movement	0.12	0.02		0.73		0.07		0.74	0.09	0.56	0.69		
		Queue Length 95th (ft)	Movement	21	0		204		62		m480	m0	85	710		

Synchro 9.2.914.6 Results
LOS Notes: Delay is in sec/veh Level of Service E reflecting at capacity operations Level of Service F reflecting over capacity operations
Queue Notes: ~: Volume exceeds capacity, queue is theoretically infinite #: 95th percentile volume exceeds capacity m: Upstream metering is in effect

Table 3.6
Existing 2016 Florida's Turnpike Interchange Ramp Signalized Intersection Analysis Results – AM Peak Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection AM LOS (Delay)
				Eastbound			Westbound			Northbound			Southbound			
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Glades Road (S.R. 808)	Turnpike Ramps	LOS (Delay)	Movement	F (106.1)	E (60.1)	C (34.1)	D (54.8)	F (242.1)	A (0.8)	F (84.6)	F (84.6)	F (82.5)	F (195.9)	F (193.6)	A (0.8)	F (123.6)
			Approach	E (74.9)			F (145.2)			F (83.9)			F (155.7)			
		Volume to Capacity ratio	Movement	0.98	0.91	0.02	0.23	1.42	0.44	0.33	0.34	0.01	1.3	1.28	0.4	
		Queue Length 95th (feet)	Movement	#627	#900	m0	m57	#624	271	67	69	0	#1487	#1610	0	
Sample Road (S.R. 834)	Turnpike Ramps	LOS (Delay)	Movement		D (54.7)	A (1.8)	E (55.7)	A (2.9)		E (76.9)		B (13.5)				C (32.8)
			Approach	D (39.9)			C (22.5)			C (30.5)						
		Volume to Capacity ratio	Movement		0.96	0.6	0.86	0.3		0.81		0.95				
		Queue Length 95th (feet)	Movement		#1242	0	351	113		374		#66				
Coconut Creek Parkway (Dr. MLK Boulevard) (S.R. 812)	Turnpike Ramps	LOS (Delay)	Movement	F (112.1)	F (82.2)	F (113.8)	E (79.7)	D (50.7)	E (59.8)	E (78.6)	F (223.6)	E (62.3)	E (72.3)	E (59.9)	D (39.7)	E (76.9)
			Approach	F (93.7)			E (58.4)			F (131.9)			E (59.1)			
		Volume to Capacity ratio	Movement	0.99	0.86	0.17	0.72	0.73	0.36	0.74	1.28	0.24	0.93	0.91	0.42	
		Queue Length 95th (feet)	Movement	#498	#574	163	m212	302	161	#290	#615	109	#860	#732	220	
Atlantic Boulevard (S.R. 814)	Turnpike North Ramps	LOS (Delay)	Movement		C (27.5)			B (18.5)		D (50.7)		E (60.4)				C (32.4)
			Approach	C (27.5)			B (18.5)			D (53.8)						
		Volume to Capacity ratio	Movement		0.69			0.42		0.8		0.85				
		Queue Length 95th (feet)	Movement		750			254		#579		#719				
	Turnpike South Ramps	LOS (Delay)	Movement	E (74.4)	B (11.1)	B (12.1)	E (64.3)	A (4.6)	A (3.9)					E (71.7)	E (68.4)	B (14.4)
			Approach	B (12.1)			B (13.4)						E (69.9)			
		Volume to Capacity ratio	Movement	0.36	0.55	0.53	0.68	0.37	0.01					0.48	0.05	
		Queue Length 95th (feet)	Movement	70	446	248	m180	172	m0					118	10	

Synchro 9.2.914.6 Results
LOS Notes: Delay is in sec/veh Level of Service E reflecting at capacity operations Level of Service F reflecting over capacity operations
Queue Notes: ~: Volume exceeds capacity, queue is theoretically infinite #: 95th percentile volume exceeds capacity m: Upstream metering is in effect

Table 3.7
Existing 2016 Florida's Turnpike Interchange Ramp Signalized Intersection Analysis Results – PM Peak Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection AM LOS (Delay)
				Eastbound			Westbound			Northbound			Southbound			
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Glades Road (S.R. 808)	Turnpike Ramps	LOS (Delay)	Movement	F (622.9)	B (10.6)	A (0.1)	F (80.4)	C (20.6)	F (119.4)	E (77.7)	F (82.9)	E (75.2)	F (210.2)	F (222.5)	A (1.0)	F (132.0)
			Approach	F (218.9)			E (71.1)			E (79.2)			F (127.5)			
		Volume to Capacity ratio	Movement	2.16	0.52	0.05	0.43	0.58	1.06	0.39	0.58	0.03	1.28	1.28	0.46	
		Queue Length 95th (feet)	Movement	#927	176	m0	m0	m235	m#1220	90	128	0	#665	#760	0	
Sample Road (S.R. 834)	Turnpike Ramps	LOS (Delay)	Movement		C (31.0)	A (0.6)	F (120.0)	B (12.7)		F (96.1)		A (1.0)				D (40.1)
			Approach	C (21.9)			D (44.7)			D (52.1)						
		Volume to Capacity ratio	Movement		0.77	0.39	1.11	0.77		1.02		0.46				
		Queue Length 95th (feet)	Movement		271	17	m#715	m315		#600		0				
Coconut Creek Parkway (Dr. MLK Boulevard) (S.R. 812)	Turnpike Ramps	LOS (Delay)	Movement	F (107.6)	D (38.7)	D (47.4)	D (54.8)	E (65.8)	F (462.8)	D (52.6)	F (168.2)	D (46.7)	F (90.6)	E (79.2)	F (111.4)	F (165.4)
			Approach	E (60.1)			F (260.2)			F (117.0)			F (96.5)			
		Volume to Capacity ratio	Movement	0.92	0.38	0.13	0.7	0.92	1.83	0.56	1.2	0.22	0.8	0.8	0.93	
		Queue Length 95th (feet)	Movement	#452	227	70	m144	m498	m#1215	329	#956	118	#346	#282	#434	
Atlantic Boulevard (S.R. 814)	Turnpike North Ramps	LOS (Delay)	Movement		A (1.6)			B (16.4)		E (61.7)		E (74.9)				C (21.2)
			Approach	A (1.6)			B (16.4)			E (65.8)						
		Volume to Capacity ratio	Movement		0.44			0.72		0.8		0.85				
		Queue Length 95th (feet)	Movement		20			678		380		436				
	Turnpike South Ramps	LOS (Delay)	Movement	E (74.9)	B (17.7)	B (19.7)	E (62.7)	A (9.0)	A (7.7)					E (72.3)	E (70.3)	C (21.6)
			Approach	C (21.4)			B (19.6)						E (70.9)			
		Volume to Capacity ratio	Movement	0.66	0.48	0.52	0.77	0.63	0.04					0.36	0.06	
		Queue Length 95th (feet)	Movement	193	376	205	392	430	m9					84	27	

Synchro 9.2.914.6 Results
LOS Notes: Delay is in sec/veh Level of Service E reflecting at capacity operations Level of Service F reflecting over capacity operations
Queue Notes: ~: Volume exceeds capacity, queue is theoretically infinite #: 95th percentile volume exceeds capacity m: Upstream metering is in effect

Table 3.8
Existing 2016 I-95 Interchange Ramp Signalized Intersection Analysis Results – AM Peak Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection AM LOS (Delay)
				Eastbound			Westbound			Northbound			Southbound			
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Hillsboro Boulevard (S.R. 810)	SW 12th Avenue	LOS (Delay)	Movement	F (128.2)	C (23.2)		F (80.4)	B (14.4)	A (7.8)	E (66.2)	F (81.7)	D (51.8)	E (74.4)	E (74.4)	D (53.8)	C (32.8)
			Approach	D (35.3)			C (22.6)			E (65.8)			E (67.7)			
		Volume to Capacity ratio	Movement	1.02	0.67		0.7	0.44	0.39	0.25	0.74	0.22	0.27	0.28	0.01	
		Queue Length 95th (feet)	Movement	#479	665		m198	310	m163	72	218	101	55	57	0	
	I-95 Southbound Ramps	LOS (Delay)	Movement		A (0.1)	A (0.8)		B (14.2)					F (80.4)		E (59.4)	C (22.2)
			Approach	A (0.3)			B (14.2)						E (68.2)			
		Volume to Capacity ratio	Movement		0.26	0.47		0.41					0.95		0.84	
		Queue Length 95th (feet)	Movement		0	71		m261					#733		480	
	SW Natura Boulevard	LOS (Delay)	Movement	F (144.5)	C (20.3)	B (14.1)	E (72.8)	C (22.7)		F (451.5)	E (67.8)	E (64.6)	E (67.3)	E (71.9)		E (72.4)
			Approach	D (37.8)			C (24.7)			F (317.7)			E (70.4)			
		Volume to Capacity ratio	Movement	1.1	0.49	0.06	0.53	0.6		1.82	0.45	0.08	0.23	0.1		
		Queue Length 95th (feet)	Movement	m#505	456	m21	130	494		#769	152	68	60	57		
Sample Road (S.R. 834)	NW 5th Terrace	LOS (Delay)	Movement		B (15.0)		E (74.2)	A (1.6)		E (79.8)		E (64.4)				B (16.1)
			Approach	B (15.0)			A (7.5)			E (71.1)						
		Volume to Capacity ratio	Movement		0.45		0.66	0.41		0.73		0.12				
		Queue Length 95th (feet)	Movement		329		191	33		213		74				
	NW 5th Avenue	LOS (Delay)	Movement	E (59.1)	A (1.7)			B (18.6)	C (32.8)				E (71.4)		E (64.3)	B (15.9)
			Approach	A (4.0)			B (19.2)						E (68.6)			
		Volume to Capacity ratio	Movement	0.56	0.42			0.39	0.05				0.65		0.1	
		Queue Length 95th (feet)	Movement	155	46			362	43				169		68	
	I-95 Southbound Ramps	LOS (Delay)	Movement		A (9.4)	A (1.3)		A (9.6)					C (26.2)		C (29.1)	B (11.3)
			Approach	A (6.3)			A (9.6)						C (27.7)			
		Volume to Capacity ratio	Movement		0.37	0.56		0.4					0.48		0.65	
		Queue Length 95th (feet)	Movement		198	366		225					118		151	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (8.7)			A (6.1)	A (0.3)	C (29.4)		C (28.2)				B (10.5)
			Approach	A (8.7)			A (4.9)			C (28.9)						
		Volume to Capacity ratio	Movement		0.32			0.51	0.28	0.6		0.51				
		Queue Length 95th (feet)	Movement		191			100	m0	137		109				
	NE 3rd Avenue	LOS (Delay)	Movement	E (61.9)	B (19.7)		E (74.4)	D (36.9)		D (48.3)	E (56.3)	D (49.7)	D (51.6)	E (68.5)	F (95.8)	D (45.6)
			Approach	C (31.0)			D (37.7)			D (52.2)			F (84.1)			
		Volume to Capacity ratio	Movement	0.75	0.37		0.36	0.68		0.66	0.53	0.03	0.28	0.69	0.9	
		Queue Length 95th (feet)	Movement	256	308		70	621		211	268	0	91	277	#365	

Synchro 9.2.914.6 Results
LOS Notes: Delay is in sec/veh Level of Service E reflecting at capacity operations Level of Service F reflecting over capacity operations
Queue Notes: ~: Volume exceeds capacity, queue is theoretically infinite #: 95th percentile volume exceeds capacity m: Upstream metering is in effect

Table 3.9
Existing 2016 I-95 Interchange Ramp Signalized Intersection Analysis Results – PM Peak Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Hillsboro Boulevard (S.R. 810)	SW 12th Avenue	LOS (Delay)	Movement	E (71.1)	C (34.6)		F (89.2)	B (19.5)	A (1.7)	E (76.2)	E (66.8)	F (87.2)	F (84.2)	F (84.7)	E (63.1)	D (41.8)
			Approach	D (35.4)			C (25.9)			F (82.4)			E (76.1)			
		Volume to Capacity ratio	Movement	0.34	0.77		0.62	0.74	0.03	0.7	0.07	0.87	0.85	0.86	0.73	
		Queue Length 95th (feet)	Movement	86	772		173	824	m3	156	32	339	361	371	244	
	I-95 Southbound Ramps	LOS (Delay)	Movement		A (0.1)	A (0.6)		B (15.1)					E (71.1)		D (44.3)	B (16.6)
			Approach	A (0.3)			B (15.1)						E (58.0)			
		Volume to Capacity ratio	Movement		0.36	0.45		0.57					0.92		0.56	
		Queue Length 95th (feet)	Movement		0	0		m357					#738		312	
	SW Natura Boulevard	LOS (Delay)	Movement	E (71.8)	C (33.5)	B (19.7)	F (81.2)	D (35.1)		F (101.2)	D (51.9)	D (52.4)	D (51.9)	F (87.1)		D (42.5)
			Approach	C (33.3)			D (37.6)			F (85.3)			E (78.4)			
		Volume to Capacity ratio	Movement	0.54	0.81	0.25	0.71	0.81		0.99	0.03	0.07	0.33	0.84		
		Queue Length 95th (feet)	Movement	m126	#903	m157	197	#934		#384	27	53	124	294		
Sample Road (S.R. 834)	NW 5th Terrace	LOS (Delay)	Movement		B (17.2)		F (80.8)	A (0.8)		E (80.0)		E (67.2)				B (15.9)
			Approach	B (17.2)			A (9.1)			E (73.4)						
		Volume to Capacity ratio	Movement		0.5		0.81	0.49		0.68		0.07				
		Queue Length 95th (feet)	Movement		369		#369	26		171		60				
	NW 5th Avenue	LOS (Delay)	Movement	E (67.7)	A (1.4)			B (10.6)	C (20.4)				E (71.9)		E (67.4)	B (12.8)
			Approach	A (6.1)			B (11.6)						E (69.8)			
		Volume to Capacity ratio	Movement	0.8	0.41			0.51	0.15				0.58		0.09	
		Queue Length 95th (feet)	Movement	#296	34			264	m50				127		69	
	I-95 Southbound Ramps	LOS (Delay)	Movement		B (18.8)	A (0.6)		B (15.3)					C (24.7)		C (33.9)	B (17.8)
			Approach	B (14.2)			B (15.3)						C (30.1)			
		Volume to Capacity ratio	Movement		0.46	0.38		0.59					0.46		0.81	
		Queue Length 95th (feet)	Movement		404	34		m306					129		#228	
	I-95 Northbound Ramps	LOS (Delay)	Movement		C (22.6)			B (13.1)	A (0.2)	D (50.8)		C (25.3)				C (24.1)
			Approach	C (22.6)			B (10.7)			D (42.0)						
		Volume to Capacity ratio	Movement		0.57			0.56	0.22	0.98		0.64				
		Queue Length 95th (feet)	Movement		467			171	0	#392		189				
	NE 3rd Avenue	LOS (Delay)	Movement	E (66.1)	D (39.7)		E (73.3)	D (38.7)		D (52.0)	E (60.0)	D (47.1)	D (52.5)	E (75.0)	E (59.5)	D (47.5)
			Approach	D (45.1)			D (40.6)			E (55.5)			E (64.9)			
		Volume to Capacity ratio	Movement	0.79	0.67		0.56	0.68		0.72	0.7	0.05	0.25	0.78	0.37	
		Queue Length 95th (feet)	Movement	291	629		143	582		219	396	0	63	331	150	

Synchro 9.2.914.6 Results
LOS Notes: Delay is in sec/veh Level of Service E reflecting at capacity operations Level of Service F reflecting over capacity operations
Queue Notes: ~: Volume exceeds capacity, queue is theoretically infinite #: 95th percentile volume exceeds capacity m: Upstream metering is in effect

3.2 STUDY AREA OPERATIONS

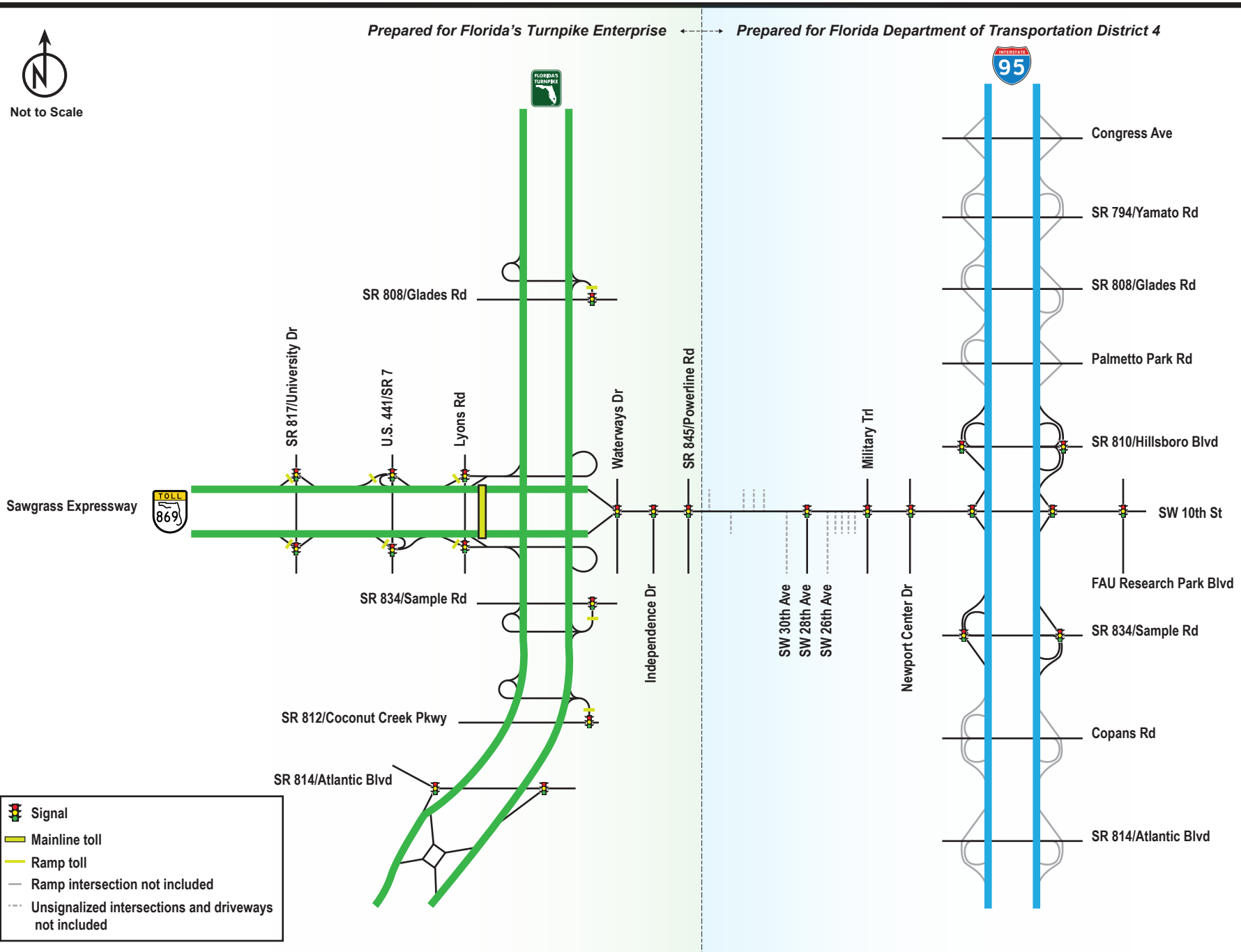
VISSIM microsimulation will be used to provide measures of effectiveness (MOEs) to compare improvement options for SW 10th Street. Therefore, an existing conditions VISSIM model of the study area is under development. The initial task includes reviewing the available data, models, and analysis results from the other recent studies.

FDOT District 4 has developed VISSIM models for I-95 as part of the 95 Express Phase 3 project. VISSIM models are also being developed by FTE for the Sawgrass Expressway and Turnpike Mainline. These models were merged into a new VISSIM file and the missing SW 10th Street roadways and I-95 network elements were added. The VISSIM model study area is shown on **Figure 3.1.**

Twenty-four signalized intersections have been coded for the existing conditions VISSIM model. The nine signalized intersections along SW 10th Street are:

- Independence Drive
- Powerline Road
- Waterways Drive
- South Military Trail
- SW 28th Avenue
- Newport Center Drive
- I-95 Southbound off-ramp
- I-95 Northbound off-ramp
- FAU Research Park Boulevard

The *Calibration Report* is provided in **Appendix C**.



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SW 10th Street PD&E Study
Project Traffic Forecast Memorandum

VISSIM Model Study Area

Figure 3.1

FLORIDA'S TURNPIKE

The project traffic forecasts for this study were developed through a multi-step process. With the need to estimate dynamically tolled express lane traffic for the Build scenario, the SW 10th Street study used two modeling tools:

- Travel demand model
- Express Lanes Time-of-Day Model

Forecasted AADT and EL hourly traffic were derived from these two models. This information was used to derive future year directional design hour traffic (DDHV). Model-generated origin-destination trip matrices also provided inputs to operational simulation models for the No-Build and Build scenarios.

For the travel demand modeling effort, the study used the FTE version of the Southeast Regional Planning Model (SERPM-FTE) 6.5.4, which has been used for various studies, including the I-95 Express Lanes Traffic and Revenue study and the Sawgrass Expressway Widening PD&E study. The SERPM covers a three-county region in Southeast Florida: Palm Beach, Broward, and Miami-Dade. SERPM-FTE includes model network enhancements such as the recoding of interchange configurations along the major freeway networks in Southeast Florida and updates to the future land use data to reflect the best known information at the time. The SERPM produces travel demand forecasts at a daily level and by three time periods: AM Peak (6:30 AM – 9:30 AM), PM Peak (3:30 PM – 6:30 PM), and off-peak (remainder of the day).

The ELToD model works in conjunction with the SERPM and is designed to take daily and peak period subarea trip tables and produce traffic estimates by hour, by direction, for both the general purpose lanes (GPLs) and ELs for each roadway segment. The model is considered state-of-the-practice for forecasting travel demand on Express Toll lanes in Florida.

4.1 MODEL VALIDATION

The model development for this project consisted of enhancing the local subarea by recoding intersection configurations, splitting Traffic Analysis Zones (TAZs), and adding local streets important to local circulation around the study corridor. As shown on **Figure 4.1**, the model subarea encompasses the area in three study corridors:

- Florida's Turnpike between Lake Worth Road and Atlantic Boulevard
- I-95 corridor between Congress Avenue and Atlantic Boulevard
- Sawgrass/SW 10th Street corridor between University Drive and Natura Boulevard

Within the subarea, the highway network coding was reviewed and corrected as needed using aerial imagery. The SERPM was validated to 2010 traffic conditions in an iterative fashion by first adjusting link speeds at the regional level using the Cube Analyst process at the subarea level.

Figure 4.1
Subarea Model Network

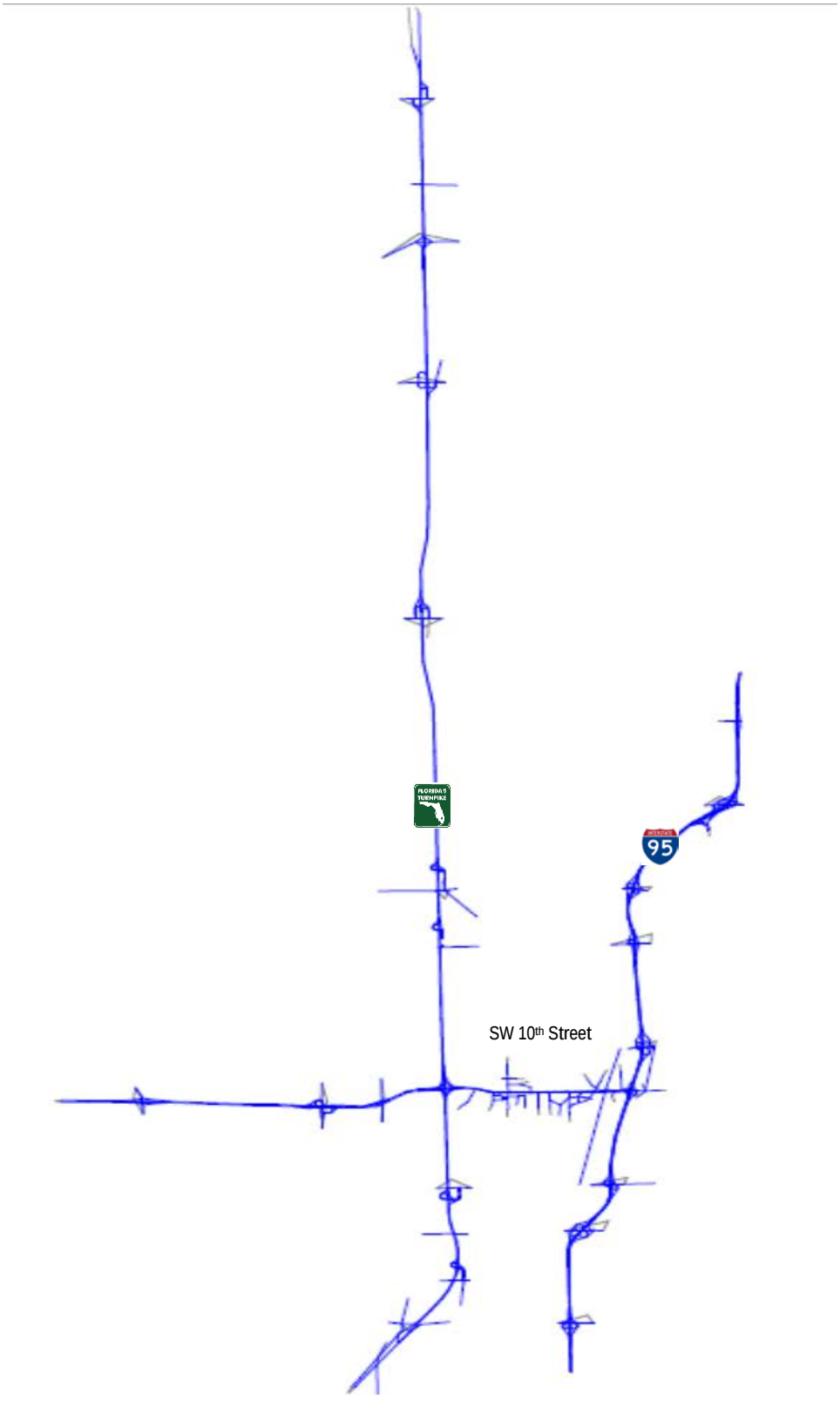


Table 4.1 shows the model performance statistics on a daily level by volume ranges for the three-county region. Since the focus of validation for this project was at the subarea level, the project team did not make significant changes to the model at the regional level. However, the overall volume-to-count (VC) ratio for the SERPM region is 1.0, indicating a good match. The VC ratios on the major roads (volume greater than 10,000), except for one category, are within 10 percent deviation, which is the acceptable range of variation for the project. Root mean square error (RMSE) statistics showed larger variations than acceptable ranges, but they were significantly improved at the subarea level using the Cube Analyst process as described below.

Table 4.1
RMSE and Volume-to-Count Ratio by Volume Range – Region

Volume Range	Acceptable RMSE Range	Region		
		Number of Links with Counts*	RMSE	VC Ratio
1 to 5,000	45 - 55%	938	123%	1.37
5,000 to 10,000	35 - 45%	1,423	58%	1.10
10,000 to 20,000	27 - 35%	2,080	39%	1.02
20,000 to 30,000	24 - 27%	946	30%	0.93
30,000 to 40,000	22 - 24%	172	28%	0.93
40,000 to 50,000	20 - 22%	60	31%	0.83
50,000 to 60,000	18 - 20%	35	27%	0.93
60,000 to 70,000	17 - 18%	24	27%	0.91
70,000 to 80,000	16 - 17%	83	19%	1.00
80,000 to 90,000	15 - 16%	29	21%	1.03
90,000 to 100,000	14 - 15%	22	20%	0.97
100,000 to 500,000	< 14 %	60	20%	0.93
Overall	**32 - 39%**	**5,872**	**41%**	**1.00**

*Represents one-way model links with traffic counts in the specified volume range

Table 4.2 shows VC ratio statistics on a daily level by facility type for the three-county region. All facility types are within the acceptable range of variations.

Table 4.2
Volume-to-Count Ratios by Facility Type

FT Group	Facility	Volume	Count	VC Ratio	Number of Links with Counts*
1	Freeways	21,125,619	21,441,016	0.99	294
2	Uninterrupted Roadways	2,051,326	1,980,656	1.04	209
4	Higher Speed Arterials	50,728,311	50,247,893	1.01	3,303
6	Lower Speed Arterials	9,616,288	9,659,005	1.00	1,183
7	Ramps	6,631,415	7,287,786	0.91	669
8	HOV	1,855,819	1,764,178	1.05	96
9	Toll Roads	4,134,121	4,108,326	1.01	118
Overall		**96,142,899**	**96,488,859**	**1.00**	**5,872**

*Represents one-way model links with traffic counts for the specified facility group

A Cube Analyst process was used at the subarea level to adjust the origin-destination matrices to obtain a better correlation between observed counts and model estimates. The Cube Analyst process is a matrix estimator that uses a seed origin-destination matrix along with link level traffic counts to develop an origin-destination matrix in an iterative fashion that corresponds to model-estimated volumes which closely match the provided link counts. The Cube Analyst process for this project consisted of the following steps:

- A subarea network consisting of only mainline and interchanges of study corridors (shown in **Figure 4.1**) was extracted from the regional model network.
- Using subarea assignment process in Cube, origin-destination matrices representing the subarea were extracted for three time periods, which were used as seed matrices in the Cube Analyst process.
- Within the Analyst step, three separate Analyst estimation processes were developed for the AM Peak Subarea Assignment, PM Peak Subarea Assignment, and Off-Peak Subarea Assignment, respectively.
- Traffic counts were processed for AM, PM, and Off-Peak periods for 2010 conditions and were coded on the appropriate links.
- An iterative feedback loop between highway assignment and Cube Analyst was performed until satisfactory RMSE and VC ratio statistics were obtained.
- Subarea-level and link-level validation statistics were evaluated.

- A reasonableness check, for selected origin-destination pair groups, between the adjusted origin-destination tables and observed Bluetooth origin-destination data was made and additional adjustments were applied manually to origin-destination tables and fed back to the Cube Analyst process.

Tables 4.3 through **4.5** provide RMSEs and VC ratios by volume ranges for the subarea for three time periods before and after Cube Analyst adjustments. The RMSE statistics, which signify the model estimate variation from observed counts, with Cube Analyst adjustments, are significantly improved for each volume range. These improved origin-destination tables were used in the project forecasting process.

The adjustments to origin-destination tables by the Cube Analyst process were calculated by subtracting the original subarea origin-destination table from the adjusted origin-destination table by time period. This adjustment (also known as validation Delta) was applied to the future year model estimated origin-destination tables. As large regional models such as SERPM are validated using the regional level statistics, they do not generally produce good results for specific corridor or links. Cube Analyst type adjustment to origin-destination tables and application of adjustments to future year model estimated origin-destination table is acceptable for project traffic forecasting models.

Table 4.3
RMSE and Volume-to-Count Ratio by Volume Range – Subarea – AM

Volume Range	Acceptable RMSE Range	Number of Links with Counts	Subarea before Analyst		Subarea after Analyst	
			RMSE	VC Ratio	RMSE	VC Ratio
1 to 5,000	45 - 55%	198	36%	0.98	10%	0.98
5,000 to 10,000	35 - 45%	29	27%	0.85	8%	0.94
10,000 to 20,000	27 - 35%	26	16%	1.07	5%	0.95
Overall	**32 - 39%**	**253**	**30%**	**0.98**	**9%**	**0.96**

Table 4.4
RMSE and Volume-to-Count Ratio by Volume Range – Subarea – PM

Volume Range	Acceptable RMSE Range	Number of Links with Counts	Subarea before Analyst		Subarea after Analyst	
			RMSE	VC Ratio	RMSE	VC Ratio
1 to 5,000	45 - 55%	181	41%	1.08	15%	0.95
5,000 to 10,000	35 - 45%	48	27%	1.04	6%	0.98
10,000 to 20,000	27 - 35%	24	7%	1.03	4%	0.96
Overall	**32 - 39%**	**253**	**27%**	**1.05**	**9%**	**0.96**

Table 4.5
RMSE and Volume-to-Count Ratio by Volume Range – Subarea – Off-Peak

Volume Range	Acceptable RMSE Range	Number of Links with Counts	Subarea before Analyst		Subarea after Analyst	
			RMSE	VC Ratio	RMSE	VC Ratio
1 to 5,000	45 - 55%	77	50%	1.12	21%	0.95
5,000 to 10,000	35 - 45%	59	43%	1.18	7%	0.99
10,000 to 20,000	27 - 35%	91	20%	0.96	8%	0.97
20,000 to 30,000	24 - 27%	8	14%	1.11	6%	0.97
30,000 to 40,000	22 - 24%	0	NA	NA	NA	NA
40,000 to 50,000	20 - 22%	15	13%	1.10	2%	0.98
50,000 to 60,000	18 - 20%	2	8%	1.05	2%	0.99
60,000 to 70,000	17 - 18%	1	NA	0.89	NA	0.97
Overall	**32 - 39%**	**253**	**25%**	**1.05**	**7%**	**0.97**

Tables 4.6 through **4.8** provide VC ratio statistics by Roadway Type (Facility Type) at the subarea level before and after using the Cube Analyst process. Numbers highlighted in pink denote a ratio with 10 percent or larger difference from 1.0. For example, in **Table 4.6**, there are four facility groups in the subarea before Analyst with VC ratios higher than 1.1 or lower than 0.9. The Analyst process showed improved VC ratios in all four ranges while the VC ratio worsened for one FT group (HOV).

Table 4.6
Volume-to-Count Ratios by Facility Type – Subarea – AM Peak

FT Group	Facility	Count	Number of Links with Counts	Subarea before Analyst		Subarea after Analyst	
				Volume	VC Ratio	Volume	VC Ratio
1	Freeways	258,425	18	293,165	1.13	248,505	0.96
4	Higher Speed Arterials	323,406	80	320,232	0.99	322,996	1.00
6	Lower Speed Arterials	13,551	18	16,322	1.20	14,709	1.09
7	Ramps	168,543	91	146,813	0.87	159,085	0.94
8	HOV	67,360	18	61,520	0.91	60,534	0.90
9	Toll Roads	190,168	28	165,415	0.87	176,367	0.93
Overall		**1,021,453**	**253**	**1,003,467**	**0.98**	**982,196**	**0.96**

#.## 1.0 < VC ratio < 0.90

Table 4.7
Volume-to-Count Ratios by Facility Type – Subarea – PM Peak

FT Group	Facility	Count	Number of Links with Counts	Subarea before Analyst		Subarea after Analyst	
				Volume	VC Ratio	Volume	VC Ratio
1	Freeways	294,080	18	308,931	1.05	283,911	0.97
4	Higher Speed Arterials	368,201	80	377,595	1.03	369,168	1.00
6	Lower Speed Arterials	14,612	18	20,770	1.42	15,431	1.06
7	Ramps	179,054	91	175,114	0.98	170,717	0.95
8	HOV	58,490	18	75,696	1.29	41,437	0.71
9	Toll Roads	199,783	28	211,965	1.06	187,449	0.94
Overall		**1,114,220**	**253**	**1,170,071**	**1.05**	**1,068,113**	**0.96**

#.## 1.0 < VC ratio < 0.90

Table 4.8
Volume-to-Count Ratios by Facility Type – Subarea – Off-Peak

FT Group	Facility	Count	Number of Links with Counts	Subarea before Analyst		Subarea after Analyst	
				Volume	VC Ratio	Volume	VC Ratio
1	Freeways	870,093	18	935,418	1.08	855,143	0.98
4	Higher Speed Arterials	971,055	80	1,019,198	1.05	977,913	1.01
6	Lower Speed Arterials	37,257	18	50,652	1.36	36,232	0.97
7	Ramps	479,906	91	478,129	1.00	458,773	0.96
8	HOV	251,863	18	227,625	0.90	229,916	0.91
9	Toll Roads	420,857	28	462,066	1.10	396,328	0.94
Overall		**3,031,031**	**253**	**3,173,088**	**1.05**	**2,954,305**	**0.97**

#.## 1.0 < VC ratio < 0.90

4.2 SOCIOECONOMIC DATA

Socioeconomic (SE) data are extremely important in producing accurate traffic forecasts, as future traffic demand is derived from these data. To provide reasonable traffic forecasts, the model must begin with up-to-date base year data. From this base year data, future year SE data and future traffic forecasts are then developed.

The SE data used in the SW 10th Street project are the culmination of a few studies conducted using the SERPM-FTE model over the last few years. These studies include the I-95 Phase 3 Traffic and Revenue Study and the recently completed Sawgrass Widening PD&E study. For each study, local land use data were collected, reviewed, and incorporated in the SERPM model TAZ database. The

process of developing SE data for the SW 10th Street project is briefly described in this section. A detailed description of this process is included in **Appendices D** and **E**. **Appendix D** includes the Land Use Assessment Report for the I-95 Phase 3 Traffic and Revenue study, while **Appendix E** includes a similar report for the Sawgrass Expressway Widening PD&E study.

The SW 10th Street project model, which was built upon the Sawgrass PD&E Model, includes the most recent SERPM 7 socioeconomic data (version 7.062). The important SE data variables, such as population, households, and employment data from SERPM 7, were converted to the SERPM 6.5.4 FTE format. Since the TAZ system of the SERPM 6.5.4 and SERPM 7 are different in many parts of the region, micro-analysis zone (MAZ) level data from SERPM 7 were aggregated into the SERPM 6.5.4 TAZ system using GIS tools.

The SE data development process included additional assessments to update the SE data after a review of existing land uses, findings from a review of the Bureau of Economic and Business Research (BEBR) data, and developments of regional impact (DRIs) and large sub-DRIs (residential and non-residential developments with either 120+ dwelling units or over 50,000 square feet of non-residential land use).

Existing Land Use

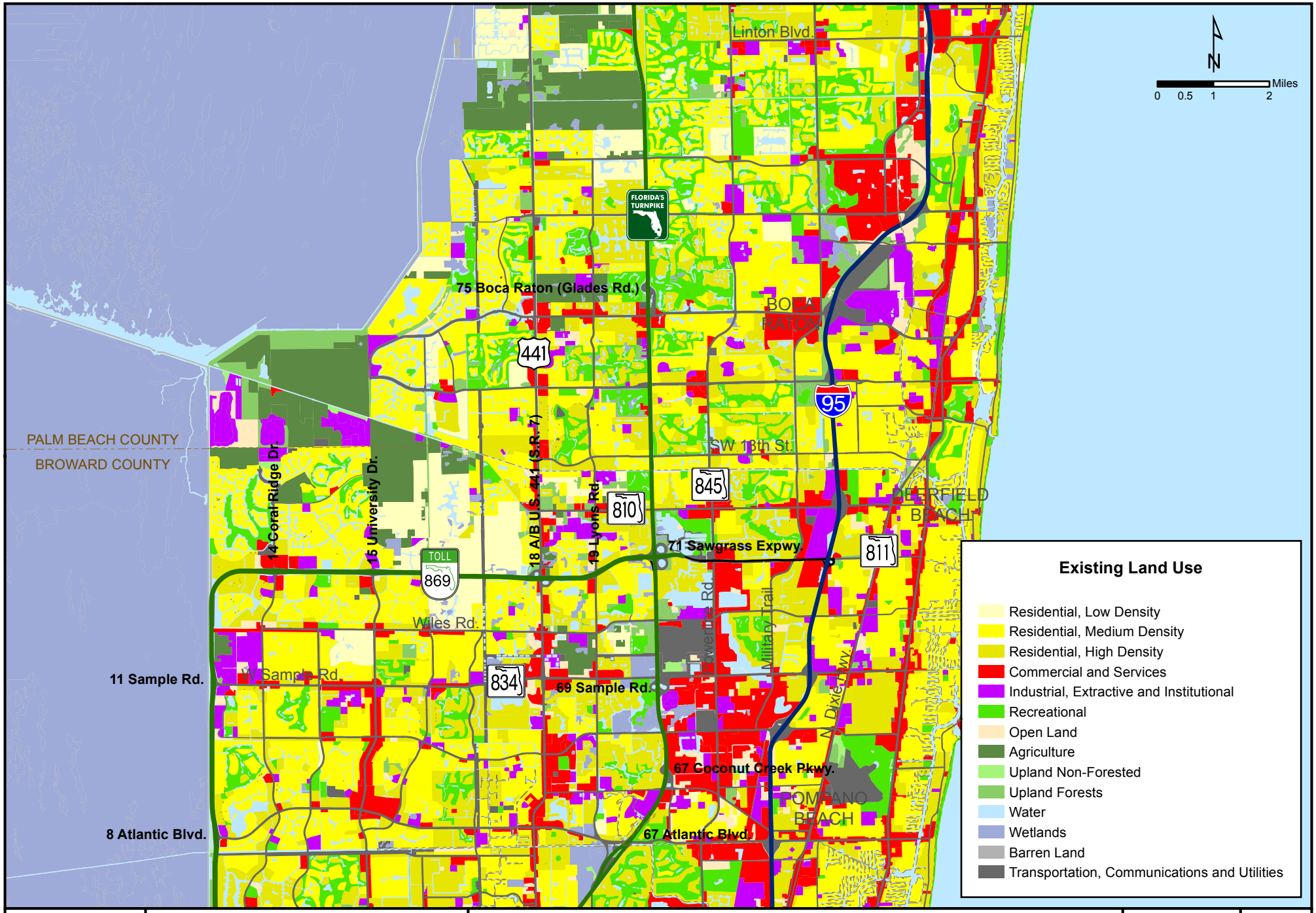
The existing land use around the SW 10th Street project corridor is depicted on **Figure 4.2**. This figure illustrates that the immediate vicinity of the SW 10th Street corridor, between the Turnpike and I-95, and areas to the east of I-95 are largely developed. There are not many large vacant tracts of land available for development in this region.

Developments of Regional Impacts (DRI) Data Collection Method

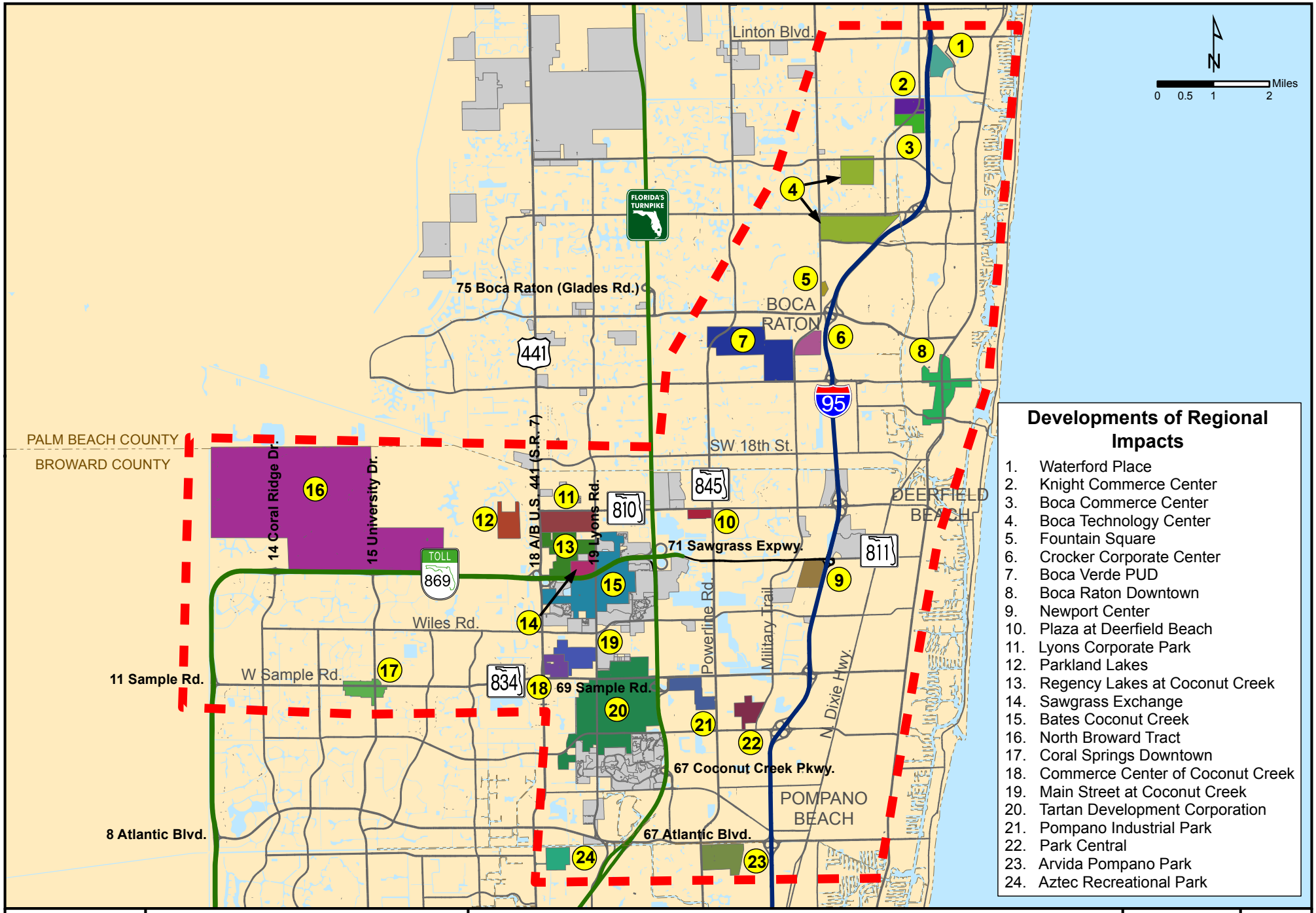
The land use data collection was performed in multiple steps. The available data were compiled and then additional inputs and clarifications from the regional planning staff and local government staff responsible for overseeing DRI/sub-DRI development were sought. This provided insight and understanding of the conditions associated with individual DRI projects and information on other development and local initiatives regarding future land use changes within the study area.

The data compiled and considered in the evaluation include DRI information provided by the two regional planning councils; Department of Economic Opportunity DRI records; Sub-DRI larger scale residential, non-residential, and mixed-use projects reported by the local jurisdiction (i.e., Planned Unit Developments [PUDs]); local college/university campus Master Plans and Redevelopment plans; and overlay districts potentially impacting future year development, such as Community Redevelopment Areas (CRAs), Transit Oriented Corridors (TOCs), Regional Activity Centers (RACs), and Local Activity Centers (LACs).

Figure 4.3 shows locations of DRIs that were evaluated along the I-95 and Sawgrass corridors that may impact traffic demand on the project corridor.



	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	Existing Land Use	Figure 4.2



Developments of Regional Impacts

1. Waterford Place
2. Knight Commerce Center
3. Boca Commerce Center
4. Boca Technology Center
5. Fountain Square
6. Crocker Corporate Center
7. Boca Verde PUD
8. Boca Raton Downtown
9. Newport Center
10. Plaza at Deerfield Beach
11. Lyons Corporate Park
12. Parkland Lakes
13. Regency Lakes at Coconut Creek
14. Sawgrass Exchange
15. Bates Coconut Creek
16. North Broward Tract
17. Coral Springs Downtown
18. Commerce Center of Coconut Creek
19. Main Street at Coconut Creek
20. Tartan Development Corporation
21. Pompano Industrial Park
22. Park Central
23. Arvida Pompano Park
24. Aztec Recreational Park

	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	Developments of Regional Impacts Locations	Figure 4.3

Socioeconomic Update Methodology

Considering data resources, local jurisdictional input, and aerial reconnaissance, a spreadsheet was developed summarizing each development, overall totals, and three model scenarios (2010, 2020, and 2040). Each development was identified by name, location/jurisdiction, relationship of the development location to the model TAZs structure, square footage by timing/phasing, land use type (e.g., residential, industrial, commercial, institutional), current development status, and projected population and employment.

Since the base year of the SW 10th Street project model is 2010, converted SERPM 7 SE data were checked for accuracy against several sources, including census data. DRI and Sub-DRI information collected was verified using aerial reconnaissance to confirm that actual built levels of the built-out DRIs were reasonable when compared to approved levels and development documentation. This approach provided the best available information for establishing base year conditions and input to future development forecasts.

Once DRI and other land use information was incorporated in the base year 2010, future year 2020 and 2040 socioeconomic TAZ-level data were adjusted to match the county-level control totals using BEBR medium projections. Zonal data with negative TAZ growth in population or employment between 2010 and 2020 and between 2020 and 2040 were further reviewed and resolved in an iterative fashion.

County-level Control Totals

Tables 4.9 and **4.10** provide a county-level population and employment forecasts comparison between the SW 10th Street project model (SERPM FTE) and SERPM 7. As expected, county-level totals compare well between these two datasets.

Table 4.9
Population Comparison between SERPM FTE and SERPM 7

County/Source	SERPM FTE		SERPM 7.062	
	2010	2040	2010	2040
Palm Beach	1,307,000	1,689,000	1,327,000	1,712,000
Broward	1,731,000	1,992,000	1,748,000	1,994,000
Miami- Dade	2,476,000	3,289,000	2,516,000	3,308,000
Total	**5,514,000**	**6,970,000**	**5,591,000**	**7,014,000**

Table 4.10
Employment Comparison between SERPM FTE and SERPM 7

County/Source	SERPM FTE		SERPM 7.062	
	2010	2040	2010	2040
Palm Beach	638,000	860,000	638,000	851,000
Broward	863,000	956,000	871,000	922,000
Miami- Dade	1,125,000	1,670,000	1,125,000	1,637,000
Total	**2,626,000**	**3,486,000**	**2,634,000**	**3,410,000**

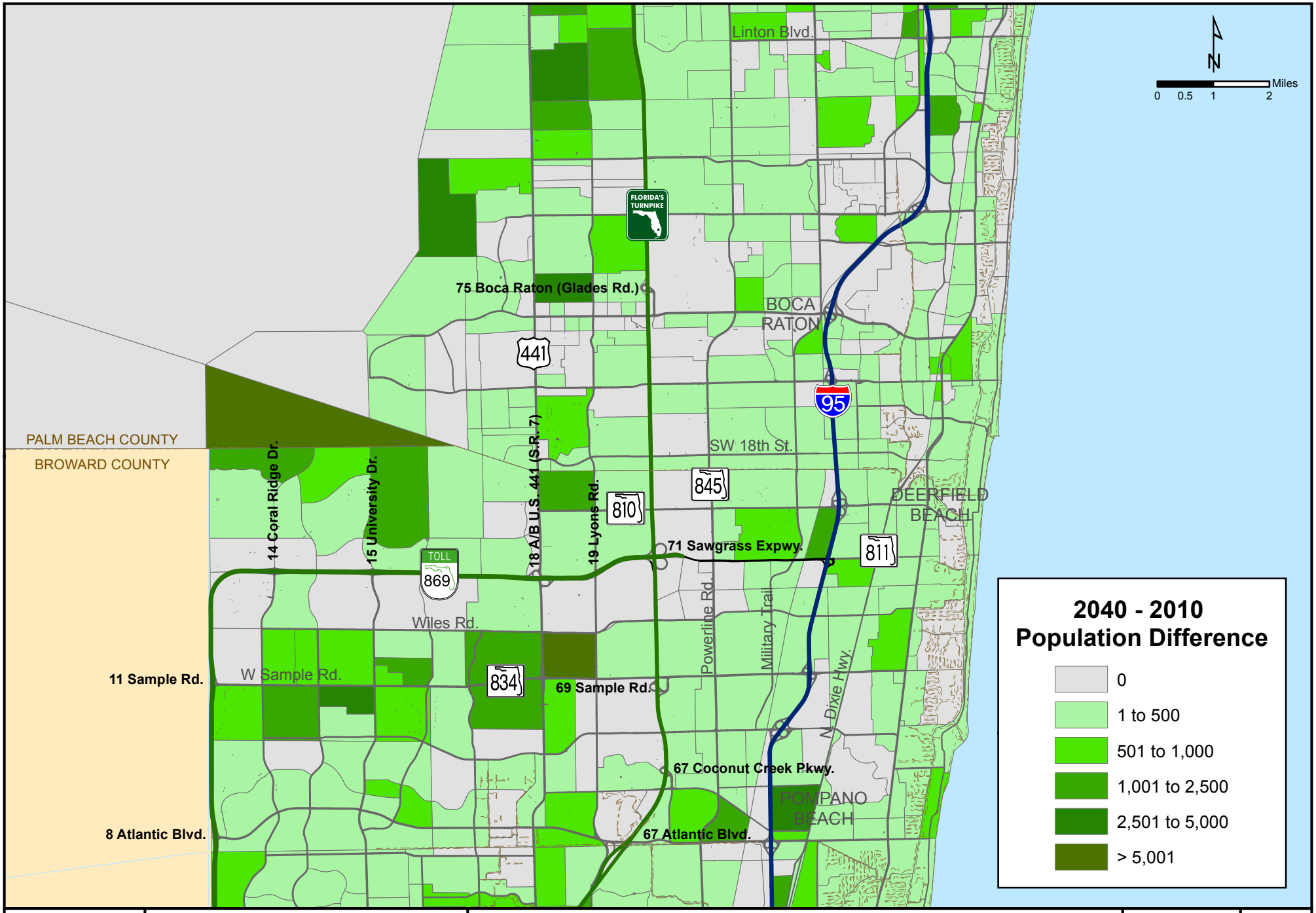
Population and Employment Growth around Study Corridor

Once the TAZ-level socioeconomic database was updated, reviewed, and finalized, future SE data forecasts were compared with the base year 2010 to understand the change in population and employment around the project corridors. **Figure 4.4** depicts the population growth between 2010 and 2040. **Figure 4.5** provides a comparison of employment data at the TAZ level between 2010 and 2040. A 5-mile buffer around the study corridor is also shown on these figures.

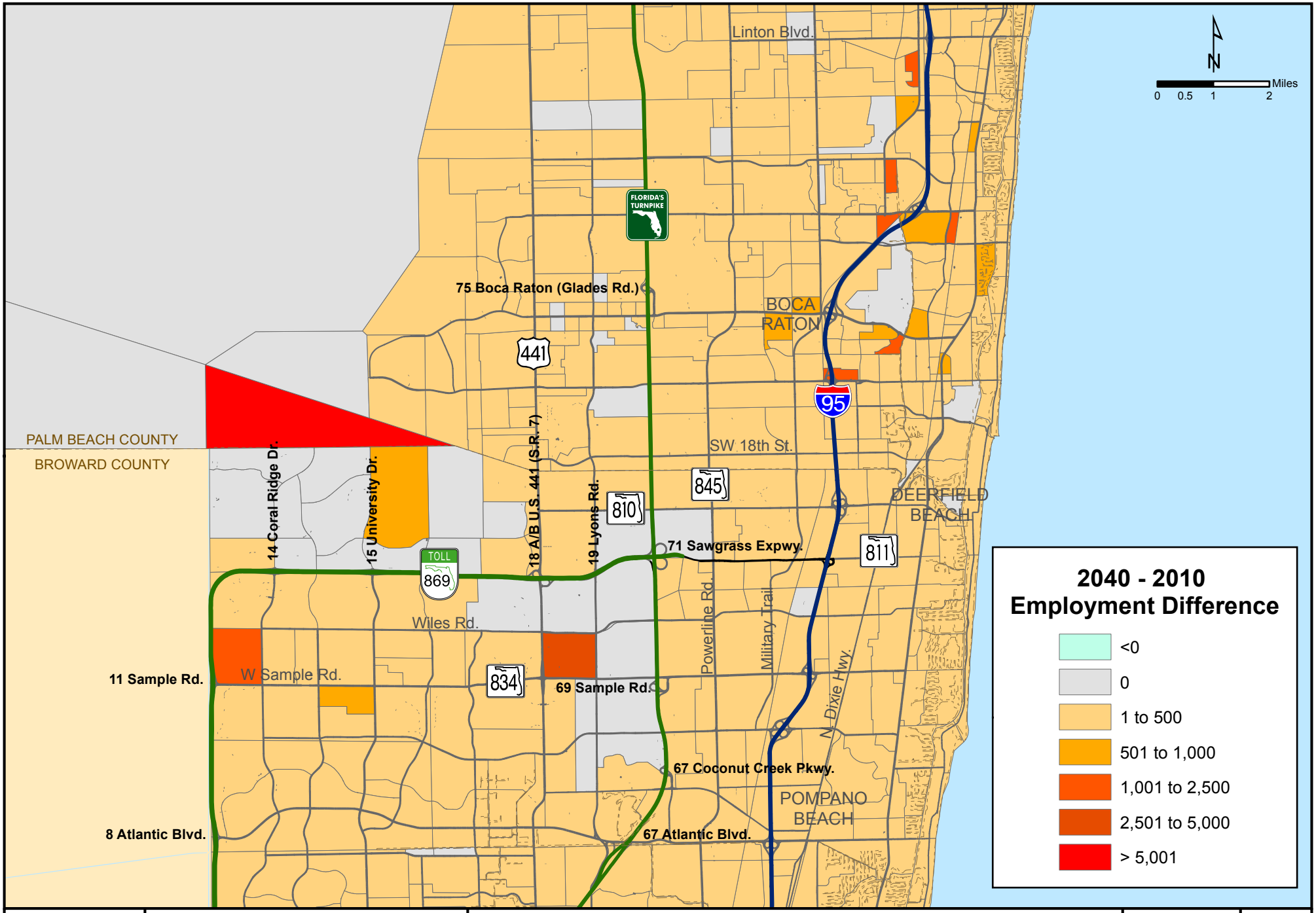
Table 4.11 lists the population and employment forecasts within the 5-mile buffer around the SW 10th Street study corridor. Population and employment are expected to grow at approximately 0.4 percent and 0.3 percent annually, respectively, between 2010 and 2040. This is consistent with the largely developed nature of the region within this buffer.

Table 4.11
Population and Employment Forecasts within 5-Mile Buffer of Study Corridor

Variable/Year	2010	2040	Change	AAGR
Population	426,700	482,800	56,100	0.4%
Employment	211,600	234,300	22,700	0.3%



	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	2040 - 2010 Population Difference	Figure 4.4



	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	2040 - 2010 Employment Difference	Figure 4.5

4.3 FUTURE YEAR MODEL NETWORKS

Future year models were developed for years 2020 and 2040. The future year highway networks prepared for the Sawgrass Widening PD&E study were modified with enhancements made during the base year model development and validation.

For the purposes of this study, there are three primary travel demand forecast alternatives.

No-Build

This alternative assumes that capacity will be in place for the following corridors:

- Sawgrass Express Lanes
- Turnpike Mainline Express Lanes
- 95 Express Lanes

The 2020 No-Build network also represents existing plus committed (E+C) roadway capacity improvements for the surrounding area, while the 2040 No-Build network includes Cost Feasible roadway projects in the Broward and Palm Beach long-range transportation plans. Figures 4.6 through 4.8 depict No-Build lane geometry for the corridor and the limits of the express lanes.

Tables 4.12 and 4.13 provide existing lanes and network capacity improvement assumptions in the 2020 and 2040 model network for regional limited-access facilities and local arterials within the vicinity of the study area.

Partial-Build

In addition to the No-Build improvements, the Partial-Build alternative assumes:

- Full Interchange at Turnpike Mainline/Sawgrass Expressway/SW 10th Street
- Modification of the I-95/SW 10th Street interchange to (1) provide a single intersection for the southbound ramps and (2) add a frontage road for the northbound on-ramp at SW 10th Street and the northbound off-ramp to Hillsboro Boulevard, resulting in a reduction of one general use lane from SW 10th Street to Hillsboro Boulevard.
- Direct Connections to northbound and southbound 95 Express

This alternative assumes that the 95 Express direct-connect ramps will extend west of Military Trail via grade-separated ramps. In addition, the full interchange at Turnpike Mainline/Sawgrass Expressway connects to an at-grade SW 10th Street arterial. SW 10th Street remains as an arterial between Powerline Road and Military Trail, but could either remain as the existing four lanes or be widened. Based on the travel demand model runs, the volumes along SW 10th Street between Powerline Road and Military Trail are well over the four-lane capacity under this forecast scenario. Figures 4.9 through 4.11 depict Partial-Build lane geometry for the corridor.

NOT TO SCALE

TOLL 869

University Dr (S.R. 817)

US 441 (S.R. 7)

Lyons Rd

Glades Rd (S.R. 808)

FLORIDA'S TURNPIKE

FLY-OVER

West of Boca Rio Rd

Matchline A

Sample Rd (S.R. 834)

(Ramp traffic to/from Blount Rd. not shown.)

Coconut Creek Pkwy

Atlantic Blvd (S.R. 814)

- Signal Controlled
- Stop Controlled
- Lane Direction
- Express Lane Ingress
- Express Lane Egress

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Sawgrass Expressway (S.R. 869) and Florida's Turnpike Mainline (S.R. 91) - No-Build Lane Geometry

Figure 4.6

NOT TO SCALE

West Dr

Quiet Waters
Driveway North

Quiet Waters
Driveway South

Driveway F

Quiet Waters
Business Park
Driveway

Matchline B

869

Matchline A

TOLL
869

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

Signal Controlled
Stop Controlled
Lane Direction

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SW 10th Street PD&E Study
Project Traffic Forecast Memorandum

SW 10th Street - No-Build Lane Geometry

Figure
4.7

FLORIDA'S TURNPIKE

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

869

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

East Driveway

West

E Newport Center Dr

FAU Research Park Blvd

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

Sample Rd (S.R. 834)

S Military Trl

Signal Controlled
Stop Controlled
Lane Direction
Express Lane Ingress
Express Lane Egress

SW 10th Street and I-95 (S.R. 9) - No-Build Lane Geometry

Figure 4.8

Table 4.12
2020 No-Build Capacity Improvement Projects

From	To	2016		2020		
		GTL	HOV / EL	GTL	EL	Total
Sawgrass Expressway						
Sunrise Boulevard	Turnpike Mainline			All Electronic Tolling		
I-595	Sunrise Boulevard	6+aux		6+AUX	2	8
Sunrise Boulevard	Turnpike Mainline	6		6	4	10
Turnpike Mainline						
Golden Glades	North of Indiantown Road	All Electronic Tolling				
HEFT	Griffin Road	6		6	4	10
Griffin Road	Sunrise Boulevard	8		8	4	12
Sunrise Boulevard	Sawgrass Expressway	6		6	4	10
Sawgrass Expressway	Lake Worth Road	6		6	4	10
Lake Worth Road	PGA Boulevard	4		4	4	8
PGA Boulevard	Indiantown Road	4		4	4	8
I-75						
S.R. 826	Miami Gardens Drive	8		8	2	10
Miami Gardens Drive	I-595	8		8	4	12
I-95						
Golden Glades	Davie Boulevard	6+aux	2	6+aux	4	10+aux
Davie Boulevard	Linton Boulevard	6+aux	2	6+aux	4	10+aux
Spanish River Boulevard				New Interchange		

Table 4.13
2040 No-Build Capacity Improvement Projects

From	To	2016		2040		
		GUL	HOV / EL	GUL	EL	Total
I-95						
Linton Boulevard	Gateway Boulevard	8+aux	2	8+aux	4	12
Gateway Boulevard	Indiantown Road	8+aux	2	8+aux	4	12
University Drive						
Holmberg Road	Hillsboro Boulevard	2		4		4
NW 40th Street	Sawgrass Expressway	4		6		6
NE 3rd Avenue						
Sample Road	SW 10th Street	4		6		6
Glades Road						
Executive Center Drive	NW 13th Street	6		8		8
Lyons Road						
Broward County Line	SW 18th Street	4		6		6
Boca Rio Road						
Palmetto Park Road	Glades Road	2		4		4

NOT TO SCALE

University Dr (S.R. 817)

US 441 (S.R. 7)

Lyons Rd

Glades Rd (S.R. 808)

FLY-OVER

West of Boca Rio Rd

Matchline A

Sample Rd (S.R. 834)

(Ramp traffic to/from Blount Rd. not shown.)

Coconut Creek Pkwy

Atlantic Blvd
(S.R. 814)

- Signal Controlled
- Stop Controlled
- Lane Direction
- Express Lane Ingress
- Express Lane Egress

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Sawgrass Expressway (S.R. 869) and Florida's Turnpike Mainline (S.R. 91) - Partial-Build Lane Geometry

Figure
4.9

NOT TO SCALE

West Dr

Quiet Waters
Driveway North

Quiet Waters
Driveway South

Driveway F

Quiet Waters
Business Park
Driveway

869

Matchline B

Matchline A

TOLL
869

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

- Signal Controlled
- Stop Controlled
- Lane Direction
- Improvement over Existing

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

Sample Rd (S.R. 834)

E Newport Center Dr

East Driveway

West

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Signal Controlled
Stop Controlled
Lane Direction
Express Lane Ingress
Express Lane Egress

Build

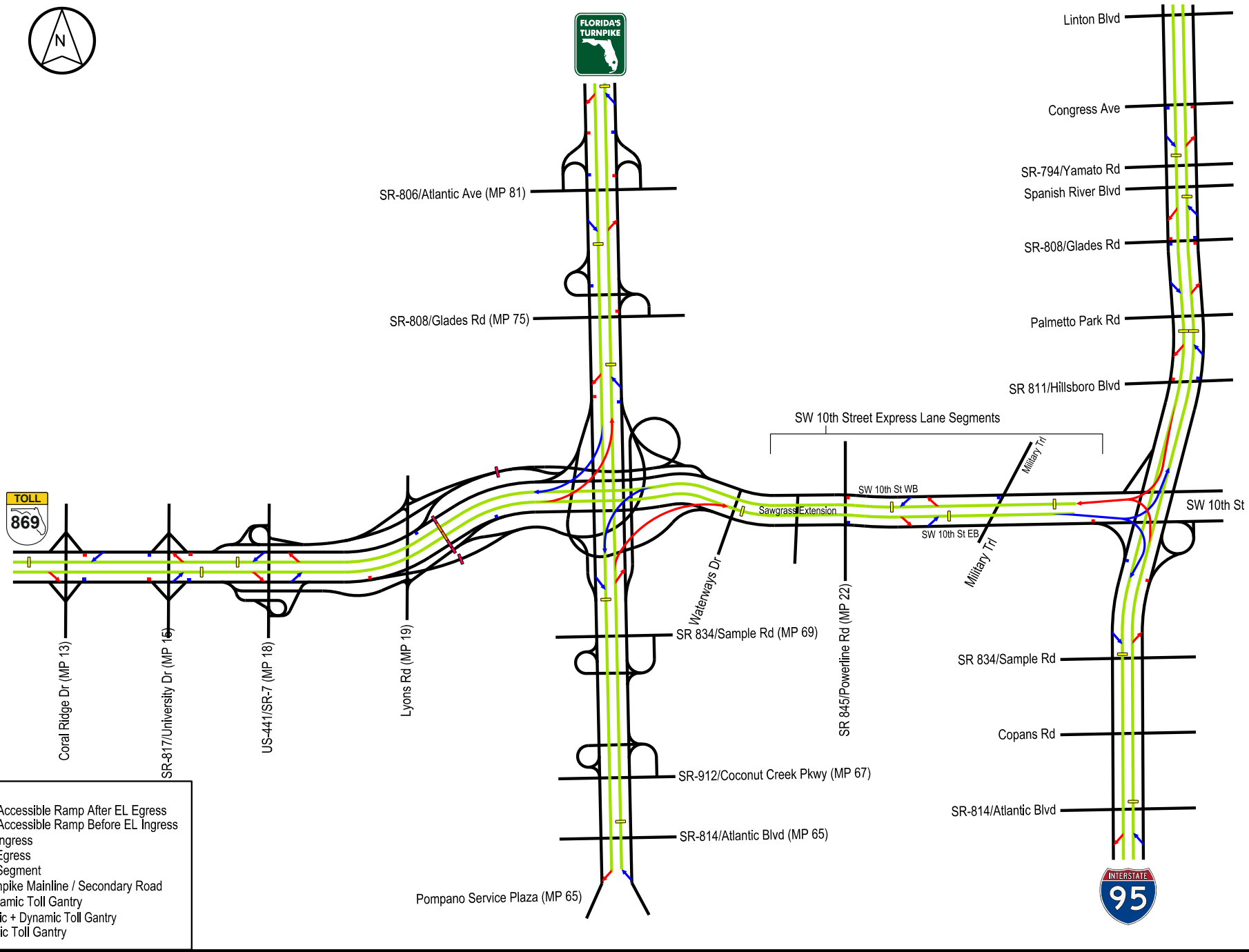
The location and selection of ingress/egress points are a critical component of the Build options evaluation process. The express lane ingress/egress points for this project were evaluated through an iterative evaluation of system to system origin-destination movements, geometric requirements, operational analysis, signing and tolling considerations. As part of the Sawgrass Widening PD&E Study, Options 3A through 3F at the Turnpike Mainline/Sawgrass interchange were evaluated through forecasting and operational analysis. Option 3D-1.1 was the recommended option for further study by the SW 10th Street PD&E Study team. Option 3A is provided in **Appendix G** since this Build option was previously submitted in the draft version of this Project Traffic Forecast Memorandum.

Through coordination with the SW 10th PD&E team, additional ingress/egress options were requested due to geometric issues with placing intermediate access between Powerline Road and Military Trail in Option 3D-1.1. Consequently, Options 3D-1.2 through 3D-1.6 were developed for further evaluation by the SW 10th Street PD&E team. Furthermore, the SW 10th Street PD&E team is evaluating an alignment with the express lanes in the center of the SW 10th Street arterial lanes and alignment with the express lanes positioned north of the SW 10th Street arterial lanes. The options are described herein for the center alignment are as follows:

Build Option 3D-1.1 (Center Alignment)

- Grade separated express lane in the center of SW 10th Street, which includes express lane overpass at all signalized intersections.
- Intermediate express lane ingress and egress in both directions between Powerline Road and Military Trail
- Same number of SW 10th Street arterial lanes that currently exist:
  - Six continuous arterial lanes between Sawgrass Expressway and Powerline Road
  - Four continuous arterial lanes between Powerline Road and Military Trail
  - Six continuous arterial lanes between Military Trail and I-95

Figure 4.12 provides the express lane diagram for Build Option 3D-1.1. The express lane diagram shows the ingress/egress ramps, near entry/exit ramp, toll gantry locations, destination signs and operational jurisdiction. The signs that will be operated and controlled by the District Four Traffic Management Center are outlined in green.



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SW 10th Street PD&E Study Project
Traffic Forecast Memorandum

Toll Plan and Access Points - Build Option 3D-1.1

Figure
4.12

FLORIDA'S TURNPIKE

Build Option 3D-1.2 (Center Alignment)

Similar to Build Option 3D-1.1 with changes to express lane ingress and egress points along SW 10th Street, see toll plan in **Appendix G**.

- Express lane alignment in the center of the eastbound and westbound direction of SW 10th Street.
- An eastbound express lane ingress and egress are provided between Powerline Road and Military Trail; the express lane egress is followed by express lane ingress.
- A westbound express lane ingress and egress are provided between Military Trail and Powerline Road; the express lane egress is followed by express lane ingress.
- An additional westbound express lane ingress is provided between Newport Center Drive and Military Trail.

Build Option 3D-1.3 (Center Alignment)

Similar to Build Option 3D-1.1 with changes to express lane ingress and egress points along SW 10th Street, see toll plan in **Appendix G**.

- Express lane alignment in the center of the eastbound and westbound direction of SW 10th Street.
- An eastbound express lane ingress is provided between Powerline Road and Military Trail, followed by an eastbound express lane egress between Military Trail and Newport Center Drive.
- A westbound express lane ingress is provided between Newport Center Drive and Military Trail, followed by a westbound express lane ingress between Military Trail and Powerline Road.

Build Option 3D-1.4 (Center Alignment)

Similar to Build Option 3D-1.1 with changes to express lane ingress and egress points along SW 10th Street, see toll plan in **Appendix G**.

- Express lane alignment in the center of the eastbound and westbound direction of SW 10th Street.
- An eastbound express lane egress is provided between Powerline Road and Military Trail.
- A westbound express lane ingress is provided between Newport Center Drive and Military Trail, followed by a westbound express lane ingress between Military Trail and Powerline Road.

Build Option 3D-1.5 (Center Alignment)

Similar to Build Option 3D-1.1 with changes to express lane ingress and egress points along SW 10th Street, see toll plan in **Appendix G**.

- Express lane alignment in the center of the eastbound and westbound direction of SW 10th Street.
- An eastbound express lane egress is provided between Military Trail and Newport Center Drive.
- A westbound express lane ingress is provided between Newport Center Drive and Military Trail, followed by a westbound express lane egress between Military Trail and Powerline Road.

Build Option 1.6 (Center Alignment)

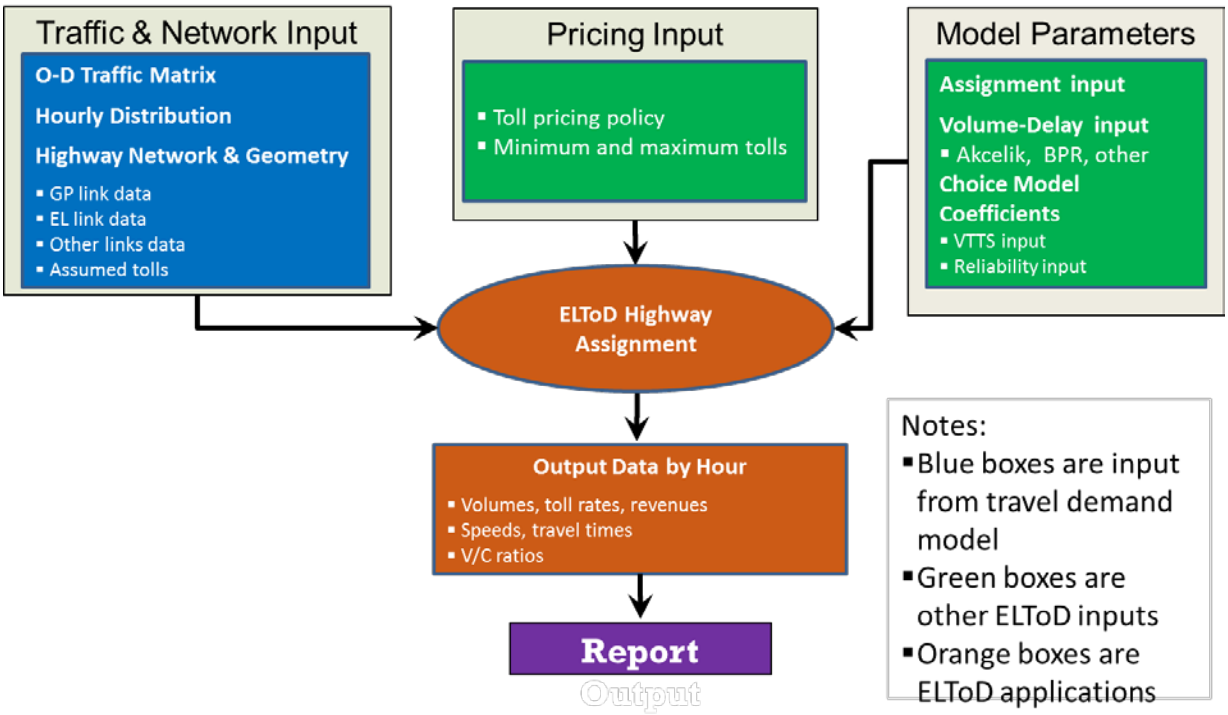
Similar to Build Option 1.1 Center Base without express lane ingress and egress points along SW 10th Street, see toll plan in **Appendix G**.

4.4 EXPRESS LANE TIME-OF-DAY MODEL

An important aspect of the congestion management strategy of express lanes is the toll rates charged to users over the course of the day. The traffic level of service in the express lanes is maintained through variable pricing, with the express lane tolls rising with increased congestion in the express lanes. The Express Lanes Time of Day Model v2.2 provides the means to forecast traffic by hour and direction in the express lanes via supply and demand equilibrium processes.

In the overall modeling process to develop hourly traffic and revenue forecasts, the first step is feeding the data derived from the Turnpike's version of the Southeast Regional Planning Model (SERPM), into the ELToD Model. Since the SERPM produces peak period traffic forecasts, the ELToD Model is necessary in order to produce hourly traffic forecasts for the general use lanes and express lanes. The ELToD Model works in conjunction with the demand model and was designed to utilize a subarea trip matrix and network extraction from the SERPM. This process produces traffic and toll estimates by hour and by direction, for both the general use and express lanes. **Figure 4.13** illustrates the ELToD Model process, inputs and outputs.

Figure 4.13
ELToD Model Flow Chart



In addition to a set of three period subarea trip matrices, the ELToD Model used hourly traffic distribution on the Sawgrass Expressway, Southern Coin, and I-95 by direction from count data; the geometric configuration of the proposed express lanes; and a toll policy pricing curve. For this study, two directional hourly traffic distributions were used to represent the corridor in the model, shown in **Table 4.14**. The pricing policy is graphically represented in **Figure 4.14** for both minimum tolls used in this study. The ELToD Model was developed for years 2020 and 2040 of the project corridor.

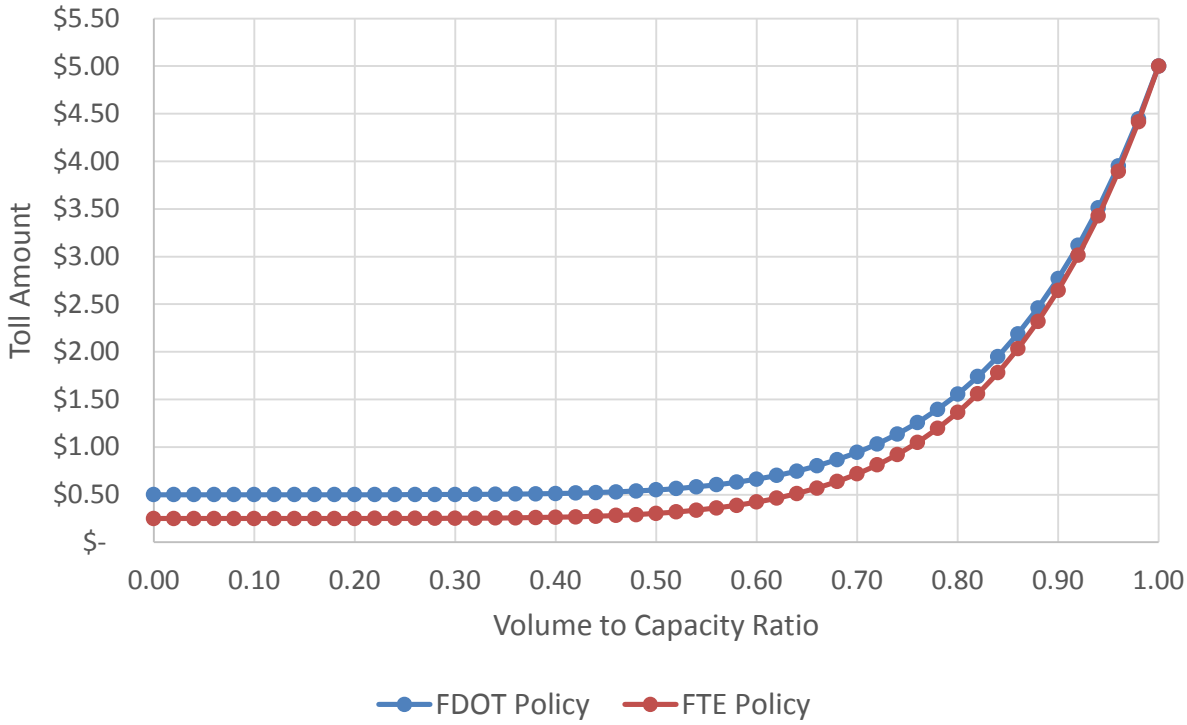
General Model Assumptions:

- Model Years: 2010 Base, 2020 and 2040 Future
- Opening Year: 2020
- Dynamically priced express lanes
- Minimum Toll:
  - $0.25 per segment for the Turnpike facilities – Sawgrass Expressway and Turnpike Mainline
  - $0.50 per segment for non-Turnpike facilities (SW 10th Street to the east of Military Trail and I-95)
- Maximum Toll:
  - $5.00 per segment for both Turnpike and non-Turnpike facilities
- Buses:
  - Do not pay the dynamic toll on the Turnpike system, however, they do pay the SunPass general toll of the adjacent tolled lane (the FTE portion of this project)
  - Do not pay the express lanes toll on non-Turnpike system express lanes (the FDOT District Four portion of this project)
- No Trucks are permitted in express lanes

Table 4.14
ELToD Traffic Distribution by Period by Hour

Hours	Period	Turnpike		I-95	
		NB	SB	NB	SB
1	Off Peak Period	1.3%	1.6%	1.6%	1.5%
2		0.8%	0.9%	1.0%	0.9%
3		0.6%	0.8%	0.8%	0.8%
4		0.6%	0.8%	0.8%	0.9%
5		1.1%	1.2%	1.2%	1.4%
6		2.6%	2.7%	2.7%	3.2%
7		7.6%	7.5%	7.2%	7.9%
8	AM Period	35.9%	35.0%	33.3%	33.4%
9		37.4%	37.0%	36.5%	36.5%
10		26.8%	28.0%	34.9%	34.7%
11	Off Peak Period	9.3%	9.4%	9.3%	9.3%
12		8.9%	9.2%	9.1%	9.3%
13		9.0%	9.3%	9.4%	9.6%
14		9.2%	9.6%	9.4%	9.6%
15		10.3%	10.2%	9.8%	10.0%
16		12.4%	12.0%	11.3%	10.9%
17	PM Period	32.2%	30.6%	31.7%	32.1%
18		38.0%	39.4%	36.5%	36.5%
19		29.7%	30.0%	34.9%	35.0%
20	Off Peak Period	8.3%	8.3%	7.7%	7.3%
21		5.9%	5.3%	5.9%	5.5%
22		5.0%	4.9%	5.2%	5.1%
23		4.3%	3.8%	4.5%	3.9%
24		2.7%	2.4%	3.0%	2.6%

Figure 4.14
Express Lanes Pricing Policy Curves



The ELToD Model holds the daily traffic and hourly distribution constant (i.e., ELToD does not simulate peak spreading) but estimates the split that will occur between the general use and express lanes, given the distribution. It does this by solving for the supply/demand equilibrium of each hour. The supply side is represented by Akcelik volume-delay curves that estimate the segment travel times separately for the general use and express lanes in each direction. These curves are based on queuing theory to more accurately represent congestion levels in overcapacity conditions. Hourly toll rates are computed by direction based on the volume-to-capacity ratio in the express lanes in relation to a specified toll policy, and are maintained within the specified highest and lowest toll limits. It should be noted that for the Turnpike express lanes, a pricing policy representing the current 95 Express was chosen. ELToD develops the express lane share of traffic by hour based on the toll amount and the differences in travel times between the general use lanes and express lanes. The share calculations are done by applying the discrete toll choice model equation and calibrated coefficients. Also, general use lanes may be either non-express lanes in an existing interstate corridor or non-express toll lanes in an existing tolled corridor.

4.5 ELTOD CHOICE MODEL

A key feature in ELToD is the toll choice model equation that predicts express lane share origin-destination (O-D) pair based on:

- Time: Time enters the choice model as the weighted time from using the express lanes minus the weighted time from using the general use lanes.
- Toll: Toll enters the choice model as the toll paid from using the express lanes minus the toll paid from using the general use lanes. If the general use lanes are toll free, this expression is simplified to the express lanes toll minus zero.
- Reliability: Reliability enters the choice model as the standard deviation of travel time from using the express lanes minus the standard deviation of travel time from using the general use lanes. (Note that travel time weights are not used for measuring reliability.)
- Toll Constant: The constant captures fixed or aggregate effects based on the network, time-of-day, or traveler characteristics. The Toll Constant can account for willingness to choose the express lanes with no time or reliability benefits, such as to avoid large trucks.

The differences in travel time and reliability result primarily from the congestion in the general use lanes. For facilities with conventional general use lanes, the toll is non-zero only on the express lanes and the amount of toll is determined dynamically based on congestion levels in the express lanes. In an iterative process, the ELToD model calculates the express lanes share, assigns traffic to the general use and express lanes, and then updates the measures for time, toll, and reliability based on the average traffic flow across all iterations.

The iterative process continues until convergence. The (model calculated) values for time, toll, and reliability are generally highest during the peak periods. For many origin-destination pairs, time and reliability grow faster than the toll as congestion increases, causing the (model calculated) express lanes share to reach its maximum value during one of the peak periods. For each eligible origin-destination pair, the express lanes share in the ELToD model can be calculated from the following choice model equation:

$$Express\ Lane\ Share = \frac{1}{1 + e^{(-1 * (\beta\_Constant + \beta\_Time * Time + \beta\_Toll * Toll + \beta\_Reliability * Reliability))}}$$

- **Toll Constant (β_Constant)**: This parameter determines the express lane share when time, toll, and reliability have a net zero effect.
- **Time Coefficient (β_Time)**: This parameter is for the travel time coefficient in the choice model equation defined in the ELToD Model as the **Travel Time Coefficient** (with units of 1/min). This is the disutility of increasing travel time by one minute.

- **Cost Coefficient (β_Toll)**: This parameter is for the toll cost coefficient in the choice model equation defined in the ELToD Model as the **Toll Coefficient** (with units of 1/$). This is the disutility of increasing the toll by one dollar.
- **Reliability Coefficient Ratio (β_Reliability)**: This parameter is the disutility of increasing the standard deviation of travel time by one minute. It can be calculated from a Reliability Ratio (defined in the ELToD Model documentation as the **Reliability Coefficient Ratio**) and the travel time coefficient. It indicates the disutility of one unit (one minute) of standard deviation.

"**β_Constant**," "**β_Time**," "**β_Toll**," "**β_Reliability**," are all estimated values. The latter three values determine the relative importance of time, toll, and reliability, while β_Constant has a fixed value. The measures for time, toll, and reliability represent the differences between these variables in the express lanes and the general use lanes. These calculation measures are represented by the general form of:

Measure = Express Lane Value - General Use Lane Value

Table 4.15 provides the choice model parameters for the Turnpike facilities (Turnpike Mainline/Sawgrass Expressway) and 95 Express. The 95 Express VTTS was obtained from the *95 Express Phase 3 and 4 Stated Preference Survey*. The Turnpike VTTS was obtained from the Integrated Congestion Pricing Project (ICPP) Stated Preference Survey conducted in South Florida. The reliability ratio was based on research from the SHRP2 C04 report, previous stated preference survey data for Turnpike facilities and observed 95 Express data. The hourly toll parameters were estimated from observed overnight shares and by calibrating the choice model to observed data on 95 Express Phase 1. The Turnpike hourly toll parameters were derived by applying a damping factor to the 95 Express hourly toll parameters, based on the perception of user bias towards express lane choice on existing toll roads. For the ELToD travel demand forecast, the 95 Express toll choice model parameters were used for the entire corridor. In VISSIM microsimulation analysis, however, the 95 Express toll choice model parameters were used for the I-95 and SW 10th Street corridor and the Turnpike Express toll choice model parameters were used for the Turnpike Mainline and Sawgrass Expressway corridor.

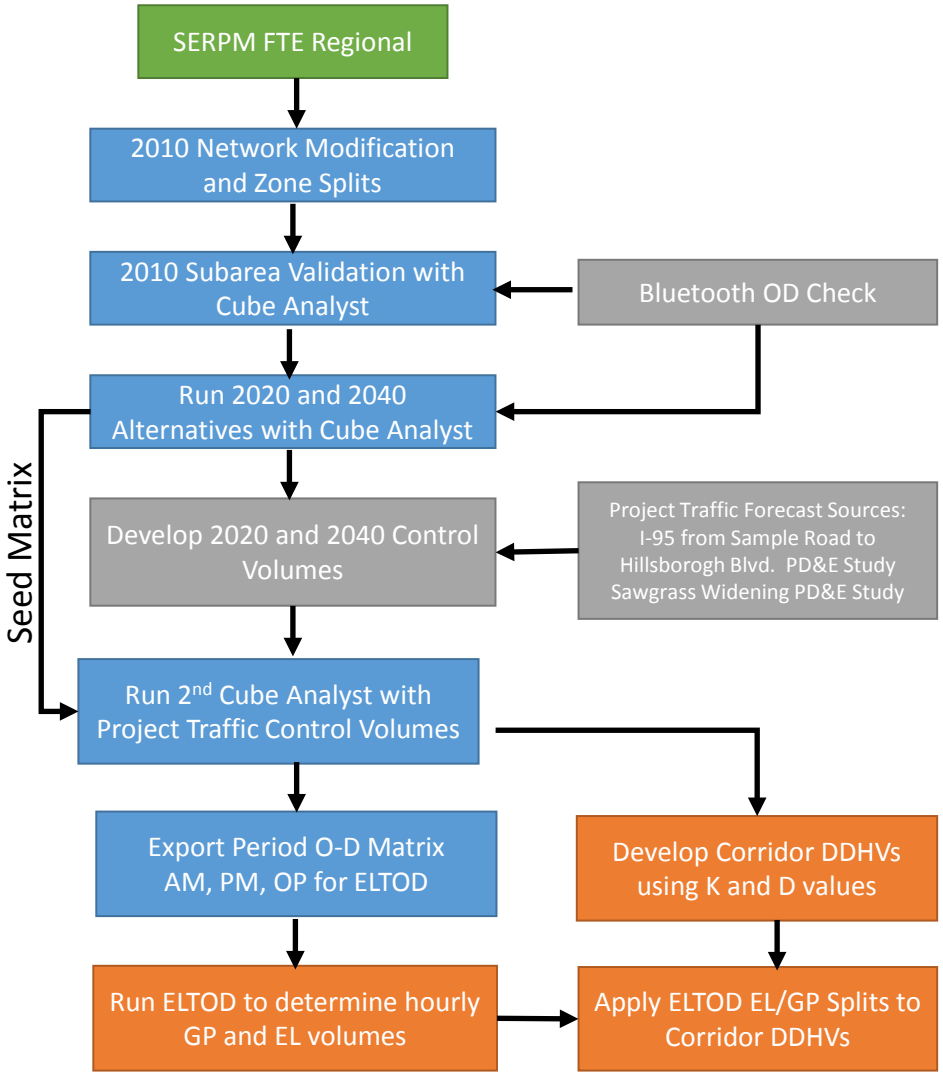
Table 4.15
Choice Model Parameter Comparison

Parameter	95 Express	Turnpike
Mean VTTS	$11.30	$9.62
Travel Time Coefficient	-0.112	-0.118
Toll Cost Coefficient	-0.5945	-0.736
Reliability Coefficient Ratio	2.65	0.90
Hourly Toll Parameters (peak)	-0.00	-0.647
Hourly Toll Parameters (off-peak)	-0.448	-1.095

5.1 FORECASTING PROCESS AND ASSUMPTIONS

The development of the project traffic forecast was a multi-step effort involving a combination of internal modeling procedures and post-model evaluation. **Figure 5.1** illustrates the process beginning with the regional SERPM-FTE. After the SERPM-FTE project model was validated against the 2010 traffic conditions, the future year model runs were conducted for the 2020 and 2040 No-Build, Partial-Build, and Build alternatives. An initial subarea model assignment was performed by applying the growth between the 2010 unadjusted matrices and the 2040 unadjusted matrices to the 2010 Cube Analyst adjusted matrices. The results of the future year Build scenarios were checked against the Bluetooth Origin-Destination data to see if the traffic between the Turnpike and I-95 Corridors that diverted to the SW 10th Street from the other interchanges on Florida's Turnpike, such as Sample Road and Glades Road, was reasonable.

Figure 5.1
Project Traffic Forecasting Process



The initial results for 2020 and 2040 for each scenario were then compared against the forecasts from two ongoing efforts: Sawgrass Expressway Widening PD&E study and the I-95 from Sample Road to Hillsborough Boulevard PD&E study. The I-95 PD&E study provided forecasts on I-95 mainline and ramps at the Sample Road, SW 10th Street, and Hillsboro Boulevard interchanges. The Sawgrass Expressway PD&E study provided traffic forecasts for the Sawgrass corridor from west of University Drive to east of Florida's Turnpike, as well as traffic forecasts on the Turnpike Mainline.

Base forecast volumes along the Sawgrass Expressway and Turnpike Mainline from the SW 10th Street project model were consistent with the Sawgrass Widening PD&E model projections, since only minor validation adjustments were made along the SW 10th corridor. The comparison against the I-95 PD&E study forecast indicated that SW 10th project model results were similar along SW 10th Street, but noticeably higher along I-95.

Because the No-Build scenario for the SW 10th Street PD&E study is the same as for the I-95 PD&E study, there is a need to achieve a consistent project forecast between the two projects. The forecast approach discussed with FDOT District 4 staff was to determine a project forecast for the No-Build scenario consistent with the I-95 PD&E study and pivot from these forecasts using the impacts identified from the SW 10th Street PD&E model. The methodology outlined in the *Traffic Data Collection and Traffic Projections Report* for the I-95 PD&E study was to apply a growth rate of 0.5 percent or SERPM 7.0 growth (whichever is greater) to the 2016 traffic volumes. Since the SW 10th Street I-95 study limits extend beyond the I-95 PD&E study limits (from Sample Road to Hillsboro Boulevard), a 0.5 percent growth rate was applied for the interchanges south of Sample Road, and the raw subarea SW 10th model results were used north of Hillsboro due to the impacts of the Spanish River Drive interchange.

Once the No-Build forecast was determined for 2040, the Partial-Build project forecast was determined by applying the model differences to the No-Build project forecast. For example, 2040 Partial-Build project traffic forecasts = 2040 No-Build project traffic + (2040 Partial-Build Model – 2040 No-Build Model). The Build project traffic was determined by taking the difference between the Partial-Build and Build model values and adding this impact layer to the Partial-Build project forecast. This process was also used to develop 2020 and 2040 Partial-Build and Build forecast volumes along I-95. A similar process was performed along the Sawgrass Expressway and Turnpike Mainline to achieve consistency with the Sawgrass Expressway Widening PD&E forecast.

Once project traffic forecast volumes were established as control values, a second Cube Analyst step was implemented to adjust the initial trip tables to match with the forecast values at selected links in the subarea. The final adjusted trip tables were assigned to the subarea networks for each scenario to produce the 2020 and 2040 forecasts on all links with and without control totals. Finally, the second Cube Analyst assignment results were checked, smoothed, and rounded to produce the project forecast AADTs.

The final forecasted AADTs from the subarea model, along with K-factors and D-factors, were used to develop corridor-level directional design hour volume (DDHV). For express lane locations, the

Subarea model peak period trip tables were then exported to ELToD to determine hourly traffic for the general purpose and express toll lanes.

5.2 ANNUAL AVERAGE DAILY TRAFFIC VOLUMES

The AADT volumes for each of the three scenarios are summarized and compared in the following tables to show the resulting annual growth rate between year 2020 and 2040 and to highlight the volume difference between the scenarios. **Table 5.1** shows the No-Build average growth by facility compared to historical trends and population/employment data within a 5-mile buffer of SW 10th Street. Segment-level forecast AADTs are shown for the Sawgrass Expressway, Turnpike Mainline, SW 10th Street, and I-95 in **Tables 5.2** through **5.5**. **Figures 5.2** through **5.4** show the AADT volumes for 2016, 2020, and 2040 for the three forecast scenarios.

Table 5.1
Facility Average Annual Growth Rate Comparison

Facility	2000-2015 Historical Trend	2016-2040 No-Build Forecast	2010-2040 SE Data TAZ 5-mile Buffer	
			Population	Employment
Sawgrass Expressway	2.8%	1.2%	0.4%	0.3%
SW 10th Street	0.7%	0.8%		
Turnpike Mainline	1.5%	1.7%		
I-95	-0.1%	0.6%		

A review of the AADT volumes indicates the following trends:

No-Build

- The portion of the Sawgrass Expressway within the study area shows average annual compound growth of 1.2 percent for the No-Build forecast. The Sawgrass Expressway is projected to have lower growth than historical trends indicate for the entire facility. The lower growth is due in part to the limited available capacity along SW 10th Street to feed the northern portion of the Sawgrass Expressway.
- SW 10th Street is anticipated to have growth similar to historical trends, although the corridor is capacity constrained.
- The Turnpike Mainline is anticipated to have higher growth than historical trends for the entire Southern Coin system due to the additional capacity with the planned widenings.
- I-95 has the lowest growth rate of the facilities, but the projected growth is expected to be higher than historical trends due to the added capacity from 95 Express.
- The I-95/Spanish River Drive interchange results in a diversion of traffic from the adjacent interchanges at Glades Road and Yamato Road, as expected with this reliever interchange.

Partial-Build

- The full interchange at Sawgrass Expressway and 95 Express direct connect ramps results in a shift of mainline traffic along both I-95 and the Turnpike.
- The prevalent movements appear to be Turnpike south to\from I-95 north, as they both increase with the Partial-Build.
- There is a noticeable reduction in traffic along I-95 south of SW 10th that has been shifted to the Turnpike.
- Reductions occur at Hillsboro Boulevard and Sample Road on I-95 due to a diversion to SW 10th Street.
- Reductions occur at the Sample Road and Glades Road interchanges on the Turnpike Mainline due to a diversion of traffic to SW 10th Street.
- There is a slight decrease in Sawgrass Expressway traffic due to a shift to the Turnpike Mainline.
- As expected, traffic along SW 10th Street increases with the new access.
- There is some reduction in traffic along Powerline Road and Military Trail south of SW 10th Street.

Build (Option 3D-1.1)

- Traffic volumes along the Sawgrass Expressway, SW 10th Street, and I-95 increase due to the additional capacity along SW 10th Street.
- There is some additional diversion of traffic at Glades Road on the Turnpike and at some I-95 interchanges, but the diversion is considerably smaller than with the Partial-Build.
- Although not depicted in the forecast tables/figures, the regional model results indicate that the Build alternative diverts traffic from parallel east-west roads such as Wiles Road and Hillsboro Boulevard.

Table 5.2
AADT Comparison – Sawgrass Expressway

Mile Post - Description	Profile	2016	No-Build (NB)						Partial-Build (PB)				Build Option 3D-1.1 (Build)			
			AADTs		Difference		Annual Growth Rate		AADTs		Difference NB to PB		AADTs		Difference PB to Build	
			2020	2040	2016 to 2020	2016 to 2040	2020	2040	2020	2040	2020	2040	2020	2040	2020	2040
West of Waterways		**37,700**	**38,500**	**52,000**	**800**	**14,300**	**0.5%**	**1.3%**	**62,500**	**86,400**	**24,000**	**34,400**	**64,400**	**95,000**	**1,900**	**8,600**
20 - SW 10th To/From Turnpike South									20,400	26,300	20,400	26,300	13,000	17,100	-7,400	-9,200
SW 10th To/From Turnpike North									9,000	15,400	9,000	15,400	10,500	16,400	1,500	1,000
Sawgrass Expressway To/From Turnpike North		30,000	32,000	36,600	2,000	6,600	1.6%	0.8%	32,000	36,600	0	0	32,000	36,600	0	0
Sawgrass Expressway To/From Turnpike South		14,000	15,000	19,700	1,000	5,700	1.7%	1.4%	14,300	18,900	-700	-800	15,700	22,000	1,400	3,100
		81,700	**85,500**	**108,300**	**3,800**	**26,600**	**1.1%**	**1.2%**	**79,400**	**100,200**	**-6,100**	**-8,100**	**88,600**	**120,100**	**9,200**	**19,900**
19 - Lyons Road		9,600	10,900	15,300	1,300	5,700	3.2%	2.0%	10,400	14,900	-500	-400	13,300	21,100	2,900	6,200
		9,600	9,700	13,000	100	3,400	0.3%	1.3%	9,900	15,200	200	2,200	9,300	13,000	-600	-2,200
		81,700	**84,300**	**106,000**	**2,600**	**24,300**	**0.8%**	**1.1%**	**78,900**	**100,500**	**-5,400**	**-5,500**	**84,600**	**112,000**	**5,700**	**11,500**
18 - US 441/ SR 7		12,400	13,300	17,900	900	5,500	1.8%	1.5%	12,900	17,200	-400	-700	13,800	18,500	900	1,300
		16,900	18,700	23,200	1,800	6,300	2.6%	1.3%	19,100	23,500	400	300	18,700	23,200	-400	-300
		86,200	**89,700**	**111,300**	**3,500**	**25,100**	**1.0%**	**1.1%**	**85,100**	**106,800**	**-4,600**	**-4,500**	**89,500**	**116,700**	**4,400**	**9,900**
15 - University		19,400	20,100	30,300	700	10,900	0.9%	1.9%	19,100	27,600	-1,000	-2,700	21,100	31,800	2,000	4,200
		5,400	5,800	13,100	400	7,700	1.8%	3.8%	5,800	13,200	0	100	5,800	13,100	0	-100
		72,200	**75,400**	**94,100**	**3,200**	**21,900**	**1.1%**	**1.1%**	**71,800**	**92,400**	**-3,600**	**-1,700**	**74,200**	**98,000**	**2,400**	**5,600**

Negative growth.

No-Build – Includes 95 Express Phase 3, 10-lane Turnpike Mainline Widening, 10-lane Sawgrass Expressway Widening.

Partial-Build – Includes No-Build with full interchange at Sawgrass Expressway and SW 10th/95 Express direct connect ramps.

Build – Includes Partial-Build with four-lane SW 10th Express Lanes and intermediate access point between Powerline Road and Military Trail.

Table 5.3
AADT Comparison – SW 10th Street

Description		Profile	2016	No-Build (NB)						Partial-Build (PB)				Build Option 3D-1.1 (Build)			
				AADTs		Difference		Annual Growth Rate		AADTs		Difference NB to PB		AADTs		Difference PB to Build	
				2020	2040	2016 to 2020	2016 to 2040	2020	2040	2020	2040	2020	2040	2020	2040	2020	2040
			34,500	**35,200**	**38,900**	**700**	**4,400**	**0.5%**	**0.5%**	**36,500**	**39,500**	**1,300**	**600**	**38,300**	**39,300**	**1,800**	**-200**
Natura Boulevard	(to/from North)		11,000	11,200	12,400	200	1,400	0.5%	0.5%	12,700	13,900	1,500	1,500	13,300	14,200	600	300
	(to/from South)		9,700	10,400	14,800	700	5,100	1.8%	1.8%	11,900	20,400	1,500	5,600	11,100	20,500	-800	100
			40,000	**40,900**	**45,600**	**900**	**5,600**	**0.6%**	**0.5%**	**42,400**	**46,300**	**1,500**	**700**	**44,700**	**46,300**	**2,300**	**0**
I-95																0	0
																0	0
			54,500	**55,700**	**61,900**	**1,200**	**7,400**	**0.5%**	**0.5%**	**65,000**	**76,300**	**9,300**	**14,400**	**77,700**	**94,200**	**12,700**	**17,900**
Newport Center Drive	(to/from North)		5,500	5,600	6,200	100	700	0.5%	0.5%	7,600	8,200	2,000	2,000	7,300	8,700	-300	500
	(to/from South)		7,400	7,500	8,300	100	900	0.3%	0.5%	7,600	8,600	100	300	7,800	8,900	200	300
			53,000	**54,100**	**59,800**	**1,100**	**6,800**	**0.5%**	**0.5%**	**64,100**	**76,000**	**10,000**	**16,200**	**76,500**	**93,200**	**12,400**	**17,200**
South Military Trail	(to/from North)		24,000	24,500	27,100	500	3,100	0.5%	0.5%	28,100	30,000	3,600	2,900	26,500	29,400	-1,600	-600
	(to/from South)		29,000	29,600	32,700	600	3,700	0.5%	0.5%	27,700	30,600	-1,900	-2,100	29,200	30,600	1,500	0
			46,600	**47,500**	**52,500**	**900**	**5,900**	**0.5%**	**0.5%**	**56,200**	**62,200**	**8,700**	**9,700**	**67,100**	**88,300**	**10,900**	**26,100**
Driveways	(to/from South)															0	0
																0	**0**
SW 24th Avenue	(to/from South)		2,600	2,600	2,800	0	200	0.0%	0.3%	2,600	2,800	0	0	2,600	2,800	0	0
			45,200	**46,100**	**51,300**	**900**	**6,100**	**0.5%**	**0.5%**	**54,800**	**61,000**	**8,700**	**9,700**	**65,400**	**87,100**	**10,600**	**26,100**
SW 28th Avenue	(to/from South)		2,100	2,200	2,400	100	300	1.2%	0.6%	2,800	3,700	600	1,300	4,300	5,500	1,500	1,800
			45,800	**46,700**	**51,700**	**900**	**5,900**	**0.5%**	**0.5%**	**55,400**	**61,500**	**8,700**	**9,800**	**66,100**	**87,400**	**10,700**	**25,900**
SW 30th Avenue	(to/from South)		2,500	2,500	2,500	0	0	0.0%	0.0%	2,500	3,000	0	500	3,400	4,400	900	1,400
			44,500	**45,400**	**50,400**	**900**	**5,900**	**0.5%**	**0.5%**	**54,100**	**60,100**	**8,700**	**9,700**	**66,400**	**85,000**	**12,300**	**24,900**
Driveways (Industrial Park)	(to/from North)		2,300	2,300	2,300	0	0	0.0%	0.0%	2,300	2,300	0	0	2,300	2,300	0	0
			46,200	**47,100**	**52,100**	**900**	**5,900**	**0.5%**	**0.5%**	**55,800**	**61,800**	**8,700**	**9,700**	**63,900**	**85,500**	**8,100**	**23,700**
Powerline Road (S.R. 845)	(to/from North)		39,000	39,800	43,900	800	4,900	0.5%	0.5%	40,000	48,600	200	4,700	37,100	46,000	-2,900	-2,600
	(to/from South)		34,500	35,200	38,900	700	4,400	0.5%	0.5%	30,200	36,100	-5,000	-2,800	31,800	38,900	1,600	2,800
			36,900	**37,700**	**55,900**	**800**	**19,000**	**0.5%**	**1.7%**	**65,500**	**88,800**	**27,800**	**32,900**	**67,500**	**95,400**	**2,000**	**6,600**
Independence Drive	(to/from South)		1,500	1,500	1,500	0	0	0.0%	0.0%	1,700	2,300	200	800	1,700	2,300	0	0
			36,000	**36,800**	**55,000**	**800**	**19,000**	**0.6%**	**1.8%**	**64,800**	**88,700**	**28,000**	**33,700**	**66,800**	**95,300**	**2,000**	**6,600**
Waterways Boulevard	(to/from South)		5,500	5,500	5,500	0	0	0.0%	0.0%	5,500	5,500	0	0	5,500	5,500	0	0
			37,700	**38,500**	**52,000**	**800**	**14,300**	**0.5%**	**1.3%**	**62,500**	**86,400**	**24,000**	**34,400**	**64,400**	**95,000**	**1,900**	**8,600**
Turnpike																	
Sawgrass Expressway																	

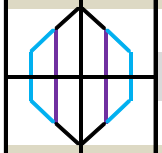
Negative growth.

No-Build – Includes 95 Express Phase 3, 10-lane Turnpike Mainline Widening, 10-lane Sawgrass Expressway Widening.

Partial-Build – Includes No-Build with full interchange at Sawgrass Expressway and SW 10th/95 Express direct connect ramps.

Build – Includes Partial-Build with four-lane SW 10th Express Lanes and intermediate access point between Powerline Road and Military Trail.

Table 5.4
AADT Comparison – Florida's Turnpike

Mile Post - Description	Profile	2016	No-Build (NB)						Partial-Build (PB)				Build Option 3D-1.1 (Build)			
			AADTs		Difference		Annual Growth Rate		AADTs		Difference NB to PB		AADTs		Difference PB to Build	
			2020	2040	2016 to 2020	2016 to 2040	2020	2040	2020	2040	2020	2040	2020	2040	2020	2040
		98,900	**102,100**	**145,300**	**3,200**	**46,400**	**0.8%**	**1.6%**	**104,800**	**150,600**	**2,700**	**5,300**	**105,400**	**150,900**	**600**	**300**
75 - Glades Road		13,100	13,900	19,800	800	6,700	1.5%	1.7%	12,600	17,500	-1,300	-2,300	12,400	17,200	-200	-300
		21,000	21,500	31,000	500	10,000	0.6%	1.6%	20,200	28,600	-1,300	-2,400	21,300	30,500	1,100	1,900
		106,800	**109,700**	**156,500**	**2,900**	**49,700**	**0.7%**	**1.6%**	**112,400**	**161,700**	**2,700**	**5,200**	**114,300**	**164,200**	**1,900**	**2,500**
71 - Sawgrass Expressway		30,000	32,000	36,600	2,000	6,600	1.6%	0.8%	41,000	52,000	9,000	15,400	42,500	53,000	1,500	1,000
Sawgrass Expressway West		30,000	32,000	36,600	2,000	6,600	1.6%	0.8%	32,000	36,600	0	0	32,000	36,600	0	0
SW 10th Street East									9,000	15,400	9,000	15,400	10,500	16,400	1,500	1,000
SW 10th Street East									20,400	26,300	20,400	26,300	13,000	17,100	-7,400	-9,200
Sawgrass Expressway West		14,000	15,000	19,700	1,000	5,700	1.7%	1.4%	14,300	18,900	-700	-800	15,700	22,000	1,400	3,100
		14,000	15,000	19,700	1,000	5,700	1.7%	1.4%	34,700	45,200	19,700	25,500	28,700	39,100	-6,000	-6,100
		90,800	**92,700**	**139,600**	**1,900**	**48,800**	**0.5%**	**1.8%**	**106,100**	**154,900**	**13,400**	**15,300**	**100,500**	**150,300**	**-5,600**	**-4,600**
69 - Sample Road		9,600	10,800	12,100	1,200	2,500	3.0%	1.0%	8,800	9,100	-2,000	-3,000	10,900	10,400	2,100	1,300
		19,400	22,300	24,900	2,900	5,500	3.5%	1.0%	15,300	18,100	-7,000	-6,800	20,700	23,000	5,400	4,900
		100,600	**104,200**	**152,400**	**3,600**	**51,800**	**0.9%**	**1.7%**	**112,600**	**163,900**	**8,400**	**11,500**	**110,300**	**162,900**	**-2,300**	**-1,000**
67 - Coconut Creek Parkway		13,400	16,700	22,200	3,300	8,800	5.7%	2.1%	17,000	22,800	300	600	17,000	23,000	0	200
		10,100	11,900	17,100	1,800	7,000	4.2%	2.2%	11,600	16,700	-300	-400	12,000	17,300	400	600
		97,300	**99,400**	**147,300**	**2,100**	**50,000**	**0.5%**	**1.7%**	**107,200**	**157,800**	**7,800**	**10,500**	**105,300**	**157,200**	**-1,900**	**-600**
66 - Atlantic Boulevard		18,400	21,500	23,000	3,100	4,600	4.0%	0.9%	20,900	22,000	-600	-1,000	21,100	22,200	200	200
65 - Pompano Beach Service Area		**115,700**	**120,900**	**170,300**	**5,200**	**54,600**	**1.1%**	**1.6%**	**128,100**	**179,800**	**7,200**	**9,500**	**126,400**	**179,400**	**-1,700**	**-400**

Negative growth.
No-Build – Includes 95 Express Phase 3, 10-lane Turnpike Mainline Widening, 10-lane Sawgrass Expressway Widening.
Partial-Build – Includes No-Build with full interchange at Sawgrass Expressway and SW 10th/95 Express direct connect ramps.
Build – Includes Partial-Build with four-lane SW 10th Express Lanes and intermediate access point between Powerline Road and Military Trail.

Table 5.5
AADT Comparison – I-95

Mile Post - Description	Profile	2016	No-Build (NB)						Partial-Build (PB)				Build Option 3D-1.1 (Build)			
			AADTs		Difference		Annual Growth Rate		AADTs		Difference NB to PB		AADTs		Difference PB to Build	
			2020	2040	2016 to 2020	2016 to 2040	2020	2040	2020	2040	2020	2040	2020	2040	2020	2040
		195,600	**211,400**	**242,000**	**15,800**	**46,400**	**2.0%**	**0.9%**	**213,900**	**245,400**	**2,500**	**3,400**	**216,000**	**248,700**	**2,100**	**3,300**
50 - Congress Ave.		13,100	14,000	18,800	900	5,700	1.7%	1.5%	14,100	18,900	100	100	14,100	18,900	0	0
		8,100	9,000	13,700	900	5,600	2.7%	2.2%	9,100	13,800	100	100	9,600	14,300	500	500
		190,600	**206,400**	**236,900**	**15,800**	**46,300**	**2.0%**	**0.9%**	**208,900**	**240,300**	**2,500**	**3,400**	**211,500**	**244,100**	**2,600**	**3,800**
48 - SR 794 (Yamato Rd.)		30,400	31,100	39,600	700	9,200	0.6%	1.1%	31,200	39,700	100	100	30,900	39,300	-300	-400
		37,900	34,900	38,100	-3,000	200	-2.0%	0.0%	34,700	38,300	-200	200	34,800	38,400	100	100
		198,100	**210,200**	**235,400**	**12,100**	**37,300**	**1.5%**	**0.7%**	**212,400**	**238,900**	**2,200**	**3,500**	**215,400**	**243,200**	**3,000**	**4,300**
Spanish River Blvd			21,900	26,500					21,900	26,600	0	100	21,900	26,600	0	0
			14,500	25,300					14,700	25,600	200	300	15,300	26,900	600	1,300
		198,100	**202,800**	**234,200**	**4,700**	**36,100**	**0.6%**	**0.7%**	**205,200**	**237,900**	**2,400**	**3,700**	**208,800**	**243,500**	**3,600**	**5,600**
45 - SR 808 (Glades Rd.)		34,000	27,500	33,800	-6,500	-200	-5.2%	0.0%	27,700	34,300	200	500	27,500	34,000	-200	-300
		39,900	33,100	35,600	-6,800	-4,300	-4.6%	-0.5%	33,300	35,900	200	300	33,600	36,200	300	300
		204,000	**208,400**	**236,000**	**4,400**	**32,000**	**0.5%**	**0.6%**	**210,800**	**239,500**	**2,400**	**3,500**	**214,900**	**245,700**	**4,100**	**6,200**
44 - CR 798 (Palmetto Park Rd.)		27,700	28,700	37,300	1,000	9,600	0.9%	1.2%	28,800	38,200	100	900	28,700	37,800	-100	-400
		31,500	32,300	35,500	800	4,000	0.6%	0.5%	32,100	35,300	-200	-200	33,100	36,600	1,000	1,300
		207,800	**212,000**	**234,200**	**4,200**	**26,400**	**0.5%**	**0.5%**	**214,100**	**236,600**	**2,100**	**2,400**	**219,300**	**244,500**	**5,200**	**7,900**
42 - SR 810 (Hillsboro Blvd.)		27,500	28,100	30,900	600	3,400	0.5%	0.5%	27,900	30,700	-200	-200	27,900	30,500	0	-200
		32,800	33,900	39,700	1,100	6,900	0.8%	0.8%	32,200	37,600	-1,700	-2,100	32,700	38,100	500	500
		213,100	**217,800**	**243,000**	**4,700**	**29,900**	**0.5%**	**0.5%**	**218,400**	**243,500**	**600**	**500**	**224,100**	**252,100**	**5,700**	**8,600**
41 - SR 869 (SW 10th St.)		31,500	32,500	37,800	1,000	6,300	0.8%	0.8%	40,200	47,300	7,700	9,500	46,900	60,600	6,700	13,300
		30,300	31,600	39,200	1,300	8,900	1.1%	1.1%	35,700	43,400	4,100	4,200	38,700	48,800	3,000	5,400
		211,900	**216,900**	**244,400**	**5,000**	**32,500**	**0.6%**	**0.6%**	**213,900**	**239,600**	**-3,000**	**-4,800**	**215,900**	**240,300**	**2,000**	**700**
39 - SR 834 (Sample Rd.)		27,100	28,100	33,300	1,000	6,200	0.9%	0.9%	27,500	32,800	-600	-500	27,800	33,100	300	300
		37,800	38,600	42,600	800	4,800	0.5%	0.5%	38,300	42,700	-300	100	38,100	42,500	-200	-200
		222,600	**227,400**	**253,700**	**4,800**	**31,100**	**0.5%**	**0.5%**	**224,700**	**249,500**	**-2,700**	**-4,200**	**226,200**	**249,700**	**1,500**	**200**
38 - Copans Rd.		24,700	25,200	29,500	500	4,800	0.5%	0.7%	25,700	30,500	500	1,000	25,400	30,200	-300	-300
		37,000	37,700	41,900	700	4,900	0.5%	0.5%	37,500	42,300	-200	400	37,700	42,600	200	300
		234,900	**239,900**	**266,100**	**5,000**	**31,200**	**0.5%**	**0.5%**	**236,500**	**261,300**	**-3,400**	**-4,800**	**238,500**	**262,100**	**2,000**	**800**
36 - SR 814 (Atlantic Blvd.)		42,000	42,800	51,200	800	9,200	0.5%	0.8%	42,900	52,500	100	1,300	43,200	52,200	300	-300
		44,800	45,700	50,500	900	5,700	0.5%	0.5%	46,400	51,500	700	1,000	46,500	51,600	100	100
		237,700	**242,800**	**265,400**	**5,100**	**27,700**	**0.5%**	**0.5%**	**240,000**	**260,300**	**-2,800**	**-5,100**	**241,800**	**261,500**	**1,800**	**1,200**

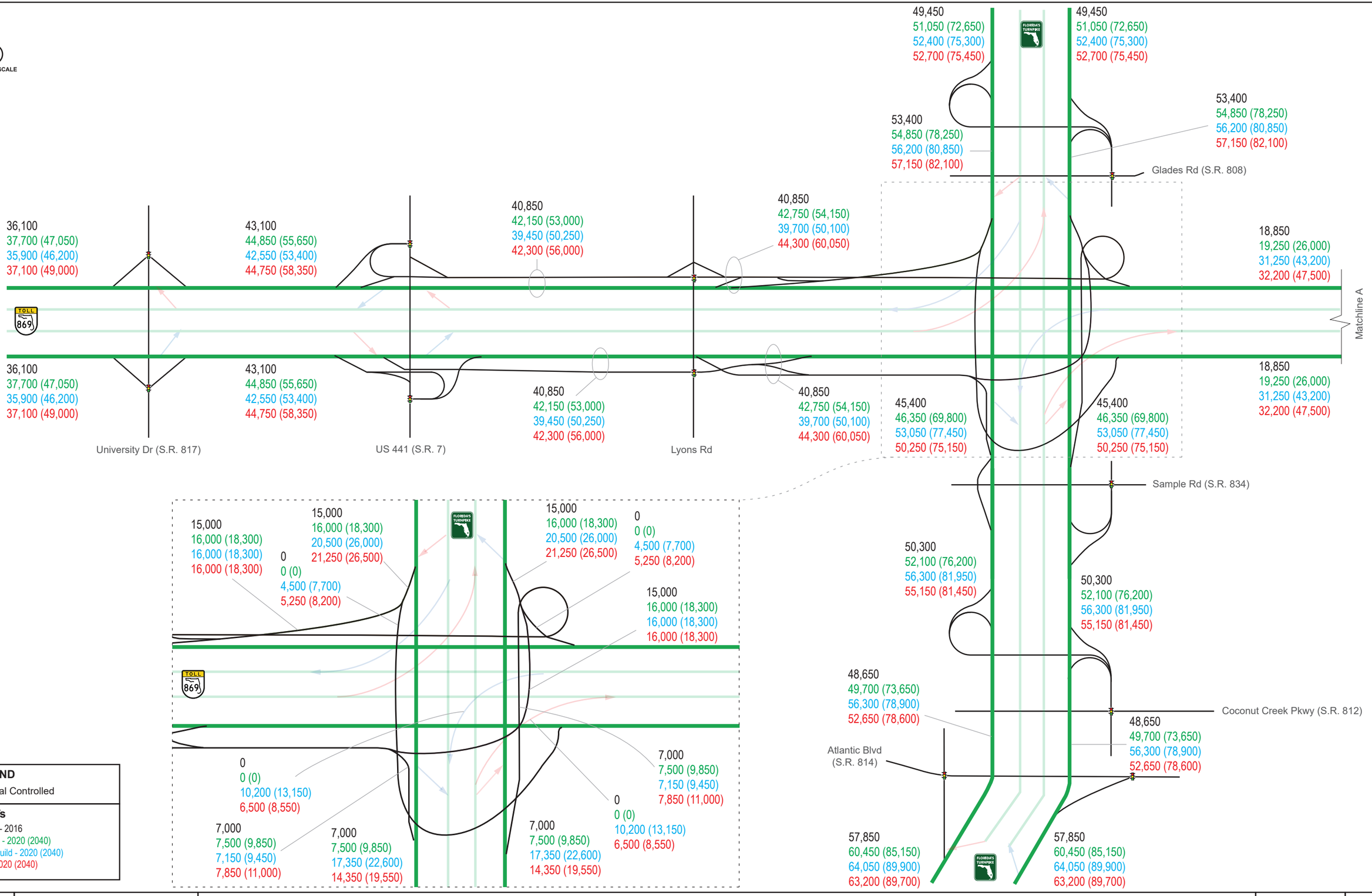
Negative growth.

No-Build – Includes 95 Express Phase 3, 10-lane Turnpike Mainline Widening, 10-lane Sawgrass Expressway Widening.

Partial-Build – Includes No-Build with full interchange at Sawgrass Expressway and SW 10th/95 Express direct connect ramps.

Build – Includes Partial-Build with four-lane SW 10th Express Lanes and intermediate access point between Powerline Road and Military Trail.

NOT TO SCALE



LEGEND

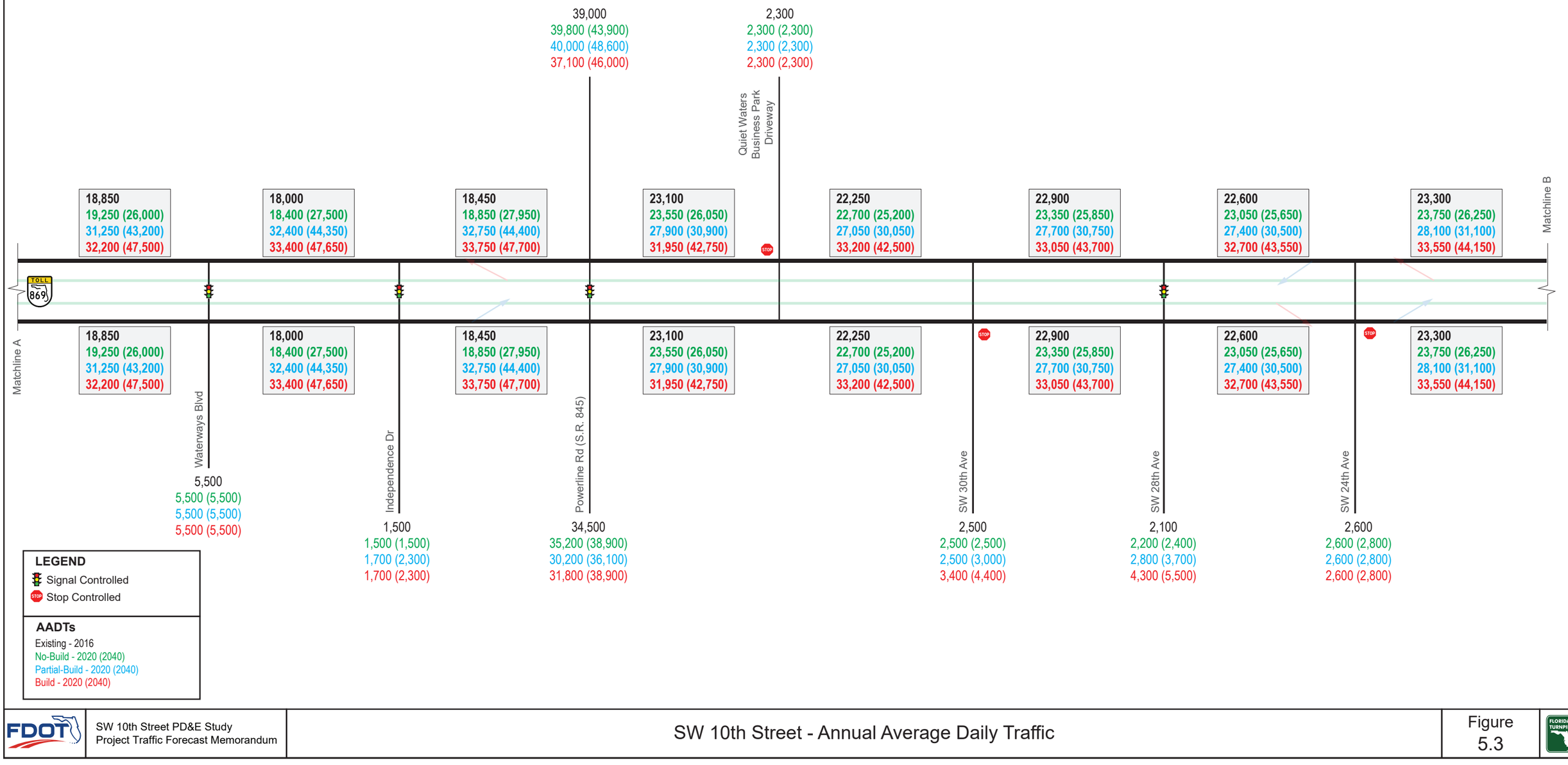
Signal Controlled

AADTs

Existing - 2016
No-Build - 2020 (2040)
Partial-Build - 2020 (2040)
Build - 2020 (2040)

FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	Sawgrass Expressway (S.R. 869) and Florida's Turnpike Mainline (S.R. 91) - Annual Average Daily Traffic	Figure 5.2

NOT TO SCALE



FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	SW 10th Street - Annual Average Daily Traffic	Figure 5.3

NOT TO SCALE

Matchline B

24,000
24,500 (27,100)
28,100 (30,000)
26,500 (29,400)

5,500
5,600 (6,200)
7,600 (8,200)
7,300 (8,700)

23,300
23,750 (26,250)
28,100 (31,100)
33,550 (44,150)

26,500
27,050 (29,900)
32,050 (38,000)
38,250 (46,600)

27,250
27,850 (30,950)
32,500 (38,150)
38,850 (47,100)

S Military Trl

29,000
29,600 (32,700)
27,700 (30,600)
29,200 (30,600)

E Newport Center Dr

7,400
7,500 (8,300)
7,600 (8,600)
7,800 (8,900)

8,800
9,000 (10,000)
9,000 (10,000)
9,100 (10,000)

103,900
105,200 (115,600)
106,500 (116,100)
109,250 (121,050)

13,500
13,800 (15,200)
13,700 (15,100)
13,700 (15,200)

57,000
58,100 (64,200)
56,600 (61,900)
56,800 (62,000)

7,600
8,100 (11,100)
7,200 (9,800)
7,200 (10,000)

106,800
108,500 (121,500)
109,000 (120,800)
111,850 (125,850)

15,000
15,600 (18,700)
19,300 (22,700)
22,500 (29,100)

103,900
106,800 (118,600)
107,600 (120,500)
110,050 (123,450)

7,700
7,900 (8,700)
7,900 (8,700)
7,950 (8,750)

7,600
7,800 (8,600)
7,000 (7,800)
7,200 (8,100)

58,000
59,200 (65,400)
59,200 (65,400)
59,500 (65,500)

Hillsboro Blvd (S.R. 810)

INTERSTATE 95

8,800
9,000 (10,000)
9,000 (10,000)
9,200 (10,000)

6,300
6,400 (7,000)
6,300 (6,900)
6,250 (6,550)

11,000
11,200 (12,400)
12,700 (13,900)
13,300 (14,200)

106,300
109,300 (121,500)
109,400 (122,700)
112,250 (126,250)

SW Natura Park Blvd

40,000
40,900 (45,600)
42,400 (46,300)
44,700 (46,300)

34,500
35,200 (38,900)
36,500 (39,500)
38,300 (39,300)

SW 10th St

FAU Research Park Blvd

14,500
15,200 (19,500)
16,700 (22,400)
18,050 (23,200)

13,300
13,800 (16,300)
13,500 (15,900)
13,650 (16,050)

106,300
108,100 (122,300)
106,400 (120,500)
107,400 (119,950)

10,200
10,400 (11,500)
10,400 (11,500)
10,400 (11,500)

16,500
16,900 (19,100)
20,900 (24,600)
24,400 (31,500)

15,800
16,400 (19,700)
19,000 (21,000)
20,650 (25,600)

105,600
108,800 (122,100)
107,500 (119,100)
108,500 (120,350)

9,700
10,400 (14,800)
11,900 (20,400)
11,100 (20,500)

5,100
5,400 (7,100)
5,300 (7,100)
5,400 (7,100)

58,500
59,700 (66,000)
59,600 (65,900)
59,100 (65,500)

51,000
52,300 (59,100)
52,100 (58,500)
52,000 (58,700)

Sample Rd (S.R. 834)

9,600
9,800 (10,800)
9,600 (10,900)
9,400 (10,600)

18,000
18,400 (20,300)
18,300 (20,300)
18,300 (20,400)

8,700
8,900 (9,900)
8,700 (9,800)
8,750 (9,950)

112,800
114,500 (128,300)
112,900 (127,000)
113,550 (126,000)

109,800
112,900 (125,400)
111,800 (122,500)
112,650 (123,700)

LEGEND

Signal Controlled

AADTs

Existing - 2016
No-Build - 2020 (2040)
Partial-Build - 2020 (2040)
Build - 2020 (2040)

FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	SW 10th Street and I-95 (S.R. 9) - Annual Average Daily Traffic	Figure 5.4

5.3 FUTURE ORIGIN-DESTINATION MOVEMENTS

Future year origin-destination flow matrix for the study corridors were developed to estimate the Express Lanes traffic using the ELToD model for three future year scenarios: No-Build, Partial-Build, and Build SW 10th Street. The development of the origin-destination tables were done by time periods and included the following steps:

- Develop future year balanced AADTs using the SERPM subarea model results along with balanced AADTs for the existing conditions (described in Section 5.2).
- Develop corridor DDHVs using the FDOT process of applying Standard K and D factors (Section 5.4)
- Develop 3-hour AM and 3-hour PM peak period traffic by dividing the peak hour traffic by 0.38 for the Turnpike Mainline, Sawgrass Expressway, and SW 10th Street, and 0.36 for I-95. These peak hour to peak period factors were derived using existing traffic counts in these corridors.
- Calculate off-peak period (18-hours) traffic by subtracting AM and PM peak period traffic from the AADTs.
- Perform a matrix estimation process using Cube Analyst to adjust future year SERPM subarea trip tables to match with AM, PM, and off-peak control volumes. The process is very similar to what is described under the model validation section of the report (Section 4.1)

The final products of this process are subarea trip tables for each time period for future years 2020 and 2040. There are 43 zones in the subarea trip tables which were grouped into an 8-zone system. These trip tables were analyzed to identify the through movement volumes on SW 10th Street travelling between Florida's Turnpike and I-95. The through volumes represent vehicles that may use the ELs. **Tables 5.6** through **5.8** provide origin-destination summaries of daily traffic in 2040 for No-Build, Partial-Build, and Build scenarios, respectively. The highlighted cells represent through trips for the SW 10th Street Corridor.

Figures 5.5 through **5.7** depict the 2040 origin-destination patterns for eastbound trips on the SW 10th Street corridor for No-Build, Partial-Build, and Build, respectively. As shown in **Figure 5.5**, in the 2040 No-Build scenario, at the western end near Florida's Turnpike, SW 10th Street carries approximately 26,000 eastbound vehicles. Out of these 26,000 vehicles, 16,200 vehicles travel the full length of SW 10th Street, and either go onto I-95 or continue on SW 10th Street east of I-95. This value is approximately 9,500 vehicles for the existing traffic conditions. For the 2040 Partial-Build Scenario, which includes the new ramps to/from Turnpike to SW 10th Street, eastbound traffic on SW 10th Street near the Turnpike increase to 43,200, as shown in **Figure 5.6**. Out of these, 19,400 vehicles travel the full length of SW 10th Street between Turnpike and I-95. For the SW 10th Street Build Scenario, in which new express lanes are provided between Turnpike and I-95, through traffic increases significantly to 31,700, as depicted in **Figure 5.7**. The uninterrupted high speed travel facilitated by the proposed express lanes increase traffic between the Turnpike and I-95 corridors.

Table 5.6
SW 10th Street Origin-Destination Trip Summary – 2040 No-Build Scenario

Daily		Turnpike north of SW 10th Street	Sawgrass Expressway west of Turnpike	Turnpike south of SW 10th Street	I-95 north of SW 10th Street	I-95 south of SW 10th Street	SW 10th Street east of I-95	Powerline Road	Military Trail	Total
		1	2	3	4	5	6	7	8	
Turnpike north of SW 10th Street	1	0	18,300	59,800	0	0	0	0	0	**78,100**
Sawgrass Expressway west of Turnpike	2	18,300	0	9,900	8,100	2,200	5,900	5,600	4,200	**54,200**
Turnpike south of SW 10th Street	3	59,800	9,900	0	0	0	0	0	0	**69,700**
I-95 north of SW 10th Street	4	0	8,000	0	0	102,700	4,900	700	5,300	**121,600**
I-95 south of SW 10th Street	5	0	2,200	0	102,700	0	14,900	200	2,300	**122,300**
SW 10th Street east of I-95	6	0	5,900	0	5,000	14,800	0	1,300	5,000	**32,000**
Powerline Road	7	0	5,500	0	700	200	1,300	0	2,200	**9,900**
Military Trail	8	0	4,300	0	5,100	2,500	5,000	2,100	0	**19,000**
Total		**78,100**	**54,100**	**69,700**	**121,500**	**122,400**	**32,000**	**9,900**	**19,000**	**506,700**

= Eastbound Through Trips = Westbound Through Trips

Table 5.7
SW 10th Street Origin-Destination Trip Summary – 2040 Partial-Build Scenario

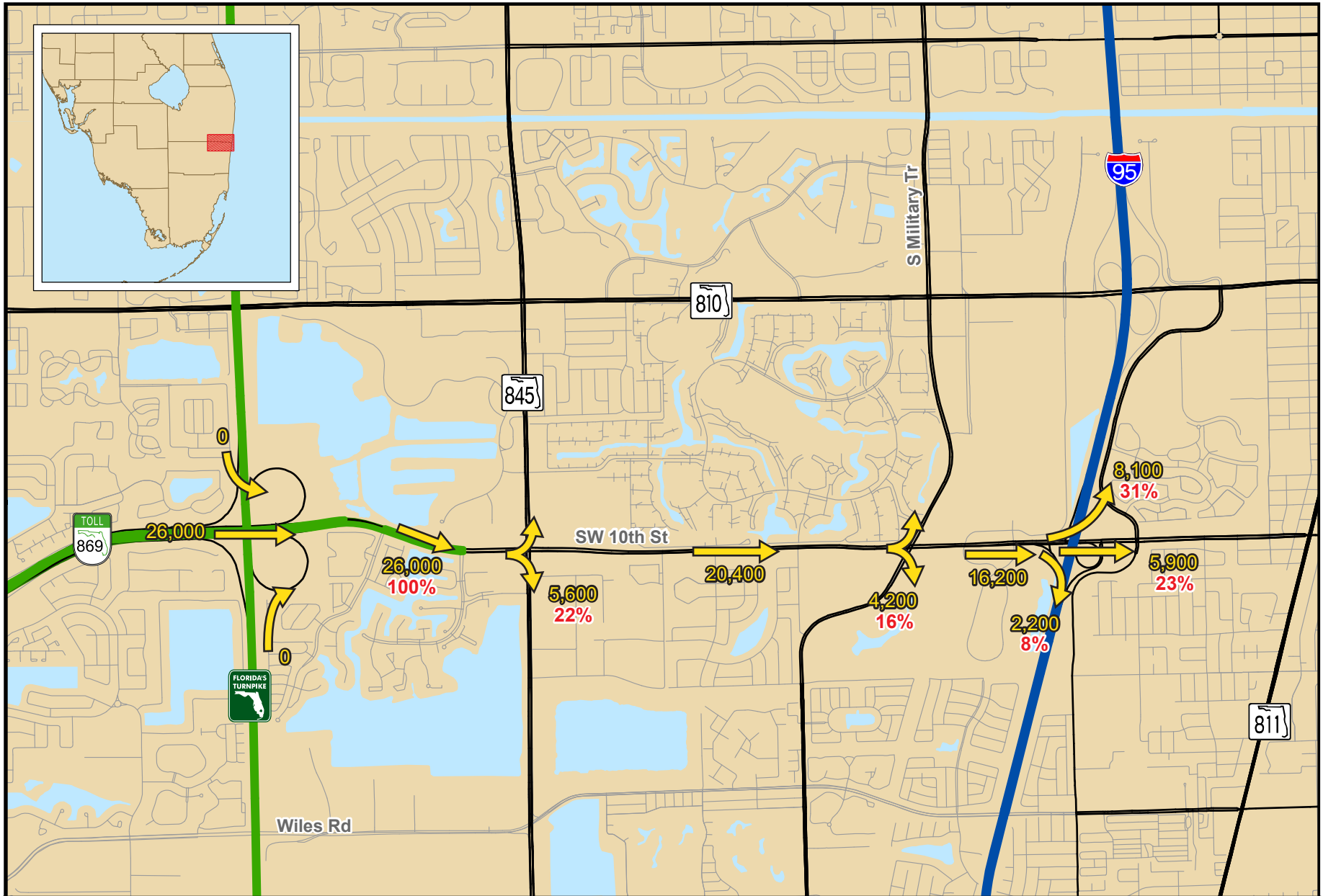
Daily		Turnpike north of SW 10th Street	Sawgrass Expressway west of Turnpike	Turnpike south of SW 10th Street	I-95 north of SW 10th Street	I-95 south of SW 10th Street	SW 10th Street east of I-95	Powerline Road	Military Trail	Total
		1	2	3	4	5	6	7	8	
Turnpike north of SW 10th Street	1	0	18,300	54,700	100	200	800	5,300	1,400	**80,800**
Sawgrass Expressway west of Turnpike	2	18,300	0	9,500	9,700	2,400	3,200	4,100	2,900	**50,100**
Turnpike south of SW 10th Street	3	54,600	9,500	0	1,100	0	1,900	8,200	1,900	**77,200**
I-95 north of SW 10th Street	4	100	9,500	1,000	0	98,200	6,100	700	6,200	**121,800**
I-95 south of SW 10th Street	5	100	2,600	0	98,200	0	15,400	800	2,800	**119,900**
SW 10th Street east of I-95	6	800	3,400	2,000	5,800	15,400	0	1,000	7,300	**35,700**
Powerline Road	7	5,300	3,800	8,200	800	800	1,100	0	1,600	**21,600**
Military Trail	8	1,400	3,000	2,000	6,100	2,900	7,100	1,400	0	**23,900**
Total		**80,600**	**50,100**	**77,400**	**121,800**	**119,900**	**35,600**	**21,600**	**24,100**	**531,100**

= Eastbound Through Trips = Westbound Through Trips

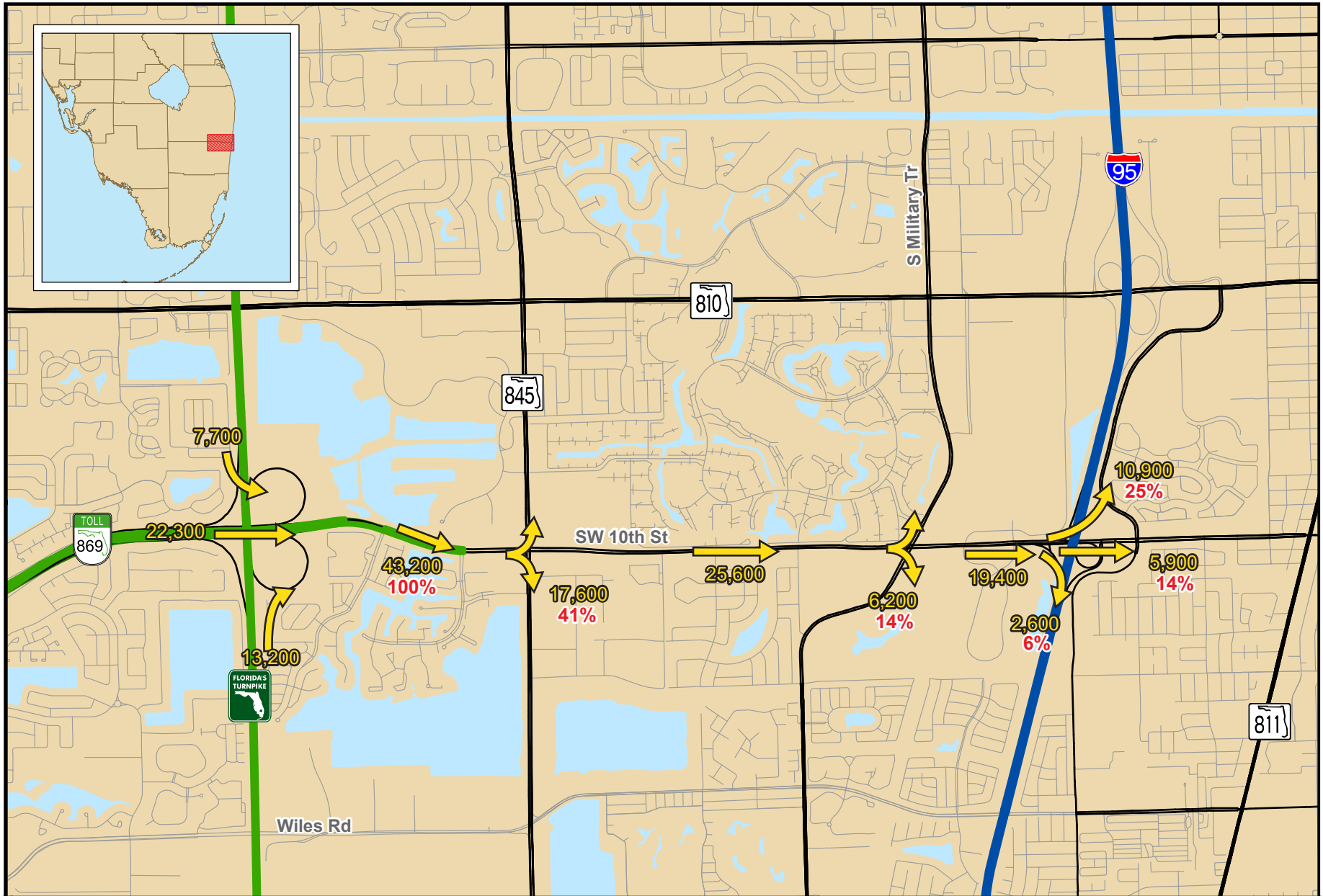
Table 5.8
SW 10th Street Origin-Destination Trip Summary – 2040 Build Option 3D-1.1 Scenario

Daily		Turnpike north of SW 10th Street	Sawgrass Expressway west of Turnpike	Turnpike south of SW 10th Street	I-95 north of SW 10th Street	I-95 south of SW 10th Street	SW 10th Street east of I-95	Powerline Road	Military Trail	Total
		1	2	3	4	5	6	7	8	
Turnpike north of SW 10th Street	1	0	18,300	55,700	100	900	1,000	5,600	500	**82,100**
Sawgrass Expressway west of Turnpike	2	18,300	0	9,300	13,800	3,100	4,100	5,600	2,800	**57,000**
Turnpike south of SW 10th Street	3	55,700	9,300	0	4,200	0	2,300	1,600	2,200	**75,300**
I-95 north of SW 10th Street	4	100	13,500	4,000	0	95,800	5,800	900	6,000	**126,100**
I-95 south of SW 10th Street	5	900	3,000	0	95,800	0	16,200	900	3,400	**120,200**
SW 10th Street east of I-95	6	1,000	4,100	2,200	5,300	16,300	0	1,200	6,000	**36,100**
Powerline Road	7	5,700	5,500	1,600	900	1,000	1,300	0	2,300	**18,300**
Military Trail	8	500	3,200	2,400	6,000	3,100	5,400	2,300	0	**22,900**
Total		**82,200**	**56,900**	**75,200**	**126,100**	**120,200**	**36,100**	**18,100**	**23,200**	**538,000**

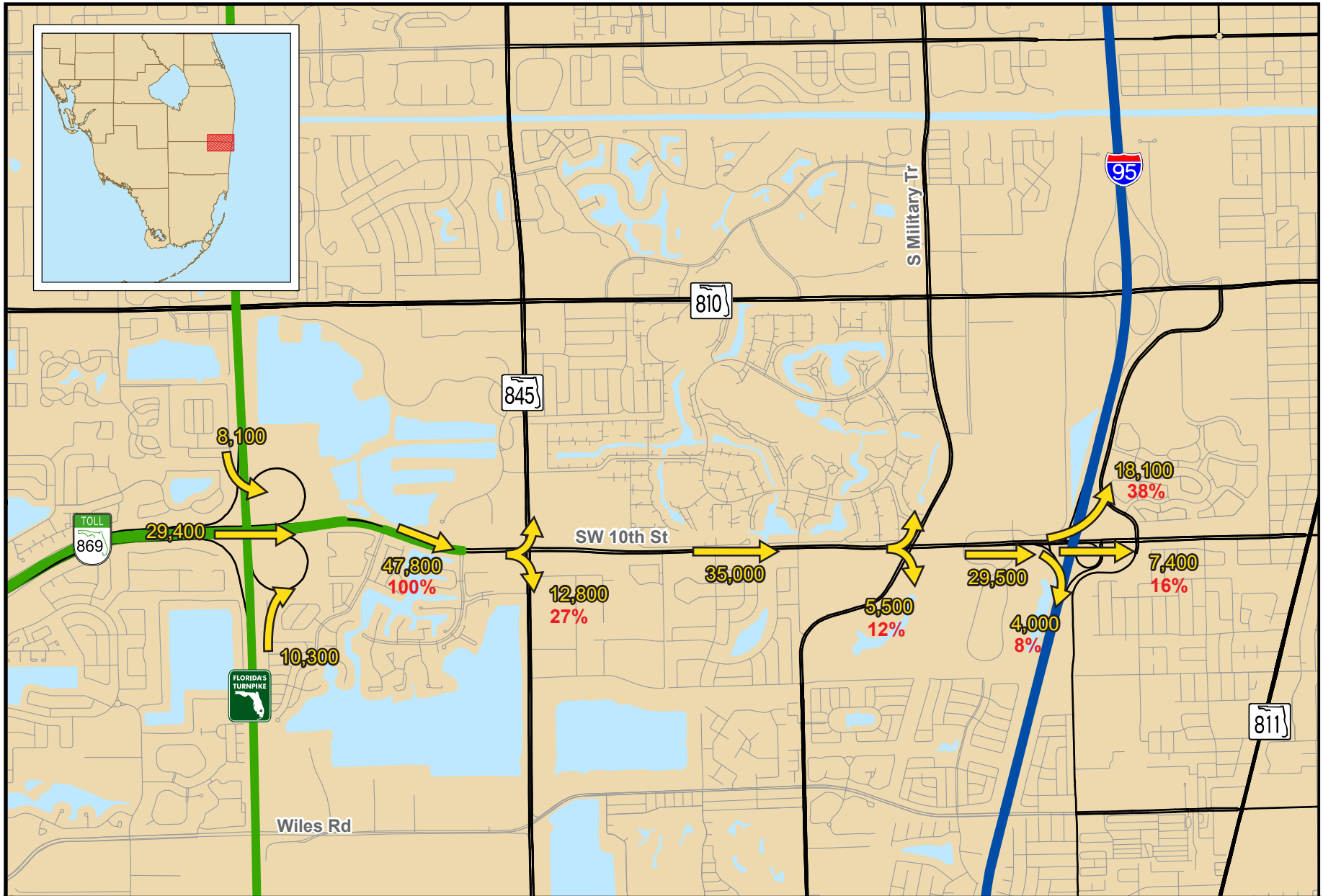
= Eastbound Through Trips = Westbound Through Trips



FDOT	SW 10th Street PD&E Study Project Traffic Memorandum	**2040 No-Build** **Eastbound Daily Origin-Destination Traffic**	**Figure 5.5**	FLORIDA'S TURNPIKE



FDOT	SW 10th Street PD&E Study Project Traffic Memorandum	**2040 Partial-Build Eastbound Daily Origin-Destination Traffic**	**Figure 5.6**



FDOT	SW 10th Street PD&E Study Project Traffic Memorandum	**2040 Build - 3D-1.1** **Eastbound Daily Origin Destination Traffic**	**Figure 5.7**

5.4 DESIGN HOUR TRAFFIC FORECASTS

The development of design hour traffic followed procedures outlined in the FDOT *Project Traffic Forecasting Handbook*. Traffic factors were used to convert AADT to corridor design hour traffic. ELToD is then used to split traffic volumes between express lane traffic and general use lane traffic. Details of the process are provided in the following sections.

5.4.1 Future Traffic Factors

The factors used for developing future year design hour traffic include the Standard K, D, and T_{24} factors. The design year K_{STD}, D, T_{24} factors used for study area roadways are presented in **Table 5.9**. The Standard K is the ratio of the traffic volume in the study hour to the AADT. The D factor is the proportion of traffic based on the median (average) for the design hour of the design year traveling in the peak direction. The T_{24} factor is the daily truck factor and the proportion of the AADT volume composed of trucks. For operational analysis, a design hour T factor is used and is calculated to be half of the T_{24}.

The Standard K factor for SW 10th Street and other local roadways is 9 percent. For the Sawgrass Expressway and Turnpike Mainline, peak hour usage is higher because many drivers elect to make off-peak trips on non-tolled roads when those alternative roadways are not as congested. This decision pattern results in a higher K factors what can be found on urban interstates. Therefore, the Standard K factor for the Turnpike Mainline and the Sawgrass Expressway Mainline is higher than the Standard K factor for I-95. Furthermore, some ramps have observed K factors that are higher than mainline Ks. In those cases, observed ramp Ks were used instead of the Standard K in order to maintain consistency growth between the existing peak hour traffic and forecasted ramp traffic.

For the I-95 Mainline, Standard K (i.e., 8 percent) was not adopted for this project because it yielded an annual growth rate of greater than 1 percent, which is higher than the 0.5 percent annual growth rate calculated from the historical AADT trend. Therefore, a K factor of 7 percent was used for I-95 Mainline, which resulted in a peak hour annual growth rate similar to the AADT trends. For the I-95 ramps, an 8 percent Standard K was used.

The D factors for the entire study area corridor were calculated by link for each peak period based on existing and historical data. It should be noted that the net effective K and D factors are different than the input K and D factors utilized for calculations because of balancing, rounding and harmonizing the design hour volumes between the different roadway systems to develop the entire study area corridor volumes. These net effective K and D factors for 2020 and 2040 are provided in **Appendix F**.

Table 5.9
K and D Factors

Roadway	Standard K Factor	D Factor	T_{24}
Sawgrass Expressway Mainline	10.0%	64.0%	4.0%
Turnpike Mainline	9.5%	51.1%	9.0%
I-95 Mainline	7.0% (mainline) and 8.0% (ramps)	56.7%	4.0% to 6.0%
SW 10th Street			
West of Powerline Road	10.0%	64.0%	3.0%
West of I-95 Interchange	9.0%	51.5%	3.0 to 8.0%
SW 10th Street Arterials			
Powerline Road	9.0%	58.0% to 60.8%	4.0%
Military Trail	9.0%	52.7% to 58.1%	4.0%
Other Cross Streets	9.0%	50.0% to 83.8%	4.0% to 6.0%

5.4.2 Future Corridor DDHVs

The 2020 and 2040 AADT volumes resulting from the corridor forecasting effort was used to calculate corridor DDHVs for the mainline and ramps. The corridor DDHVs development process for each system (i.e., Sawgrass Expressway, SW 10th Street, Turnpike Mainline, and I-95) is described below.

Sawgrass Expressway Mainline

The mainline volume for the Deerfield Mainline Toll Point and for the ramps was calculated by applying the K and D factors to the AADTs. The K factor at the Deerfield Mainline Toll Point was adjusted so that the K factor east of Turnpike Mainline interchange depicted Standard K. The volumes for entire study area corridor along the Sawgrass Expressway Mainline were then calculated by adding and subtracting the ramp volumes from the Deerfield Mainline Toll Point. Also, the volumes for the ramps connecting Sawgrass Expressway and Turnpike Mainline were maintained same to achieve balanced volumes between systems.

The development of the future intersection turning movement volumes along the Sawgrass Expressway Mainline involved multiple steps. The first step was to develop the existing turning movement percentages from the existing counts. These existing turning movement percentages were adjusted, where warranted, based on the turning movement splits produced from the future condition model runs. The second step was to develop the cross street DDHVs, which were developed by applying K and D factors to the cross street AADTs produced from the future condition model runs. The third step was to identify a control point on the cross street and apply the turning movements percentages to the cross street DDHVs. Finally, the cross street DDHVs were

balanced and adjusted so the intersection turning movements balanced with the ramp approach volumes and the selected cross street control point volumes.

The Sawgrass Expressway Mainline and ramp design hour volumes for No-Build, Partial-Build and Build alternatives are summarized in **Tables 5.10** through **5.12**, respectively.

SW 10th Street

The SW 10th Street intersection volumes were developed using TMTool. The SW 10th Street volumes development had two control points; the volumes to/from Sawgrass Expressway mainline (west of Waterways Boulevard) was the control point on the west side and the ramp volumes to/from I-95 was the control point on the east side. The SW 10th Street intersection volumes were adjusted to match the control points at each end of the SW 10th Street corridor. The SW 10th Street design hour volumes for No-Build, Partial-Build, and Build alternatives are summarized in **Tables 5.13** through **5.15**, respectively.

Turnpike Mainline

The mainline volume for the Cypress Creek Mainline Toll Point and for the ramps was calculated by applying the appropriate K and D factors to the AADTs. The volumes for entire study area corridor along the Turnpike Mainline were then calculated by adding and subtracting the ramp volumes from the Cypress Creek Mainline Toll Point as the control volume. The ramp terminal intersection turns were developed using a similar multi-step manual process as the Sawgrass Expressway. The Turnpike Mainline and ramp design hour volumes for No-Build, Partial-Build, and Build alternatives are summarized in **Tables 5.16** through **5.18**, respectively.

I-95 Mainline

The mainline segment north of Hillsboro Boulevard was used as the I-95 mainline control point to calculate the study area corridor volumes. The mainline segment north of Hillsboro Boulevard and ramps volumes were calculated by applying the K and D factors to the AADTs. The volumes for the entire corridor along the I-95 Mainline were then calculated by adding and subtracting the ramps volumes; using north of Hillsboro Boulevard as the control volume. TMTool was used at the ramp terminal intersections to determine the intersection approach volumes. The I-95 mainline and ramp design hour volumes for No-Build, Partial-Build, and Build alternatives are summarized in **Tables 5.19** through **5.21**, respectively.

Table 5.10
No-Build Design Hour Volumes – Sawgrass Expressway

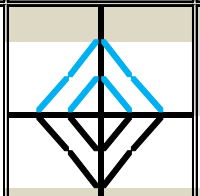
Mile Post - Description	Profile	2020 No-Build (NB)				2040 No-Build (NB)			
		AM		PM		AM		PM	
		SB	NB	SB	NB	SB	NB	SB	NB
West of Waterways Boulevard		**1,980**	**3,080**	**3,080**	**1,980**	**2,240**	**3,490**	**3,490**	**2,240**
20 - SW 10th To/From Turnpike South									
SW 10th To/From Turnpike North									
Sawgrass Expressway To/From Turnpike North		1,760	2,300	2,300	1,760	2,240	2,870	2,870	2,240
Sawgrass Expressway To/From Turnpike South		840	1,730	1,730	840	1,110	2,270	2,270	1,110
		4,580	**7,110**	**7,110**	**4,580**	**5,590**	**8,630**	**8,630**	**5,590**
19 - Lyons Road		620	820	820	620	880	1,160	1,160	880
		860	820	820	860	950	890	890	950
		4,820	**7,110**	**7,110**	**4,820**	**5,660**	**8,360**	**8,360**	**5,660**
18 - U.S. 441/ S.R. 7		510	1,070	1,070	510	660	1,360	1,360	660
		1,220	1,040	1,040	1,220	1,420	1,200	1,200	1,420
		5,530	**7,080**	**7,080**	**5,530**	**6,420**	**8,200**	**8,200**	**6,420**
15 - University Drive		920	1,680	1,680	920	1,310	2,510	2,510	1,310
		420	310	310	420	960	700	700	960
		5,030	**5,710**	**5,710**	**5,030**	**6,070**	**6,390**	**6,390**	**6,070**

Table 5.11
Partial-Build Design Hour Volumes – Sawgrass Expressway

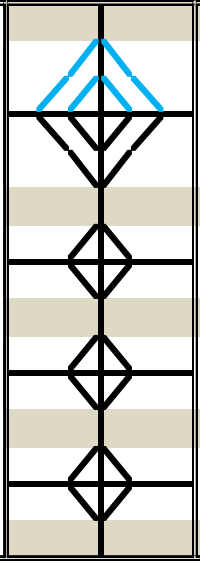
Mile Post - Description	Profile	2020 Partial-Build (PB)				2040 Partial-Build (PB)			
		AM		PM		AM		PM	
		SB	NB	SB	NB	SB	NB	SB	NB
West of Waterways Boulevard		**2,440**	**4,610**	**4,610**	**2,440**	**3,010**	**5,570**	**5,570**	**3,010**
20 - SW 10th To/From Turnpike South		620	1,320	1,320	620	800	1,690	1,690	800
SW 10th To/From Turnpike North		240	660	660	240	490	1,050	1,050	490
Sawgrass Expressway To/From Turnpike North		1,760	2,300	2,300	1,760	2,240	2,870	2,870	2,240
Sawgrass Expressway To/From Turnpike South		790	1,710	1,710	790	1,060	2,250	2,250	1,060
		4,130	**6,640**	**6,640**	**4,130**	**5,020**	**7,950**	**7,950**	**5,020**
19 - Lyons Road		590	780	780	590	860	1,130	1,130	860
		880	840	840	880	1,110	1,040	1,040	1,110
		4,420	**6,700**	**6,700**	**4,420**	**5,270**	**7,860**	**7,860**	**5,270**
18 - U.S. 441/S.R. 7		470	980	980	470	630	1,310	1,310	630
		1,250	1,060	1,060	1,250	1,440	1,220	1,220	1,440
		5,200	**6,780**	**6,780**	**5,200**	**6,080**	**7,770**	**7,770**	**6,080**
15 - University Drive		830	1,580	1,580	830	1,200	2,280	2,280	1,200
		420	310	310	420	970	710	710	970
		4,790	**5,510**	**5,510**	**4,790**	**5,850**	**6,200**	**6,200**	**5,850**

Table 5.12
Build Option 3D-1.1 Design Hour Volumes – Sawgrass Expressway

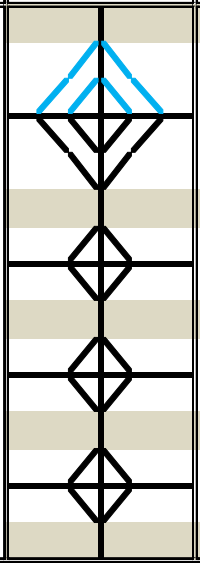
Mile Post - Description	Profile	2020 Build Option 3D-1.1 (Build)				2040 Build Option 3D-1.1 (Build)			
		AM		PM		AM		PM	
		SB	NB	SB	NB	SB	NB	SB	NB
West of Waterways Boulevard		**2,650**	**4,770**	**4,770**	**2,650**	**3,350**	**5,840**	**5,840**	**3,350**
20 - SW 10th To/From Turnpike South		420	900	900	420	530	1,130	1,130	530
SW 10th To/From Turnpike North		290	790	790	290	560	1,210	1,210	560
Sawgrass Expressway To/From Turnpike North		1,760	2,300	2,300	1,760	2,240	2,870	2,870	2,240
Sawgrass Expressway To/From Turnpike South		790	1,710	1,710	790	1,060	2,250	2,250	1,060
		4,490	**7,090**	**7,090**	**4,490**	**5,560**	**8,620**	**8,620**	**5,560**
19 - Lyons Road		590	780	780	590	860	1,130	1,130	860
		830	790	790	830	950	890	890	950
		4,730	**7,100**	**7,100**	**4,730**	**5,650**	**8,380**	**8,380**	**5,650**
18 - U.S. 441/S.R. 7		500	1,050	1,050	500	680	1,410	1,410	680
		1,220	1,040	1,040	1,220	1,420	1,200	1,200	1,420
		5,450	**7,090**	**7,090**	**5,450**	**6,390**	**8,170**	**8,170**	**6,390**
15 - University Drive		920	1,750	1,750	920	1,380	2,630	2,630	1,380
		420	310	310	420	960	700	700	960
		4,950	**5,650**	**5,650**	**4,950**	**5,970**	**6,240**	**6,240**	**5,970**

Table 5.13
No-Build Design Hour Volumes – SW 10th Street

Description	Profile	2020 No-Build (NB)				2040 No-Build (NB)			
		AM		PM		AM		PM	
		SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB
		1,600	**1,410**	**1,450**	**1,760**	**1,790**	**1,515**	**1,575**	**1,940**
Natura Boulevard (to/from North)		650	400	785	455	775	485	910	495
(to/from South)		495	450	635	445	620	520	740	540
		1,905	**1,510**	**1,735**	**1,905**	**2,130**	**1,665**	**1,905**	**2,055**
I-95									
		2,560	**2,595**	**2,570**	**2,570**	**2,845**	**2,850**	**2,845**	**2,785**
Newport Center Drive (to/from North)		125	620	440	160	135	655	485	200
(to/from South)		865	155	170	710	920	170	215	800
		2,000	**3,240**	**3,050**	**2,230**	**2,240**	**3,515**	**3,310**	**2,380**
South Military Trail (to/from North)		1,275	1,415	1,505	1,410	1,375	1,535	1,635	1,535
(to/from South)		955	1,565	1,400	1,050	1,100	1,690	1,520	1,225
		1,865	**2,635**	**2,800**	**2,235**	**2,040**	**2,885**	**3,065**	**2,330**
Driveways (to/from South)									
		1,775	**2,585**	**2,710**	**2,070**	**1,950**	**2,835**	**2,975**	**2,165**
SW 24th Avenue (to/from South)		190	80	125	85	190	85	125	85
		1,800	**2,720**	**2,740**	**2,140**	**1,975**	**2,965**	**3,005**	**2,235**
SW 28th Avenue (to/from South)		40	185	155	85	60	220	170	95
		1,910	**2,685**	**2,725**	**2,195**	**2,105**	**2,935**	**3,000**	**2,305**
SW 30th Avenue (to/from South)		150	70	50	165	150	70	60	165
		1,830	**2,685**	**2,715**	**2,070**	**2,025**	**2,935**	**2,990**	**2,190**
Driveways (Industrial Park) (to/from North)		45	135	150	40	45	135	150	50
		1,815	**2,760**	**2,760**	**2,005**	**2,010**	**3,010**	**3,035**	**2,135**
Powerline Road (S.R. 845) (to/from North)		1,800	2,190	1,915	1,780	2,015	2,465	2,235	2,120
(to/from South)		1,940	1,760	1,510	1,925	2,245	2,030	1,830	2,270
		1,940	**3,455**	**3,415**	**2,110**	**2,200**	**3,865**	**3,825**	**2,370**
Independence Drive (to/from South)		30	90	95	70	30	90	95	70
		1,950	**3,405**	**3,360**	**2,080**	**2,210**	**3,815**	**3,770**	**2,340**
Waterways Boulevard (to/from South)		90	445	385	205	90	445	385	205
		1,980	**3,080**	**3,080**	**1,980**	**2,240**	**3,490**	**3,490**	**2,240**
Turnpike									
Sawgrass Expressway									

Table 5.14
Partial-Build Design Hour Volumes – SW 10th Street

Description	Profile	2020 Partial-Build (PB)				2040 Partial-Build (PB)			
		AM		PM		AM		PM	
		SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB
		1,555	**1,485**	**1,640**	**1,840**	**1,900**	**1,675**	**1,750**	**2,085**
Natura Boulevard (to/from North)		670	415	850	500	830	595	950	605
(to/from South)		510	490	745	520	735	705	885	675
		1,920	**1,615**	**1,900**	**1,975**	**2,340**	**1,910**	**2,010**	**2,210**
I-95									
		3,015	**3,230**	**3,025**	**3,170**	**3,605**	**3,745**	**3,370**	**3,720**
Newport Center Drive (to/from North)		140	650	535	180	185	730	665	215
(to/from South)		890	170	185	760	970	200	210	910
		2,460	**3,905**	**3,615**	**2,830**	**3,040**	**4,495**	**4,080**	**3,280**
South Military Trail (to/from North)		1,295	1,485	1,720	1,305	1,340	1,625	1,845	1,405
(to/from South)		995	1,410	1,385	955	1,090	1,530	1,440	1,170
		2,140	**3,360**	**3,415**	**2,645**	**2,625**	**3,925**	**3,950**	**2,980**
Driveways (to/from South)									
		2,050	**3,310**	**3,325**	**2,480**	**2,535**	**3,875**	**3,860**	**2,815**
SW 24th Avenue (to/from South)		190	80	125	85	190	85	125	85
		2,075	**3,445**	**3,355**	**2,550**	**2,560**	**4,005**	**3,890**	**2,885**
SW 28th Avenue (to/from South)		55	205	165	110	100	300	270	155
		2,185	**3,405**	**3,340**	**2,590**	**2,730**	**3,975**	**3,860**	**2,970**
SW 30th Avenue (to/from South)		150	70	50	165	150	90	60	210
		2,140	**3,440**	**3,390**	**2,525**	**2,695**	**4,000**	**3,930**	**2,890**
Driveways (Industrial Park) (to/from North)		45	135	150	40	45	135	155	50
		2,125	**3,515**	**3,435**	**2,460**	**2,680**	**4,075**	**3,980**	**2,835**
Powerline Road (S.R. 845) (to/from North)		1,720	2,485	2,260	1,535	1,780	2,830	2,835	1,855
(to/from South)		1,990	1,560	1,285	1,960	2,325	1,795	1,590	2,230
		2,250	**4,835**	**4,820**	**2,445**	**2,820**	**5,795**	**5,780**	**3,015**
Independence Drive (to/from South)		30	90	95	70	30	90	95	70
		2,290	**4,815**	**4,790**	**2,440**	**2,860**	**5,775**	**5,750**	**3,010**
Waterways Boulevard (to/from South)		90	445	385	205	90	445	385	205
		2,440	**4,610**	**4,610**	**2,440**	**3,010**	**5,570**	**5,570**	**3,010**
Turnpike									
Sawgrass Expressway									

Table 5.15
Build Option 3D-1.1 Design Hour Volumes – SW 10th Street

Description	Profile	2020 Build Option 3D-1.1 (Build)				2040 Build Option 3D-1.1 (Build)			
		AM		PM		AM		PM	
		SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB	SB/WB	NB/EB
		1,460	**1,685**	**1,835**	**1,560**	**1,735**	**1,805**	**2,050**	**1,920**
Natura Boulevard (to/from North)		660	400	785	455	835	545	990	615
(to/from South)		480	470	635	445	725	725	940	715
		1,770	**1,745**	**2,120**	**1,705**	**2,170**	**1,950**	**2,280**	**2,000**
I-95									
		3,285	**3,810**	**3,775**	**3,230**	**4,225**	**4,695**	**4,400**	**4,220**
Newport Center Drive (to/from North)		135	675	450	155	165	810	700	230
(to/from South)		895	165	165	720	1,005	200	215	920
		2,665	**4,460**	**4,265**	**2,870**	**3,525**	**5,445**	**5,135**	**3,780**
South Military Trail (to/from North)		1,210	1,350	1,375	1,295	1,370	1,500	1,925	1,495
(to/from South)		915	1,395	1,270	990	1,025	1,560	1,550	1,300
		2,430	**3,885**	**3,965**	**2,770**	**3,225**	**4,740**	**5,020**	**3,485**
Driveways (to/from South)									
		2,340	**3,835**	**3,875**	**2,605**	**3,135**	**4,690**	**4,930**	**3,320**
SW 24th Avenue (to/from South)		190	80	125	85	190	85	125	85
		2,365	**3,970**	**3,905**	**2,675**	**3,160**	**4,820**	**4,960**	**3,390**
SW 28th Avenue (to/from South)		65	220	215	135	110	350	345	225
		2,480	**3,980**	**3,880**	**2,730**	**3,350**	**4,770**	**4,905**	**3,455**
SW 30th Avenue (to/from South)		150	125	60	260	150	125	60	260
		2,465	**3,940**	**4,000**	**2,650**	**3,335**	**4,780**	**5,025**	**3,375**
Driveways (Industrial Park) (to/from North)		45	135	150	50	45	135	150	50
		2,450	**4,015**	**4,045**	**2,595**	**3,320**	**4,855**	**5,070**	**3,320**
Powerline Road (S.R. 845) (to/from North)		1,610	2,120	1,825	1,570	1,950	2,825	2,315	2,085
(to/from South)		1,930	1,470	1,265	1,885	2,395	1,900	1,615	2,330
		2,480	**5,015**	**4,910**	**2,585**	**3,180**	**6,085**	**5,980**	**3,285**
Independence Drive (to/from South)		30	90	95	70	30	90	95	70
		2,520	**4,995**	**4,930**	**2,630**	**3,220**	**6,065**	**6,000**	**3,330**
Waterways Boulevard (to/from South)		90	445	385	205	90	445	385	205
		2,650	**4,770**	**4,770**	**2,650**	**3,350**	**5,840**	**5,840**	**3,350**
Turnpike									
Sawgrass Expressway									

Table 5.16
No-Build Design Hour Volumes – Turnpike

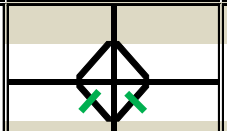
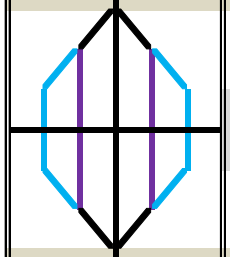
Mile Post - Description	Profile	2020 No-Build (NB)				2040 No-Build (NB)			
		AM		PM		AM		PM	
		SB	NB	SB	NB	SB	NB	SB	NB
		5,960	**4,570**	**4,570**	**5,960**	**7,840**	**6,000**	**6,000**	**7,840**
75 - Glades Road		1,000	670	670	1,000	1,430	950	950	1,430
		1,110	1,950	1,950	1,110	1,430	2,520	2,520	1,430
		6,070	**5,850**	**5,850**	**6,070**	**7,840**	**7,570**	**7,570**	**7,840**
71 - Sawgrass Expressway		1,760	2,300	2,300	1,760	2,240	2,870	2,870	2,240
Sawgrass Expressway West		1,760	2,300	2,300	1,760	2,240	2,870	2,870	2,240
SW 10th Street East									
SW 10th Street East									
Sawgrass Expressway West		1,730	840	840	1,730	2,270	1,110	1,110	2,270
		1,730	840	840	1,730	2,270	1,110	1,110	2,270
		6,040	**4,390**	**4,390**	**6,040**	**7,870**	**5,810**	**5,810**	**7,870**
69 - Sample Road		790	630	630	790	890	710	710	890
		1,430	1,620	1,620	1,430	1,720	1,940	1,940	1,720
		6,680	**5,380**	**5,380**	**6,680**	**8,700**	**7,040**	**7,040**	**8,700**
67 - Coconut Creek Parkway		1,420	770	770	1,420	1,890	1,030	1,030	1,890
		470	820	820	470	680	1,180	1,180	680
		5,730	**5,430**	**5,430**	**5,730**	**7,490**	**7,190**	**7,190**	**7,490**
66 - Atlantic Boulevard		980	1,330	1,330	980	1,050	1,420	1,420	1,050
65 - Pompano Beach Service Area		**6,710**	**6,760**	**6,760**	**6,710**	**8,540**	**8,610**	**8,610**	**8,540**

Table 5.17
Partial-Build Design Hour Volumes – Turnpike

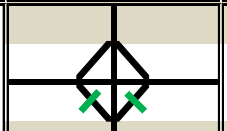
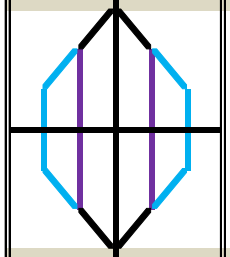
Mile Post - Description	Profile	2020 Partial-Build (PB)				2040 Partial-Build (PB)			
		AM		PM		AM		PM	
		SB	NB	SB	NB	SB	NB	SB	NB
		6,230	**4,720**	**4,720**	**6,230**	**8,360**	**6,330**	**6,330**	**8,360**
75 - Glades Road		560	500	500	560	800	650	650	800
		1,060	1,870	1,870	1,060	1,330	2,380	2,380	1,330
		6,730	**6,090**	**6,090**	**6,730**	**8,890**	**8,060**	**8,060**	**8,890**
71 - Sawgrass Expressway		2,420	2,540	2,540	2,420	3,290	3,360	3,360	3,290
Sawgrass Expressway West		1,760	2,300	2,300	1,760	2,240	2,870	2,870	2,240
SW 10th Street East		660	240	240	660	1,050	490	490	1,050
SW 10th Street East		620	1,320	1,320	620	800	1,690	1,690	800
Sawgrass Expressway West		1,710	790	790	1,710	2,250	1,060	1,060	2,250
		2,330	2,110	2,110	2,330	3,050	2,750	2,750	3,050
		6,640	**5,660**	**5,660**	**6,640**	**8,650**	**7,450**	**7,450**	**8,650**
69 - Sample Road		670	550	550	670	710	590	590	710
		1,110	920	920	1,110	1,320	1,260	1,260	1,320
		7,080	**6,030**	**6,030**	**7,080**	**9,260**	**8,120**	**8,120**	**9,260**
67 - Coconut Creek Parkway		1,440	780	780	1,440	1,930	1,050	1,050	1,930
		460	800	800	460	660	1,160	1,160	660
		6,100	**6,050**	**6,050**	**6,100**	**7,990**	**8,230**	**8,230**	**7,990**
66 - Atlantic Boulevard		960	1,270	1,270	960	1,010	1,320	1,320	1,010
65 - Pompano Beach Service Area		**7,060**	**7,320**	**7,320**	**7,060**	**9,000**	**9,550**	**9,550**	**9,000**

Table 5.18
Build Option 3D-1.1 Design Hour Volumes – Turnpike

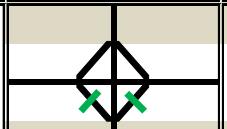
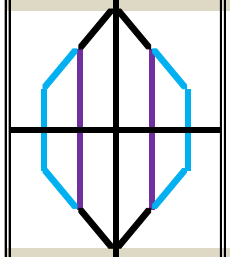
Mile Post - Description	Profile	2020 Option 3D-1.1 (Build)				2040 Option 3D-1.1 (Build)			
		AM		PM		AM		PM	
		SB	NB	SB	NB	SB	NB	SB	NB
		6,630	**4,690**	**4,690**	**6,630**	**9,070**	**6,390**	**6,390**	**9,070**
75 - Glades Road		960	630	630	960	1,270	850	850	1,270
		1,160	2,030	2,030	1,160	1,470	2,580	2,580	1,470
		6,830	**6,090**	**6,090**	**6,830**	**9,270**	**8,120**	**8,120**	**9,270**
71 - Sawgrass Expressway		2,550	2,590	2,590	2,550	3,450	3,430	3,430	3,450
Sawgrass Expressway West		1,760	2,300	2,300	1,760	2,240	2,870	2,870	2,240
SW 10th Street East		790	290	290	790	1,210	560	560	1,210
SW 10th Street East		420	900	900	420	530	1,130	1,130	530
Sawgrass Expressway West		1,710	790	790	1,710	2,250	1,060	1,060	2,250
		2,130	1,690	1,690	2,130	2,780	2,190	2,190	2,780
		6,410	**5,190**	**5,190**	**6,410**	**8,600**	**6,880**	**6,880**	**8,600**
69 - Sample Road		800	630	630	800	840	680	680	840
		1,370	1,520	1,520	1,370	1,640	1,830	1,830	1,640
		6,980	**6,080**	**6,080**	**6,980**	**9,400**	**8,030**	**8,030**	**9,400**
67 - Coconut Creek Parkway		1,440	780	780	1,440	1,940	1,060	1,060	1,940
		470	830	830	470	690	1,190	1,190	690
		6,010	**6,130**	**6,130**	**6,010**	**8,150**	**8,160**	**8,160**	**8,150**
66 - Atlantic Boulevard		960	1,310	1,310	960	1,020	1,370	1,370	1,020
65 - Pompano Beach Service Area		**6,970**	**7,440**	**7,440**	**6,970**	**9,170**	**9,530**	**9,530**	**9,170**

Table 5.19
No-Build Design Hour Volumes – I-95

Mile Post - Description	Profile	2020 No-Build (NB)				2040 No-Build (NB)			
		AM		PM		AM		PM	
		SB	NB	SB	NB	SB	NB	SB	NB
		8,740	**6,670**	**6,540**	**9,580**	**10,200**	**7,390**	**7,520**	**11,260**
50 - Congress Avenue		1,160	280	550	1,410	1,560	370	730	1,890
		280	520	440	270	420	790	680	410
		7,860	**6,910**	**6,430**	**8,440**	**9,060**	**7,810**	**7,470**	**9,780**
48 - S.R. 794 (Yamato Road)		1,820	930	1,160	1,560	2,320	1,190	1,470	1,980
		1,050	2,000	1,790	840	1,150	2,180	1,950	910
		7,090	**7,980**	**7,060**	**7,720**	**7,890**	**8,800**	**7,950**	**8,710**
Spanish River Boulevard		1,100	780	740	1,050	1,230	910	900	1,270
		580	690	650	580	970	1,210	1,030	970
		6,570	**7,890**	**6,970**	**7,250**	**7,630**	**9,100**	**8,080**	**8,410**
45 - S.R. 808 (Glades Road)		1,160	660	850	1,260	1,430	800	1,040	1,550
		750	1,280	1,270	1,040	810	1,370	1,370	1,120
		6,160	**8,510**	**7,390**	**7,030**	**7,010**	**9,670**	**8,410**	**7,980**
44 - C.R. 798 (Palmetto Park Road)		950	1,280	1,160	1,050	1,240	1,670	1,510	1,360
		1,250	1,230	1,080	1,230	1,370	1,350	1,180	1,350
		6,460	**8,460**	**7,310**	**7,210**	**7,140**	**9,350**	**8,080**	**7,970**
42 - S.R. 810 (Hillsboro Boulevard)		1,220	1,270	1,060	1,270	1,430	1,470	1,270	1,470
		1,370	1,310	1,500	1,310	1,640	1,450	1,720	1,440
		6,610	**8,500**	**7,750**	**7,250**	**7,350**	**9,330**	**8,530**	**7,940**
41 - S.R. 869 (SW 10th Street)		1,180	1,460	1,250	1,160	1,420	1,660	1,500	1,320
		1,220	1,070	1,220	1,300	1,550	1,320	1,560	1,590
		6,650	**8,110**	**7,720**	**7,390**	**7,480**	**8,990**	**8,590**	**8,210**
39 - S.R. 834 (Sample Road)		880	1,250	1,110	970	1,050	1,460	1,310	1,150
		1,790	810	1,420	1,570	1,970	970	1,580	1,810
		7,560	**7,670**	**8,030**	**7,990**	**8,400**	**8,500**	**8,860**	**8,870**
38 - Copans Road		940	950	1,040	870	1,100	1,110	1,220	1,020
		1,690	1,290	1,290	1,010	1,880	1,440	1,440	1,120
		8,310	**8,010**	**8,280**	**8,130**	**9,180**	**8,830**	**9,080**	**8,970**
36 - S.R. 814 (Atlantic Boulevard)		1,390	1,530	1,880	1,310	1,660	1,830	2,240	1,570
		1,470	1,560	1,430	1,900	1,620	1,720	1,580	2,100
		8,390	**8,040**	**7,830**	**8,720**	**9,140**	**8,720**	**8,420**	**9,500**

Table 5.20
Partial-Build Design Hour Volumes – I-95

Mile Post - Description	Profile	2020 Partial-Build (PB)				2040 Partial-Build (PB)			
		AM		PM		AM		PM	
		SB	NB	SB	NB	SB	NB	SB	NB
		8,850	**6,750**	**6,610**	**9,680**	**10,320**	**7,510**	**7,650**	**11,400**
50 - Congress Avenue		1,170	280	550	1,420	1,570	380	740	1,900
		280	530	450	270	430	800	680	410
		7,960	**7,000**	**6,510**	**8,530**	**9,180**	**7,930**	**7,590**	**9,910**
48 - S.R. 794 (Yamato Road)		1,830	930	1,160	1,560	2,320	1,190	1,480	1,990
		1,040	1,990	1,780	830	1,150	2,190	1,960	920
		7,170	**8,060**	**7,130**	**7,800**	**8,010**	**8,930**	**8,070**	**8,840**
Spanish River Boulevard		1,100	780	740	1,050	1,230	910	900	1,270
		590	700	660	590	980	1,220	1,040	980
		6,660	**7,980**	**7,050**	**7,340**	**7,760**	**9,240**	**8,210**	**8,550**
45 - S.R. 808 (Glades Road)		1,170	660	860	1,270	1,450	820	1,060	1,570
		760	1,290	1,280	1,040	820	1,390	1,380	1,120
		6,250	**8,610**	**7,470**	**7,110**	**7,130**	**9,810**	**8,530**	**8,100**
44 - C.R. 798 (Palmetto Park Road)		960	1,290	1,160	1,050	1,270	1,710	1,540	1,390
		1,240	1,220	1,070	1,220	1,360	1,340	1,170	1,340
		6,530	**8,540**	**7,380**	**7,280**	**7,220**	**9,440**	**8,160**	**8,050**
42 - S.R. 810 (Hillsboro Boulevard)		1,210	1,250	1,050	1,260	1,420	1,390	1,260	1,440
		1,290	1,250	1,410	1,250	1,600	1,330	1,690	1,320
		6,610	**8,540**	**7,740**	**7,270**	**7,400**	**9,380**	**8,590**	**7,930**
41 - S.R. 869 (SW 10th Street)		1,470	1,820	1,400	1,590	1,800	2,080	1,670	1,880
		1,390	1,220	1,320	1,440	1,750	1,460	1,700	1,760
		6,530	**7,940**	**7,660**	**7,120**	**7,350**	**8,760**	**8,620**	**7,810**
39 - S.R. 834 (Sample Road)		860	1,220	1,070	940	1,010	1,450	1,280	1,140
		1,780	800	1,410	1,560	1,980	970	1,590	1,810
		7,450	**7,520**	**8,000**	**7,740**	**8,320**	**8,280**	**8,930**	**8,480**
38 - Copans Road		960	970	1,060	880	1,140	1,150	1,260	1,050
		1,680	1,280	1,280	1,000	1,900	1,450	1,450	1,130
		8,170	**7,830**	**8,220**	**7,860**	**9,080**	**8,580**	**9,120**	**8,560**
36 - S.R. 814 (Atlantic Boulevard)		1,390	1,530	1,880	1,320	1,700	1,880	2,300	1,610
		1,490	1,580	1,450	1,930	1,660	1,760	1,610	2,140
		8,270	**7,880**	**7,790**	**8,470**	**9,040**	**8,460**	**8,430**	**9,090**

Table 5.21
Build Option 3D-1.1 Design Hour Volumes – I-95

Mile Post - Description	Profile	2020 Build Option 3D-1.1 (Build)				2040 Build Option 3D-1.1 (Build)			
		AM		PM		AM		PM	
		SB	NB	SB	NB	SB	NB	SB	NB
		8,850	**6,770**	**6,610**	**9,880**	**10,380**	**7,620**	**7,720**	**11,510**
50 - Congress Avenue		1,170	280	550	1,420	1,570	380	740	1,900
		300	560	470	280	440	830	710	420
		7,980	**7,050**	**6,530**	**8,740**	**9,250**	**8,070**	**7,690**	**10,030**
48 - S.R. 794 (Yamato Road)		1,810	920	1,140	1,540	2,300	1,180	1,460	1,970
		1,050	2,000	1,790	840	1,160	2,200	1,970	920
		7,220	**8,130**	**7,180**	**8,040**	**8,110**	**9,090**	**8,200**	**8,980**
Spanish River Boulevard		1,120	780	750	1,050	1,230	910	900	1,270
		610	730	690	610	1,030	1,290	1,100	1,030
		6,710	**8,080**	**7,120**	**7,600**	**7,910**	**9,470**	**8,400**	**8,740**
45 - S.R. 808 (Glades Road)		1,150	650	840	1,250	1,440	810	1,050	1,560
		780	1,310	1,300	1,070	830	1,400	1,390	1,130
		6,340	**8,740**	**7,580**	**7,420**	**7,300**	**10,060**	**8,740**	**8,310**
44 - C.R. 798 (Palmetto Park Road)		940	1,270	1,150	1,040	1,260	1,690	1,530	1,380
		1,260	1,250	1,100	1,250	1,420	1,390	1,220	1,390
		6,660	**8,720**	**7,530**	**7,630**	**7,460**	**9,760**	**8,430**	**8,320**
42 - S.R. 810 (Hillsboro Boulevard)		1,200	1,250	1,040	1,230	1,420	1,340	1,260	1,390
		1,320	1,260	1,480	1,240	1,620	1,340	1,700	1,330
		6,780	**8,730**	**7,970**	**7,640**	**7,660**	**9,760**	**8,870**	**8,260**
41 - S.R. 869 (SW 10th Street)		1,720	2,130	1,800	1,900	2,280	2,680	2,200	2,340
		1,510	1,360	1,540	1,570	2,010	1,720	1,950	1,990
		6,570	**7,960**	**7,710**	**7,310**	**7,390**	**8,800**	**8,620**	**7,910**
39 - S.R. 834 (Sample Road)		870	1,240	1,080	960	1,030	1,470	1,300	1,160
		1,770	790	1,370	1,550	1,960	960	1,560	1,820
		7,470	**7,510**	**8,000**	**7,900**	**8,320**	**8,290**	**8,880**	**8,570**
38 - Copans Road		950	960	1,050	870	1,120	1,140	1,250	1,040
		1,690	1,290	1,290	1,010	1,910	1,460	1,460	1,140
		8,210	**7,840**	**8,240**	**8,040**	**9,110**	**8,610**	**9,090**	**8,670**
36 - S.R. 814 (Atlantic Boulevard)		1,400	1,540	1,890	1,320	1,690	1,860	2,290	1,600
		1,490	1,590	1,450	1,930	1,660	1,760	1,610	2,140
		8,300	**7,890**	**7,800**	**8,650**	**9,080**	**8,510**	**8,410**	**9,210**

5.4.3 Express Lane Volumes

ELToD was run for both model forecast years of 2020 and 2040. The input to ELToD was the peak period origin-destination matrices developed through the matrix estimation process previously discussed. The ELToD assignment provided hourly volumes, including the design hour, for all roadway links in the study area. A final process of balancing and harmonizing the initial corridor DDHVs with ELToD splits was performed to ensure a continuous set of express lane and general purpose lane volumes for the corridor.

The No-Build alternative 2020 and 2040 DDHV turns and express lane volumes are depicted in **Figures 5.8** through **5.17**. The Partial-Build alternative 2020 and 2040 DDHV turns and express lane volumes are depicted in **Figures 5.18** through **5.29**. The Build alternative 2020 and 2040 DDHV turns and express lane volumes are depicted in **Figures 5.30** through **5.41**.

Appendix G contains the 2040 DDHV turns and express lane volumes for Build Option 3A and 3D-1.2 through 1.6 (Center Alignment).

NOT TO SCALE

University Dr (S.R. 817)

US 441 (S.R. 7)

Lyons Rd

Glades Rd (S.R. 808)

Sample Rd (S.R. 834)

Coconut Creek Pkwy

Atlantic Blvd (S.R. 814)

Matchline A

FLY-OVER TRAFFIC

(Ramp traffic to/from Blount Rd. not shown.)

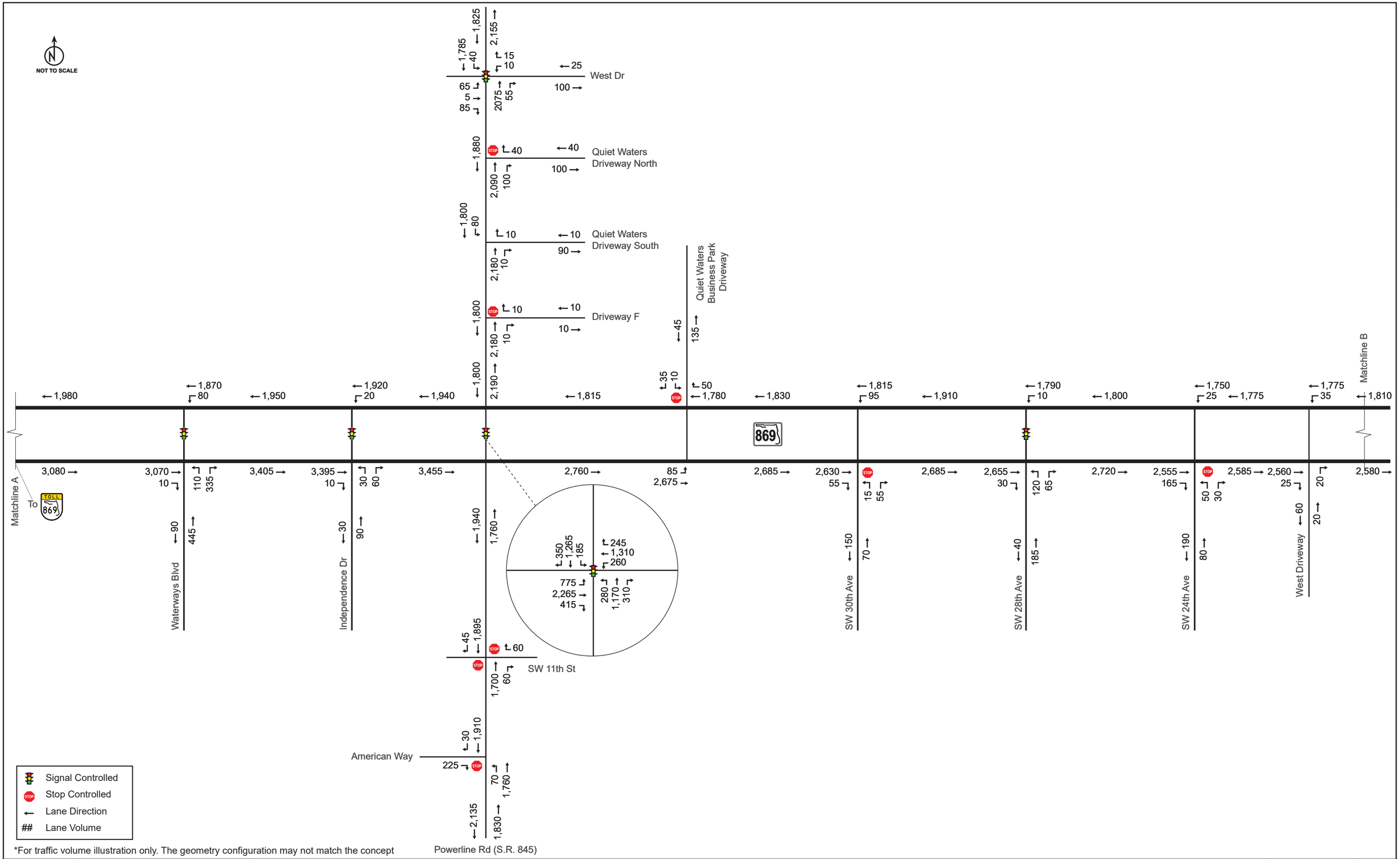
TOLL 869

FLORIDA'S TURNPIKE

Signal Controlled
Lane Direction
Expresss Lane Ingress
Express Lane Egress
Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	Sawgrass Expressway (S.R. 869) and Florida's Turnpike Mainline (S.R. 91) - 2020 AM (PM) No-Build DDHV's	Figure 5.8



*For traffic volume illustration only. The geometry configuration may not match the concept

NOT TO SCALE

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway F

Quiet Waters Business Park Driveway

Matchline B

Matchline A

To TOLL 869

Waterways Blvd

Independence Dr

SW 11th St

American Way

Powerline Rd (S.R. 845)

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

- Signal Controlled
- Stop Controlled
- ← Lane Direction
- ## Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

East Driveway

West

E Newport Center Dr

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Sample Rd (S.R. 834)

	Signal Controlled
STOP	Stop Controlled
←	Lane Direction
←	Exp Lane ingress
←	Exp Lane egress
##	Lane Volume

*For traffic volume illustration only.The geometry configuration may not match the concept.

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

E Newport Center Dr

East Driveway

West

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

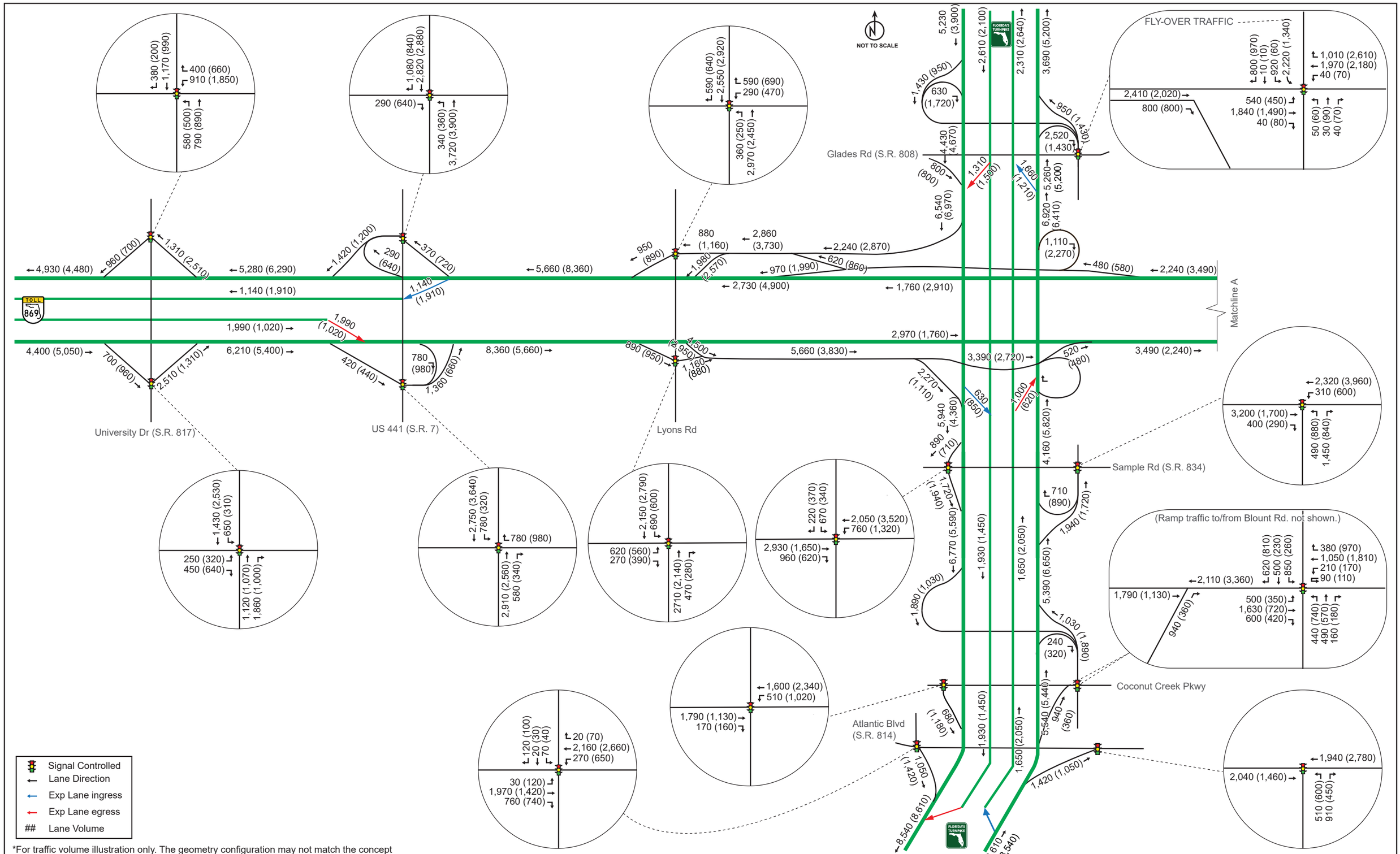
Sample Rd (S.R. 834)

869

95

	Signal Controlled
STOP	Stop Controlled
←	Lane Direction
←	Exp Lane ingress
←	Exp Lane egress
##	Lane Volume

*For traffic volume illustration only.The geometry configuration may not match the concept.



FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	Sawgrass Expressway (S.R. 869) and Florida's Turnpike Mainline (S.R. 91) - 2040 AM (PM) No-Build DDHV's	Figure 5.13

NOT TO SCALE

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway F

Quiet Waters Business Park Driveway

869

Matchline A

Matchline B

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

Signal Controlled

Stop Controlled

Lane Direction

Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

NOT TO SCALE

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway F

Quiet Waters Business Park Driveway

Matchline B

Matchline A

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

869

Signal Controlled
Stop Controlled
← Lane Direction
Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

SW 10th Street - 2040 PM No-Build DDHV's

Figure 5.15

FLORIDA'S TURNPIKE

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

East Driveway

E Newport Center Dr

West

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Sample Rd (S.R. 834)

I-95

869

	Signal Controlled
	Stop Controlled
←	Lane Direction
←	Exp Lane ingress
←	Exp Lane egress
##	Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept.

FDOT

SW 10th Street PD&E Study
Project Traffic Forecast Memorandum

SW 10th Street and I-95 (S.R. 9) – 2040 AM No-Build DDHVs

Figure 5.16

FLORIDA'S TURNPIKE

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

East Driveway

West

E Newport Center Dr

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Sample Rd (S.R. 834)

I-95

869

Signal Controlled
Stop Controlled
Lane Direction
Exp Lane ingress
Exp Lane egress
Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept.

NOT TO SCALE

University Dr (S.R. 817)

US 441 (S.R. 7)

Lyons Rd

Glades Rd (S.R. 808)

Sample Rd (S.R. 834)

Coconut Creek Pkwy

Atlantic Blvd (S.R. 814)

Matchline A

FLY-OVER TRAFFIC

(Ramp traffic to/from Blount Rd. not shown.)

See Figure 5.19

- Signal Controlled
- Lane Direction
- Express Lane Ingress
- Express Lane Egress
- ## Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

NOT TO SCALE

4,290 (5,300) → 2,130 (1,900) → 1,250 (1,060) ← 200 (460) ← 880 (840) → 2,160 (3,400) → 270 (520) → 1,350 (1,820) → 470 (980) → 880 (840) → 590 (780) → 470 (980) → 1,700 (2,720) → 540 (580) → 1,350 (1,610) → 2,010 (1,850) → 5,400 (4,760) →

640 (960) → 1,160 (2,140) → 810 (1,030) → 2,020 (3,230) → 410 (690) → 640 (410) → 4,820 (4,860) → 1,870 (2,010) → 790 (1,710) → 240 (660) → 620 (1,320) → 960 (1,980) → 370 (430) → 2,440 (4,610) →

1,210 (2,200) → 1,580 (2,630) →

4,440 (4,090) → 980 (670) → 2,290 (2,000) → 1,990 (2,750) → 720 (880) → 4,100 (3,980) →

910 (1,480) → 590 (960) → 320 (520) → 90 (170) → 410 (690) →

5,140 (4,270) → 1,640 (930) → 1,100 (590) → 4,080 (3,020) → 530 (340) → 140 (70) → 670 (410) → 5,190 (3,130) →

370 (370) → 2,930 (1,920) → 410 (220) → 3,340 (2,140) → 1,630 (1,350) → 4,610 (2,440) →

1,060 (1,250) → 840 (880) → 840 (880) → 780 (590) → 1,710 (790) →

370 (390) → 690 (860) → 980 (470) ↑

620 (1,320) → 1,320 (620) → 660 (240) → 660 (240) →

410 (560) → 620 (340) →

2,330 (2,110) → 1,330 (1,200) → 1,220 (1,800) → 2,110 (2,330) →

5,310 (4,460) → 4,440 (4,840) →

US 441 (S.R. 7)

Lyons Rd

TOLL 869

FLORIDA'S TURNPIKE

Signal Controlled
Lane Direction
Express Lane Ingress
Express Lane Egress
Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

FDOT

SW 10th Street PD&E Study
Project Traffic Forecast Memorandum

Sawgrass Expressway (S.R. 869) and Florida's Turnpike (S.R. 91) - 2020 AM (PM) Partial-Build DDHVs

Figure 5.19

NOT TO SCALE

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway F

Quiet Waters Business Park Driveway

Matchline B

Matchline A

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

- Signal Controlled
- Stop Controlled
- Lane Direction
- Exp Lane ingress
- Exp Lane egress
- ## Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	SW 10th Street - 2020 AM Partial-Build DDHV's	Figure 5.20

NOT TO SCALE

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway F

Quiet Waters Business Park Driveway

Matchline B

Matchline A

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

869

TOLL 869

690

520

Signal Controlled
Stop Controlled
Lane Direction
Exp Lane ingress
Exp Lane egress
Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

SW 10th Street - 2020 PM Partial-Build DDHV's

Figure 5.21

FLORIDA'S TURNPIKE

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

E Newport Center Dr

West

East Driveway

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Sample Rd (S.R. 834)

I-95

869

Signal Controlled
Stop Controlled
Lane Direction
Exp Lane ingress
Exp Lane egress
Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept.

SW 10th Street PD&E Study
Project Traffic Forecast Memorandum

SW 10th Street and I-95 (S.R. 9) - 2020 AM Partial-Build DDHV's

Figure 5.22

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

East Driveway

West

E Newport Center Dr

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

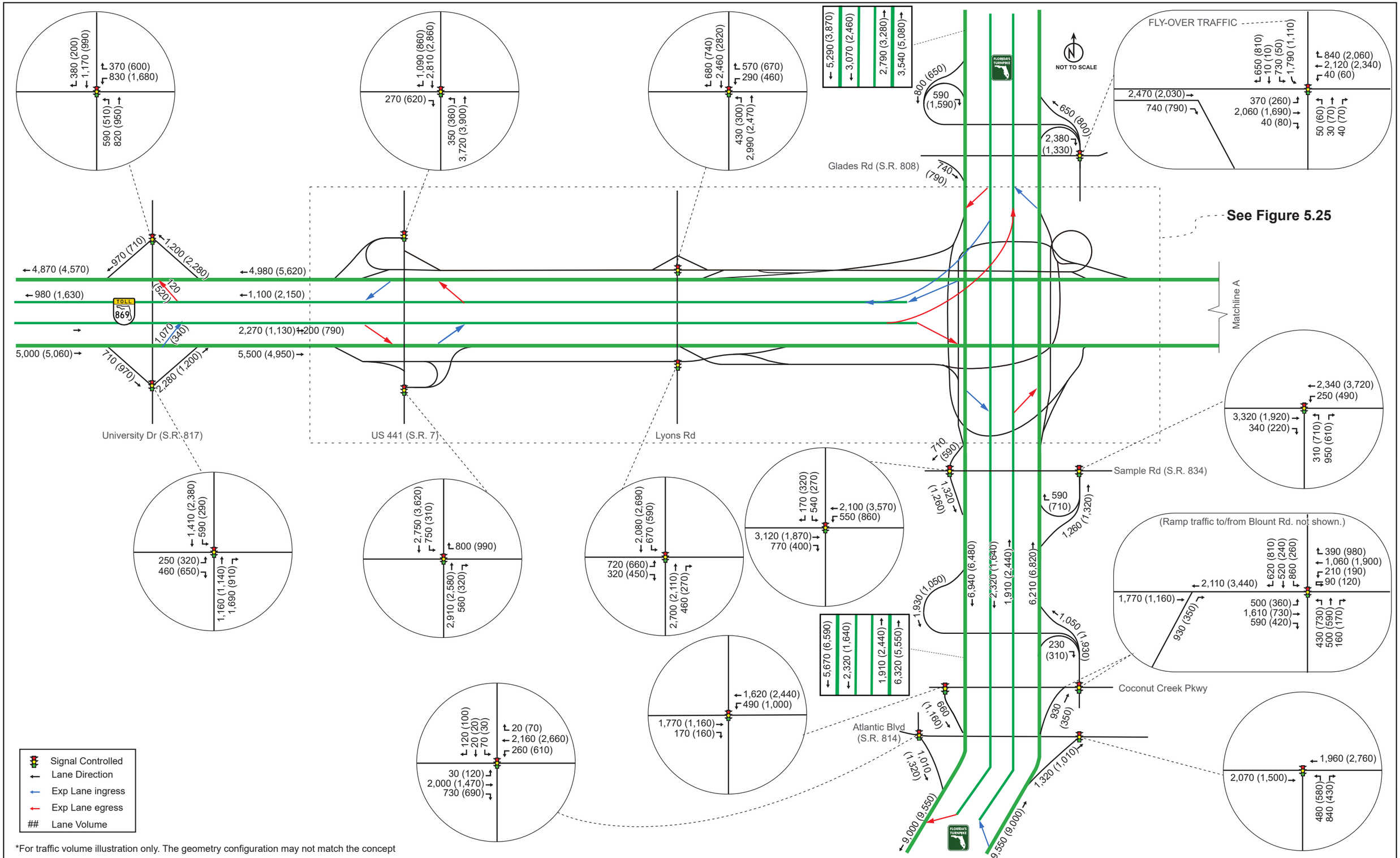
Sample Rd (S.R. 834)

I-95

869

Signal Controlled	
Stop Controlled	
←	Lane Direction
←	Exp Lane ingress
←	Exp Lane egress
##	Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept.



*For traffic volume illustration only. The geometry configuration may not match the concept

FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	Sawgrass Expressway (S.R. 869) and Florida's Turnpike Mainline (S.R. 91) - 2040 AM (PM) Partial-Build DDHVs	Figure 5.24

NOT TO SCALE

US 441 (S.R. 7)

Lyons Rd

4,980 (5,620)
2,550 (2,260)
1,440 (1,220)
1,110 (1040)
270 (620)
360 (690)
1,740 (2,350)
630 (1,310)
1,110 (1,040)
630 (1,310)
860 (1,130)
680 (1,080)
2,170 (3,520)
640 (700)
1,530 (2,820)
1,070 (1,200)
1,710 (1,900)
2,760 (2,390)
6,860 (6,360)
6,180 (6,560)
2,420 (2,780)
490
1,060 (2,250)
1,050
800 (1,690)
1,290 (2,740)
470 (570)
3,010 (5,570)
2,430 (3,360)
2,320 (3,460)
530 (970)
940 (510)
1,250 (2,260)
1,720 (2,830)
1,100 (2,150)
700 (1,420)
400 (730)
130 (240)
530 (970)
2,270 (1,130)
740 (400)
940 (510)
5,500 (4,950)
4,280 (3,510)
1,530 (730)
200 (110)
5,880 (3,650)
510 (470)
3,560 (2,400)
620 (390)
4,180 (2,790)
2,250 (1,060)
1,930 (1,730)
5,570 (3,010)
1,220 (1,440)
1,040 (1,110)
420 (450)
800 (990)
1,310 (630)
1,040 (1,110)
1,130 (860)
800 (1,690)
1,050 (490)
1,690 (800)
1,050 (490)
820 (910)
970 (620)
3,050 (2,750)
6,330 (5,810)
2,320 (1,640)
1,910 (2,440)
2,750 (3,050)
5,540 (6,210)
5,820 (5,600)
1,040 (760)
3,070 (2,460)
2,790 (3,280)
910 (950)
5,270 (5,610)

TOLL 869

FLORIDA'S TURNPIKE

US 441 (S.R. 7)

Lyons Rd

Signal Controlled
Lane Direction
Express Lane Ingress
Express Lane Egress
Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

FDOT

SW 10th Street PD&E Study
Project Traffic Forecast Memorandum

Sawgrass Expressway (S.R. 869) and Florida's Turnpike (S.R. 91) - 2040 AM (PM) Partial-Build DDHVs

Figure 5.25

NOT TO SCALE

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway F

Quiet Waters Business Park Driveway

Matchline B

Matchline A

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

869

560

1,160

	Signal Controlled
STOP	Stop Controlled
←	Lane Direction
##	Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

NOT TO SCALE

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway F

Quiet Waters Business Park Driveway

Matchline B

Matchline A

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

869

880

640

Signal Controlled

Stop Controlled

← Lane Direction

Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

East Driveway

West

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

E Newport Center Dr

FAU Research Park Blvd

Sample Rd (S.R. 834)

Signal Controlled	
Stop Controlled	
Lane Direction	
Express Lane Ingress	
Express Lane Egress	
##	Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept.

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

East Driveway

West

E Newport Center Dr

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Sample Rd (S.R. 834)

FAU Research Park Blvd

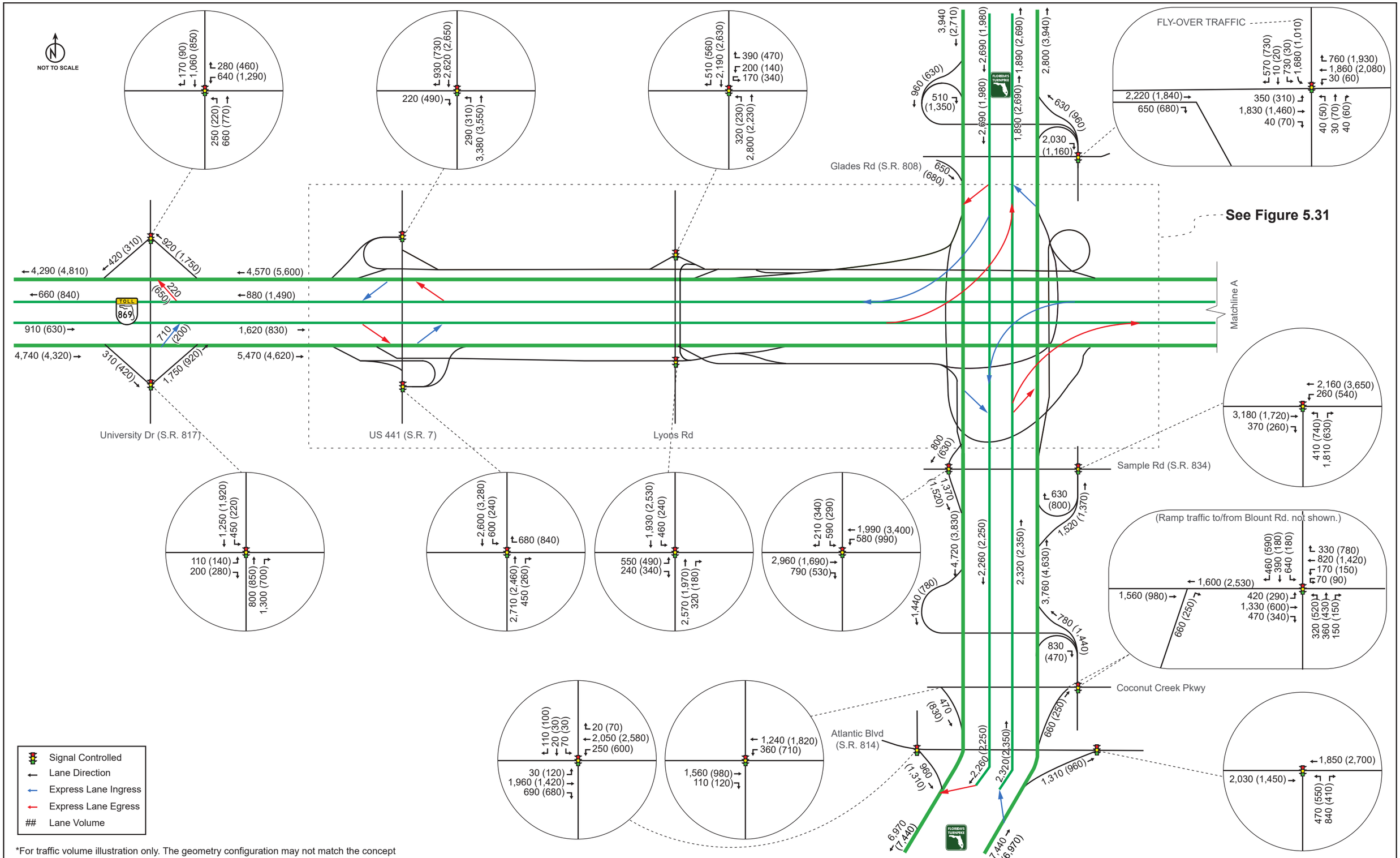
95

869

	Signal Controlled
STOP	Stop Controlled
←	Lane Direction
←	Express Lane Ingress
←	Express Lane Egress
##	Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept.

NOT TO SCALE



Signal Controlled
Lane Direction
Express Lane Ingress
Express Lane Egress
Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	Sawgrass Expressway (S.R. 869) and Florida's Turnpike Mainline (S.R. 91) - 2020 AM (PM) Build DDHVs	Figure 5.30

NOT TO SCALE

4,570 (5,600)
2,050 (1,830)
1,220 (1,040)
830 (790)
220 (490)
280 (560)
2,520 (3,770)
2,660 (4,020)
1,330 (1,840)
830 (790)
500 (1,050)
760 (950)
520 (960)
2,370 (3,340)
1,780 (2,960)
1,270 (2,380)
510 (580)
720 (980)
1,850 (2,380)
1,230 (1,560)
2,020 (1,850)
530 (740)
550 (490)
2,040 (2,060)
900 (1,770)
290 (790)
370 (610)
1,130 (1,400)
1,790 (2,800)
4,140 (4,110)
2,690 (1,980)
810 (480)
1,890 (2,690)
440 (800)
4,200 (4,140)

880 (1,490)
140 (250)
740 (1,240)
290 (680)
1,030 (1,920)
860 (1,970)
1,970 (860)
TOLL 869

1,620 (830)
390 (110)
1,230 (720)
500 (270)
1,730 (990)

5,470 (4,620)
4,430 (3,400)
4,580 (2,910)
260 (170)
2,010 (1,500)
360 (790)
790 (360)
2,800 (1,790)

1,040 (1,220)
360 (380)
790 (830)
680 (840)
1,050 (500)
2,830 (1,580)
950 (760)
690 (590)
3,520 (2,170)
1,750 (1,270)
1,770 (900)
790 (290)

790 (290)
550 (700)
630 (590)
1,770 (900)
2,260 (2,250)
2,320 (2,350)
900 (1,770)
4,150 (2,940)
2,870 (4,060)

US 441 (S.R. 7)

Lyons Rd

Signal Controlled
Lane Direction
Express Lane Ingress
Express Lane Egress
Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

FDOT

SW 10th Street PD&E Study
Project Traffic Forecast Memorandum

Sawgrass Expressway (S.R. 869) and Florida's Turnpike Mainline (S.R. 91) - 2020 AM (PM) Build DDHVs

Figure 5.31

NOT TO SCALE

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway F

Quiet Waters Business Park Driveway

Matchline B

Matchline A

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

869

- Signal Controlled
- Stop Controlled
- Lane Direction
- Express Lane Ingress
- Express Lane Egress
- ## Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

*The left-turn traffic for these intersections may need to be re-assigned depending on the Build alternative configuration.

NOT TO SCALE

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway F

Quiet Waters Business Park Driveway

Matchline B

Matchline A

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

869

- Signal Controlled
- Stop Controlled
- Lane Direction
- Express Lane Ingress
- Express Lane Egress
- ## Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept
*The left-turn traffic for these intersections may need to be re-assigned depending on the Build alternative configuration.

SW 10th Street - 2020 PM Build DDHVs

Figure 5.33

NOT TO SCALE

Hillsboro Blvd (S.R. 810)

SW 12th Ave

East Dr

Matchline B

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

E Newport Center Dr

East Driveway

West

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Sample Rd (S.R. 834)

Signal Controlled
Stop Controlled
Lane Direction
Express Lane Ingress
Express Lane Egress
Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept.

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

East Driveway

West

E Newport Center Dr

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Sample Rd (S.R. 834)

I-95

869

Signal Controlled	
Stop Controlled	
←	Lane Direction
←	Express Lane Ingress
←	Express Lane Egress
##	Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept.

FDOT

SW 10th Street PD&E Study
Project Traffic Forecast Memorandum

SW 10th Street and I-95 (S.R. 9) - 2020 PM Build DDHV's

Figure 5.35

FLORIDA'S TURNPIKE

NOT TO SCALE

FLY-OVER TRAFFIC

Glades Rd (S.R. 808)

University Dr (S.R. 817)

US 441 (S.R. 7)

Lyons Rd

Sample Rd (S.R. 834)

Coconut Creek Pkwy

Atlantic Blvd (S.R. 814)

Matchline A

See Figure 5.37

(Ramp traffic to/from Blount Rd. not shown.)

- Signal Controlled
- Lane Direction
- Express Lane Ingress
- Express Lane Egress
- ## Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	Sawgrass Expressway (S.R. 869) and Florida's Turnpike Mainline (S.R. 91) - 2040 AM (PM) Build DDHV's	Figure 5.36

NOT TO SCALE

5,300 (5,780)
2,370 (2,090)
1,420 (1,200)
300 (660)
950 (890)
380 (750)
1,630 (2,300)
680 (1,410)
950 (890)
1,200 (1,470)
540 (980)
2,160 (2,310)
2,420 (3,860)
1,780 (3,160)
640 (700)
910 (1,110)
1,550 (1,810)
2,760 (2,370)
690 (1,060)
980 (740)
2,450 (2,710)
1,290 (2,360)
560 (1,210)
490 (800)
2,300 (3,210)
1,250 (1,200)
2,930 (3,690)
3,150 (4,100)
2,700 (3,290)
220 (410)
450 (810)
1,090 (2,390)
870 (1,980)
1,320 (2,790)
1,050 (2,630)
2,710 (1,370)
2,630 (1,050)
2,330 (1,090)
1,900 (920)
430 (170)
810 (450)
5,840 (5,300)
4,640 (3,880)
4,780 (3,330)
400 (260)
2,000 (1,740)
420 (900)
900 (420)
3,210 (2,300)
1,200 (1,420)
420 (440)
780 (980)
1,410 (680)
890 (950)
3,180 (1,850)
1,470 (1,200)
1,070 (940)
4,250 (2,790)
1,890 (1,500)
2,360 (1,290)
1,210 (560)
840 (1,060)
950 (890)
1,210 (560)
2,360 (1,290)
2,860 (2,860)
2,860 (2,860)
1,290 (2,360)
5,740 (4,020)
4,020 (5,740)
5,790 (5,450)
1,190 (710)
3,480 (2,670)
2,650 (3,480)
660 (1,190)
5,470 (5,790)

TOLL 869

US 441 (S.R. 7)

Lyons Rd

FLORIDA'S TURNPIKE

Signal Controlled
Lane Direction
Express Lane Ingress
Express Lane Egress
Lane Volume

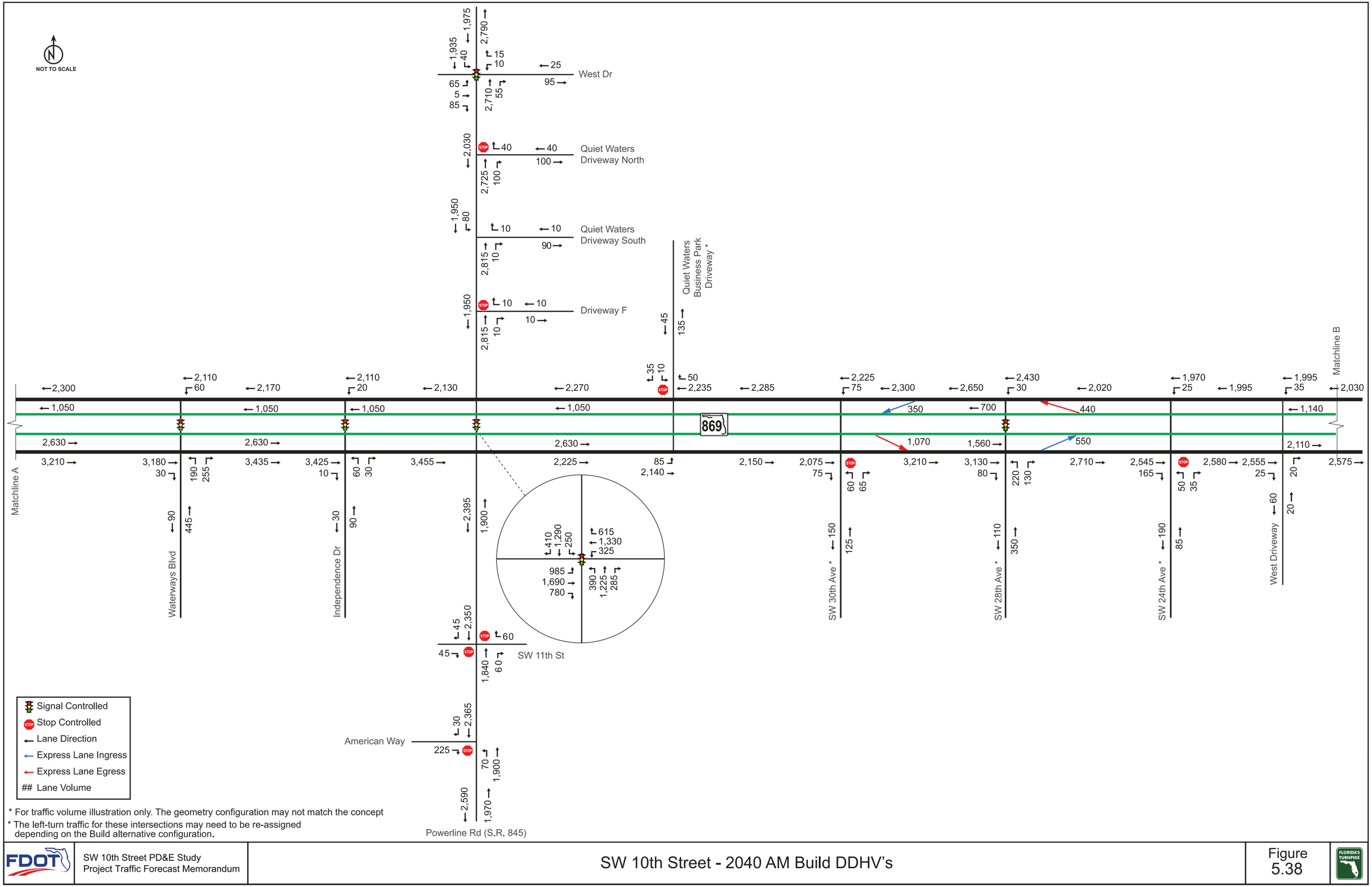
*For traffic volume illustration only. The geometry configuration may not match the concept

FDOT

SW 10th Street PD&E Study
Project Traffic Forecast Memorandum

Sawgrass Expressway (S.R. 869) and Florida's Turnpike Mainline (S.R. 91) - 2040 AM (PM) Build

Figure 5.37


NOT TO SCALE
West Dr
Quiet Waters Driveway North
Quiet Waters Driveway South
Driveway F
Quiet Waters Business Park Driveway *
Matchline B
Matchline A
869
Waterways Blvd
Independence Dr
SW 30th Ave *
SW 28th Ave *
SW 24th Ave *
West Driveway
SW 11th St
American Way
Powerline Rd (S.R. 845)
Signal Controlled
Stop Controlled
Lane Direction
Express Lane Ingress
Express Lane Egress
Lane Volume
* For traffic volume illustration only. The geometry configuration may not match the concept
* The left-turn traffic for these intersections may need to be re-assigned depending on the Build alternative configuration.

NOT TO SCALE

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway F

Quiet Waters Business Park Driveway *

Matchline B

Matchline A

Waterways Blvd

Independence Dr

SW 30th Ave *

SW 28th Ave *

SW 24th Ave *

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

869

Signal Controlled
Stop Controlled
Lane Direction
Express Lane Ingress
Express Lane Egress
Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept
* The left-turn traffic for these intersections may need to be re-assigned depending on the Build alternative configuration.

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

East Driveway

West

E Newport Center Dr

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Sample Rd (S.R. 834)

I-95

869

Signal Controlled	
Stop Controlled	
Lane Direction	
Express Lane Ingress	
Express Lane Egress	
##	Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept.

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

East Driveway

West

E Newport Center Dr

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Sample Rd (S.R. 834)

869

95

Signal Controlled
Stop Controlled
Lane Direction
Express Lane Ingress
Express Lane Egress
Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept.

FDOT

SW 10th Street PD&E Study
Project Traffic Forecast Memorandum

SW 10th Street and I-95 (S.R. 9) - 2040 PM Build DDHV's

Figure 5.41

FLORIDA'S TURNPIKE

The traffic operations analysis for the roadway segments are based on *2010 Highway Capacity Manual* (HCM) methodologies.

Intersections were analyzed using Synchro software (Version 9.2, Build 914, Revision 6). A lost time adjustment of -2 seconds has been applied to all ramp intersections and major arterials originating movements.

6.1 NO-BUILD 2040

The analysis was performed with 2040 No-Build Directional Design Hour Volumes (DDHV), intersection lane configurations, and signal timing plans, as of May 2018, without optimization.

The results of the 2040 No-Build unsignalized intersection analysis on SW 10th Street and its cross streets are provided in **Table 6.1**. Results show unacceptable performances at three unsignalized intersections along SW 10th Street and one along South Military Trail.

Table 6.1
No-Build 2040 SW 10th Street Unsignalized Design Hour Intersection Analysis Results

Main Roadway	Cross Street	LOS (Delay)	
		AM	PM
SW 10th Street	Industrial Park	F (90.2)	F (285.0)
	SW 30th Avenue	F (140.4)	F (308.7)
	SW 24th Avenue	F (101.3)	F (95.3)
	Driveway East of SW 24th Avenue	A (0.5)	A (0.7)
	Driveway West of S Military Trail	A (1.9)	A (4.4)
S Military Trail	East Drive	A (0.7)	A (0.6)
	Lakes at Deerfield	A (1.2)	A (0.9)
	Horizon Club	B (13.5)	F (*)
Newport Center Drive	SW 12th Avenue	A (4.6)	B (12.7)
Powerline Road (S.R. 845)	Quiet Waters North	A (0.1)	A (0.3)
	Quiet Waters South	A (0.5)	A (0.1)
	American Way	A (0.9)	A (0.4)

Notes:
(*): No delay reported) does not meet HCM 2010 criteria)
Delay is in seconds/vehicle
Level of Service (LOS) E or F, reflecting unacceptable/failing operations

The signalized intersection analysis of the Sawgrass Expressway, SW 10th Street, Florida's Turnpike, and I-95 is summarized in **Tables 6.2** through **6.9**.

Results for signalized intersections along Sawgrass Expressway indicate that overall, no intersection fails in either design hour though individual movements operate over capacity (LOS F) in both design hours. The intersections at Lyons Road and Sawgrass Expressway Eastbound ramp and University and Sawgrass Expressway Eastbound ramp operates at capacity (LOS E) in the morning design hour.

Results for signalized intersections along SW 10th Street indicate that the Powerline Road, South Military Trail and I-95 northbound ramps intersections operate(s) at LOS F in both design hours. The East New Port Center Drive intersection operate(s) at LOS F in the afternoon design hour. The SW 28th Avenue in the morning and the FAU Research Boulevard in the afternoon operate at capacity.

Results for signalized intersections along the Turnpike Southern Coin corridor indicate that overall, the intersections Sample Road and Turnpike northbound ramp, Coconut Creek Parkway and Turnpike ramps/NW 31st Avenue operate(s) at LOS F in the morning; the intersections Glades Road and Turnpike ramps and Sample Road at Turnpike southbound ramps operate at capacity in the morning while the Coconut Creek Parkway at Turnpike ramps/NW 31st Avenue operates at capacity in afternoon. No intersection fails in the afternoon design hour.

Results for signalized intersections along the I-95 corridor indicate that the intersection at Hillsboro Boulevard and SW Natura Boulevard operate(s) at LOS F in the morning and operates at capacity in the afternoon. No intersection fails in the afternoon. The intersection of Sample Road and NE 3rd Avenue operates at LOS E in both design hour; the intersection of Hillsboro Boulevard and SW 12th Avenue operates at LOS E in the afternoon.

The Synchro analysis is provided in **Appendix I**.

Table 6.2
No-Build 2040 Sawgrass Expressway Interchange Ramp Signalized Intersection Analysis Results – AM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Lyons Road	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement				D (36.2)		F (247.7)	E (74.3)	C (24.0)			B (13.2)	A (2.3)	D (38.6)
			Approach				F (178.0)			C (29.2)			B (11.3)			
		Volume to Capacity ratio	Movement				0.4		1.42	1.03	0.95			0.92	0.56	
		Queue Length 95th (ft.)	Movement				136		#707	m227	m331			m280	m6	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement	D (48.8)		D (37.2)					F (112.8)	B (11.2)	F (235.7)	A (5.1)		E (75.5)
			Approach	D (45.3)						F (98.4)			E (58.9)			
		Volume to Capacity ratio	Movement	0.85		0.47					1.2	0.59	1.37	0.68		
		Queue Length 95th (ft.)	Movement	#317		176					m468	m56	m#768	148		
U.S. 441 (S.R. 7)	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement							E (63.3)	A (0.3)			A (2.8)	A (7.0)	A (4.9)
			Approach							A (5.9)			A (3.9)			
		Volume to Capacity ratio	Movement							0.74	0.62			0.79	0.92	
		Queue Length 95th (ft.)	Movement							m214	0			m108	m86	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement								B (14.2)	A (0.1)	F (160.3)	A (0.2)		C (24.4)
			Approach							B (12.0)			D (37.1)			
		Volume to Capacity ratio	Movement								0.89	0.39	1.17	0.46		
		Queue Length 95th (ft.)	Movement								m153	m0	#687	0		
University Drive (S.R. 81)	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement				C (29.8)		A (0.4)	C (34.8)	A (6.4)			C (25.3)	A (0.4)	B (19.4)
			Approach				C (20.8)			B (18.1)			B (19.5)			
		Volume to Capacity ratio	Movement				0.76		0.27	0.69	0.28			0.6	0.26	
		Queue Length 95th (ft.)	Movement				200		0	227	171			175	0	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement	C (33.8)		A (0.5)					B (15.3)	F (157.4)	C (34.2)	A (1.5)		E (58.3)
			Approach	B (12.4)						F (102.2)			B (11.3)			
		Volume to Capacity ratio	Movement	0.49		0.3					0.38	1.25	0.77	0.42		
		Queue Length 95th (ft.)	Movement	70		0					125	#669	251	0		

Synchro 9.2.914.6

LOS Notes:
HCM 2000 level of service (LOS) and delay results from Synchro
Delay is in sec/veh units
LOS E reflecting at capacity operations
LOS F reflecting over capacity operations

Queue Notes:
HCM methodology does not report queues, results are from Synchro outputs report
~: Volume exceeds capacity, queue is theoretically infinite
#: 95th percentile volume exceeds capacity
m: Upstream metering is in effect

Table 6.3
No-Build 2040 Sawgrass Expressway Interchange Ramp Signalized Intersection Analysis Results – PM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Lyons Road	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement				C (29.6)		F (203.9)	F (174.0)	C (21.8)			B (16.4)	A (1.9)	D (39.7)
			Approach				F (133.3)			D (35.2)			B (13.9)			
		Volume to Capacity ratio	Movement				0.5		1.34	1.23	0.87			1.01	0.59	
		Queue Length 95th (ft.)	Movement				184		#738	m#177	m300			m157	m0	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement	C (31.1)		C (33.4)					D (51.9)	A (3.3)	F (179.2)	B (17.2)		D (43.6)
			Approach	C (32.1)						D (46.5)			D (44.6)			
		Volume to Capacity ratio	Movement	0.6		0.65					1.08	0.34	1.28	0.99		
		Queue Length 95th (ft.)	Movement	222		258					m#460	m8	m#473	m223		
U.S. 441 (S.R. 7)	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement							F (80.4)	A (0.5)			B (17.8)	B (15.3)	B (12.2)
			Approach							A (7.6)			B (17.2)			
		Volume to Capacity ratio	Movement							0.79	0.65			0.8	0.71	
		Queue Length 95th (ft.)	Movement							271	0			m776	m551	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement								C (21.2)	A (0.0)	E (58.9)	A (0.4)		B (11.2)
			Approach							B (18.8)			A (5.3)			
		Volume to Capacity ratio	Movement								0.71	0.23	0.73	0.6		
		Queue Length 95th (ft.)	Movement								m393	m0	m226	0		
University Drive (S.R. 81)	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement				C (26.9)		A (0.9)	D (45.7)	B (18.9)			C (34.8)	A (0.2)	C (24.5)
			Approach				C (20.1)			C (28.2)			C (29.2)			
		Volume to Capacity ratio	Movement				0.91		0.44	0.84	0.45			0.77	0.13	
		Queue Length 95th (ft.)	Movement				#387		0	#219	216			162	0	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement	C (34.9)		A (0.9)					B (11.5)	A (2.3)	C (29.3)	A (4.1)		A (7.7)
			Approach	B (12.2)						A (7.2)			A (6.7)			
		Volume to Capacity ratio	Movement	0.6		0.43					0.31	0.67	0.52	0.74		
		Queue Length 95th (ft.)	Movement	86		0					99	0	m110	32		

Synchro 9.2.914.6

LOS Notes:
HCM 2000 level of service (LOS) and delay results from Synchro
Delay is in sec/veh units
LOS E reflecting at capacity operations
LOS F reflecting over capacity operations

Queue Notes:
HCM methodology does not report queues, results are from Synchro outputs report
~: Volume exceeds capacity, queue is theoretically infinite
#: 95th percentile volume exceeds capacity
m: Upstream metering is in effect

Table 6.4
No-Build 2040 SW 10th Street Signalized Intersection Analysis Results – AM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	Waterways Boulevard	LOS (Delay)	Movement		E (65.9)	A (9.5)	E (75.5)	B (10.6)		E (69.1)		F (105.7)				D (49.0)
			Approach	E (65.7)			B (12.9)			F (96.7)						
		Volume to Capacity ratio	Movement		1.07	0.01	0.6	0.56		0.42		0.9				
		Queue Length 95th (ft.)	Movement		#1917	12	168	441		190		#403				
	Independence Drive	LOS (Delay)	Movement		C (31.9)	A (4.4)	F (422.5)	B (12.9)		F (85.0)		F (82.4)				C (27.1)
			Approach	C (31.8)			B (16.6)			F (83.3)						
		Volume to Capacity ratio	Movement		0.95	0.01	0.24	0.51		0.41		0.04				
		Queue Length 95th (ft.)	Movement		m1493	m2	m9	m529		79		54				
	South Powerline Road (S.R. 845)	LOS (Delay)	Movement	F (105.0)	F (119.1)	C (27.4)	F (139.3)	F (88.3)	D (46.0)	F (90.2)	F (89.3)	E (56.5)	E (73.3)	F (169.0)	F (148.3)	F (107.0)
			Approach	F (102.9)			F (90.1)			F (83.9)			F (155.1)			
		Volume to Capacity ratio	Movement	1.07	1.16	0.6	1.02	1.05	0.42	0.84	1	0.55	0.66	1.19	0.37	
		Queue Length 95th (ft.)	Movement	m#693	#1400	m245	m#298	m#822	m258	#284	#768	345	175	#856	255	
	SW 28th Avenue	LOS (Delay)	Movement		E (79.6)	A (9.8)	F (201.4)	B (19.7)		F (180.5)		E (77.9)				E (59.3)
			Approach	E (78.6)			C (21.1)			F (145.6)						
		Volume to Capacity ratio	Movement		1.05	0.03	0.18	0.67		1.08		0.24				
		Queue Length 95th (ft.)	Movement		m1495	m12	m4	m863		#364		91				
	South Military Trail	LOS (Delay)	Movement	F (95.2)	E (77.2)	C (32.4)	F (262.5)	F (152.7)	F (105.6)	F (85.6)	F (267.5)	F (452.8)	F (125.7)	E (66.5)	E (59.0)	F (151.2)
			Approach	E (76.8)			F (161.8)			F (317.7)			F (85.6)			
		Volume to Capacity ratio	Movement	0.84	1.07	0.13	1.42	1.12	0.38	0.7	1.41	1.81	1.03	0.75	0.49	
		Queue Length 95th (ft.)	Movement	m229	m#1179	m20	#408	#1386	437	173	#912	#1205	#464	463	275	
	East Newport Center Drive	LOS (Delay)	Movement	F (150.1)	B (19.2)		F (448.2)	B (17.3)	A (8.2)	F (84.9)	F (84.9)	F (82.1)	F (84.8)	F (84.4)	F (82.3)	D (53.0)
			Approach	C (30.5)			E (77.5)			F (83.2)			F (83.2)			
		Volume to Capacity ratio	Movement	1.14	0.86		1.76	0.69	0.3	0.44	0.45	0.07	0.4	0.37	0.08	
		Queue Length 95th (ft.)	Movement	m#311	m904		#998	840	176	87	89	71	72	72	59	
	I-95 Southbound On-ramp	LOS (Delay)	Movement		E (79.9)	A (0.5)	F (226.8)	A (0.2)								D (54.8)
			Approach	E (60.4)			D (50.4)									
		Volume to Capacity ratio	Movement		0.83	0.48	1.32	0.48								
		Queue Length 95th (ft.)	Movement		694	0	#1603	0								
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (9.8)			A (7.1)					E (56.3)		A (2.2)	B (10.6)
			Approach	A (9.8)			A (7.1)						B (18.6)			
		Volume to Capacity ratio	Movement		0.68			0.68					0.5		0.66	
		Queue Length 95th (ft.)	Movement		706			m125					286		0	

Table 6.4 (continued)
No-Build 2040 SW 10th Street Signalized Intersection Analysis Results – AM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	I-95 Northbound Ramps	LOS (Delay)	Movement		C (22.6)	A (7.4)	F (275.5)	D (41.1)		F (213.6)		F (261.0)				F (81.4)
			Approach	B (14.6)			E (72.1)			F (228.3)						
		Volume to Capacity ratio	Movement		0.65	0.91	1.38	0.81		1.3		1.38				
		Queue Length 95th (ft.)	Movement		591	1290	#683	784		#879		#993				
	FAU Research Park Boulevard	LOS (Delay)	Movement	F (126.4)	C (22.9)		C (23.2)	C (25.9)	B (17.3)	F (148.6)	E (58.0)	E (56.3)	E (75.3)	E (65.3)	F (118.8)	D (48.7)
			Approach	D (38.4)			C (25.3)			F (95.8)			F (93.1)			
		Volume to Capacity ratio	Movement	1.09	0.55		0.68	0.61	0.06	1.09	0.27	0.1	0.84	0.64	0.99	
		Queue Length 95th (ft.)	Movement	#428	410		124	476	20	#444	117	69	#372	292	#500	
Powerline Road (S.R. 845)	West Drive	LOS (Delay)	Movement	F (91.3)	F (81.0)		F (88.0)		F (86.1)		B (18.8)	A (2.8)	D (49.5)	A (9.4)		B (17.4)
			Approach	F (84.9)			F (86.9)			B (18.5)			B (10.2)			
		Volume to Capacity ratio	Movement	0.62	0.19		0.28		0.01		0.93	0.04	0.51	0.73		
		Queue Length 95th (ft.)	Movement	132	85		38		0		m1562	m0	48	732		

Synchro 9.2.914.6

LOS Notes:
HCM 2000 level of service (LOS) and delay results from Synchro
Delay is in sec/veh units
LOS E reflecting at capacity operations
LOS F reflecting over capacity operations

Queue Notes:
HCM methodology does not report queues, results are from Synchro outputs report
~: Volume exceeds capacity, queue is theoretically infinite
#: 95th percentile volume exceeds capacity
m: Upstream metering is in effect

Table 6.5
No-Build 2040 SW 10th Street Signalized Intersection Analysis Results – PM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	Waterways Boulevard	LOS (Delay)	Movement		B (19.7)	B (10.6)	**F (101.7)**	A (5.9)		**F (84.5)**		**F (81.4)**				B (18.3)
			Approach	B (19.4)			B (14.2)			**F (82.1)**						
		Volume to Capacity ratio	Movement		0.68	0.05	0.99	0.8		0.51		0.11				
		Queue Length 95th (ft.)	Movement		671	32	m#551	473		102		82				
	Independence Drive	LOS (Delay)	Movement		A (1.9)	A (0.4)	C (22.7)	B (12.0)		**F (84.2)**		**F (83.5)**				A (9.1)
			Approach	A (1.9)			B (12.2)			**F (83.6)**						
		Volume to Capacity ratio	Movement		0.59	0.02	0.44	0.87		0.16		0.04				
		Queue Length 95th (ft.)	Movement		67	m1	m3	m116		37		54				
	South Powerline Road (S.R. 845)	LOS (Delay)	Movement	**F (224.8)**	D (48.3)	D (49.1)	**E (74.1)**	**F (158.9)**	D (48.6)	**F (252.4)**	**F (91.6)**	D (54.6)	**F (100.8)**	**F (83.3)**	**F (497.5)**	**F (146.5)**
			Approach	**F (84.2)**			**F (137.5)**			**F (129.8)**			**F (241.9)**			
		Volume to Capacity ratio	Movement	1.26	0.83	0.33	0.8	1.21	0.41	1.36	1.01	0.45	0.74	0.98	1.95	
		Queue Length 95th (ft.)	Movement	#519	544	174	m226	m#1387	m244	#645	#751	261	m214	#621	#1672	
	SW 28th Avenue	LOS (Delay)	Movement		B (11.7)	A (0.1)	D (47.0)	D (40.2)		**F (87.5)**		**F (80.2)**				C (28.7)
			Approach	B (11.1)			D (40.4)			**F (84.4)**						
		Volume to Capacity ratio	Movement		0.79	0.07	0.44	0.98		0.57		0.03				
		Queue Length 95th (ft.)	Movement		516	m0	m8	m1285		121		44				
	South Military Trail	LOS (Delay)	Movement	**F (314.4)**	**E (61.2)**	C (23.6)	**E (78.7)**	**F (342.0)**	**E (55.4)**	**F (92.2)**	**E (68.3)**	**E (61.8)**	**F (85.3)**	**F (92.3)**	**F (96.5)**	**F (157.2)**
			Approach	**F (97.7)**			**F (263.3)**			**E (70.4)**			**F (92.5)**			
		Volume to Capacity ratio	Movement	1.44	1.01	0.15	0.91	1.63	0.66	0.78	0.8	0.6	0.75	0.99	0.96	
		Queue Length 95th (ft.)	Movement	#452	#958	m31	m291	m#2176	m338	#191	507	351	217	#758	#731	
	East Newport Center Drive	LOS (Delay)	Movement	**F (83.0)**	B (16.6)		**F (208.8)**	D (51.2)	B (14.8)	**F (113.5)**	**F (115.7)**	**F (406.9)**	**E (65.1)**	**E (65.1)**	**F (262.3)**	**F (81.8)**
			Approach	B (18.7)			**E (57.5)**			**F (275.4)**			**F (215.5)**			
		Volume to Capacity ratio	Movement	0.73	0.76		1.15	1.02	0.11	0.91	0.92	1.68	0.22	0.23	1.36	
		Queue Length 95th (ft.)	Movement	m78	m229		#380	#1358	34	#408	#416	#824	122	123	#727	
	I-95 Southbound On-ramp	LOS (Delay)	Movement		**F (88.5)**	A (0.5)	**F (101.0)**	A (0.2)								D (41.4)
			Approach	**E (66.3)**			C (22.6)									
		Volume to Capacity ratio	Movement		1	0.48	1.03	0.48								
		Queue Length 95th (ft.)	Movement		m625	m0	#843	0								

Table 6.5 (continued)
No-Build 2040 SW 10th Street Signalized Intersection Analysis Results – PM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	I-95 Southbound Off-ramp	LOS (Delay)	Movement		B (12.6)			A (9.9)					D (54.0)		A (4.1)	B (11.9)
			Approach	B (12.6)			A (9.9)						B (14.4)			
		Volume to Capacity ratio	Movement		0.66			0.63					0.36		0.79	
		Queue Length 95th (ft.)	Movement		m661			m151					205		0	
	I-95 Northbound Ramps	LOS (Delay)	Movement		D (52.5)	A (1.7)	**E (75.3)**	C (32.6)		**F (441.1)**		**F (501.6)**				**F (148.4)**
			Approach	C (31.5)			D (39.6)			**F (460.0)**						
		Volume to Capacity ratio	Movement		0.88	0.67	0.81	0.66		1.8		1.92				
		Queue Length 95th (ft.)	Movement		818	380	#528	590		#1186		#1305				
	FAU Research Park Boulevard	LOS (Delay)	Movement	D (40.1)	C (29.1)		**F (147.0)**	C (23.2)	B (17.6)	**F (567.3)**	**E (57.8)**	**E (56.1)**	**E (77.2)**	**F (113.1)**	**F (136.8)**	**E (79.2)**
			Approach	C (30.4)			D (40.0)			**F (321.3)**			**F (113.6)**			
		Volume to Capacity ratio	Movement	0.87	0.72		1.11	0.49	0.09	2.08	0.25	0.09	0.85	0.99	1.05	
		Queue Length 95th (ft.)	Movement	#272	601		#417	353	39	#655	107	63	#391	#531	#542	
Powerline Road (S.R. 845)	West Drive	LOS (Delay)	Movement	**F (85.1)**	**F (85.6)**		**F (93.7)**		**E (74.5)**		C (26.3)	A (0.2)	**F (81.2)**	B (15.7)		C (25.2)
			Approach	**F (85.5)**			**F (84.7)**			C (24.9)			B (18.6)			
		Volume to Capacity ratio	Movement	0.08	0.14		0.75		0.11		0.94	0.08	0.76	0.82		
		Queue Length 95th (ft.)	Movement	21	47		220		72		m#714	m0	140	1101		

Synchro 9.2.914.6

LOS Notes:
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Delay is in sec/veh units
LOS E reflecting at capacity operations
LOS F reflecting over capacity operations

Queue Notes:
HCM methodology does not report queues, results are from Synchro outputs report
~: Volume exceeds capacity, queue is theoretically infinite
#: 95th percentile volume exceeds capacity
m: Upstream metering is in effect

Table 6.6
No-Build 2040 Florida's Turnpike Interchange Ramp Signalized Intersection Analysis Results – AM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Glades Road (S.R. 808)	Turnpike Ramps	LOS (Delay)	Movement	**F (111.4)**	A (9.7)		D (47.1)	**F (146.7)**	A (0.3)	D (50.9)	D (51.0)	D (48.5)	**F (137.9)**	**F (127.9)**	A (0.3)	**E (68.9)**
			Approach	C (31.6)			**F (98.1)**			D (50.2)			**E (71.6)**			
		Volume to Capacity ratio	Movement	1.14	0.74		0.46	1.25	0.39	0.44	0.45	0.03	1.17	1.14	0.31	
		Queue Length 95th (ft.)	Movement	m#327	m154		m46	m#739	m0	72	76	0	#682	#666	0	
Sample Road (S.R. 834)	Turnpike Southbound Ramps	LOS (Delay)	Movement		**F (95.6)**	A (0.2)	**F (144.1)**	A (7.7)					**F (171.0)**		A (0.2)	**E (68.5)**
			Approach	**E (72.1)**			D (44.6)						**F (128.7)**			
		Volume to Capacity ratio	Movement		1.15	0.65	1.16	0.56					1.18		0.15	
		Queue Length 95th (ft.)	Movement		m#1490	m0	#705	274					#643		0	
Sample Road (S.R. 834)	Turnpike Northbound Ramps	LOS (Delay)	Movement		**F (84.8)**	A (0.1)	**F (220.9)**	B (12.3)		**E (57.8)**		**F (224.6)**				**F (87.2)**
			Approach	**E (75.9)**			D (35.7)			**F (182.5)**						
		Volume to Capacity ratio	Movement		1.17	0.45	1.26	0.57		0.44		1.35				
		Queue Length 95th (ft.)	Movement		m554	m0	#359	444		225		#1092				
Coconut Creek Parkway (Dr. MLK Blvd.)	Turnpike Southbound on-ramp	LOS (Delay)	Movement		A (9.9)	A (0.1)	D (46.1)	A (0.2)								A (10.0)
			Approach	A (9.1)			B (10.8)									
		Volume to Capacity ratio	Movement		0.6	0.11	0.54	0.35								
		Queue Length 95th (ft.)	Movement		339	m0	274	0								
Coconut Creek Parkway (Dr. MLK Blvd.)	Turnpike Northbound Off-ramp to East	LOS (Delay)	Movement		A (1.8)			A (0.1)				D (52.6)				B (10.5)
			Approach	A (1.8)			A (0.1)			D (52.6)						
		Volume to Capacity ratio	Movement		0.6			0.31				0.79				
		Queue Length 95th (ft.)	Movement		12			0				354				
Coconut Creek Parkway (Dr. MLK Blvd.)	Turnpike Ramps/NW 31st Ave	LOS (Delay)	Movement	**E (77.1)**	**F (99.7)**	C (20.5)	**F (174.0)**	**E (56.8)**	B (15.6)	**E (72.2)**	**F (167.7)**	**E (57.8)**	**F (163.4)**	**E (68.0)**	A (0.8)	**F (83.4)**
			Approach	**E (78.2)**			**E (68.1)**			**F (113.0)**			**F (88.0)**			
		Volume to Capacity ratio	Movement	0.95	1.14	0.64	1.16	0.91	0.25	0.85	1.18	0.11	1.2	0.83	0.41	
		Queue Length 95th (ft.)	Movement	#400	#1217	218	#302	#678	63	#322	#457	37	#679	#349	0	
Atlantic Boulevard (S.R. 814)	Turnpike North Ramps	LOS (Delay)	Movement		D (37.0)			C (22.4)		**E (77.6)**		**F (110.8)**				D (44.6)
			Approach	D (37.0)			C (22.4)			**F (88.2)**						
		Volume to Capacity ratio	Movement		0.74			0.7		0.98		1.05				
		Queue Length 95th (ft.)	Movement		960			524		#762		#914				
	Turnpike South Ramps	LOS (Delay)	Movement	**E (74.4)**	B (18.2)	B (19.9)	**E (60.0)**	B (11.1)	A (5.8)					**E (65.5)**	**E (74.1)**	B (19.9)
			Approach	B (19.3)			B (16.2)						**E (70.4)**			
		Volume to Capacity ratio	Movement	0.37	0.67	0.65	0.64	0.65	0.01					0.45	0.68	
		Queue Length 95th (ft.)	Movement	72	652	456	m169	m418	m0					155	203	

Synchro 9.2.914.6

LOS Notes:
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Delay is in sec/veh units
LOS E reflecting at capacity operations
LOS F reflecting over capacity operations

Queue Notes:
HCM methodology does not report queues, results are from Synchro outputs report
~: Volume exceeds capacity, queue is theoretically infinite
#: 95th percentile volume exceeds capacity
m: Upstream metering is in effect

Table 6.7
No-Build 2040 Florida's Turnpike Interchange Ramp Signalized Intersection Analysis Results – PM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Glades Road (S.R. 808)	Turnpike Ramps	LOS (Delay)	Movement	E (62.5)	A (5.9)		D (38.1)	C (20.3)	E (59.5)	D (44.8)	E (76.8)	D (42.5)	D (45.1)	D (45.1)	A (0.4)	C (31.1)
			Approach	B (18.0)			D (41.1)			E (58.8)			A (3.4)			
		Volume to Capacity ratio	Movement	0.91	0.49		0.53	0.97	1.01	0.45	0.82	0.05	0.33	0.33	0.38	
		Queue Length 95th (ft.)	Movement	m#221	m113		m39	m324	m526	83	#184	0	57	57	0	
Sample Road (S.R. 834)	Turnpike Southbound Ramps	LOS (Delay)	Movement		D (46.3)	A (0.7)	D (38.5)	A (7.4)					F (101.8)		A (0.4)	C (24.1)
			Approach	C (33.8)			B (15.8)						D (49.0)			
		Volume to Capacity ratio	Movement		0.94	0.42	0.99	0.9					0.99		0.25	
		Queue Length 95th (ft.)	Movement		#541	0	m#684	483					#260		0	
Sample Road (S.R. 834)	Turnpike Northbound Ramps	LOS (Delay)	Movement		A (4.2)	A (0.5)	D (37.1)	A (5.4)		E (63.6)		C (28.4)				B (15.4)
			Approach	A (3.7)			A (9.4)			D (46.4)						
		Volume to Capacity ratio	Movement		0.81	0.32	0.84	0.95		0.92		0.58				
		Queue Length 95th (ft.)	Movement		m103	m0	m206	m115		#351		283				
Coconut Creek Parkway (Dr. MLK Blvd.)	Turnpike Southbound on-ramp	LOS (Delay)	Movement		B (15.9)	A (0.1)	D (45.8)	A (0.3)								B (13.7)
			Approach	B (13.9)			B (13.6)									
		Volume to Capacity ratio	Movement		0.45	0.11	0.79	0.51								
		Queue Length 95th (ft.)	Movement		321	0	545	0								
Coconut Creek Parkway (Dr. MLK Blvd.)	Turnpike Northbound Off-ramp to East	LOS (Delay)	Movement		A (3.7)			A (0.0)				C (31.9)				A (3.1)
			Approach	A (3.7)						C (31.9)						
		Volume to Capacity ratio	Movement		0.45			0.49				0.19				
		Queue Length 95th (ft.)	Movement		38			m0				88				
Coconut Creek Parkway (Dr. MLK Blvd.)	Turnpike Ramps/NW 31st Ave	LOS (Delay)	Movement	F (162.5)	C (20.7)	A (7.5)	E (73.2)	F (122.3)	C (22.7)	F (158.9)	E (74.1)	D (53.6)	F (82.3)	E (75.0)	A (1.3)	E (75.1)
			Approach	D (50.3)			F (86.2)			F (113.7)			C (30.6)			
		Volume to Capacity ratio	Movement	1.17	0.49	0.39	0.73	1.17	0.65	1.18	0.88	0.23	0.8	0.69	0.54	
		Queue Length 95th (ft.)	Movement	#359	242	5	221	#1444	302	#661	#434	116	#213	181	0	
Atlantic Boulevard (S.R. 814)	Turnpike North Ramps	LOS (Delay)	Movement		C (29.6)			C (28.2)		E (63.4)		F (82.4)				D (36.4)
			Approach	C (29.6)			C (28.2)			E (69.4)						
		Volume to Capacity ratio	Movement		0.48			0.92		0.86		0.92				
		Queue Length 95th (ft.)	Movement		627			1090		462		#573				
	Turnpike South Ramps	LOS (Delay)	Movement	E (75.0)	C (26.2)	C (31.1)	E (56.6)	C (22.7)	B (16.1)					E (66.6)	E (74.1)	C (30.6)
			Approach	C (30.3)			C (28.8)						E (71.0)			
		Volume to Capacity ratio	Movement	0.67	0.59	0.66	0.78	0.86	0.05					0.39	0.64	
		Queue Length 95th (ft.)	Movement	205	403	356	m#503	964	m15					127	176	

Synchro 9.2.914.6

LOS Notes:
HCM 2000 level of service (LOS) and delay results from Synchro
Delay is in sec/veh units
LOS E reflecting at capacity operations
LOS F reflecting over capacity operations

Queue Notes:
HCM methodology does not report queues, results are from Synchro outputs report
~: Volume exceeds capacity, queue is theoretically infinite
#: 95th percentile volume exceeds capacity
m: Upstream metering is in effect

Table 6.8
No-Build 2040 I-95 Interchange Ramp Signalized Intersection Analysis Results – AM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Hillsboro Boulevard (S.R. 810)	SW 12th Avenue	LOS (Delay)	Movement	F (195.4)	C (31.1)		F (82.0)	B (18.3)	A (9.5)	E (65.8)	F (82.3)	D (54.2)	E (74.5)	E (74.4)	D (53.6)	D (41.2)
			Approach	D (49.9)			C (25.9)			E (64.8)			E (67.5)			
		Volume to Capacity ratio	Movement	1.22	0.84		0.8	0.57	0.44	0.29	0.75	0.52	0.33	0.33	0.02	
		Queue Length 95th (ft.)	Movement	#603	951		m229	m504	m173	84	229	229	66	66	0	
	I-95 Southbound Ramps	LOS (Delay)	Movement		A (0.1)	A (1.0)		B (13.2)					F (151.5)		F (86.2)	C (34.5)
			Approach	A (0.4)			B (13.2)						F (114.0)			
		Volume to Capacity ratio	Movement		0.31	0.59		0.5					1.17		1	
		Queue Length 95th (ft.)	Movement		0	269		m286					#1045		#679	
	SW Natura Boulevard	LOS (Delay)	Movement	F (232.5)	B (19.4)	A (10.0)	E (73.6)	C (26.8)		F (664.4)	E (68.2)	E (65.0)	E (66.5)	E (71.4)		F (96.5)
			Approach	D (49.5)			C (28.6)			F (452.2)			E (69.9)			
		Volume to Capacity ratio	Movement	1.32	0.59	0.09	0.58	0.74		2.3	0.47	0.11	0.28	0.11		
		Queue Length 95th (ft.)	Movement	m#609	m519	m29	148	687		#984	155	76	74	66		
Sample Road (S.R. 834)	NW 5th Terrace	LOS (Delay)	Movement		B (17.1)		F (92.2)	A (2.4)		F (80.9)		E (63.2)				B (17.7)
			Approach	B (17.1)			A (9.6)			E (70.9)						
		Volume to Capacity ratio	Movement		0.54		0.79	0.5		0.75		0.13				
		Queue Length 95th (ft.)	Movement		431		#287	47		234		76				
	NW 5th Avenue	LOS (Delay)	Movement	E (61.8)	A (2.1)			C (20.1)	C (26.5)				E (70.7)		E (64.1)	B (16.4)
			Approach	A (4.4)			C (20.4)						E (68.1)			
		Volume to Capacity ratio	Movement	0.67	0.5			0.47	0.06				0.67		0.23	
		Queue Length 95th (ft.)	Movement	#188	51			413	m42				184		99	
	I-95 Southbound Ramps	LOS (Delay)	Movement		B (11.1)	A (2.0)		B (11.6)					C (25.0)		C (29.8)	B (12.8)
			Approach	A (7.6)			B (11.6)						C (27.5)			
		Volume to Capacity ratio	Movement		0.46	0.67		0.51					0.55		0.74	
		Queue Length 95th (ft.)	Movement		244	564		306					156		204	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (9.4)			B (14.5)	A (0.2)	C (28.4)		C (27.9)				B (14.2)
			Approach	A (9.4)			B (11.1)			C (28.2)						
		Volume to Capacity ratio	Movement		0.42			0.63	0.38	0.66		0.62				
		Queue Length 95th (ft.)	Movement		235			m600	m0	173		151				
	NE 3rd Avenue	LOS (Delay)	Movement	E (60.7)	D (37.4)		E (74.9)	E (67.7)		D (41.9)	D (49.2)	D (43.5)	D (43.9)	E (56.4)	F (108.2)	E (60.4)
			Approach	D (43.1)			E (67.9)			D (45.1)			F (87.7)			
		Volume to Capacity ratio	Movement	0.78	0.57		0.53	0.99		0.67	0.46	0.05	0.32	0.55	0.99	
		Queue Length 95th (ft.)	Movement	227	472		111	#882		271	297	0	124	303	#601	

Synchro 9.2.914.6

LOS Notes:
HCM 2000 level of service (LOS) and delay results from Synchro
Delay is in sec/veh units
LOS E reflecting at capacity operations
LOS F reflecting over capacity operations

Queue Notes:
HCM methodology does not report queues, results are from Synchro outputs report
~: Volume exceeds capacity, queue is theoretically infinite
#: 95th percentile volume exceeds capacity
m: Upstream metering is in effect

Table 6.9
No-Build 2040 I-95 Interchange Ramp Signalized Intersection Analysis Results – PM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Hillsboro Boulevard (S.R. 810)	SW 12th Avenue	LOS (Delay)	Movement	**E (69.9)**	**E (59.5)**		**F (90.3)**	C (29.6)	A (2.2)	**E (76.8)**	**E (65.3)**	**F (132.5)**	**F (86.0)**	**F (86.8)**	**E (63.3)**	**E (57.1)**
			Approach	**E (59.7)**			D (35.5)			**F (110.4)**			**E (77.3)**			
		Volume to Capacity ratio	Movement	0.34	0.99		0.72	0.94	0.04	0.73	0.06	1.07	0.88	0.88	0.77	
		Queue Length 95th (ft.)	Movement	94	#1104		221	#1153	m2	178	31	#518	#421	#431	271	
	I-95 Southbound Ramps	LOS (Delay)	Movement		A (0.1)	A (0.5)		B (17.9)					**F (122.5)**		D (44.7)	C (23.7)
			Approach	A (0.2)			B (17.9)						**F (85.1)**			
		Volume to Capacity ratio	Movement		0.42	0.55		0.7					1.11		0.65	
		Queue Length 95th (ft.)	Movement		m0	m7		m441					#1080		399	
	SW Natura Boulevard	LOS (Delay)	Movement	**E (77.0)**	**E (58.9)**	C (24.1)	**F (94.3)**	**E (66.1)**		**F (161.9)**	D (50.1)	D (50.8)	D (48.6)	**F (86.9)**		**E (67.2)**
			Approach	**E (55.4)**			**E (67.7)**			**F (125.7)**			**E (77.0)**			
		Volume to Capacity ratio	Movement	0.63	1.01	0.38	0.83	1.02		1.18	0.03	0.09	0.36	0.86		
		Queue Length 95th (ft.)	Movement	m154	m#1183	m252	#274	#1300		#515	26	56	141	334		
Sample Road (S.R. 834)	NW 5th Terrace	LOS (Delay)	Movement		1 (20.3)		1.11 (65.3)	0.32 (6.0)		1 (69.9)		1 (65.5)				
			Approach	20.5 (0.2)			97.5 (25.2)			81.1 (11.2)						
		Volume to Capacity ratio	Movement		4466		298	4106		174		156				
		Queue Length 95th (ft.)	Movement		511		#451	53		196		64				
	NW 5th Avenue	LOS (Delay)	Movement	**F (87.3)**	A (1.6)			B (14.4)	C (26.0)				**E (71.4)**		**E (65.8)**	B (15.2)
			Approach	A (7.6)			B (15.7)						**E (68.9)**			
		Volume to Capacity ratio	Movement	0.93	0.5			0.64	0.2				0.61		0.11	
		Queue Length 95th (ft.)	Movement	#369	40			m413	m55				147		72	
	I-95 Southbound Ramps	LOS (Delay)	Movement		C (20.4)	A (0.9)		B (18.0)					C (25.9)		**E (62.8)**	C (23.1)
			Approach	B (15.2)			B (18.0)						D (47.0)			
		Volume to Capacity ratio	Movement		0.55	0.47		0.74					0.61		1.01	
		Queue Length 95th (ft.)	Movement		543	53		m347					183		#358	
	I-95 Northbound Ramps	LOS (Delay)	Movement		C (23.7)			B (13.1)	A (0.2)	**F (103.2)**		C (32.2)				D (35.2)
			Approach	C (23.7)			B (10.6)			**E (76.9)**						
		Volume to Capacity ratio	Movement		0.66			0.67	0.29	1.14		0.83				
		Queue Length 95th (ft.)	Movement		533			256	m0	#489		#282				
	NE 3rd Avenue	LOS (Delay)	Movement	**E (66.8)**	D (50.0)		**E (76.1)**	D (52.2)		**F (83.3)**	**E (67.5)**	D (48.5)	D (51.0)	**F (80.3)**	**E (68.6)**	**E (57.6)**
			Approach	D (53.3)			D (53.6)			**E (70.1)**			**E (70.6)**			
		Volume to Capacity ratio	Movement	0.85	0.88		0.66	0.9		0.94	0.79	0.08	0.44	0.83	0.7	
		Queue Length 95th (ft)	Movement	341	#941		183	#863		#334	441	17	102	361	283	

Synchro 9.2.914.6

LOS Notes:
HCM 2000 level of service (LOS) and delay results from Synchro
Delay is in sec/veh units
LOS E reflecting at capacity operations
LOS F reflecting over capacity operations

Queue Notes:
HCM methodology does not report queues, results are from Synchro outputs report
~: Volume exceeds capacity, queue is theoretically infinite
#: 95th percentile volume exceeds capacity
m: Upstream metering is in effect

6.2 PARTIAL-BUILD 2040

The analysis was performed with 2040 Partial-Build Directional Design Hour Volumes (DDHV), intersection lane configurations, and signal timing plans, as of May 2018, without optimization.

The results of the 2040 Partial-Build unsignalized intersection analysis on SW 10th Street and its cross streets are provided in **Table 6.10**. Results show failures at three unsignalized intersections along SW 10th Street and one along South Military Trail.

Table 6.10
Partial-build 2040 SW 10th Street Unsignalized Design Hour Intersection Analysis Results

Main Roadway	Cross Street	LOS (Delay)	
		AM	PM
SW 10th Street	Industrial Park	F (67.8)	F (*)
	SW 30th Avenue	F (*)	F (301.8)
	SW 24th Avenue	A (8.0)	A (1.4)
	Driveway East of SW 24th Ave	A (0.2)	A (0.7)
	Driveway West of S Military Trail	A (0.3)	A (1.0)
S Military Trail	East Drive	A (0.7)	A (0.8)
	Lakes at Deerfield	A (1.1)	A (1.0)
	Horizon Club	A (7.3)	F (424.1)
Newport Center Drive	SW 12th Avenue	A (5.2)	D (30.6)
Powerline Road (S.R. 845)	Quiet Waters North	A (0.1)	A (0.3)
	Quiet Waters South	A (1.3)	A (0.1)
	American Way	A (1.1)	A (0.5)

Notes:
(*): No delay reported (does not meet HCM 2010 criteria)
Delay is in seconds/vehicle
Level of Service (LOS) E or F, reflecting unacceptable/failing operations

The signalized intersection analysis of the Sawgrass Expressway, SW 10th Street, Florida's Turnpike, and I-95 is summarized in **Tables 6.11** through **6.18**.

Results for signalized intersections along Sawgrass Expressway indicate that no intersection fails in either design hour.

Results for signalized intersections along SW 10th Street indicate that the Waterways Boulevard, Independence Drive, South Powerline Road, SW 28th Avenue, and South Military Trail intersections operate at or over capacity (LOS E or LOS F) in both peak hours. The East Newport Center Drive intersection operates at LOS E in the afternoon design hour.

Results for signalized intersections along the Turnpike Southern Coin corridor indicate that the intersection at Coconut Creek Parkway and Turnpike ramps/NW 31st Avenue fail in the morning and operates at LOS E in the afternoon peak.

Results for signalized intersections along the I-95 corridor indicate that the intersection at Hillsboro Boulevard and SW Natura Boulevard operates at full capacity (LOS E) in both peak periods.

The Synchro analysis is provided in **Appendix I**.

Table 6.11
Partial-Build 2040 Sawgrass Expressway Interchange Ramp Signalized Intersection Analysis Results – AM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Lyons Road	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement				D (38.0)		E (59.5)	C (29.1)	B (18.4)			A (8.7)	A (4.0)	B (18.3)
			Approach				D (52.3)			B (19.7)			A (7.8)			
		Volume to Capacity ratio	Movement				0.32		0.89	0.7	0.91			0.73	0.57	
		Queue Length 95th (ft.)	Movement				93		#294	m164	422			m201	m16	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement	D (46.0)		D (47.4)					A (5.1)	A (0.7)	D (49.3)	A (2.9)		B (14.2)
			Approach	D (46.4)						A (4.5)			B (13.8)			
		Volume to Capacity ratio	Movement	0.79		0.71					0.87	0.47	0.9	0.63		
		Queue Length 95th (ft.)	Movement	226		#267					m62	m0	#335	67		
U.S. 441 (S.R. 7)	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement							E (80.0)	A (0.3)			A (2.8)	A (6.3)	A (5.6)
			Approach							A (7.5)			A (3.7)			
		Volume to Capacity ratio	Movement							0.84	0.62			0.77	0.91	
		Queue Length 95th (ft.)	Movement							m227	0			m96	m82	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement								A (9.6)	A (0.1)	E (70.6)	A (0.2)		B (12.0)
			Approach							A (8.1)			B (15.9)			
		Volume to Capacity ratio	Movement								0.95	0.38	0.93	0.46		
		Queue Length 95th (ft.)	Movement								m211	m0	#550	0		
University Drive (S.R. 81)	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement				C (33.2)		A (0.4)	D (39.6)	A (4.3)			C (20.6)	A (0.4)	B (18.8)
			Approach				C (23.1)			B (18.6)			B (15.8)			
		Volume to Capacity ratio	Movement				0.8		0.25	0.79	0.28			0.49	0.26	
		Queue Length 95th (ft.)	Movement				190		0	230	38			152	0	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement	C (34.1)		A (0.5)					B (13.6)	F (109.0)	D (37.9)	A (1.5)		D (41.1)
			Approach	B (12.3)						E (68.9)			B (11.8)			
		Volume to Capacity ratio	Movement	0.51		0.31					0.37	1.13	0.79	0.41		
		Queue Length 95th (ft.)	Movement	70		0					118	#477	m229	0		

Synchro 9.2.914.6

LOS Notes:
HCM 2000 level of service (LOS) and delay results from Synchro
Delay is in sec/veh units
LOS E reflecting at capacity operations
LOS F reflecting over capacity operations

Queue Notes:
HCM methodology does not report queues, results are from Synchro outputs report
~: Volume exceeds capacity, queue is theoretically infinite
#: 95th percentile volume exceeds capacity
m: Upstream metering is in effect

Table 6.12
Partial-Build 2040 Sawgrass Expressway Interchange Ramp Signalized Intersection Analysis Results – PM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Lyons Road	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement				C (30.8)		D (42.8)	E (59.0)	B (15.0)			A (5.9)	A (7.3)	B (15.8)
			Approach				D (37.9)			B (19.5)			A (6.2)			
		Volume to Capacity ratio	Movement				0.38		0.83	0.87	0.83			0.82	0.62	
		Queue Length 95th (ft.)	Movement				119		#269	m#180	322			m156	m16	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement	C (32.6)		E (55.1)					A (2.3)	A (0.6)	E (66.7)	B (13.0)		B (18.2)
			Approach	D (41.7)						A (2.1)			C (22.2)			
		Volume to Capacity ratio	Movement	0.55		0.88					0.76	0.26	0.88	0.9		
		Queue Length 95th (ft.)	Movement	171		#384					m21	m0	m#288	244		
U.S. 441 (S.R. 7)	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement							E (66.7)	A (0.5)			A (4.6)	A (4.0)	A (5.5)
			Approach							A (6.4)			A (4.5)			
		Volume to Capacity ratio	Movement							0.77	0.65			0.8	0.73	
		Queue Length 95th (ft.)	Movement							255	0			m119	m80	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement								A (2.7)	A (0.0)	E (75.9)	A (0.3)		A (4.8)
			Approach							A (2.4)			A (6.6)			
		Volume to Capacity ratio	Movement								0.71	0.21	0.72	0.6		
		Queue Length 95th (ft.)	Movement								m83	m0	m214	0		
University Drive (S.R. 81)	Sawgrass Expressway Westbound Ramps	LOS (Delay)	Movement				D (35.5)		A (0.8)	D (51.4)	B (14.6)			C (27.1)	A (0.2)	C (25.7)
			Approach				C (26.4)			C (27.0)			C (22.8)			
		Volume to Capacity ratio	Movement				0.95		0.4	0.89	0.42			0.57	0.13	
		Queue Length 95th (ft.)	Movement				#405		0	#238	212			145	0	
	Sawgrass Expressway Eastbound Ramps	LOS (Delay)	Movement	C (34.9)		A (0.9)					B (11.3)	A (1.8)	C (31.7)	A (4.2)		A (8.0)
			Approach	B (12.1)						A (7.2)			A (7.1)			
		Volume to Capacity ratio	Movement	0.6		0.44					0.33	0.61	0.51	0.7		
		Queue Length 95th (ft.)	Movement	86		0					102	0	m105	m44		

Synchro 9.2.914.6

LOS Notes:
HCM 2000 level of service (LOS) and delay results from Synchro
Delay is in sec/veh units
LOS E reflecting at capacity operations
LOS F reflecting over capacity operations

Queue Notes:
HCM methodology does not report queues, results are from Synchro outputs report
~: Volume exceeds capacity, queue is theoretically infinite
#: 95th percentile volume exceeds capacity
m: Upstream metering is in effect

Table 6.13
Partial-Build 2040 - SW 10th Street Signalized Intersection Analysis Results – AM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	Waterways Boulevard	LOS (Delay)	Movement		F (88.4)	A (2.6)	F (170.1)	A (3.5)		F (262.5)		F (307.8)				E (71.8)
			Approach	F (87.9)			A (7.0)			F (286.4)						
		Volume to Capacity ratio	Movement		1.17	0.02	0.93	0.69		1.32		1.43				
		Queue Length 95th (ft.)	Movement		m517	m0	m#152	m347		#522		#536				
	Independence Drive	LOS (Delay)	Movement		F (194.7)	A (0.1)	F (427.8)	A (8.8)		F (224.3)		F (84.5)				F (134.9)
			Approach	F (194.4)			B (11.8)			F (177.2)						
		Volume to Capacity ratio	Movement		1.42	0.01	0.25	0.64		1.07		0.08				
		Queue Length 95th (ft.)	Movement		m#2784	m0	m4	m725		#194		45				
	South Powerline Road (S.R. 845)	LOS (Delay)	Movement	F (96.9)	F (110.4)	B (13.5)	F (204.0)	E (55.9)	D (43.5)	F (190.8)	F (120.6)	F (81.5)	F (102.3)	F (211.0)	C (30.3)	F (99.8)
			Approach	F (90.6)			E (73.0)			F (130.6)			F (138.8)			
		Volume to Capacity ratio	Movement	1.06	1.19	0.54	1.23	0.93	0.73	1.19	1.06	0.86	0.89	1.3	0.48	
		Queue Length 95th (ft.)	Movement	m384	m761	m170	m#232	m804	m577	#334	#565	502	#161	#666	316	
	SW 28th Avenue	LOS (Delay)	Movement		F (212.1)	A (0.0)	F (255.8)	B (17.3)		F (276.2)		F (104.4)				F (139.8)
			Approach	F (208.1)			C (29.8)			F (215.9)						
		Volume to Capacity ratio	Movement		1.45	0.06	1.28	0.87		1.35		0.79				
		Queue Length 95th (ft.)	Movement		m#2797	m0	m#300	742		#496		#241				
	South Military Trail	LOS (Delay)	Movement	E (70.6)	F (105.7)	B (11.4)	E (56.0)	C (30.6)	A (2.0)	F (84.1)	F (190.5)	F (153.1)	F (174.5)	E (75.9)	E (62.9)	F (88.7)
			Approach	F (94.4)			C (27.4)			F (160.6)			F (108.3)			
		Volume to Capacity ratio	Movement	0.8	1.14	0.18	0.62	0.77	0.64	0.69	1.23	1.17	1.17	0.83	0.43	
		Queue Length 95th (ft.)	Movement	m168	m637	m23	m247	460	7	#193	#695	#856	#500	438	213	
	East Newport Center Drive	LOS (Delay)	Movement	E (65.3)	B (10.1)		E (79.0)	B (18.3)	A (3.2)	F (84.9)	F (82.1)	F (81.9)	F (96.1)	F (82.3)	F (80.4)	C (23.9)
			Approach	B (16.1)			C (24.7)			F (83.1)			F (85.3)			
		Volume to Capacity ratio	Movement	0.69	0.83		0.82	0.8	0.25	0.52	0.12	0.08	0.65	0.31	0.07	
		Queue Length 95th (ft.)	Movement	m210	m305		m312	m741	m2	85	37	72	122	87	30	
	I-95 Southbound Ramps	LOS (Delay)	Movement		E (65.5)	A (0.5)	F (91.3)	A (6.1)					D (45.8)		F (92.1)	D (45.5)
			Approach	D (48.7)			C (28.8)						E (77.1)			
		Volume to Capacity ratio	Movement		0.98	0.46	0.86	0.75					0.39		1.01	
		Queue Length 95th (ft.)	Movement		#658	0	m411	m143					265		#816	

Table 6.13 (continued)
Partial-Build 2040 - SW 10th Street Signalized Intersection Analysis Results – AM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	I-95 Northbound Ramps	LOS (Delay)	Movement		A (0.6)	A (0.2)		B (10.2)	A (0.1)	F (96.0)		E (71.2)				C (23.2)
			Approach	A (0.4)			A (9.0)			F (87.5)						
		Volume to Capacity ratio	Movement		0.41	0.34		0.39	0.19	0.98		0.71				
		Queue Length 95th (ft.)	Movement		m9	m11		235	m0	#496		300				
	FAU Research Park Boulevard	LOS (Delay)	Movement	E (63.5)	C (20.1)	B (20.0)	F (102.3)	D (46.7)	C (29.6)	E (79.7)	E (59.0)	E (56.9)	E (59.9)	E (77.4)	F (106.6)	D (50.5)
			Approach	C (27.1)			D (51.7)			E (68.5)			F (86.0)			
		Volume to Capacity ratio	Movement	0.86	0.66	0.24	0.88	0.79	0.06	0.95	0.28	0.12	0.69	0.7	0.91	
		Queue Length 95th (ft.)	Movement	#275	278	57	#392	763	15	#481	147	68	306	325	#427	
Powerline Road (S.R. 845)	West Drive	LOS (Delay)	Movement	F (91.3)	F (81.0)		F (88.0)		F (86.1)		F (80.7)	F (143.7)	E (59.2)	A (7.7)		D (54.3)
			Approach	F (84.9)			F (86.9)			F (81.9)			A (8.9)			
		Volume to Capacity ratio	Movement	0.62	0.19		0.28		0.01		1.08	0.04	0.51	0.65		
		Queue Length 95th (ft.)	Movement	132	85		38		0		m#1935	m3	48	553		

Synchro 9.2.914.6

LOS Notes:
HCM 2000 level of service (LOS) and delay results from Synchro
Delay is in sec/veh units
LOS E reflecting at capacity operations
LOS F reflecting over capacity operations

Queue Notes:
HCM methodology does not report queues, results are from Synchro outputs report
~: Volume exceeds capacity, queue is theoretically infinite
#: 95th percentile volume exceeds capacity
m: Upstream metering is in effect

Table 6.14
Partial-Build 2040 - SW 10th Street Signalized Intersection Analysis Results – PM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	Waterways Boulevard	LOS (Delay)	Movement		B (10.6)	A (3.3)	E (71.3)	F (123.2)		F (318.8)		F (84.6)				F (84.9)
			Approach	B (10.3)			F (120.9)			F (170.3)						
		Volume to Capacity ratio	Movement		0.67	0.09	0.9	1.26		1.34		0.09				
		Queue Length 95th (ft.)	Movement		412	m8	m229	m840		#246		#100				
	Independence Drive	LOS (Delay)	Movement		A (3.5)	A (0.0)	C (22.0)	F (155.5)		F (88.7)		F (86.0)				F (102.6)
			Approach	A (3.4)			F (154.4)			F (86.8)						
		Volume to Capacity ratio	Movement		0.73	0.03	0.52	1.31		0.45		0.13				
		Queue Length 95th (ft.)	Movement		97	m0	m3	m403		60		57				
	South Powerline Road (S.R. 845)	LOS (Delay)	Movement	E (79.6)	B (17.1)	A (1.1)	E (76.1)	F (284.9)	C (32.2)	F (326.8)	F (104.3)	E (62.4)	F (99.1)	F (250.8)	F (396.6)	F (194.0)
			Approach	C (27.3)			F (232.1)			F (206.7)			F (308.0)			
		Volume to Capacity ratio	Movement	0.58	0.79	0.23	0.75	1.51	0.54	1.54	0.99	0.71	1.01	1.39	1.78	
		Queue Length 95th (ft.)	Movement	263	669	27	m145	m#1427	m223	#770	#456	429	m206	m#430	m#1510	
	SW 28th Avenue	LOS (Delay)	Movement		D (42.5)	A (0.1)	F (150.7)	F (123.4)		F (343.3)		F (104.4)				F (92.0)
			Approach	D (40.2)			F (124.9)			F (234.8)						
		Volume to Capacity ratio	Movement		1.06	0.11	1.09	1.23		1.41		0.66				
		Queue Length 95th (ft.)	Movement		m#2098	m0	m#262	m#2656		#269		#141				
	South Military Trail	LOS (Delay)	Movement	F (157.0)	E (65.6)	B (14.7)	F (101.4)	F (87.9)	C (21.3)	F (161.6)	E (78.6)	D (49.8)	E (77.5)	E (63.7)	F (183.9)	F (85.3)
			Approach	E (75.1)			E (78.7)			F (86.9)			F (108.7)			
		Volume to Capacity ratio	Movement	1.14	1.03	0.19	1.06	1.1	0.59	1.08	0.83	0.57	0.79	0.81	1.23	
		Queue Length 95th (ft.)	Movement	m#268	m798	m49	m#338	m#1052	m185	#290	407	407	#372	568	#1078	
	East Newport Center Drive	LOS (Delay)	Movement	F (82.3)	C (22.8)		F (130.8)	E (62.3)	A (6.5)	E (68.6)	E (58.1)	F (182.4)	E (65.8)	F (185.0)	F (92.8)	E (62.9)
			Approach	C (25.0)			E (63.2)			F (127.2)			F (124.0)			
		Volume to Capacity ratio	Movement	0.9	0.97		0.88	1.06	0.09	0.67	0.04	1.18	0.52	1.16	0.84	
		Queue Length 95th (ft.)	Movement	m#69	m541		m#131	#1229	m12	329	40	#768	252	#598	#400	
	I-95 Southbound Ramps	LOS (Delay)	Movement		C (27.3)	A (0.4)	E (55.5)	B (19.1)					D (53.8)		F (88.5)	C (32.2)
			Approach	C (20.4)			C (29.7)						E (77.7)			
		Volume to Capacity ratio	Movement		0.94	0.54	0.81	0.57					0.35		0.96	
		Queue Length 95th (ft.)	Movement		m580	m9	m296	622					206		#614	

Table 6.14 (continued)
Partial-Build 2040 - SW 10th Street Signalized Intersection Analysis Results – PM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	I-95 Northbound Ramps	LOS (Delay)	Movement		A (0.3)	A (0.2)		A (5.4)	A (0.2)	F (81.6)		F (92.3)				C (23.4)
			Approach	A (0.3)			A (4.6)			F (86.2)						
		Volume to Capacity ratio	Movement		0.44	0.39		0.33	0.21	0.91		0.95				
		Queue Length 95th (ft.)	Movement		m6	m46		m115	m0	#464		#478				
	FAU Research Park Boulevard	LOS (Delay)	Movement	F (89.9)	D (40.7)	B (19.6)	F (114.8)	D (42.5)	C (31.2)	F (117.7)	E (61.0)	E (59.1)	D (54.1)	F (118.7)	F (88.4)	E (59.9)
			Approach	D (44.5)			D (54.1)			F (84.8)			F (88.7)			
		Volume to Capacity ratio	Movement	0.78	0.97	0.28	0.98	0.66	0.12	1.03	0.28	0.14	0.64	0.98	0.83	
		Queue Length 95th (ft.)	Movement	m219	m#790	m80	#601	560	76	#563	152	80	341	#605	#450	
Powerline Road (S.R. 845)	West Drive	LOS (Delay)	Movement	F (85.1)	F (85.6)		F (93.1)		E (75.5)		D (37.7)	C (23.7)	D (50.3)	D (49.7)		D (46.2)
			Approach	F (85.5)			F (84.8)			D (36.8)			D (49.7)			
		Volume to Capacity ratio	Movement	0.08	0.14		0.72		0.06		0.81	0.08	0.67	1.04		
		Queue Length 95th (ft.)	Movement	21	47		199		59		m911	m35	118	#2124		

Synchro 9.2.914.6

LOS Notes:
HCM 2000 level of service (LOS) and delay results from Synchro
Delay is in sec/veh units
LOS E reflecting at capacity operations
LOS F reflecting over capacity operations

Queue Notes:
HCM methodology does not report queues, results are from Synchro outputs report
~: Volume exceeds capacity, queue is theoretically infinite
#: 95th percentile volume exceeds capacity
m: Upstream metering is in effect

Table 6.15
Partial-Build 2040 Florida's Turnpike Interchange Ramp Signalized Intersection Analysis Results – AM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Glades Road (S.R. 808)	Turnpike Ramps	LOS (Delay)	Movement	C (31.8)	A (8.9)		D (47.2)	F (86.1)	A (0.2)	D (45.5)	D (45.5)	D (43.6)	E (69.1)	E (65.0)	A (0.2)	D (39.0)
			Approach	B (12.2)			E (62.4)			D (44.9)			D (35.8)			
		Volume to Capacity ratio	Movement	0.79	0.84		0.57	1.12	0.33	0.4	0.4	0.03	0.95	0.94	0.25	
		Queue Length 95th (ft.)	Movement	m#153	m142		m42	m#507	m0	67	70	0	#477	#469	0	
Sample Road (S.R. 834)	Turnpike Southbound Ramps	LOS (Delay)	Movement		E (62.1)	A (0.4)	F (143.4)	A (7.5)					F (140.7)		A (0.2)	D (50.3)
			Approach	D (49.9)			D (35.7)						F (107.0)			
		Volume to Capacity ratio	Movement		1.08	0.52	1.11	0.56					1.09		0.12	
		Queue Length 95th (ft.)	Movement		#1620	m0	#538	461					#513		0	
Sample Road (S.R. 834)	Turnpike Northbound Ramps	LOS (Delay)	Movement		C (28.0)	A (0.3)	F (161.1)	A (8.3)		E (69.2)		F (144.8)				D (40.7)
			Approach	C (25.6)			C (22.3)			F (126.2)						
		Volume to Capacity ratio	Movement		1.04	0.38	1.1	0.51		0.43		1.14				
		Queue Length 95th (ft.)	Movement		m257	m0	#283	354		162		#709				
Coconut Creek Parkway (Dr. MLK Blvd.)	Turnpike Southbound on-ramp	LOS (Delay)	Movement		B (10.0)	A (0.1)	D (41.5)	A (0.2)								A (9.5)
			Approach	A (9.2)			A (9.8)									
		Volume to Capacity ratio	Movement		0.59	0.12	0.52	0.35								
		Queue Length 95th (ft.)	Movement		291	m0	251	0								
Coconut Creek Parkway (Dr. MLK Blvd.)	Turnpike Northbound Off-ramp to East	LOS (Delay)	Movement		A (2.3)			A (0.1)				D (54.7)				B (11.4)
			Approach	A (2.3)			A (0.1)			D (54.7)						
		Volume to Capacity ratio	Movement		0.59			0.3				0.82				
		Queue Length 95th (ft.)	Movement		29			0				364				
Coconut Creek Parkway (Dr. MLK Blvd.)	Turnpike Ramps/NW 31st Ave	LOS (Delay)	Movement	F (90.5)	F (98.1)	B (14.1)	F (165.2)	E (58.2)	B (15.6)	E (65.6)	F (144.3)	E (56.9)	F (153.1)	E (67.4)	A (0.8)	F (80.3)
			Approach	E (78.3)			E (67.0)			F (100.4)			F (83.6)			
		Volume to Capacity ratio	Movement	0.96	1.13	0.62	1.14	0.92	0.25	0.78	1.12	0.11	1.18	0.83	0.41	
		Queue Length 95th (ft.)	Movement	#400	#1171	176	#294	#700	62	#310	#444	33	#678	341	0	
Atlantic Boulevard (S.R. 814)	Turnpike North Ramps	LOS (Delay)	Movement		B (13.5)			C (27.2)		D (51.1)		E (62.5)				C (28.3)
			Approach	B (13.5)			C (27.2)			D (54.7)						
		Volume to Capacity ratio	Movement		0.79			0.75		0.82		0.87				
		Queue Length 95th (ft.)	Movement		181			746		506		600				
	Turnpike South Ramps	LOS (Delay)	Movement	E (75.7)	B (17.6)	B (17.6)	E (55.5)	A (4.1)	A (5.5)					E (65.7)	E (74.9)	B (16.3)
			Approach	B (18.2)			A (9.3)						E (70.9)			
		Volume to Capacity ratio	Movement	0.42	0.67	0.59	0.66	0.64	0.01					0.46	0.69	
		Queue Length 95th (ft.)	Movement	74	629	316	195	170	m0					156	204	

Synchro 9.2.914.6
LOS Notes: HCM 2000 level of service (LOS) and delay results from Synchro Delay is in sec/veh units LOS E reflecting at capacity operations LOS F reflecting over capacity operations
Queue Notes: HCM methodology does not report queues, results are from Synchro outputs report ~: Volume exceeds capacity, queue is theoretically infinite #: 95th percentile volume exceeds capacity m: Upstream metering is in effect

Table 6.16
Partial-Build 2040 Florida's Turnpike Interchange Ramp Signalized Intersection Analysis Results – PM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Glades Road (S.R. 808)	Turnpike Ramps	LOS (Delay)	Movement	D (49.5)	A (6.1)		D (40.2)	B (15.9)	A (0.2)	D (44.3)	D (50.6)	D (42.2)	D (44.8)	D (44.8)	A (0.3)	B (10.1)
			Approach	B (11.4)			A (9.2)			D (46.2)			A (3.4)			
		Volume to Capacity ratio	Movement	0.65	0.54		0.5	0.79	0.8	0.43	0.63	0.05	0.29	0.28	0.32	
		Queue Length 95th (ft.)	Movement	m107	m136		m38	m300	m0	81	114	0	52	52	0	
Sample Road (S.R. 834)	Turnpike Southbound Ramps	LOS (Delay)	Movement		C (27.1)	A (0.4)	D (37.0)	A (7.6)					E (67.2)		A (0.3)	B (17.6)
			Approach	C (22.4)			B (13.3)						C (30.9)			
		Volume to Capacity ratio	Movement		0.83	0.27	0.87	0.92					0.78		0.22	
		Queue Length 95th (ft.)	Movement		311	0	m#431	415					#185		0	
Sample Road (S.R. 834)	Turnpike Northbound Ramps	LOS (Delay)	Movement		A (7.4)	A (0.4)	D (39.0)	A (4.0)		E (55.6)		C (29.3)				B (13.4)
			Approach	A (6.7)			A (7.9)			D (43.5)						
		Volume to Capacity ratio	Movement		0.84	0.25	0.76	0.87		0.81		0.46				
		Queue Length 95th (ft.)	Movement		134	m0	m187	m145		264		206				
Coconut Creek Parkway (Dr. MLK Blvd.)	Turnpike Southbound on-ramp	LOS (Delay)	Movement		B (15.2)	A (0.1)	D (46.0)	A (0.3)								B (13.4)
			Approach	B (13.5)			B (13.3)									
		Volume to Capacity ratio	Movement		0.45	0.11	0.79	0.52								
		Queue Length 95th (ft.)	Movement		319	0	530	0								
Coconut Creek Parkway (Dr. MLK Blvd.)	Turnpike Northbound Off-ramp to East	LOS (Delay)	Movement		A (3.4)			A (0.0)				C (33.8)				A (3.1)
			Approach	A (3.4)						C (33.8)						
		Volume to Capacity ratio	Movement		0.45			0.5				0.2				
		Queue Length 95th (ft.)	Movement		30			m0				89				
Coconut Creek Parkway (Dr. MLK Blvd.)	Turnpike Ramps/NW 31st Ave	LOS (Delay)	Movement	F (164.4)	B (19.9)	A (8.2)	E (72.9)	F (122.4)	C (22.6)	F (174.1)	E (74.1)	D (52.8)	F (105.8)	E (76.2)	A (1.3)	E (77.7)
			Approach	D (51.0)			F (87.0)			F (120.6)			D (35.8)			
		Volume to Capacity ratio	Movement	1.18	0.48	0.39	0.75	1.17	0.64	1.21	0.88	0.19	0.93	0.71	0.54	
		Queue Length 95th (ft.)	Movement	#361	238	4	236	#1476	318	#653	#442	98	#240	188	0	
Atlantic Boulevard (S.R. 814)	Turnpike North Ramps	LOS (Delay)	Movement		A (1.1)			C (26.1)		E (63.8)		F (81.0)				C (26.8)
			Approach	A (1.1)			C (26.1)			E (69.1)						
		Volume to Capacity ratio	Movement		0.49			0.9		0.85		0.9				
		Queue Length 95th (ft.)	Movement		22			1049		447		#546				
	Turnpike South Ramps	LOS (Delay)	Movement	F (82.0)	C (28.6)	D (35.7)	D (41.0)	A (9.2)	A (0.5)					E (66.6)	E (78.4)	C (23.6)
			Approach	C (33.5)			B (14.6)						E (74.5)			
		Volume to Capacity ratio	Movement	0.73	0.63	0.73	0.67	0.84	0.05					0.3	0.69	
		Queue Length 95th (ft.)	Movement	213	465	542	m360	548	m1					101	183	

Synchro 9.2.914.6
LOS Notes: HCM 2000 level of service (LOS) and delay results from Synchro Delay is in sec/veh units LOS E reflecting at capacity operations LOS F reflecting over capacity operations
Queue Notes: HCM methodology does not report queues, results are from Synchro outputs report ~: Volume exceeds capacity, queue is theoretically infinite #: 95th percentile volume exceeds capacity m: Upstream metering is in effect

Table 6.17
Partial-Build 2040 I-95 Interchange Ramp Signalized Intersection Analysis Results – AM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Hillsboro Boulevard (S.R. 810)	SW 12th Avenue	LOS (Delay)	Movement	E (75.9)	C (27.0)		E (65.7)	C (21.9)	B (15.1)	E (67.1)	F (92.9)	D (55.0)	E (74.5)	E (74.4)	D (45.5)	C (34.3)
			Approach	C (33.0)			C (27.3)			E (68.6)			E (64.8)			
		Volume to Capacity ratio	Movement	0.84	0.77		0.81	0.58	0.46	0.32	0.82	0.49	0.33	0.33	0.02	
		Queue Length 95th (ft.)	Movement	417	771		240	395	182	87	#256	186	66	66	0	
	I-95 Southbound Ramps	LOS (Delay)	Movement		A (0.1)	A (1.0)		B (14.0)					D (46.7)		D (37.9)	B (15.8)
			Approach	A (0.4)			B (14.0)						D (41.7)			
		Volume to Capacity ratio	Movement		0.29	0.57		0.58					0.83		0.7	
		Queue Length 95th (ft.)	Movement		0	141		519					652		419	
	I-95 Northbound Ramp	LOS (Delay)	Movement		B (12.5)			A (7.7)		C (28.3)		D (38.0)				B (17.3)
			Approach	B (12.5)			A (7.7)			C (34.0)						
		Volume to Capacity ratio	Movement		0.58			0.68		0.26		0.67				
		Queue Length 95th (ft.)	Movement		189			m142		162		462				
	SW Natura Boulevard	LOS (Delay)	Movement	F (96.3)	C (24.0)	B (12.1)	E (76.0)	F (89.0)		F (111.4)	D (47.9)	D (46.8)	E (71.0)	E (73.7)		E (64.5)
			Approach	C (33.8)			F (88.5)			F (88.6)			E (72.9)			
		Volume to Capacity ratio	Movement	0.99	0.73	0.08	0.61	1.07		1.06	0.2	0.11	0.39	0.13		
		Queue Length 95th (ft.)	Movement	#575	579	m14	151	#976		#746	133	64	65	#81		
Sample Road (S.R. 834)	NW 5th Terrace	LOS (Delay)	Movement		C (28.3)		D (46.9)	A (2.6)		F (81.2)		E (63.3)				C (22.1)
			Approach	C (28.3)			A (6.2)			E (71.1)						
		Volume to Capacity ratio	Movement		0.65		0.51	0.49		0.76		0.13				
		Queue Length 95th (ft.)	Movement		302		167	72		235		76				
	NW 5th Avenue	LOS (Delay)	Movement	E (59.1)	A (1.9)			B (13.2)	A (4.2)				E (71.0)		E (63.2)	B (13.2)
			Approach	A (4.2)			B (12.8)						E (67.9)			
		Volume to Capacity ratio	Movement	0.49	0.5			0.48	0.06				0.67		0.11	
		Queue Length 95th (ft.)	Movement	m139	51			371	6				184		72	
	I-95 Southbound Ramps	LOS (Delay)	Movement		A (4.2)	A (2.0)		B (10.2)					C (25.5)		C (30.4)	B (10.2)
			Approach	A (3.4)			B (10.2)						C (28.1)			
		Volume to Capacity ratio	Movement		0.47	0.67		0.51					0.55		0.74	
		Queue Length 95th (ft.)	Movement		95	401		300					139		182	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (7.4)			A (5.7)	A (0.3)	C (28.7)		C (28.1)				B (10.3)
			Approach	A (7.4)			A (4.4)			C (28.4)						
		Volume to Capacity ratio	Movement		0.41			0.62	0.38	0.67		0.63				
		Queue Length 95th (ft.)	Movement		139			m186	m0	176		155				
	NE 3rd Avenue	LOS (Delay)	Movement	F (94.1)	C (27.1)		E (78.9)	D (54.5)		D (46.8)	D (44.8)	D (39.7)	D (40.8)	D (45.9)	F (95.6)	D (54.0)
			Approach	D (43.6)			E (55.3)			D (44.9)			E (78.0)			
		Volume to Capacity ratio	Movement	0.95	0.56		0.59	0.92		0.66	0.41	0.05	0.33	0.36	0.99	
		Queue Length 95th (ft.)	Movement	#344	341		114	728		269	273	0	122	229	#695	

Synchro 9.2.914.6
LOS Notes: HCM 2000 level of service (LOS) and delay results from Synchro Delay is in sec/veh units LOS E reflecting at capacity operations LOS F reflecting over capacity operations
Queue Notes: HCM methodology does not report queues, results are from Synchro outputs report ~: Volume exceeds capacity, queue is theoretically infinite #: 95th percentile volume exceeds capacity m: Upstream metering is in effect

Table 6.18
Partial-Build 2040 I-95 Interchange Ramp Signalized Intersection Analysis Results – PM Design Hour

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
Hillsboro Boulevard (S.R. 810)	SW 12th Avenue	LOS (Delay)	Movement	E (71.1)	D (53.7)		D (47.5)	B (17.9)	A (0.8)	F (121.9)	E (68.9)	F (84.3)	F (110.1)	F (111.1)	E (64.8)	D (50.6)
			Approach	D (54.1)			C (20.9)			F (98.2)			F (92.6)			
		Volume to Capacity ratio	Movement	0.37	0.97		0.54	0.81	0.04	0.97	0.08	0.9	0.97	0.97	0.75	
		Queue Length 95th (ft.)	Movement	93	#964		m179	331	m1	#231	33	#388	#504	#516	286	
	I-95 Southbound Ramps	LOS (Delay)	Movement		A (0.1)	A (0.4)		B (19.4)					D (52.3)		C (32.9)	B (15.4)
			Approach	A (0.2)			B (19.4)						D (42.9)			
		Volume to Capacity ratio	Movement		0.41	0.53		0.77					0.88		0.53	
		Queue Length 95th (ft.)	Movement		m0	m0		564					764		309	
	I-95 Northbound Ramp	LOS (Delay)	Movement		B (12.9)			A (8.5)		D (42.0)		E (59.5)				C (20.6)
			Approach	B (12.9)			A (8.5)			D (51.8)						
		Volume to Capacity ratio	Movement		0.64			0.73		0.39		0.87				
		Queue Length 95th (ft.)	Movement		409			m421		203		500				
	SW Natura Boulevard	LOS (Delay)	Movement	F (114.3)	D (48.2)	B (18.9)	F (132.2)	D (52.2)		F (128.9)	D (46.0)	D (46.7)	D (53.3)	F (165.5)		E (62.3)
			Approach	D (47.1)			E (56.8)			F (102.1)			F (136.5)			
		Volume to Capacity ratio	Movement	0.91	0.99	0.34	0.96	0.98		1.09	0.02	0.09	0.42	1.14		
		Queue Length 95th (ft.)	Movement	m#209	#1035	127	#312	#1052		#522	27	48	160	#582		
Sample Road (S.R. 834)	NW 5th Terrace	LOS (Delay)	Movement		C (34.3)		D (47.7)	A (4.0)		F (83.6)		E (65.9)				C (23.6)
			Approach	C (34.3)			A (8.3)			E (74.6)						
		Volume to Capacity ratio	Movement		0.76		0.62	0.61		0.74		0.08				
		Queue Length 95th (ft.)	Movement		361		279	65		199		65				
	NW 5th Avenue	LOS (Delay)	Movement	D (44.6)	A (1.6)			C (21.6)	B (14.2)				E (72.2)		E (66.1)	B (16.4)
			Approach	A (4.6)			C (20.8)						E (69.5)			
		Volume to Capacity ratio	Movement	0.61	0.5			0.69	0.2				0.63		0.11	
		Queue Length 95th (ft.)	Movement	m218	39			614	m27				150		73	
	I-95 Southbound Ramps	LOS (Delay)	Movement		A (7.1)	A (0.9)		B (17.1)					C (21.1)		C (30.2)	B (13.9)
			Approach	A (5.4)			B (17.1)						C (26.4)			
		Volume to Capacity ratio	Movement		0.6	0.47		0.8					0.48		0.83	
		Queue Length 95th (ft.)	Movement		174	50		361					154		273	
	I-95 Northbound Ramps	LOS (Delay)	Movement		B (16.0)			B (16.2)	A (0.2)	C (26.8)		B (19.6)				B (17.4)
			Approach	B (16.0)			B (13.0)			C (24.1)						
		Volume to Capacity ratio	Movement		0.79			0.8	0.29	0.86		0.62				
		Queue Length 95th (ft.)	Movement		456			m356	m0	353		211				
	NE 3rd Avenue	LOS (Delay)	Movement	E (67.5)	C (30.1)		F (91.6)	D (46.7)		F (88.3)	E (62.7)	D (47.1)	D (54.0)	F (86.6)	F (86.9)	D (51.1)
			Approach	D (37.6)			D (49.4)			E (69.4)			F (83.1)			
		Volume to Capacity ratio	Movement	0.9	0.82		0.77	0.85		0.96	0.75	0.08	0.48	0.87	0.85	
		Queue Length 95th (ft.)	Movement	#362	670		#216	704		#374	438	17	108	#383	#387	

Synchro 9.2.914.6
LOS Notes: HCM 2000 level of service (LOS) and delay results from Synchro Delay is in sec/veh units LOS E reflecting at capacity operations LOS F reflecting over capacity operations
Queue Notes: HCM methodology does not report queues, results are from Synchro outputs report ~: Volume exceeds capacity, queue is theoretically infinite #: 95th percentile volume exceeds capacity m: Upstream metering is in effect

Florida's Turnpike Enterprise
Turnpike Milepost 263
Building 5315
Ocoee, Florida 34761

Report Appendix

Appendix A

Existing Traffic Data

FDOT Historic AADT Data

Florida Department of Transportation
Transportation Statistics Office
2015 Historical AADT Report

County: 97 - FL. TURNPIKE

Site: 3010 - SAWGRASS EXPWY/SR-869 M/L, E OF TURNPIKE I/C

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2015	38000 C	E 19000	W 19000	9.00	52.40	10.20
2014	35000 C	E 17500	W 17500	9.00	51.90	9.70
2013	33000 C	E 16500	W 16500	9.00	52.90	4.20
2012	33000 E	E 16500	W 16500	9.00	54.80	4.00
2011	31000 E	E 15500	W 15500	9.00	54.40	3.80
2010	31000 C	E 15500	W 15500	11.37	54.74	3.60
2009	34500 C	E 17250	W 17250	11.33	54.22	3.70
2008	34600 C	E 17300	W 17300	11.63	54.70	6.80
2007	35600 C	E 17800	W 17800	11.31	52.96	7.40
2006	35600 C	E 17800	W 17800	11.41	53.23	7.40
2005	33600 C	E	W	11.40	53.60	6.00
2004	29400 C	E	W	9.40	56.70	6.50
2003	27000 C	E	W	9.20	55.90	6.60
2002	24600 C	E	W	11.30	52.50	6.40
2001	26800 C	E	W	11.00	54.90	4.40
2000	22200 C	E	W	11.20	51.40	1.80

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
Transportation Statistics Office
2015 Historical AADT Report

County: 86 - BROWARD

Site: 3012 - SR 869 / SW 10 ST - E OF SR 845/POWERLINE RD

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2015	46500 C	E 24000	W 22500	9.00	54.00	6.20
2014	40000 C	E 20500	W 19500	9.00	54.20	6.10
2013	42000 C	E 21500	W 20500	9.00	53.60	6.40
2012	40000 C	E 20500	W 19500	9.00	52.20	4.90
2011	40000 C	E 20500	W 19500	9.00	52.50	4.80
2010	40500 C	E 20500	W 20000	8.35	52.69	4.90
2009	39500 C	E 20000	W 19500	8.53	53.89	4.30
2008	39000 C	E 20000	W 19000	8.81	54.16	6.40
2007	40500 C	E 20500	W 20000	8.63	55.75	5.20
2006	39500 C	E 19500	W 20000	8.40	55.34	3.60
2005	37500 C	E 19000	W 18500	8.20	51.70	4.70
2004	39500 C	E 20000	W 19500	9.10	55.30	4.70
2003	40000 C	E 20000	W 20000	8.60	57.50	6.50
2002	41500 C	E 20500	W 21000	8.70	56.40	6.50
2001	44000 C	E 21000	W 23000	9.00	60.20	2.80
2000	43500 C	E 22000	W 21500	8.90	57.80	7.10

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
Transportation Statistics Office
2015 Historical AADT Report

County: 86 - BROWARD

Site: 3015 - SR 869 / SW 10 ST - W OF SR 9/I-95

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2015	54500 C	E 28000	W 26500	9.00	54.00	9.00
2014	56500 C	E 28500	W 28000	9.00	54.20	7.00
2013	51000 C	E 25500	W 25500	9.00	53.60	7.30
2012	48500 C	E 25000	W 23500	9.00	52.20	7.00
2011	48000 C	E 25000	W 23000	9.00	52.50	6.10
2010	49500 C	E 26000	W 23500	8.35	52.69	6.10
2009	50500 C	E 25500	W 25000	8.53	53.89	5.80
2008	44500 C	E 23500	W 21000	8.81	54.16	6.00
2007	52500 C	E 27000	W 25500	8.63	55.75	8.70
2006	46500 C	E 23000	W 23500	8.40	55.34	3.10
2005	48500 C	E 23500	W 25000	8.20	51.70	5.30
2004	51000 C	E 26500	W 24500	9.10	55.30	5.30
2003	50500 C	E 25000	W 25500	8.60	57.50	5.30
2002	50500 C	E 26000	W 24500	8.70	56.40	5.00
2001	50000 C	E 25000	W 25000	9.00	60.20	2.80
2000	50000 C	E 24000	W 26000	8.90	57.80	2.50

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Florida Department of Transportation
Transportation Statistics Office
2015 Historical AADT Report

County: 86 - BROWARD

Site: 0163 - SR-9/I-95,NE OF 48TH ST,POMPANO BEACH,BROWARD CO.

Year	AADT	Direction 1	Direction 2	*K Factor	D Factor	T Factor
2015	204150 C	N 101245	S 102905	8.00	50.70	5.90
2014	198189 C	N 98190	S 99999	8.00	50.90	5.70
2013	195961 C	N 97255	S 98706	8.00	50.60	5.80
2012	192443 C	N 95479	S 96964	8.00	50.70	5.80
2011	193478 C	N 96444	S 97034	8.00	50.60	5.80
2010	194657 C	N 96957	S 97700	7.79	50.34	5.90
2009	190939 C	N 95157	S 95782	7.93	50.56	5.70
2008	191033 C	N 95242	S 95791	7.91	51.28	5.80
2007	197255 C	N 99058	S 98197	7.63	51.01	5.50
2006	207000 F			7.65	50.90	5.90
2005	200061 C	N 97615	S 102446	7.70	50.90	6.30
2004	200188 C	N 99943	S 100245	7.70	50.90	6.30
2003	200460 C	N 100173	S 100287	7.80	51.50	6.30
2002	198765 C	N 99069	S 99696	7.80	51.20	6.80
2001	197403 C	N 98417	S 98986	8.70	55.40	6.60
2000	195186 C	N 97413	S 97773	8.70	56.10	7.30

AADT Flags: C = Computed; E = Manual Estimate; F = First Year Estimate
S = Second Year Estimate; T = Third Year Estimate; F = Fourth Year Estimate
V = Fifth Year Estimate; 6 = Sixth Year Estimate; X = Unknown
*K Factor: Starting with Year 2011 is StandardK, Prior years are K30 values

Deerfield Plaza (March 2016)

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

Enterprise: Turnpike System
Segment: Sawgrass Expressway
Facility: (005401) SR869 Deerfield A Main NB MP20

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 01, 2016	00	25	25	81	81	106	106
	01	19	19	36	36	55	55
	02	11	11	23	23	34	34
	03	13	13	29	29	42	42
	04	13	13	89	89	102	102
	05	35	35	227	227	262	262
	06	103	103	992	992	1,095	1,095
	07	280	280	2,098	2,098	2,378	2,378
	08	262	262	1,873	1,873	2,135	2,135
	09	169	169	1,343	1,343	1,512	1,512
	10	133	133	956	956	1,089	1,089
	11	154	154	849	849	1,003	1,003
	12	146	146	845	845	991	991
	13	153	153	765	765	918	918
	14	152	152	797	797	949	949
	15	176	176	834	834	1,010	1,010
	16	159	159	925	925	1,084	1,084
	17	165	165	1,038	1,038	1,203	1,203
	18	154	154	845	845	999	999
	19	117	117	592	592	709	709
	20	97	97	382	382	479	479
	21	75	75	327	327	402	402

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 01, 2016	22	59	59	231	231	290	290
	23	38	38	102	102	140	140
	All Hours	2,708	2,708	16,279	16,279	18,987	18,987
March 02, 2016	00	24	24	60	60	84	84
	01	9	9	37	37	46	46
	02	8	8	25	25	33	33
	03	7	7	35	35	42	42
	04	14	14	78	78	92	92
	05	33	33	212	212	245	245
	06	111	111	990	990	1,101	1,101
	07	274	274	2,105	2,105	2,379	2,379
	08	256	256	1,825	1,825	2,081	2,081
	09	154	154	1,263	1,263	1,417	1,417
	10	132	132	997	997	1,129	1,129
	11	139	139	851	851	990	990
	12	97	97	624	624	721	721
	13	145	145	873	873	1,018	1,018
	14	142	142	835	835	977	977
	15	170	170	895	895	1,065	1,065
	16	175	175	913	913	1,088	1,088
	17	168	168	1,055	1,055	1,223	1,223
	18	166	166	918	918	1,084	1,084
	19	100	100	571	571	671	671
	20	71	71	389	389	460	460
	21	54	54	273	273	327	327
	22	61	61	219	219	280	280

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 02, 2016	23	34	34	119	119	153	153
	All Hours	2,544	2,544	16,162	16,162	18,706	18,706
March 03, 2016	00	19	19	79	79	98	98
	01	14	14	39	39	53	53
	02	8	8	25	25	33	33
	03	8	8	36	36	44	44
	04	15	15	63	63	78	78
	05	28	28	223	223	251	251
	06	113	113	1,002	1,002	1,115	1,115
	07	277	277	2,101	2,101	2,378	2,378
	08	245	245	1,804	1,804	2,049	2,049
	09	183	183	1,250	1,250	1,433	1,433
	10	130	130	965	965	1,095	1,095
	11	152	152	921	921	1,073	1,073
	12	127	127	873	873	1,000	1,000
	13	153	153	838	838	991	991
	14	156	156	848	848	1,004	1,004
	15	175	175	917	917	1,092	1,092
	16	189	189	994	994	1,183	1,183
	17	186	186	1,098	1,098	1,284	1,284
	18	171	171	889	889	1,060	1,060
	19	125	125	623	623	748	748
	20	90	90	423	423	513	513
	21	82	82	307	307	389	389
	22	83	83	314	314	397	397
	23	39	39	134	134	173	173

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 03, 2016	***All Hours***	**2,768**	**2,768**	**16,766**	**16,766**	**19,534**	**19,534**
March 04, 2016	**00**	33	**33**	76	**76**	**109**	**109**
	01	17	**17**	51	**51**	**68**	**68**
	02	9	**9**	40	**40**	**49**	**49**
	03	12	**12**	41	**41**	**53**	**53**
	04	18	**18**	77	**77**	**95**	**95**
	05	29	**29**	217	**217**	**246**	**246**
	06	107	**107**	894	**894**	**1,001**	**1,001**
	07	269	**269**	2,064	**2,064**	**2,333**	**2,333**
	08	260	**260**	1,755	**1,755**	**2,015**	**2,015**
	09	163	**163**	1,245	**1,245**	**1,408**	**1,408**
	10	151	**151**	1,021	**1,021**	**1,172**	**1,172**
	11	141	**141**	912	**912**	**1,053**	**1,053**
	12	154	**154**	857	**857**	**1,011**	**1,011**
	13	163	**163**	810	**810**	**973**	**973**
	14	165	**165**	856	**856**	**1,021**	**1,021**
	15	180	**180**	956	**956**	**1,136**	**1,136**
	16	169	**169**	1,015	**1,015**	**1,184**	**1,184**
	17	194	**194**	1,148	**1,148**	**1,342**	**1,342**
	18	164	**164**	1,025	**1,025**	**1,189**	**1,189**
	19	145	**145**	717	**717**	**862**	**862**
	20	115	**115**	466	**466**	**581**	**581**
	21	94	**94**	376	**376**	**470**	**470**
	22	104	**104**	401	**401**	**505**	**505**
	23	54	**54**	223	**223**	**277**	**277**
	All Hours	**2,910**	**2,910**	**17,243**	**17,243**	**20,153**	**20,153**

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 05, 2016	00	34	34	110	110	144	144
	01	23	23	75	75	98	98
	02	11	11	40	40	51	51
	03	11	11	39	39	50	50
	04	11	11	44	44	55	55
	05	15	15	104	104	119	119
	06	52	52	268	268	320	320
	07	79	79	501	501	580	580
	08	110	110	714	714	824	824
	09	141	141	814	814	955	955
	10	116	116	879	879	995	995
	11	159	159	948	948	1,107	1,107
	12	157	157	943	943	1,100	1,100
	13	159	159	846	846	1,005	1,005
	14	140	140	844	844	984	984
	15	139	139	749	749	888	888
	16	156	156	824	824	980	980
	17	162	162	901	901	1,063	1,063
	18	129	129	853	853	982	982
	19	146	146	726	726	872	872
	20	111	111	523	523	634	634
	21	106	106	425	425	531	531
	22	100	100	503	503	603	603
	23	59	59	262	262	321	321
	All Hours	2,326	2,326	12,935	12,935	15,261	15,261
March 06, 2016	00	56	56	148	148	204	204

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 06, 2016	01	45	45	116	116	161	161
	02	14	14	54	54	68	68
	03	10	10	49	49	59	59
	04	7	7	46	46	53	53
	05	14	14	70	70	84	84
	06	29	29	153	153	182	182
	07	46	46	260	260	306	306
	08	77	77	405	405	482	482
	09	91	91	592	592	683	683
	10	136	136	814	814	950	950
	11	177	177	992	992	1,169	1,169
	12	136	136	1,003	1,003	1,139	1,139
	13	146	146	921	921	1,067	1,067
	14	139	139	787	787	926	926
	15	152	152	717	717	869	869
	16	144	144	779	779	923	923
	17	122	122	704	704	826	826
	18	105	105	610	610	715	715
	19	142	142	607	607	749	749
	20	90	90	423	423	513	513
	21	68	68	266	266	334	334
	22	54	54	217	217	271	271
	23	38	38	146	146	184	184
	All Hours	2,038	2,038	10,879	10,879	12,917	12,917
March 07, 2016	00	24	24	61	61	85	85
	01	6	6	37	37	43	43

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 07, 2016	02	9	9	28	28	37	37
	03	9	9	32	32	41	41
	04	10	10	72	72	82	82
	05	30	30	222	222	252	252
	06	115	115	956	956	1,071	1,071
	07	269	269	2,074	2,074	2,343	2,343
	08	252	252	1,662	1,662	1,914	1,914
	09	157	157	1,135	1,135	1,292	1,292
	10	125	125	876	876	1,001	1,001
	11	133	133	775	775	908	908
	12	144	144	726	726	870	870
	13	126	126	697	697	823	823
	14	153	153	767	767	920	920
	15	189	189	831	831	1,020	1,020
	16	167	167	844	844	1,011	1,011
	17	175	175	1,022	1,022	1,197	1,197
	18	148	148	812	812	960	960
	19	108	108	541	541	649	649
	20	75	75	360	360	435	435
	21	65	65	289	289	354	354
	22	78	78	282	282	360	360
	23	180	180	597	597	777	777
	All Hours	2,747	2,747	15,698	15,698	18,445	18,445
March 08, 2016	00	31	31	70	70	101	101
	01	10	10	23	23	33	33
	02	9	9	19	19	28	28

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 08, 2016	03	10	10	33	33	43	43
	04	11	11	75	75	86	86
	05	26	26	211	211	237	237
	06	99	99	1,012	1,012	1,111	1,111
	07	266	266	2,016	2,016	2,282	2,282
	08	240	240	1,718	1,718	1,958	1,958
	09	179	179	1,215	1,215	1,394	1,394
	10	142	142	923	923	1,065	1,065
	11	136	136	848	848	984	984
	12	136	136	768	768	904	904
	13	119	119	785	785	904	904
	14	155	155	801	801	956	956
	15	168	168	912	912	1,080	1,080
	16	187	187	884	884	1,071	1,071
	17	185	185	988	988	1,173	1,173
	18	166	166	880	880	1,046	1,046
	19	104	104	519	519	623	623
	20	95	95	350	350	445	445
	21	83	83	346	346	429	429
	22	61	61	244	244	305	305
	23	33	33	104	104	137	137
	All Hours	2,651	2,651	15,744	15,744	18,395	18,395
March 09, 2016	00	22	22	46	46	68	68
	01	13	13	43	43	56	56
	02	7	7	18	18	25	25
	03	7	7	31	31	38	38

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 09, 2016	04	13	13	70	70	83	83
	05	30	30	217	217	247	247
	06	102	102	966	966	1,068	1,068
	07	273	273	2,070	2,070	2,343	2,343
	08	267	267	1,553	1,553	1,820	1,820
	09	184	184	1,199	1,199	1,383	1,383
	10	151	151	906	906	1,057	1,057
	11	150	150	842	842	992	992
	12	146	146	763	763	909	909
	13	122	122	729	729	851	851
	14	159	159	794	794	953	953
	15	171	171	958	958	1,129	1,129
	16	207	207	1,042	1,042	1,249	1,249
	17	208	208	1,193	1,193	1,401	1,401
	18	170	170	1,073	1,073	1,243	1,243
	19	148	148	643	643	791	791
	20	94	94	400	400	494	494
	21	88	88	329	329	417	417
	22	40	40	228	228	268	268
	23	37	37	134	134	171	171
	All Hours	2,809	2,809	16,247	16,247	19,056	19,056
March 10, 2016	00	12	12	59	59	71	71
	01	20	20	39	39	59	59
	02	11	11	25	25	36	36
	03	8	8	32	32	40	40
	04	15	15	77	77	92	92

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 10, 2016	05	20	20	200	200	220	220
	06	123	123	973	973	1,096	1,096
	07	268	268	2,016	2,016	2,284	2,284
	08	245	245	1,670	1,670	1,915	1,915
	09	197	197	1,279	1,279	1,476	1,476
	10	147	147	905	905	1,052	1,052
	11	136	136	857	857	993	993
	12	151	151	823	823	974	974
	13	136	136	824	824	960	960
	14	132	132	835	835	967	967
	15	183	183	902	902	1,085	1,085
	16	189	189	951	951	1,140	1,140
	17	211	211	1,006	1,006	1,217	1,217
	18	141	141	1,005	1,005	1,146	1,146
	19	148	148	628	628	776	776
	20	96	96	388	388	484	484
	21	97	97	369	369	466	466
	22	142	142	537	537	679	679
	23	51	51	191	191	242	242
	All Hours	2,879	2,879	16,591	16,591	19,470	19,470
March 11, 2016	00	25	25	76	76	101	101
	01	19	19	39	39	58	58
	02	10	10	28	28	38	38
	03	11	11	47	47	58	58
	04	10	10	67	67	77	77
	05	35	35	202	202	237	237

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 11, 2016	06	98	98	978	978	1,076	1,076
	07	268	268	2,002	2,002	2,270	2,270
	08	247	247	1,691	1,691	1,938	1,938
	09	189	189	1,201	1,201	1,390	1,390
	10	141	141	974	974	1,115	1,115
	11	139	139	865	865	1,004	1,004
	12	123	123	859	859	982	982
	13	175	175	850	850	1,025	1,025
	14	142	142	907	907	1,049	1,049
	15	192	192	945	945	1,137	1,137
	16	188	188	986	986	1,174	1,174
	17	191	191	1,080	1,080	1,271	1,271
	18	203	203	1,002	1,002	1,205	1,205
	19	161	161	769	769	930	930
	20	99	99	454	454	553	553
	21	94	94	374	374	468	468
	22	83	83	371	371	454	454
	23	58	58	245	245	303	303
	All Hours	2,901	2,901	17,012	17,012	19,913	19,913
March 12, 2016	00	30	30	104	104	134	134
	01	17	17	63	63	80	80
	02	23	23	51	51	74	74
	03	10	10	31	31	41	41
	04	13	13	67	67	80	80
	05	23	23	136	136	159	159
	06	57	57	309	309	366	366

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 12, 2016	07	96	96	502	502	598	598
	08	123	123	707	707	830	830
	09	136	136	816	816	952	952
	10	142	142	989	989	1,131	1,131
	11	182	182	1,037	1,037	1,219	1,219
	12	158	158	1,056	1,056	1,214	1,214
	13	162	162	939	939	1,101	1,101
	14	159	159	825	825	984	984
	15	155	155	848	848	1,003	1,003
	16	152	152	829	829	981	981
	17	166	166	774	774	940	940
	18	148	148	794	794	942	942
	19	137	137	692	692	829	829
	20	118	118	483	483	601	601
	21	101	101	469	469	570	570
	22	181	181	669	669	850	850
	23	101	101	338	338	439	439
	All Hours	2,590	2,590	13,528	13,528	16,118	16,118
March 13, 2016	00	57	57	141	141	198	198
	01	28	28	99	99	127	127
	03	26	26	62	62	88	88
	04	19	19	50	50	69	69
	05	21	21	82	82	103	103
	06	31	31	136	136	167	167
	07	42	42	227	227	269	269
	08	69	69	325	325	394	394

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 13, 2016	09	83	83	488	488	571	571
	10	115	115	713	713	828	828
	11	113	113	841	841	954	954
	12	158	158	922	922	1,080	1,080
	13	163	163	884	884	1,047	1,047
	14	154	154	811	811	965	965
	15	154	154	737	737	891	891
	16	136	136	655	655	791	791
	17	131	131	670	670	801	801
	18	125	125	566	566	691	691
	19	107	107	515	515	622	622
	20	110	110	420	420	530	530
	21	91	91	341	341	432	432
	22	76	76	209	209	285	285
	23	31	31	121	121	152	152
	All Hours	2,040	2,040	10,015	10,015	12,055	12,055
March 14, 2016	00	26	26	87	87	113	113
	01	12	12	48	48	60	60
	02	6	6	24	24	30	30
	03	11	11	39	39	50	50
	04	9	9	84	84	93	93
	05	17	17	211	211	228	228
	06	121	121	858	858	979	979
	07	264	264	1,920	1,920	2,184	2,184
	08	277	277	1,746	1,746	2,023	2,023
	09	203	203	1,383	1,383	1,586	1,586

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 14, 2016	10	145	145	959	959	1,104	1,104
	11	151	151	835	835	986	986
	12	125	125	785	785	910	910
	13	115	115	751	751	866	866
	14	125	125	836	836	961	961
	15	155	155	870	870	1,025	1,025
	16	181	181	869	869	1,050	1,050
	17	176	176	1,049	1,049	1,225	1,225
	18	147	147	829	829	976	976
	19	109	109	570	570	679	679
	20	80	80	362	362	442	442
	21	69	69	310	310	379	379
	22	80	80	214	214	294	294
	23	29	29	109	109	138	138
	All Hours	2,633	2,633	15,748	15,748	18,381	18,381
March 15, 2016	00	22	22	66	66	88	88
	01	14	14	35	35	49	49
	02	10	10	23	23	33	33
	03	11	11	27	27	38	38
	04	20	20	77	77	97	97
	05	27	27	227	227	254	254
	06	106	106	904	904	1,010	1,010
	07	280	280	1,932	1,932	2,212	2,212
	08	254	254	1,866	1,866	2,120	2,120
	09	180	180	1,332	1,332	1,512	1,512
	10	142	142	992	992	1,134	1,134

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 15, 2016	11	140	140	890	890	1,030	1,030
	12	156	156	857	857	1,013	1,013
	13	126	126	773	773	899	899
	14	167	167	847	847	1,014	1,014
	15	165	165	905	905	1,070	1,070
	16	192	192	938	938	1,130	1,130
	17	184	184	1,048	1,048	1,232	1,232
	18	162	162	889	889	1,051	1,051
	19	108	108	635	635	743	743
	20	88	88	423	423	511	511
	21	72	72	318	318	390	390
	22	64	64	209	209	273	273
	23	41	41	130	130	171	171
	All Hours	2,731	2,731	16,343	16,343	19,074	19,074
March 16, 2016	00	26	26	80	80	106	106
	01	13	13	30	30	43	43
	02	11	11	24	24	35	35
	03	11	11	32	32	43	43
	04	15	15	69	69	84	84
	05	25	25	221	221	246	246
	06	104	104	914	914	1,018	1,018
	07	278	278	2,025	2,025	2,303	2,303
	08	285	285	1,743	1,743	2,028	2,028
	09	184	184	1,327	1,327	1,511	1,511
	10	142	142	1,021	1,021	1,163	1,163
	11	120	120	850	850	970	970

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 16, 2016	12	127	127	905	905	1,032	1,032
	13	145	145	840	840	985	985
	14	151	151	916	916	1,067	1,067
	15	188	188	873	873	1,061	1,061
	16	201	201	890	890	1,091	1,091
	17	185	185	1,073	1,073	1,258	1,258
	18	161	161	920	920	1,081	1,081
	19	130	130	654	654	784	784
	20	119	119	458	458	577	577
	21	86	86	359	359	445	445
	22	72	72	243	243	315	315
	23	44	44	139	139	183	183
	All Hours	2,823	2,823	16,606	16,606	19,429	19,429
March 17, 2016	00	29	29	60	60	89	89
	01	13	13	46	46	59	59
	02	11	11	28	28	39	39
	03	10	10	36	36	46	46
	04	16	16	76	76	92	92
	05	28	28	207	207	235	235
	06	102	102	939	939	1,041	1,041
	07	260	260	1,960	1,960	2,220	2,220
	08	266	266	1,780	1,780	2,046	2,046
	09	188	188	1,311	1,311	1,499	1,499
	10	166	166	1,046	1,046	1,212	1,212
	11	144	144	942	942	1,086	1,086
	12	156	156	906	906	1,062	1,062

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 17, 2016	13	174	174	944	944	1,118	1,118
	14	168	168	930	930	1,098	1,098
	15	180	180	863	863	1,043	1,043
	16	203	203	891	891	1,094	1,094
	17	174	174	1,065	1,065	1,239	1,239
	18	154	154	940	940	1,094	1,094
	19	133	133	611	611	744	744
	20	90	90	447	447	537	537
	21	93	93	392	392	485	485
	22	72	72	271	271	343	343
	23	40	40	160	160	200	200
	All Hours	2,870	2,870	16,851	16,851	19,721	19,721
March 18, 2016	00	33	33	107	107	140	140
	01	21	21	56	56	77	77
	02	14	14	46	46	60	60
	03	15	15	45	45	60	60
	04	11	11	84	84	95	95
	05	28	28	200	200	228	228
	06	90	90	772	772	862	862
	07	246	246	1,736	1,736	1,982	1,982
	08	240	240	1,595	1,595	1,835	1,835
	09	185	185	1,260	1,260	1,445	1,445
	10	199	199	1,035	1,035	1,234	1,234
	11	159	159	994	994	1,153	1,153
	12	161	161	911	911	1,072	1,072
	13	145	145	903	903	1,048	1,048

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 18, 2016	14	161	161	922	922	1,083	1,083
	15	185	185	918	918	1,103	1,103
	16	222	222	994	994	1,216	1,216
	17	214	214	1,127	1,127	1,341	1,341
	18	178	178	1,006	1,006	1,184	1,184
	19	148	148	673	673	821	821
	20	122	122	501	501	623	623
	21	89	89	399	399	488	488
	22	102	102	336	336	438	438
	23	62	62	204	204	266	266
	All Hours	3,030	3,030	16,824	16,824	19,854	19,854
March 19, 2016	00	35	35	111	111	146	146
	01	35	35	88	88	123	123
	02	20	20	44	44	64	64
	03	12	12	40	40	52	52
	04	11	11	48	48	59	59
	05	22	22	100	100	122	122
	06	52	52	244	244	296	296
	07	83	83	449	449	532	532
	08	98	98	649	649	747	747
	09	121	121	759	759	880	880
	10	130	130	862	862	992	992
	11	138	138	922	922	1,060	1,060
	12	184	184	872	872	1,056	1,056
	13	161	161	858	858	1,019	1,019
	14	151	151	783	783	934	934

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 19, 2016	15	164	164	755	755	919	919
	16	151	151	831	831	982	982
	17	156	156	770	770	926	926
	18	113	113	800	800	913	913
	19	136	136	639	639	775	775
	20	109	109	505	505	614	614
	21	108	108	396	396	504	504
	22	194	194	793	793	987	987
	23	71	71	312	312	383	383
	All Hours	2,455	2,455	12,630	12,630	15,085	15,085
March 20, 2016	00	55	55	143	143	198	198
	01	44	44	109	109	153	153
	02	17	17	60	60	77	77
	03	17	17	45	45	62	62
	04	15	15	38	38	53	53
	05	16	16	69	69	85	85
	06	25	25	123	123	148	148
	07	48	48	192	192	240	240
	08	62	62	318	318	380	380
	09	71	71	497	497	568	568
	10	112	112	674	674	786	786
	11	136	136	786	786	922	922
	12	149	149	780	780	929	929
	13	132	132	810	810	942	942
	14	157	157	767	767	924	924
	15	144	144	688	688	832	832

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 20, 2016	16	144	144	698	698	842	842
	17	138	138	635	635	773	773
	18	114	114	566	566	680	680
	19	108	108	480	480	588	588
	20	87	87	410	410	497	497
	21	82	82	304	304	386	386
	22	60	60	219	219	279	279
	23	33	33	119	119	152	152
	All Hours	1,966	1,966	9,530	9,530	11,496	11,496
March 21, 2016	00	20	20	71	71	91	91
	01	24	24	40	40	64	64
	02	12	12	21	21	33	33
	03	9	9	28	28	37	37
	04	15	15	86	86	101	101
	05	33	33	209	209	242	242
	06	98	98	794	794	892	892
	07	271	271	1,751	1,751	2,022	2,022
	08	251	251	1,697	1,697	1,948	1,948
	09	169	169	1,233	1,233	1,402	1,402
	10	128	128	955	955	1,083	1,083
	11	132	132	805	805	937	937
	12	159	159	840	840	999	999
	13	139	139	820	820	959	959
	14	161	161	830	830	991	991
	15	179	179	862	862	1,041	1,041
	16	177	177	787	787	964	964

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 21, 2016	17	176	176	1,040	1,040	1,216	1,216
	18	156	156	804	804	960	960
	19	118	118	548	548	666	666
	20	77	77	378	378	455	455
	21	94	94	322	322	416	416
	22	52	52	226	226	278	278
	23	34	34	102	102	136	136
	All Hours	2,684	2,684	15,249	15,249	17,933	17,933
March 22, 2016	00	20	20	52	52	72	72
	01	10	10	33	33	43	43
	02	10	10	35	35	45	45
	03	12	12	33	33	45	45
	04	17	17	74	74	91	91
	05	24	24	207	207	231	231
	06	101	101	831	831	932	932
	07	250	250	1,884	1,884	2,134	2,134
	08	259	259	1,728	1,728	1,987	1,987
	09	178	178	1,292	1,292	1,470	1,470
	10	149	149	998	998	1,147	1,147
	11	146	146	925	925	1,071	1,071
	12	154	154	887	887	1,041	1,041
	13	142	142	857	857	999	999
	14	140	140	730	730	870	870
	15	168	168	820	820	988	988
	16	150	150	887	887	1,037	1,037
	17	197	197	1,014	1,014	1,211	1,211

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 22, 2016	18	163	163	858	858	1,021	1,021
	19	131	131	613	613	744	744
	20	99	99	429	429	528	528
	21	97	97	322	322	419	419
	22	64	64	255	255	319	319
	23	42	42	135	135	177	177
	All Hours	2,723	2,723	15,899	15,899	18,622	18,622
March 23, 2016	00	19	19	55	55	74	74
	01	18	18	36	36	54	54
	02	11	11	24	24	35	35
	03	11	11	27	27	38	38
	04	14	14	67	67	81	81
	05	39	39	213	213	252	252
	06	101	101	860	860	961	961
	07	262	262	1,847	1,847	2,109	2,109
	08	233	233	1,742	1,742	1,975	1,975
	09	159	159	1,227	1,227	1,386	1,386
	10	159	159	1,027	1,027	1,186	1,186
	11	139	139	958	958	1,097	1,097
	12	162	162	889	889	1,051	1,051
	13	132	132	823	823	955	955
	14	124	124	801	801	925	925
	15	187	187	872	872	1,059	1,059
	16	163	163	920	920	1,083	1,083
	17	223	223	1,083	1,083	1,306	1,306
	18	176	176	844	844	1,020	1,020

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 23, 2016	19	136	136	581	581	717	717
	20	116	116	431	431	547	547
	21	91	91	365	365	456	456
	22	76	76	262	262	338	338
	23	42	42	122	122	164	164
	All Hours	2,793	2,793	16,076	16,076	18,869	18,869
March 24, 2016	00	22	22	76	76	98	98
	01	21	21	44	44	65	65
	02	13	13	27	27	40	40
	03	10	10	51	51	61	61
	04	12	12	62	62	74	74
	05	24	24	195	195	219	219
	06	123	123	792	792	915	915
	07	257	257	1,739	1,739	1,996	1,996
	08	232	232	1,710	1,710	1,942	1,942
	09	191	191	1,222	1,222	1,413	1,413
	10	155	155	1,033	1,033	1,188	1,188
	11	162	162	1,006	1,006	1,168	1,168
	12	154	154	935	935	1,089	1,089
	13	142	142	835	835	977	977
	14	146	146	820	820	966	966
	15	187	187	869	869	1,056	1,056
	16	182	182	929	929	1,111	1,111
	17	152	152	886	886	1,038	1,038
	18	112	112	641	641	753	753
	19	145	145	644	644	789	789

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 24, 2016	20	109	109	427	427	536	536
	21	117	117	404	404	521	521
	22	74	74	260	260	334	334
	23	33	33	152	152	185	185
	All Hours	2,775	2,775	15,759	15,759	18,534	18,534
March 25, 2016	00	36	36	75	75	111	111
	01	17	17	51	51	68	68
	02	30	30	45	45	75	75
	03	7	7	42	42	49	49
	04	16	16	65	65	81	81
	05	28	28	170	170	198	198
	06	104	104	676	676	780	780
	07	206	206	1,375	1,375	1,581	1,581
	08	212	212	1,461	1,461	1,673	1,673
	09	161	161	1,070	1,070	1,231	1,231
	10	147	147	981	981	1,128	1,128
	11	160	160	940	940	1,100	1,100
	12	142	142	943	943	1,085	1,085
	13	169	169	911	911	1,080	1,080
	14	172	172	845	845	1,017	1,017
	15	189	189	953	953	1,142	1,142
	16	224	224	912	912	1,136	1,136
	17	191	191	1,005	1,005	1,196	1,196
	18	177	177	862	862	1,039	1,039
	19	137	137	648	648	785	785
	20	109	109	498	498	607	607

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 25, 2016	21	116	116	422	422	538	538
	22	69	69	301	301	370	370
	23	61	61	231	231	292	292
	All Hours	2,880	2,880	15,482	15,482	18,362	18,362
March 26, 2016	00	44	44	132	132	176	176
	01	28	28	70	70	98	98
	02	19	19	43	43	62	62
	03	12	12	36	36	48	48
	04	19	19	58	58	77	77
	05	22	22	76	76	98	98
	06	49	49	215	215	264	264
	07	79	79	409	409	488	488
	08	108	108	599	599	707	707
	09	126	126	796	796	922	922
	10	141	141	817	817	958	958
	11	188	188	988	988	1,176	1,176
	12	178	178	1,012	1,012	1,190	1,190
	13	203	203	961	961	1,164	1,164
	14	178	178	885	885	1,063	1,063
	15	144	144	798	798	942	942
	16	144	144	696	696	840	840
	17	180	180	826	826	1,006	1,006
	18	154	154	777	777	931	931
	19	124	124	667	667	791	791
	20	107	107	524	524	631	631
	21	117	117	447	447	564	564

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 26, 2016	22	98	98	350	350	448	448
	23	77	77	273	273	350	350
	All Hours	2,539	2,539	12,455	12,455	14,994	14,994
March 27, 2016	00	56	56	176	176	232	232
	01	37	37	90	90	127	127
	02	22	22	49	49	71	71
	03	16	16	47	47	63	63
	04	13	13	41	41	54	54
	05	22	22	64	64	86	86
	06	37	37	195	195	232	232
	07	36	36	185	185	221	221
	08	65	65	324	324	389	389
	09	77	77	456	456	533	533
	10	107	107	648	648	755	755
	11	131	131	713	713	844	844
	12	158	158	752	752	910	910
	13	159	159	829	829	988	988
	14	156	156	711	711	867	867
	15	190	190	699	699	889	889
	16	127	127	606	606	733	733
	17	164	164	701	701	865	865
	18	138	138	644	644	782	782
	19	131	131	635	635	766	766
	20	118	118	596	596	714	714
	21	122	122	398	398	520	520
	22	67	67	241	241	308	308

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 27, 2016	23	36	36	113	113	149	149
	All Hours	2,185	2,185	9,913	9,913	12,098	12,098
March 28, 2016	00	27	27	72	72	99	99
	01	12	12	26	26	38	38
	02	12	12	25	25	37	37
	03	14	14	36	36	50	50
	04	13	13	84	84	97	97
	05	29	29	198	198	227	227
	06	119	119	893	893	1,012	1,012
	07	295	295	1,961	1,961	2,256	2,256
	08	287	287	1,741	1,741	2,028	2,028
	09	174	174	1,275	1,275	1,449	1,449
	10	147	147	918	918	1,065	1,065
	11	106	106	837	837	943	943
	12	166	166	698	698	864	864
	13	146	146	712	712	858	858
	14	149	149	771	771	920	920
	15	177	177	864	864	1,041	1,041
	16	174	174	886	886	1,060	1,060
	17	178	178	975	975	1,153	1,153
	18	152	152	804	804	956	956
	19	100	100	498	498	598	598
	20	99	99	359	359	458	458
	21	83	83	313	313	396	396
	22	57	57	212	212	269	269
	23	40	40	144	144	184	184

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 28, 2016	***All Hours***	**2,756**	**2,756**	**15,302**	**15,302**	**18,058**	**18,058**
March 29, 2016	**00**	14	**14**	47	**47**	**61**	**61**
	01	9	**9**	27	**27**	**36**	**36**
	02	5	**5**	24	**24**	**29**	**29**
	03	13	**13**	39	**39**	**52**	**52**
	04	21	**21**	74	**74**	**95**	**95**
	05	25	**25**	229	**229**	**254**	**254**
	06	110	**110**	956	**956**	**1,066**	**1,066**
	07	293	**293**	1,910	**1,910**	**2,203**	**2,203**
	08	271	**271**	1,799	**1,799**	**2,070**	**2,070**
	09	169	**169**	1,292	**1,292**	**1,461**	**1,461**
	10	152	**152**	929	**929**	**1,081**	**1,081**
	11	142	**142**	841	**841**	**983**	**983**
	12	145	**145**	802	**802**	**947**	**947**
	13	150	**150**	813	**813**	**963**	**963**
	14	152	**152**	771	**771**	**923**	**923**
	15	131	**131**	754	**754**	**885**	**885**
	16	170	**170**	814	**814**	**984**	**984**
	17	169	**169**	951	**951**	**1,120**	**1,120**
	18	147	**147**	833	**833**	**980**	**980**
	19	100	**100**	536	**536**	**636**	**636**
	20	70	**70**	373	**373**	**443**	**443**
	21	75	**75**	301	**301**	**376**	**376**
	22	164	**164**	601	**601**	**765**	**765**
	23	48	**48**	179	**179**	**227**	**227**
	All Hours	**2,745**	**2,745**	**15,895**	**15,895**	**18,640**	**18,640**

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 30, 2016	00	24	24	61	61	85	85
	01	11	11	27	27	38	38
	02	7	7	14	14	21	21
	03	11	11	45	45	56	56
	04	15	15	63	63	78	78
	05	28	28	211	211	239	239
	06	115	115	901	901	1,016	1,016
	07	218	218	1,722	1,722	1,940	1,940
	08	304	304	2,047	2,047	2,351	2,351
	09	168	168	1,260	1,260	1,428	1,428
	10	141	141	866	866	1,007	1,007
	11	128	128	861	861	989	989
	12	107	107	762	762	869	869
	13	136	136	758	758	894	894
	14	184	184	834	834	1,018	1,018
	15	182	182	876	876	1,058	1,058
	16	184	184	937	937	1,121	1,121
	17	179	179	1,053	1,053	1,232	1,232
	18	161	161	908	908	1,069	1,069
	19	124	124	590	590	714	714
	20	105	105	453	453	558	558
	21	79	79	290	290	369	369
	22	65	65	235	235	300	300
	23	38	38	134	134	172	172
	All Hours	2,714	2,714	15,908	15,908	18,622	18,622
March 31, 2016	00	21	21	74	74	95	95

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 31, 2016	01	9	9	41	41	50	50
	02	13	13	18	18	31	31
	03	7	7	37	37	44	44
	04	13	13	67	67	80	80
	05	32	32	203	203	235	235
	06	117	117	911	911	1,028	1,028
	07	306	306	2,057	2,057	2,363	2,363
	08	286	286	1,750	1,750	2,036	2,036
	09	205	205	1,279	1,279	1,484	1,484
	10	160	160	976	976	1,136	1,136
	11	138	138	870	870	1,008	1,008
	12	153	153	812	812	965	965
	13	159	159	798	798	957	957
	14	162	162	843	843	1,005	1,005
	15	176	176	913	913	1,089	1,089
	16	178	178	876	876	1,054	1,054
	17	174	174	990	990	1,164	1,164
	18	165	165	901	901	1,066	1,066
	19	144	144	581	581	725	725
	20	110	110	469	469	579	579
	21	69	69	376	376	445	445
	22	137	137	511	511	648	648
	23	64	64	262	262	326	326
	All Hours	2,998	2,998	16,615	16,615	19,613	19,613
Report Total		82,211	82,211	464,184	464,184	546,395	546,395

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

Enterprise: Turnpike System
Segment: Sawgrass Expressway
Facility: (005402) SR869 Deerfield A Main SB MP20

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 01, 2016	00	32	32	130	130	162	162
	01	19	19	63	63	82	82
	02	14	14	40	40	54	54
	03	10	10	35	35	45	45
	04	13	13	42	42	55	55
	05	32	32	152	152	184	184
	06	83	83	508	508	591	591
	07	187	187	1,199	1,199	1,386	1,386
	08	179	179	1,198	1,198	1,377	1,377
	09	200	200	899	899	1,099	1,099
	10	157	157	805	805	962	962
	11	178	178	875	875	1,053	1,053
	12	181	181	973	973	1,154	1,154
	13	160	160	1,098	1,098	1,258	1,258
	14	219	219	1,175	1,175	1,394	1,394
	15	204	204	1,467	1,467	1,671	1,671
	16	266	266	1,881	1,881	2,147	2,147
	17	320	320	2,567	2,567	2,887	2,887
	18	259	259	2,029	2,029	2,288	2,288
	19	165	165	1,164	1,164	1,329	1,329
	20	127	127	777	777	904	904
	21	91	91	626	626	717	717

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 01, 2016	22	73	73	439	439	512	512
	23	52	52	257	257	309	309
	All Hours	3,221	3,221	20,399	20,399	23,620	23,620
March 02, 2016	00	31	31	155	155	186	186
	01	30	30	76	76	106	106
	02	21	21	53	53	74	74
	03	13	13	47	47	60	60
	04	16	16	48	48	64	64
	05	28	28	152	152	180	180
	06	84	84	555	555	639	639
	07	202	202	1,132	1,132	1,334	1,334
	08	190	190	1,262	1,262	1,452	1,452
	09	180	180	916	916	1,096	1,096
	10	154	154	792	792	946	946
	11	153	153	864	864	1,017	1,017
	12	149	149	922	922	1,071	1,071
	13	181	181	1,076	1,076	1,257	1,257
	14	208	208	1,142	1,142	1,350	1,350
	15	199	199	1,536	1,536	1,735	1,735
	16	246	246	1,850	1,850	2,096	2,096
	17	326	326	2,457	2,457	2,783	2,783
	18	266	266	2,015	2,015	2,281	2,281
	19	185	185	1,167	1,167	1,352	1,352
	20	123	123	803	803	926	926
	21	103	103	638	638	741	741
	22	76	76	428	428	504	504

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 02, 2016	23	53	53	305	305	358	358
	All Hours	3,217	3,217	20,391	20,391	23,608	23,608
March 03, 2016	00	37	37	133	133	170	170
	01	18	18	83	83	101	101
	02	17	17	57	57	74	74
	03	21	21	43	43	64	64
	04	11	11	63	63	74	74
	05	32	32	144	144	176	176
	06	90	90	525	525	615	615
	07	213	213	1,175	1,175	1,388	1,388
	08	203	203	1,191	1,191	1,394	1,394
	09	172	172	939	939	1,111	1,111
	10	171	171	863	863	1,034	1,034
	11	176	176	942	942	1,118	1,118
	12	170	170	946	946	1,116	1,116
	13	179	179	1,102	1,102	1,281	1,281
	14	213	213	1,273	1,273	1,486	1,486
	15	216	216	1,539	1,539	1,755	1,755
	16	272	272	1,956	1,956	2,228	2,228
	17	317	317	2,593	2,593	2,910	2,910
	18	310	310	2,051	2,051	2,361	2,361
	19	185	185	1,198	1,198	1,383	1,383
	20	110	110	800	800	910	910
	21	98	98	684	684	782	782
	22	95	95	471	471	566	566
	23	66	66	326	326	392	392

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 03, 2016	*All Hours*	3,392	3,392	21,097	21,097	24,489	24,489
March 04, 2016	00	37	37	165	165	202	202
	01	22	22	99	99	121	121
	02	20	20	79	79	99	99
	03	17	17	61	61	78	78
	04	22	22	74	74	96	96
	05	30	30	150	150	180	180
	06	90	90	540	540	630	630
	07	217	217	1,139	1,139	1,356	1,356
	08	199	199	1,189	1,189	1,388	1,388
	09	171	171	951	951	1,122	1,122
	10	166	166	871	871	1,037	1,037
	11	157	157	948	948	1,105	1,105
	12	184	184	1,036	1,036	1,220	1,220
	13	195	195	1,186	1,186	1,381	1,381
	14	205	205	1,357	1,357	1,562	1,562
	15	260	260	1,650	1,650	1,910	1,910
	16	261	261	1,901	1,901	2,162	2,162
	17	300	300	2,255	2,255	2,555	2,555
	18	252	252	1,931	1,931	2,183	2,183
	19	212	212	1,115	1,115	1,327	1,327
	20	110	110	692	692	802	802
	21	120	120	678	678	798	798
	22	84	84	574	574	658	658
	23	78	78	470	470	548	548
	All Hours	3,409	3,409	21,111	21,111	24,520	24,520

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 05, 2016	00	62	62	277	277	339	339
	01	44	44	193	193	237	237
	02	24	24	143	143	167	167
	03	16	16	74	74	90	90
	04	20	20	72	72	92	92
	05	27	27	85	85	112	112
	06	38	38	213	213	251	251
	07	76	76	402	402	478	478
	08	106	106	601	601	707	707
	09	160	160	716	716	876	876
	10	161	161	843	843	1,004	1,004
	11	180	180	822	822	1,002	1,002
	12	190	190	892	892	1,082	1,082
	13	165	165	1,012	1,012	1,177	1,177
	14	209	209	1,077	1,077	1,286	1,286
	15	201	201	1,217	1,217	1,418	1,418
	16	234	234	1,223	1,223	1,457	1,457
	17	260	260	1,203	1,203	1,463	1,463
	18	203	203	1,236	1,236	1,439	1,439
	19	172	172	876	876	1,048	1,048
	20	108	108	650	650	758	758
	21	104	104	674	674	778	778
	22	86	86	619	619	705	705
	23	83	83	607	607	690	690
	All Hours	2,929	2,929	15,727	15,727	18,656	18,656
March 06, 2016	00	52	52	348	348	400	400

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 06, 2016	01	56	56	285	285	341	341
	02	41	41	160	160	201	201
	03	29	29	103	103	132	132
	04	30	30	65	65	95	95
	05	23	23	76	76	99	99
	06	32	32	121	121	153	153
	07	47	47	245	245	292	292
	08	75	75	354	354	429	429
	09	110	110	427	427	537	537
	10	146	146	659	659	805	805
	11	179	179	785	785	964	964
	12	207	207	902	902	1,109	1,109
	13	181	181	949	949	1,130	1,130
	14	164	164	899	899	1,063	1,063
	15	185	185	1,129	1,129	1,314	1,314
	16	220	220	1,221	1,221	1,441	1,441
	17	224	224	1,220	1,220	1,444	1,444
	18	205	205	1,148	1,148	1,353	1,353
	19	159	159	870	870	1,029	1,029
	20	115	115	584	584	699	699
	21	83	83	581	581	664	664
	22	65	65	360	360	425	425
	23	46	46	220	220	266	266
	All Hours	2,674	2,674	13,711	13,711	16,385	16,385
March 07, 2016	00	28	28	123	123	151	151
	01	21	21	71	71	92	92

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 07, 2016	02	6	6	45	45	51	51
	03	11	11	26	26	37	37
	04	15	15	58	58	73	73
	05	28	28	145	145	173	173
	06	94	94	540	540	634	634
	07	215	215	1,147	1,147	1,362	1,362
	08	222	222	1,189	1,189	1,411	1,411
	09	208	208	954	954	1,162	1,162
	10	150	150	802	802	952	952
	11	131	131	825	825	956	956
	12	182	182	862	862	1,044	1,044
	13	184	184	1,026	1,026	1,210	1,210
	14	193	193	1,134	1,134	1,327	1,327
	15	205	205	1,423	1,423	1,628	1,628
	16	249	249	1,850	1,850	2,099	2,099
	17	326	326	2,540	2,540	2,866	2,866
	18	317	317	2,215	2,215	2,532	2,532
	19	182	182	1,072	1,072	1,254	1,254
	20	117	117	624	624	741	741
	21	91	91	557	557	648	648
	22	62	62	336	336	398	398
	23	44	44	227	227	271	271
	All Hours	3,281	3,281	19,791	19,791	23,072	23,072
March 08, 2016	00	38	38	130	130	168	168
	01	19	19	78	78	97	97
	02	9	9	57	57	66	66

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 08, 2016	03	12	12	38	38	50	50
	04	13	13	47	47	60	60
	05	36	36	145	145	181	181
	06	90	90	515	515	605	605
	07	233	233	1,220	1,220	1,453	1,453
	08	208	208	1,150	1,150	1,358	1,358
	09	204	204	961	961	1,165	1,165
	10	142	142	802	802	944	944
	11	163	163	906	906	1,069	1,069
	12	185	185	888	888	1,073	1,073
	13	158	158	1,068	1,068	1,226	1,226
	14	192	192	1,171	1,171	1,363	1,363
	15	218	218	1,461	1,461	1,679	1,679
	16	244	244	1,874	1,874	2,118	2,118
	17	357	357	2,544	2,544	2,901	2,901
	18	273	273	2,086	2,086	2,359	2,359
	19	195	195	1,171	1,171	1,366	1,366
	20	123	123	709	709	832	832
	21	94	94	609	609	703	703
	22	65	65	380	380	445	445
	23	52	52	266	266	318	318
	All Hours	3,323	3,323	20,276	20,276	23,599	23,599
March 09, 2016	00	33	33	127	127	160	160
	01	14	14	78	78	92	92
	02	14	14	62	62	76	76
	03	13	13	46	46	59	59

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 09, 2016	04	15	15	55	55	70	70
	05	27	27	174	174	201	201
	06	96	96	536	536	632	632
	07	221	221	1,210	1,210	1,431	1,431
	08	203	203	1,245	1,245	1,448	1,448
	09	199	199	953	953	1,152	1,152
	10	189	189	840	840	1,029	1,029
	11	171	171	881	881	1,052	1,052
	12	165	165	854	854	1,019	1,019
	13	177	177	989	989	1,166	1,166
	14	169	169	1,191	1,191	1,360	1,360
	15	225	225	1,495	1,495	1,720	1,720
	16	268	268	1,884	1,884	2,152	2,152
	17	357	357	2,542	2,542	2,899	2,899
	18	270	270	1,975	1,975	2,245	2,245
	19	180	180	1,104	1,104	1,284	1,284
	20	143	143	735	735	878	878
	21	114	114	697	697	811	811
	22	122	122	793	793	915	915
	23	77	77	338	338	415	415
	All Hours	3,462	3,462	20,804	20,804	24,266	24,266
March 10, 2016	00	30	30	154	154	184	184
	01	18	18	94	94	112	112
	02	13	13	68	68	81	81
	03	17	17	41	41	58	58
	04	15	15	64	64	79	79

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 10, 2016	05	28	28	154	154	182	182
	06	89	89	537	537	626	626
	07	248	248	1,168	1,168	1,416	1,416
	08	218	218	1,200	1,200	1,418	1,418
	09	195	195	1,011	1,011	1,206	1,206
	10	185	185	829	829	1,014	1,014
	11	177	177	819	819	996	996
	12	180	180	920	920	1,100	1,100
	13	173	173	1,124	1,124	1,297	1,297
	14	177	177	1,128	1,128	1,305	1,305
	15	196	196	1,538	1,538	1,734	1,734
	16	286	286	1,898	1,898	2,184	2,184
	17	320	320	2,574	2,574	2,894	2,894
	18	328	328	2,116	2,116	2,444	2,444
	19	189	189	1,270	1,270	1,459	1,459
	20	125	125	758	758	883	883
	21	126	126	677	677	803	803
	22	83	83	445	445	528	528
	23	58	58	315	315	373	373
	All Hours	3,474	3,474	20,902	20,902	24,376	24,376
March 11, 2016	00	29	29	181	181	210	210
	01	24	24	128	128	152	152
	02	17	17	86	86	103	103
	03	10	10	58	58	68	68
	04	13	13	65	65	78	78
	05	32	32	149	149	181	181

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 11, 2016	06	90	90	524	524	614	614
	07	205	205	1,140	1,140	1,345	1,345
	08	221	221	1,233	1,233	1,454	1,454
	09	171	171	936	936	1,107	1,107
	10	159	159	856	856	1,015	1,015
	11	182	182	893	893	1,075	1,075
	12	176	176	940	940	1,116	1,116
	13	198	198	1,094	1,094	1,292	1,292
	14	212	212	1,245	1,245	1,457	1,457
	15	228	228	1,599	1,599	1,827	1,827
	16	274	274	1,914	1,914	2,188	2,188
	17	335	335	2,380	2,380	2,715	2,715
	18	287	287	1,714	1,714	2,001	2,001
	19	191	191	1,104	1,104	1,295	1,295
	20	146	146	704	704	850	850
	21	112	112	679	679	791	791
	22	103	103	628	628	731	731
	23	96	96	535	535	631	631
	All Hours	3,511	3,511	20,785	20,785	24,296	24,296
March 12, 2016	00	52	52	274	274	326	326
	01	51	51	176	176	227	227
	02	32	32	127	127	159	159
	03	11	11	81	81	92	92
	04	35	35	69	69	104	104
	05	27	27	71	71	98	98
	06	38	38	225	225	263	263

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 12, 2016	07	99	99	450	450	549	549
	08	130	130	631	631	761	761
	09	174	174	716	716	890	890
	10	168	168	839	839	1,007	1,007
	11	195	195	850	850	1,045	1,045
	12	194	194	987	987	1,181	1,181
	13	194	194	1,029	1,029	1,223	1,223
	14	189	189	999	999	1,188	1,188
	15	235	235	1,211	1,211	1,446	1,446
	16	231	231	1,373	1,373	1,604	1,604
	17	234	234	1,338	1,338	1,572	1,572
	18	272	272	1,323	1,323	1,595	1,595
	19	175	175	932	932	1,107	1,107
	20	116	116	649	649	765	765
	21	99	99	602	602	701	701
	22	95	95	658	658	753	753
	23	98	98	619	619	717	717
	All Hours	3,144	3,144	16,229	16,229	19,373	19,373
March 13, 2016	00	65	65	352	352	417	417
	01	58	58	223	223	281	281
	03	43	43	170	170	213	213
	04	30	30	122	122	152	152
	05	19	19	90	90	109	109
	06	25	25	105	105	130	130
	07	57	57	192	192	249	249
	08	62	62	291	291	353	353

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 13, 2016	09	89	89	418	418	507	507
	10	131	131	577	577	708	708
	11	144	144	744	744	888	888
	12	152	152	792	792	944	944
	13	173	173	858	858	1,031	1,031
	14	189	189	918	918	1,107	1,107
	15	194	194	992	992	1,186	1,186
	16	216	216	1,111	1,111	1,327	1,327
	17	213	213	1,105	1,105	1,318	1,318
	18	186	186	1,048	1,048	1,234	1,234
	19	159	159	800	800	959	959
	20	141	141	667	667	808	808
	21	98	98	541	541	639	639
	22	103	103	368	368	471	471
	23	53	53	279	279	332	332
	All Hours	2,600	2,600	12,763	12,763	15,363	15,363
March 14, 2016	00	40	40	171	171	211	211
	01	20	20	74	74	94	94
	02	16	16	52	52	68	68
	03	17	17	34	34	51	51
	04	21	21	61	61	82	82
	05	28	28	134	134	162	162
	06	69	69	480	480	549	549
	07	206	206	1,017	1,017	1,223	1,223
	08	222	222	1,184	1,184	1,406	1,406
	09	192	192	942	942	1,134	1,134

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 14, 2016	10	171	171	810	810	981	981
	11	139	139	818	818	957	957
	12	157	157	830	830	987	987
	13	167	167	1,041	1,041	1,208	1,208
	14	172	172	1,119	1,119	1,291	1,291
	15	199	199	1,352	1,352	1,551	1,551
	16	276	276	1,841	1,841	2,117	2,117
	17	319	319	2,574	2,574	2,893	2,893
	18	254	254	1,977	1,977	2,231	2,231
	19	165	165	1,090	1,090	1,255	1,255
	20	138	138	716	716	854	854
	21	94	94	589	589	683	683
	22	87	87	394	394	481	481
	23	44	44	295	295	339	339
	All Hours	3,213	3,213	19,595	19,595	22,808	22,808
March 15, 2016	00	39	39	139	139	178	178
	01	19	19	89	89	108	108
	02	12	12	50	50	62	62
	03	14	14	49	49	63	63
	04	14	14	61	61	75	75
	05	26	26	167	167	193	193
	06	93	93	454	454	547	547
	07	206	206	1,110	1,110	1,316	1,316
	08	240	240	1,255	1,255	1,495	1,495
	09	200	200	1,000	1,000	1,200	1,200
	10	159	159	818	818	977	977

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 15, 2016	11	168	168	896	896	1,064	1,064
	12	146	146	1,006	1,006	1,152	1,152
	13	185	185	1,066	1,066	1,251	1,251
	14	200	200	1,201	1,201	1,401	1,401
	15	198	198	1,467	1,467	1,665	1,665
	16	258	258	1,834	1,834	2,092	2,092
	17	322	322	2,528	2,528	2,850	2,850
	18	284	284	2,167	2,167	2,451	2,451
	19	182	182	1,165	1,165	1,347	1,347
	20	139	139	864	864	1,003	1,003
	21	106	106	667	667	773	773
	22	79	79	500	500	579	579
	23	63	63	284	284	347	347
	All Hours	3,352	3,352	20,837	20,837	24,189	24,189
March 16, 2016	00	47	47	176	176	223	223
	01	18	18	87	87	105	105
	02	8	8	57	57	65	65
	03	10	10	45	45	55	55
	04	19	19	61	61	80	80
	05	26	26	142	142	168	168
	06	86	86	507	507	593	593
	07	239	239	1,126	1,126	1,365	1,365
	08	225	225	1,299	1,299	1,524	1,524
	09	193	193	953	953	1,146	1,146
	10	140	140	796	796	936	936
	11	137	137	880	880	1,017	1,017

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 16, 2016	12	163	163	1,014	1,014	1,177	1,177
	13	210	210	1,051	1,051	1,261	1,261
	14	202	202	1,159	1,159	1,361	1,361
	15	223	223	1,426	1,426	1,649	1,649
	16	269	269	1,914	1,914	2,183	2,183
	17	329	329	2,535	2,535	2,864	2,864
	18	293	293	2,074	2,074	2,367	2,367
	19	180	180	1,249	1,249	1,429	1,429
	20	155	155	910	910	1,065	1,065
	21	132	132	726	726	858	858
	22	111	111	534	534	645	645
	23	72	72	332	332	404	404
	All Hours	3,487	3,487	21,053	21,053	24,540	24,540
March 17, 2016	00	40	40	190	190	230	230
	01	26	26	95	95	121	121
	02	11	11	81	81	92	92
	03	18	18	48	48	66	66
	04	12	12	63	63	75	75
	05	33	33	156	156	189	189
	06	95	95	475	475	570	570
	07	213	213	1,120	1,120	1,333	1,333
	08	210	210	1,237	1,237	1,447	1,447
	09	206	206	972	972	1,178	1,178
	10	181	181	861	861	1,042	1,042
	11	197	197	957	957	1,154	1,154
	12	174	174	1,024	1,024	1,198	1,198

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 17, 2016	13	183	183	1,055	1,055	1,238	1,238
	14	172	172	1,186	1,186	1,358	1,358
	15	214	214	1,497	1,497	1,711	1,711
	16	277	277	1,839	1,839	2,116	2,116
	17	361	361	2,320	2,320	2,681	2,681
	18	279	279	2,030	2,030	2,309	2,309
	19	186	186	1,111	1,111	1,297	1,297
	20	156	156	807	807	963	963
	21	133	133	729	729	862	862
	22	67	67	416	416	483	483
	23	51	51	277	277	328	328
	All Hours	3,495	3,495	20,546	20,546	24,041	24,041
March 18, 2016	00	24	24	178	178	202	202
	01	38	38	113	113	151	151
	02	18	18	98	98	116	116
	03	13	13	68	68	81	81
	04	27	27	76	76	103	103
	05	28	28	153	153	181	181
	06	73	73	458	458	531	531
	07	185	185	961	961	1,146	1,146
	08	199	199	1,150	1,150	1,349	1,349
	09	203	203	1,027	1,027	1,230	1,230
	10	164	164	863	863	1,027	1,027
	11	168	168	857	857	1,025	1,025
	12	173	173	1,097	1,097	1,270	1,270
	13	191	191	1,148	1,148	1,339	1,339

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 18, 2016	14	196	**196**	1,230	**1,230**	**1,426**	**1,426**
	15	245	**245**	1,523	**1,523**	**1,768**	**1,768**
	16	262	**262**	1,723	**1,723**	**1,985**	**1,985**
	17	319	**319**	2,196	**2,196**	**2,515**	**2,515**
	18	312	**312**	1,759	**1,759**	**2,071**	**2,071**
	19	191	**191**	1,107	**1,107**	**1,298**	**1,298**
	20	178	**178**	792	**792**	**970**	**970**
	21	125	**125**	676	**676**	**801**	**801**
	22	117	**117**	637	**637**	**754**	**754**
	23	86	**86**	484	**484**	**570**	**570**
	All Hours	**3,535**	**3,535**	**20,374**	**20,374**	**23,909**	**23,909**
March 19, 2016	00	86	**86**	301	**301**	**387**	**387**
	01	52	**52**	189	**189**	**241**	**241**
	02	43	**43**	133	**133**	**176**	**176**
	03	28	**28**	91	**91**	**119**	**119**
	04	23	**23**	70	**70**	**93**	**93**
	05	29	**29**	92	**92**	**121**	**121**
	06	42	**42**	192	**192**	**234**	**234**
	07	81	**81**	363	**363**	**444**	**444**
	08	119	**119**	564	**564**	**683**	**683**
	09	139	**139**	695	**695**	**834**	**834**
	10	152	**152**	755	**755**	**907**	**907**
	11	192	**192**	862	**862**	**1,054**	**1,054**
	12	180	**180**	963	**963**	**1,143**	**1,143**
	13	214	**214**	1,025	**1,025**	**1,239**	**1,239**
	14	184	**184**	1,068	**1,068**	**1,252**	**1,252**

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 19, 2016	15	196	196	1,085	1,085	1,281	1,281
	16	204	204	1,142	1,142	1,346	1,346
	17	248	248	1,266	1,266	1,514	1,514
	18	213	213	1,075	1,075	1,288	1,288
	19	143	143	817	817	960	960
	20	135	135	633	633	768	768
	21	131	131	612	612	743	743
	22	115	115	652	652	767	767
	23	86	86	517	517	603	603
	All Hours	3,035	3,035	15,162	15,162	18,197	18,197
March 20, 2016	00	74	74	375	375	449	449
	01	45	45	249	249	294	294
	02	47	47	146	146	193	193
	03	21	21	94	94	115	115
	04	21	21	76	76	97	97
	05	14	14	66	66	80	80
	06	21	21	120	120	141	141
	07	44	44	190	190	234	234
	08	53	53	303	303	356	356
	09	102	102	374	374	476	476
	10	135	135	550	550	685	685
	11	145	145	741	741	886	886
	12	163	163	780	780	943	943
	13	181	181	813	813	994	994
	14	144	144	900	900	1,044	1,044
	15	161	161	897	897	1,058	1,058

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 20, 2016	16	165	165	933	933	1,098	1,098
	17	169	169	927	927	1,096	1,096
	18	152	152	906	906	1,058	1,058
	19	164	164	812	812	976	976
	20	111	111	645	645	756	756
	21	93	93	516	516	609	609
	22	79	79	358	358	437	437
	23	50	50	239	239	289	289
	All Hours	2,354	2,354	12,010	12,010	14,364	14,364
March 21, 2016	00	54	54	190	190	244	244
	01	26	26	107	107	133	133
	02	12	12	41	41	53	53
	03	15	15	39	39	54	54
	04	12	12	46	46	58	58
	05	23	23	125	125	148	148
	06	67	67	416	416	483	483
	07	192	192	910	910	1,102	1,102
	08	199	199	1,134	1,134	1,333	1,333
	09	183	183	904	904	1,087	1,087
	10	169	169	832	832	1,001	1,001
	11	168	168	897	897	1,065	1,065
	12	171	171	920	920	1,091	1,091
	13	165	165	958	958	1,123	1,123
	14	160	160	1,022	1,022	1,182	1,182
	15	222	222	1,357	1,357	1,579	1,579
	16	254	254	1,736	1,736	1,990	1,990

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 21, 2016	17	340	340	2,372	2,372	2,712	2,712
	18	221	221	1,777	1,777	1,998	1,998
	19	183	183	1,042	1,042	1,225	1,225
	20	122	122	736	736	858	858
	21	116	116	574	574	690	690
	22	71	71	382	382	453	453
	23	51	51	228	228	279	279
	All Hours	3,196	3,196	18,745	18,745	21,941	21,941
March 22, 2016	00	45	45	152	152	197	197
	01	24	24	85	85	109	109
	02	20	20	44	44	64	64
	03	9	9	49	49	58	58
	04	11	11	48	48	59	59
	05	26	26	129	129	155	155
	06	75	75	416	416	491	491
	07	196	196	892	892	1,088	1,088
	08	218	218	1,127	1,127	1,345	1,345
	09	180	180	941	941	1,121	1,121
	10	181	181	814	814	995	995
	11	161	161	828	828	989	989
	12	149	149	910	910	1,059	1,059
	13	173	173	994	994	1,167	1,167
	14	188	188	1,211	1,211	1,399	1,399
	15	222	222	1,407	1,407	1,629	1,629
	16	256	256	1,652	1,652	1,908	1,908
	17	329	329	2,447	2,447	2,776	2,776

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 22, 2016	18	282	282	2,016	2,016	2,298	2,298
	19	217	217	1,119	1,119	1,336	1,336
	20	132	132	813	813	945	945
	21	110	110	671	671	781	781
	22	87	87	454	454	541	541
	23	55	55	251	251	306	306
	All Hours	3,346	3,346	19,470	19,470	22,816	22,816
March 23, 2016	00	48	48	162	162	210	210
	01	24	24	115	115	139	139
	02	19	19	64	64	83	83
	03	10	10	54	54	64	64
	04	15	15	46	46	61	61
	05	29	29	119	119	148	148
	06	75	75	453	453	528	528
	07	182	182	937	937	1,119	1,119
	08	207	207	1,143	1,143	1,350	1,350
	09	187	187	938	938	1,125	1,125
	10	170	170	816	816	986	986
	11	171	171	937	937	1,108	1,108
	12	161	161	963	963	1,124	1,124
	13	184	184	994	994	1,178	1,178
	14	202	202	1,063	1,063	1,265	1,265
	15	205	205	1,438	1,438	1,643	1,643
	16	278	278	1,788	1,788	2,066	2,066
	17	321	321	2,382	2,382	2,703	2,703
	18	259	259	1,948	1,948	2,207	2,207

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 23, 2016	19	171	171	1,196	1,196	1,367	1,367
	20	144	144	780	780	924	924
	21	126	126	700	700	826	826
	22	98	98	526	526	624	624
	23	67	67	342	342	409	409
	All Hours	3,353	3,353	19,904	19,904	23,257	23,257
March 24, 2016	00	33	33	196	196	229	229
	01	22	22	92	92	114	114
	02	21	21	91	91	112	112
	03	16	16	51	51	67	67
	04	20	20	47	47	67	67
	05	23	23	124	124	147	147
	06	79	79	405	405	484	484
	07	182	182	867	867	1,049	1,049
	08	191	191	1,151	1,151	1,342	1,342
	09	182	182	951	951	1,133	1,133
	10	159	159	854	854	1,013	1,013
	11	161	161	901	901	1,062	1,062
	12	184	184	973	973	1,157	1,157
	13	174	174	1,051	1,051	1,225	1,225
	14	200	200	1,163	1,163	1,363	1,363
	15	228	228	1,499	1,499	1,727	1,727
	16	258	258	1,722	1,722	1,980	1,980
	17	324	324	2,061	2,061	2,385	2,385
	18	218	218	1,389	1,389	1,607	1,607
	19	149	149	973	973	1,122	1,122

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 24, 2016	20	119	119	806	806	925	925
	21	107	107	635	635	742	742
	22	106	106	521	521	627	627
	23	66	66	332	332	398	398
	All Hours	3,222	3,222	18,855	18,855	22,077	22,077
March 25, 2016	00	58	58	185	185	243	243
	01	37	37	137	137	174	174
	02	27	27	94	94	121	121
	03	11	11	68	68	79	79
	04	16	16	73	73	89	89
	05	33	33	127	127	160	160
	06	56	56	358	358	414	414
	07	171	171	766	766	937	937
	08	183	183	976	976	1,159	1,159
	09	205	205	923	923	1,128	1,128
	10	199	199	867	867	1,066	1,066
	11	188	188	911	911	1,099	1,099
	12	192	192	1,137	1,137	1,329	1,329
	13	173	173	1,134	1,134	1,307	1,307
	14	217	217	1,276	1,276	1,493	1,493
	15	258	258	1,431	1,431	1,689	1,689
	16	275	275	1,666	1,666	1,941	1,941
	17	309	309	1,910	1,910	2,219	2,219
	18	228	228	1,265	1,265	1,493	1,493
	19	160	160	888	888	1,048	1,048
	20	117	117	669	669	786	786

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 25, 2016	21	133	133	592	592	725	725
	22	122	122	584	584	706	706
	23	80	80	459	459	539	539
	All Hours	3,448	3,448	18,496	18,496	21,944	21,944
March 26, 2016	00	71	71	262	262	333	333
	01	54	54	210	210	264	264
	02	40	40	117	117	157	157
	03	18	18	83	83	101	101
	04	19	19	69	69	88	88
	05	25	25	108	108	133	133
	06	43	43	209	209	252	252
	07	78	78	297	297	375	375
	08	110	110	500	500	610	610
	09	143	143	620	620	763	763
	10	211	211	823	823	1,034	1,034
	11	218	218	848	848	1,066	1,066
	12	199	199	902	902	1,101	1,101
	13	201	201	973	973	1,174	1,174
	14	203	203	1,087	1,087	1,290	1,290
	15	208	208	1,071	1,071	1,279	1,279
	16	224	224	1,143	1,143	1,367	1,367
	17	231	231	1,196	1,196	1,427	1,427
	18	229	229	1,093	1,093	1,322	1,322
	19	188	188	948	948	1,136	1,136
	20	140	140	730	730	870	870
	21	102	102	621	621	723	723

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 26, 2016	22	119	119	654	654	773	773
	23	104	104	541	541	645	645
	All Hours	3,178	3,178	15,105	15,105	18,283	18,283
March 27, 2016	00	72	72	367	367	439	439
	01	53	53	249	249	302	302
	02	50	50	138	138	188	188
	03	28	28	98	98	126	126
	04	26	26	73	73	99	99
	05	26	26	54	54	80	80
	06	20	20	104	104	124	124
	07	42	42	183	183	225	225
	08	56	56	299	299	355	355
	09	103	103	419	419	522	522
	10	152	152	588	588	740	740
	11	137	137	684	684	821	821
	12	177	177	776	776	953	953
	13	200	200	1,027	1,027	1,227	1,227
	14	181	181	986	986	1,167	1,167
	15	178	178	1,044	1,044	1,222	1,222
	16	183	183	933	933	1,116	1,116
	17	182	182	914	914	1,096	1,096
	18	176	176	922	922	1,098	1,098
	19	141	141	808	808	949	949
	20	139	139	744	744	883	883
	21	111	111	519	519	630	630
	22	68	68	351	351	419	419

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 27, 2016	23	50	50	195	195	245	245
	All Hours	2,551	2,551	12,475	12,475	15,026	15,026
March 28, 2016	00	29	29	140	140	169	169
	01	15	15	62	62	77	77
	02	20	20	47	47	67	67
	03	9	9	32	32	41	41
	04	26	26	58	58	84	84
	05	22	22	141	141	163	163
	06	86	86	491	491	577	577
	07	208	208	1,037	1,037	1,245	1,245
	08	190	190	1,116	1,116	1,306	1,306
	09	214	214	890	890	1,104	1,104
	10	150	150	864	864	1,014	1,014
	11	175	175	800	800	975	975
	12	179	179	960	960	1,139	1,139
	13	181	181	1,023	1,023	1,204	1,204
	14	204	204	1,081	1,081	1,285	1,285
	15	202	202	1,432	1,432	1,634	1,634
	16	255	255	1,835	1,835	2,090	2,090
	17	334	334	2,488	2,488	2,822	2,822
	18	244	244	1,768	1,768	2,012	2,012
	19	207	207	1,052	1,052	1,259	1,259
	20	144	144	772	772	916	916
	21	101	101	556	556	657	657
	22	85	85	422	422	507	507
	23	51	51	247	247	298	298

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 28, 2016	*All Hours*	3,331	3,331	19,314	19,314	22,645	22,645
March 29, 2016	00	33	33	122	122	155	155
	01	18	18	79	79	97	97
	02	15	15	46	46	61	61
	03	15	15	45	45	60	60
	04	10	10	52	52	62	62
	05	26	26	134	134	160	160
	06	79	79	517	517	596	596
	07	210	210	1,118	1,118	1,328	1,328
	08	205	205	1,248	1,248	1,453	1,453
	09	198	198	938	938	1,136	1,136
	10	175	175	814	814	989	989
	11	147	147	824	824	971	971
	12	161	161	927	927	1,088	1,088
	13	183	183	1,062	1,062	1,245	1,245
	14	211	211	1,243	1,243	1,454	1,454
	15	242	242	1,430	1,430	1,672	1,672
	16	260	260	1,634	1,634	1,894	1,894
	17	278	278	2,174	2,174	2,452	2,452
	18	347	347	2,212	2,212	2,559	2,559
	19	187	187	1,191	1,191	1,378	1,378
	20	110	110	628	628	738	738
	21	101	101	546	546	647	647
	22	53	53	385	385	438	438
	23	60	60	275	275	335	335
	All Hours	3,324	3,324	19,644	19,644	22,968	22,968

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 30, 2016	00	26	26	154	154	180	180
	01	23	23	90	90	113	113
	02	18	18	53	53	71	71
	03	13	13	42	42	55	55
	04	9	9	48	48	57	57
	05	20	20	128	128	148	148
	06	84	84	474	474	558	558
	07	186	186	1,053	1,053	1,239	1,239
	08	207	207	1,187	1,187	1,394	1,394
	09	195	195	969	969	1,164	1,164
	10	134	134	794	794	928	928
	11	149	149	800	800	949	949
	12	153	153	880	880	1,033	1,033
	13	211	211	1,077	1,077	1,288	1,288
	14	157	157	1,137	1,137	1,294	1,294
	15	225	225	1,377	1,377	1,602	1,602
	16	294	294	1,796	1,796	2,090	2,090
	17	346	346	2,334	2,334	2,680	2,680
	18	305	305	2,045	2,045	2,350	2,350
	19	198	198	1,220	1,220	1,418	1,418
	20	117	117	821	821	938	938
	21	134	134	638	638	772	772
	22	91	91	461	461	552	552
	23	52	52	255	255	307	307
	All Hours	3,347	3,347	19,833	19,833	23,180	23,180
March 31, 2016	00	30	30	151	151	181	181

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 31, 2016	01	20	20	91	91	111	111
	02	21	21	59	59	80	80
	03	14	14	39	39	53	53
	04	14	14	70	70	84	84
	05	36	36	152	152	188	188
	06	90	90	452	452	542	542
	07	207	207	1,093	1,093	1,300	1,300
	08	234	234	1,185	1,185	1,419	1,419
	09	215	215	986	986	1,201	1,201
	10	150	150	847	847	997	997
	11	174	174	913	913	1,087	1,087
	12	182	182	894	894	1,076	1,076
	13	179	179	1,064	1,064	1,243	1,243
	14	202	202	1,165	1,165	1,367	1,367
	15	233	233	1,331	1,331	1,564	1,564
	16	313	313	1,864	1,864	2,177	2,177
	17	351	351	2,374	2,374	2,725	2,725
	18	321	321	2,170	2,170	2,491	2,491
	19	216	216	1,295	1,295	1,511	1,511
	20	158	158	886	886	1,044	1,044
	21	123	123	709	709	832	832
	22	95	95	502	502	597	597
	23	69	69	344	344	413	413
	All Hours	3,647	3,647	20,636	20,636	24,283	24,283
Report Total		100,051	100,051	576,040	576,040	676,091	676,091

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

Enterprise: Turnpike System
Segment: Sawgrass Expressway
Facility: (005403) SR869 Deerfield B Main NB MP20

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 01, 2016	00	19	19	97	97	116	116
	01	17	17	82	82	99	99
	02	11	11	72	72	83	83
	03	20	20	59	59	79	79
	04	12	12	169	169	181	181
	05	37	37	382	382	419	419
	06	117	117	1,394	1,394	1,511	1,511
	07	316	316	3,427	3,427	3,743	3,743
	08	262	262	2,787	2,787	3,049	3,049
	09	194	194	1,766	1,766	1,960	1,960
	10	157	157	1,259	1,259	1,416	1,416
	11	130	130	1,101	1,101	1,231	1,231
	12	131	131	1,104	1,104	1,235	1,235
	13	128	128	1,046	1,046	1,174	1,174
	14	151	151	1,224	1,224	1,375	1,375
	15	196	196	1,438	1,438	1,634	1,634
	16	188	188	1,770	1,770	1,958	1,958
	17	259	259	2,053	2,053	2,312	2,312
	18	195	195	1,488	1,488	1,683	1,683
	19	120	120	795	795	915	915
	20	90	90	554	554	644	644
	21	60	60	423	423	483	483

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 01, 2016	22	50	50	319	319	369	369
	23	34	34	167	167	201	201
	All Hours	2,894	2,894	24,976	24,976	27,870	27,870
March 02, 2016	00	19	19	95	95	114	114
	01	18	18	76	76	94	94
	02	13	13	52	52	65	65
	03	15	15	74	74	89	89
	04	22	22	154	154	176	176
	05	37	37	391	391	428	428
	06	113	113	1,348	1,348	1,461	1,461
	07	323	323	3,427	3,427	3,750	3,750
	08	279	279	2,748	2,748	3,027	3,027
	09	198	198	1,853	1,853	2,051	2,051
	10	132	132	1,294	1,294	1,426	1,426
	11	148	148	1,125	1,125	1,273	1,273
	12	117	117	857	857	974	974
	13	153	153	1,172	1,172	1,325	1,325
	14	138	138	1,114	1,114	1,252	1,252
	15	203	203	1,504	1,504	1,707	1,707
	16	213	213	1,824	1,824	2,037	2,037
	17	230	230	2,023	2,023	2,253	2,253
	18	162	162	1,438	1,438	1,600	1,600
	19	123	123	860	860	983	983
	20	94	94	589	589	683	683
	21	60	60	442	442	502	502
	22	45	45	304	304	349	349

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 02, 2016	23	40	40	144	144	184	184
	All Hours	2,895	2,895	24,908	24,908	27,803	27,803
March 03, 2016	00	22	22	113	113	135	135
	01	18	18	92	92	110	110
	02	16	16	71	71	87	87
	03	25	25	71	71	96	96
	04	23	23	164	164	187	187
	05	35	35	419	419	454	454
	06	140	140	1,381	1,381	1,521	1,521
	07	317	317	3,380	3,380	3,697	3,697
	08	283	283	2,821	2,821	3,104	3,104
	09	211	211	1,908	1,908	2,119	2,119
	10	171	171	1,382	1,382	1,553	1,553
	11	156	156	1,169	1,169	1,325	1,325
	12	153	153	1,187	1,187	1,340	1,340
	13	158	158	1,151	1,151	1,309	1,309
	14	169	169	1,246	1,246	1,415	1,415
	15	196	196	1,557	1,557	1,753	1,753
	16	220	220	1,932	1,932	2,152	2,152
	17	264	264	2,180	2,180	2,444	2,444
	18	215	215	1,617	1,617	1,832	1,832
	19	134	134	887	887	1,021	1,021
	20	83	83	609	609	692	692
	21	72	72	472	472	544	544
	22	78	78	413	413	491	491
	23	53	53	200	200	253	253

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 03, 2016	***All Hours***	**3,212**	**3,212**	**26,422**	**26,422**	**29,634**	**29,634**
March 04, 2016	**00**	20	**20**	122	**122**	**142**	**142**
	01	17	**17**	111	**111**	**128**	**128**
	02	16	**16**	84	**84**	**100**	**100**
	03	16	**16**	81	**81**	**97**	**97**
	04	16	**16**	166	**166**	**182**	**182**
	05	38	**38**	382	**382**	**420**	**420**
	06	117	**117**	1,346	**1,346**	**1,463**	**1,463**
	07	307	**307**	3,276	**3,276**	**3,583**	**3,583**
	08	277	**277**	2,732	**2,732**	**3,009**	**3,009**
	09	224	**224**	1,816	**1,816**	**2,040**	**2,040**
	10	175	**175**	1,445	**1,445**	**1,620**	**1,620**
	11	178	**178**	1,346	**1,346**	**1,524**	**1,524**
	12	159	**159**	1,233	**1,233**	**1,392**	**1,392**
	13	154	**154**	1,317	**1,317**	**1,471**	**1,471**
	14	168	**168**	1,491	**1,491**	**1,659**	**1,659**
	15	207	**207**	1,810	**1,810**	**2,017**	**2,017**
	16	237	**237**	2,097	**2,097**	**2,334**	**2,334**
	17	289	**289**	2,181	**2,181**	**2,470**	**2,470**
	18	237	**237**	1,808	**1,808**	**2,045**	**2,045**
	19	144	**144**	1,097	**1,097**	**1,241**	**1,241**
	20	119	**119**	737	**737**	**856**	**856**
	21	105	**105**	571	**571**	**676**	**676**
	22	75	**75**	580	**580**	**655**	**655**
	23	38	**38**	284	**284**	**322**	**322**
	All Hours	**3,333**	**3,333**	**28,113**	**28,113**	**31,446**	**31,446**

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 05, 2016	00	39	39	179	179	218	218
	01	20	20	121	121	141	141
	02	14	14	71	71	85	85
	03	12	12	70	70	82	82
	04	13	13	122	122	135	135
	05	32	32	221	221	253	253
	06	69	69	532	532	601	601
	07	107	107	936	936	1,043	1,043
	08	140	140	1,161	1,161	1,301	1,301
	09	174	174	1,337	1,337	1,511	1,511
	10	168	168	1,319	1,319	1,487	1,487
	11	179	179	1,440	1,440	1,619	1,619
	12	163	163	1,393	1,393	1,556	1,556
	13	177	177	1,260	1,260	1,437	1,437
	14	159	159	1,242	1,242	1,401	1,401
	15	156	156	1,170	1,170	1,326	1,326
	16	170	170	1,150	1,150	1,320	1,320
	17	159	159	1,226	1,226	1,385	1,385
	18	148	148	1,209	1,209	1,357	1,357
	19	152	152	918	918	1,070	1,070
	20	108	108	654	654	762	762
	21	95	95	593	593	688	688
	22	105	105	696	696	801	801
	23	56	56	351	351	407	407
	All Hours	2,615	2,615	19,371	19,371	21,986	21,986
March 06, 2016	00	34	34	224	224	258	258

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 06, 2016	01	48	48	176	176	224	224
	02	14	14	103	103	117	117
	03	16	16	72	72	88	88
	04	16	16	99	99	115	115
	05	24	24	139	139	163	163
	06	33	33	336	336	369	369
	07	65	65	490	490	555	555
	08	81	81	616	616	697	697
	09	124	124	893	893	1,017	1,017
	10	133	133	1,054	1,054	1,187	1,187
	11	153	153	1,285	1,285	1,438	1,438
	12	143	143	1,246	1,246	1,389	1,389
	13	131	131	1,198	1,198	1,329	1,329
	14	167	167	1,107	1,107	1,274	1,274
	15	139	139	1,137	1,137	1,276	1,276
	16	171	171	1,262	1,262	1,433	1,433
	17	135	135	1,095	1,095	1,230	1,230
	18	174	174	1,016	1,016	1,190	1,190
	19	126	126	881	881	1,007	1,007
	20	97	97	622	622	719	719
	21	83	83	380	380	463	463
	22	44	44	261	261	305	305
	23	37	37	124	124	161	161
	All Hours	2,188	2,188	15,816	15,816	18,004	18,004
March 07, 2016	00	32	32	84	84	116	116
	01	20	20	73	73	93	93

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 07, 2016	02	9	9	63	63	72	72
	03	21	21	61	61	82	82
	04	18	18	146	146	164	164
	05	48	48	436	436	484	484
	06	134	134	1,421	1,421	1,555	1,555
	07	312	312	3,354	3,354	3,666	3,666
	08	277	277	2,676	2,676	2,953	2,953
	09	205	205	1,672	1,672	1,877	1,877
	10	172	172	1,268	1,268	1,440	1,440
	11	157	157	1,058	1,058	1,215	1,215
	12	132	132	1,062	1,062	1,194	1,194
	13	130	130	988	988	1,118	1,118
	14	148	148	1,161	1,161	1,309	1,309
	15	170	170	1,389	1,389	1,559	1,559
	16	201	201	1,600	1,600	1,801	1,801
	17	244	244	1,995	1,995	2,239	2,239
	18	177	177	1,310	1,310	1,487	1,487
	19	113	113	759	759	872	872
	20	87	87	571	571	658	658
	21	73	73	393	393	466	466
	22	72	72	387	387	459	459
	23	129	129	916	916	1,045	1,045
	All Hours	3,081	3,081	24,843	24,843	27,924	27,924
March 08, 2016	00	31	31	130	130	161	161
	01	20	20	66	66	86	86
	02	20	20	49	49	69	69

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 08, 2016	03	13	13	64	64	77	77
	04	23	23	126	126	149	149
	05	32	32	423	423	455	455
	06	127	127	1,348	1,348	1,475	1,475
	07	325	325	3,515	3,515	3,840	3,840
	08	281	281	2,697	2,697	2,978	2,978
	09	198	198	1,927	1,927	2,125	2,125
	10	138	138	1,257	1,257	1,395	1,395
	11	128	128	1,152	1,152	1,280	1,280
	12	135	135	1,108	1,108	1,243	1,243
	13	152	152	1,074	1,074	1,226	1,226
	14	170	170	1,160	1,160	1,330	1,330
	15	179	179	1,422	1,422	1,601	1,601
	16	189	189	1,821	1,821	2,010	2,010
	17	242	242	2,045	2,045	2,287	2,287
	18	196	196	1,490	1,490	1,686	1,686
	19	131	131	867	867	998	998
	20	97	97	565	565	662	662
	21	82	82	432	432	514	514
	22	62	62	299	299	361	361
	23	39	39	159	159	198	198
	All Hours	3,010	3,010	25,196	25,196	28,206	28,206
March 09, 2016	00	20	20	110	110	130	130
	01	12	12	68	68	80	80
	02	5	5	69	69	74	74
	03	10	10	58	58	68	68

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 09, 2016	04	17	17	150	150	167	167
	05	28	28	409	409	437	437
	06	129	129	1,362	1,362	1,491	1,491
	07	315	315	3,405	3,405	3,720	3,720
	08	271	271	2,647	2,647	2,918	2,918
	09	200	200	1,827	1,827	2,027	2,027
	10	148	148	1,215	1,215	1,363	1,363
	11	127	127	1,190	1,190	1,317	1,317
	12	130	130	1,086	1,086	1,216	1,216
	13	129	129	1,154	1,154	1,283	1,283
	14	162	162	1,200	1,200	1,362	1,362
	15	175	175	1,577	1,577	1,752	1,752
	16	238	238	1,895	1,895	2,133	2,133
	17	257	257	2,073	2,073	2,330	2,330
	18	207	207	1,490	1,490	1,697	1,697
	19	124	124	814	814	938	938
	20	93	93	623	623	716	716
	21	88	88	450	450	538	538
	22	58	58	333	333	391	391
	23	34	34	193	193	227	227
	All Hours	2,977	2,977	25,398	25,398	28,375	28,375
March 10, 2016	00	20	20	96	96	116	116
	01	19	19	83	83	102	102
	02	11	11	54	54	65	65
	03	17	17	41	41	58	58
	04	15	15	134	134	149	149

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 10, 2016	05	37	37	413	413	450	450
	06	131	131	1,391	1,391	1,522	1,522
	07	328	328	3,428	3,428	3,756	3,756
	08	290	290	2,722	2,722	3,012	3,012
	09	200	200	1,840	1,840	2,040	2,040
	10	147	147	1,376	1,376	1,523	1,523
	11	168	168	1,233	1,233	1,401	1,401
	12	158	158	1,140	1,140	1,298	1,298
	13	149	149	1,111	1,111	1,260	1,260
	14	161	161	1,282	1,282	1,443	1,443
	15	187	187	1,626	1,626	1,813	1,813
	16	224	224	1,886	1,886	2,110	2,110
	17	251	251	2,138	2,138	2,389	2,389
	18	201	201	1,568	1,568	1,769	1,769
	19	109	109	925	925	1,034	1,034
	20	94	94	637	637	731	731
	21	72	72	536	536	608	608
	22	103	103	678	678	781	781
	23	40	40	271	271	311	311
	All Hours	3,132	3,132	26,609	26,609	29,741	29,741
March 11, 2016	00	34	34	148	148	182	182
	01	18	18	83	83	101	101
	02	17	17	53	53	70	70
	03	14	14	61	61	75	75
	04	15	15	133	133	148	148
	05	51	51	398	398	449	449

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 11, 2016	06	134	134	1,347	1,347	1,481	1,481
	07	301	301	3,266	3,266	3,567	3,567
	08	265	265	2,549	2,549	2,814	2,814
	09	231	231	1,885	1,885	2,116	2,116
	10	203	203	1,385	1,385	1,588	1,588
	11	189	189	1,307	1,307	1,496	1,496
	12	182	182	1,365	1,365	1,547	1,547
	13	183	183	1,317	1,317	1,500	1,500
	14	190	190	1,534	1,534	1,724	1,724
	15	204	204	1,751	1,751	1,955	1,955
	16	271	271	2,037	2,037	2,308	2,308
	17	275	275	2,043	2,043	2,318	2,318
	18	237	237	1,684	1,684	1,921	1,921
	19	178	178	1,043	1,043	1,221	1,221
	20	142	142	660	660	802	802
	21	104	104	593	593	697	697
	22	84	84	436	436	520	520
	23	69	69	286	286	355	355
	All Hours	3,591	3,591	27,364	27,364	30,955	30,955
March 12, 2016	00	39	39	174	174	213	213
	01	40	40	109	109	149	149
	02	13	13	70	70	83	83
	03	18	18	53	53	71	71
	04	13	13	89	89	102	102
	05	27	27	256	256	283	283
	06	67	67	532	532	599	599

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 12, 2016	07	98	98	922	922	1,020	1,020
	08	171	171	1,192	1,192	1,363	1,363
	09	180	180	1,246	1,246	1,426	1,426
	10	188	188	1,328	1,328	1,516	1,516
	11	176	176	1,348	1,348	1,524	1,524
	12	167	167	1,326	1,326	1,493	1,493
	13	181	181	1,223	1,223	1,404	1,404
	14	188	188	1,224	1,224	1,412	1,412
	15	167	167	1,185	1,185	1,352	1,352
	16	142	142	1,215	1,215	1,357	1,357
	17	170	170	1,253	1,253	1,423	1,423
	18	162	162	1,171	1,171	1,333	1,333
	19	149	149	933	933	1,082	1,082
	20	90	90	670	670	760	760
	21	114	114	664	664	778	778
	22	150	150	1,235	1,235	1,385	1,385
	23	84	84	580	580	664	664
	All Hours	2,794	2,794	19,998	19,998	22,792	22,792
March 13, 2016	00	48	48	223	223	271	271
	01	37	37	112	112	149	149
	03	30	30	99	99	129	129
	04	16	16	101	101	117	117
	05	28	28	172	172	200	200
	06	47	47	284	284	331	331
	07	59	59	422	422	481	481
	08	91	91	537	537	628	628

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 13, 2016	09	107	107	861	861	968	968
	10	163	163	1,002	1,002	1,165	1,165
	11	162	162	1,211	1,211	1,373	1,373
	12	160	160	1,208	1,208	1,368	1,368
	13	167	167	1,175	1,175	1,342	1,342
	14	153	153	1,212	1,212	1,365	1,365
	15	172	172	1,108	1,108	1,280	1,280
	16	163	163	1,172	1,172	1,335	1,335
	17	151	151	1,097	1,097	1,248	1,248
	18	139	139	998	998	1,137	1,137
	19	117	117	798	798	915	915
	20	130	130	693	693	823	823
	21	70	70	509	509	579	579
	22	82	82	342	342	424	424
	23	46	46	219	219	265	265
	All Hours	2,338	2,338	15,555	15,555	17,893	17,893
March 14, 2016	00	29	29	122	122	151	151
	01	28	28	68	68	96	96
	02	13	13	48	48	61	61
	03	14	14	81	81	95	95
	04	13	13	158	158	171	171
	05	47	47	416	416	463	463
	06	120	120	1,231	1,231	1,351	1,351
	07	298	298	3,152	3,152	3,450	3,450
	08	293	293	2,833	2,833	3,126	3,126
	09	172	172	1,860	1,860	2,032	2,032

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 14, 2016	10	171	171	1,321	1,321	1,492	1,492
	11	167	167	1,161	1,161	1,328	1,328
	12	169	169	1,088	1,088	1,257	1,257
	13	137	137	1,045	1,045	1,182	1,182
	14	149	149	1,171	1,171	1,320	1,320
	15	194	194	1,450	1,450	1,644	1,644
	16	197	197	1,746	1,746	1,943	1,943
	17	240	240	2,041	2,041	2,281	2,281
	18	198	198	1,441	1,441	1,639	1,639
	19	126	126	833	833	959	959
	20	90	90	549	549	639	639
	21	69	69	425	425	494	494
	22	54	54	284	284	338	338
	23	40	40	148	148	188	188
	All Hours	3,028	3,028	24,672	24,672	27,700	27,700
March 15, 2016	00	23	23	100	100	123	123
	01	15	15	62	62	77	77
	02	13	13	48	48	61	61
	03	12	12	73	73	85	85
	04	15	15	185	185	200	200
	05	35	35	430	430	465	465
	06	114	114	1,273	1,273	1,387	1,387
	07	293	293	3,217	3,217	3,510	3,510
	08	291	291	2,859	2,859	3,150	3,150
	09	209	209	2,025	2,025	2,234	2,234
	10	159	159	1,331	1,331	1,490	1,490

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 15, 2016	11	158	158	1,141	1,141	1,299	1,299
	12	146	146	1,102	1,102	1,248	1,248
	13	140	140	1,050	1,050	1,190	1,190
	14	169	169	1,210	1,210	1,379	1,379
	15	152	152	1,466	1,466	1,618	1,618
	16	217	217	1,750	1,750	1,967	1,967
	17	264	264	2,157	2,157	2,421	2,421
	18	217	217	1,599	1,599	1,816	1,816
	19	139	139	868	868	1,007	1,007
	20	114	114	583	583	697	697
	21	68	68	424	424	492	492
	22	64	64	291	291	355	355
	23	41	41	192	192	233	233
	All Hours	3,068	3,068	25,436	25,436	28,504	28,504
March 16, 2016	00	22	22	109	109	131	131
	01	12	12	72	72	84	84
	02	14	14	43	43	57	57
	03	9	9	73	73	82	82
	04	16	16	150	150	166	166
	05	38	38	424	424	462	462
	06	127	127	1,307	1,307	1,434	1,434
	07	307	307	3,266	3,266	3,573	3,573
	08	312	312	2,824	2,824	3,136	3,136
	09	241	241	1,915	1,915	2,156	2,156
	10	162	162	1,343	1,343	1,505	1,505
	11	157	157	1,193	1,193	1,350	1,350

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 16, 2016	12	173	173	1,072	1,072	1,245	1,245
	13	143	143	1,173	1,173	1,316	1,316
	14	174	174	1,321	1,321	1,495	1,495
	15	184	184	1,548	1,548	1,732	1,732
	16	251	251	1,855	1,855	2,106	2,106
	17	282	282	2,101	2,101	2,383	2,383
	18	221	221	1,606	1,606	1,827	1,827
	19	145	145	924	924	1,069	1,069
	20	100	100	621	621	721	721
	21	77	77	505	505	582	582
	22	48	48	303	303	351	351
	23	29	29	158	158	187	187
	All Hours	3,244	3,244	25,906	25,906	29,150	29,150
March 17, 2016	00	12	12	88	88	100	100
	01	14	14	48	48	62	62
	02	8	8	43	43	51	51
	03	14	14	73	73	87	87
	04	18	18	165	165	183	183
	05	40	40	421	421	461	461
	06	128	128	1,274	1,274	1,402	1,402
	07	250	250	2,673	2,673	2,923	2,923
	08	273	273	2,434	2,434	2,707	2,707
	09	217	217	2,058	2,058	2,275	2,275
	10	187	187	1,378	1,378	1,565	1,565
	11	169	169	1,293	1,293	1,462	1,462
	12	181	181	1,273	1,273	1,454	1,454

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 17, 2016	13	180	180	1,299	1,299	1,479	1,479
	14	174	174	1,425	1,425	1,599	1,599
	15	216	216	1,635	1,635	1,851	1,851
	16	235	235	1,914	1,914	2,149	2,149
	17	249	249	2,265	2,265	2,514	2,514
	18	220	220	1,794	1,794	2,014	2,014
	19	157	157	957	957	1,114	1,114
	20	108	108	641	641	749	749
	21	85	85	524	524	609	609
	22	74	74	393	393	467	467
	23	47	47	230	230	277	277
	All Hours	3,256	3,256	26,298	26,298	29,554	29,554
March 18, 2016	00	26	26	163	163	189	189
	01	25	25	94	94	119	119
	02	18	18	81	81	99	99
	03	11	11	74	74	85	85
	04	24	24	155	155	179	179
	05	43	43	420	420	463	463
	06	112	112	1,202	1,202	1,314	1,314
	07	286	286	2,784	2,784	3,070	3,070
	08	259	259	2,400	2,400	2,659	2,659
	09	217	217	1,906	1,906	2,123	2,123
	10	206	206	1,503	1,503	1,709	1,709
	11	174	174	1,354	1,354	1,528	1,528
	12	189	189	1,384	1,384	1,573	1,573
	13	178	178	1,448	1,448	1,626	1,626

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 18, 2016	14	162	162	1,432	1,432	1,594	1,594
	15	184	184	1,703	1,703	1,887	1,887
	16	274	274	2,037	2,037	2,311	2,311
	17	295	295	2,127	2,127	2,422	2,422
	18	218	218	1,549	1,549	1,767	1,767
	19	176	176	1,076	1,076	1,252	1,252
	20	134	134	797	797	931	931
	21	114	114	559	559	673	673
	22	102	102	486	486	588	588
	23	62	62	336	336	398	398
	All Hours	3,489	3,489	27,070	27,070	30,559	30,559
March 19, 2016	00	42	42	193	193	235	235
	01	37	37	115	115	152	152
	02	20	20	81	81	101	101
	03	27	27	71	71	98	98
	04	22	22	142	142	164	164
	05	33	33	249	249	282	282
	06	56	56	511	511	567	567
	07	98	98	864	864	962	962
	08	148	148	1,058	1,058	1,206	1,206
	09	170	170	1,208	1,208	1,378	1,378
	10	185	185	1,322	1,322	1,507	1,507
	11	169	169	1,359	1,359	1,528	1,528
	12	185	185	1,316	1,316	1,501	1,501
	13	175	175	1,245	1,245	1,420	1,420
	14	187	187	1,164	1,164	1,351	1,351

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 19, 2016	15	189	189	1,121	1,121	1,310	1,310
	16	204	204	1,214	1,214	1,418	1,418
	17	148	148	1,256	1,256	1,404	1,404
	18	177	177	1,043	1,043	1,220	1,220
	19	135	135	846	846	981	981
	20	95	95	680	680	775	775
	21	122	122	560	560	682	682
	22	166	166	1,275	1,275	1,441	1,441
	23	72	72	462	462	534	534
	All Hours	2,862	2,862	19,355	19,355	22,217	22,217
March 20, 2016	00	65	65	252	252	317	317
	01	39	39	152	152	191	191
	02	28	28	99	99	127	127
	03	20	20	72	72	92	92
	04	17	17	99	99	116	116
	05	16	16	160	160	176	176
	06	34	34	292	292	326	326
	07	48	48	377	377	425	425
	08	93	93	537	537	630	630
	09	110	110	761	761	871	871
	10	150	150	1,038	1,038	1,188	1,188
	11	153	153	1,176	1,176	1,329	1,329
	12	175	175	1,243	1,243	1,418	1,418
	13	145	145	1,134	1,134	1,279	1,279
	14	157	157	1,025	1,025	1,182	1,182
	15	158	158	1,058	1,058	1,216	1,216

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 20, 2016	16	149	149	1,060	1,060	1,209	1,209
	17	140	140	990	990	1,130	1,130
	18	136	136	846	846	982	982
	19	113	113	697	697	810	810
	20	123	123	610	610	733	733
	21	72	72	449	449	521	521
	22	57	57	318	318	375	375
	23	32	32	183	183	215	215
	All Hours	2,230	2,230	14,628	14,628	16,858	16,858
March 21, 2016	00	32	32	117	117	149	149
	01	18	18	61	61	79	79
	02	10	10	47	47	57	57
	03	18	18	70	70	88	88
	04	15	15	161	161	176	176
	05	48	48	391	391	439	439
	06	99	99	1,147	1,147	1,246	1,246
	07	284	284	2,714	2,714	2,998	2,998
	08	274	274	2,516	2,516	2,790	2,790
	09	209	209	1,740	1,740	1,949	1,949
	10	169	169	1,349	1,349	1,518	1,518
	11	162	162	1,263	1,263	1,425	1,425
	12	139	139	1,193	1,193	1,332	1,332
	13	134	134	1,088	1,088	1,222	1,222
	14	154	154	1,142	1,142	1,296	1,296
	15	184	184	1,327	1,327	1,511	1,511
	16	197	197	1,599	1,599	1,796	1,796

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 21, 2016	17	257	257	1,865	1,865	2,122	2,122
	18	174	174	1,440	1,440	1,614	1,614
	19	140	140	796	796	936	936
	20	101	101	522	522	623	623
	21	85	85	425	425	510	510
	22	59	59	284	284	343	343
	23	33	33	192	192	225	225
	All Hours	2,995	2,995	23,449	23,449	26,444	26,444
March 22, 2016	00	22	22	99	99	121	121
	01	22	22	51	51	73	73
	02	12	12	65	65	77	77
	03	14	14	54	54	68	68
	04	19	19	148	148	167	167
	05	32	32	396	396	428	428
	06	112	112	1,167	1,167	1,279	1,279
	07	286	286	2,862	2,862	3,148	3,148
	08	270	270	2,634	2,634	2,904	2,904
	09	195	195	1,837	1,837	2,032	2,032
	10	166	166	1,396	1,396	1,562	1,562
	11	160	160	1,174	1,174	1,334	1,334
	12	182	182	1,188	1,188	1,370	1,370
	13	138	138	1,165	1,165	1,303	1,303
	14	168	168	1,178	1,178	1,346	1,346
	15	184	184	1,433	1,433	1,617	1,617
	16	195	195	1,731	1,731	1,926	1,926
	17	254	254	2,040	2,040	2,294	2,294

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 22, 2016	18	222	222	1,462	1,462	1,684	1,684
	19	126	126	840	840	966	966
	20	108	108	579	579	687	687
	21	80	80	445	445	525	525
	22	56	56	318	318	374	374
	23	37	37	193	193	230	230
	All Hours	3,060	3,060	24,455	24,455	27,515	27,515
March 23, 2016	00	28	28	103	103	131	131
	01	19	19	65	65	84	84
	02	9	9	69	69	78	78
	03	8	8	62	62	70	70
	04	15	15	143	143	158	158
	05	40	40	393	393	433	433
	06	118	118	1,180	1,180	1,298	1,298
	07	288	288	2,842	2,842	3,130	3,130
	08	325	325	2,603	2,603	2,928	2,928
	09	195	195	1,893	1,893	2,088	2,088
	10	192	192	1,450	1,450	1,642	1,642
	11	171	171	1,291	1,291	1,462	1,462
	12	156	156	1,245	1,245	1,401	1,401
	13	131	131	1,159	1,159	1,290	1,290
	14	177	177	1,278	1,278	1,455	1,455
	15	205	205	1,433	1,433	1,638	1,638
	16	207	207	1,697	1,697	1,904	1,904
	17	252	252	2,072	2,072	2,324	2,324
	18	195	195	1,536	1,536	1,731	1,731

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 23, 2016	19	136	136	866	866	1,002	1,002
	20	117	117	595	595	712	712
	21	110	110	609	609	719	719
	22	50	50	353	353	403	403
	23	47	47	195	195	242	242
	All Hours	3,191	3,191	25,132	25,132	28,323	28,323
March 24, 2016	00	22	22	122	122	144	144
	01	15	15	73	73	88	88
	02	11	11	54	54	65	65
	03	12	12	66	66	78	78
	04	13	13	141	141	154	154
	05	35	35	368	368	403	403
	06	110	110	1,104	1,104	1,214	1,214
	07	244	244	2,671	2,671	2,915	2,915
	08	287	287	2,729	2,729	3,016	3,016
	09	196	196	1,847	1,847	2,043	2,043
	10	159	159	1,405	1,405	1,564	1,564
	11	147	147	1,181	1,181	1,328	1,328
	12	152	152	1,232	1,232	1,384	1,384
	13	160	160	1,250	1,250	1,410	1,410
	14	192	192	1,243	1,243	1,435	1,435
	15	187	187	1,596	1,596	1,783	1,783
	16	249	249	1,781	1,781	2,030	2,030
	17	249	249	1,916	1,916	2,165	2,165
	18	161	161	1,175	1,175	1,336	1,336
	19	182	182	1,163	1,163	1,345	1,345

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 24, 2016	20	98	98	700	700	798	798
	21	104	104	546	546	650	650
	22	69	69	355	355	424	424
	23	54	54	222	222	276	276
	All Hours	3,108	3,108	24,940	24,940	28,048	28,048
March 25, 2016	00	32	32	125	125	157	157
	01	19	19	96	96	115	115
	02	14	14	63	63	77	77
	03	13	13	71	71	84	84
	04	14	14	116	116	130	130
	05	44	44	346	346	390	390
	06	92	92	944	944	1,036	1,036
	07	213	213	2,058	2,058	2,271	2,271
	08	243	243	2,203	2,203	2,446	2,446
	09	196	196	1,595	1,595	1,791	1,791
	10	159	159	1,443	1,443	1,602	1,602
	11	189	189	1,390	1,390	1,579	1,579
	12	183	183	1,459	1,459	1,642	1,642
	13	191	191	1,466	1,466	1,657	1,657
	14	189	189	1,465	1,465	1,654	1,654
	15	214	214	1,594	1,594	1,808	1,808
	16	237	237	1,713	1,713	1,950	1,950
	17	261	261	1,915	1,915	2,176	2,176
	18	212	212	1,505	1,505	1,717	1,717
	19	142	142	901	901	1,043	1,043
	20	114	114	650	650	764	764

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 25, 2016	21	103	103	655	655	758	758
	22	80	80	431	431	511	511
	23	67	67	293	293	360	360
	All Hours	3,221	3,221	24,497	24,497	27,718	27,718
March 26, 2016	00	49	49	207	207	256	256
	01	26	26	137	137	163	163
	02	26	26	65	65	91	91
	03	19	19	65	65	84	84
	04	9	9	98	98	107	107
	05	31	31	171	171	202	202
	06	49	49	433	433	482	482
	07	67	67	693	693	760	760
	08	139	139	969	969	1,108	1,108
	09	180	180	1,212	1,212	1,392	1,392
	10	164	164	1,236	1,236	1,400	1,400
	11	196	196	1,216	1,216	1,412	1,412
	12	175	175	1,271	1,271	1,446	1,446
	13	204	204	1,322	1,322	1,526	1,526
	14	175	175	1,115	1,115	1,290	1,290
	15	175	175	1,153	1,153	1,328	1,328
	16	165	165	1,104	1,104	1,269	1,269
	17	209	209	1,229	1,229	1,438	1,438
	18	170	170	1,086	1,086	1,256	1,256
	19	143	143	814	814	957	957
	20	118	118	659	659	777	777
	21	113	113	662	662	775	775

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 26, 2016	22	89	89	538	538	627	627
	23	88	88	423	423	511	511
	All Hours	2,779	2,779	17,878	17,878	20,657	20,657
March 27, 2016	00	44	44	227	227	271	271
	01	37	37	153	153	190	190
	02	20	20	107	107	127	127
	03	18	18	72	72	90	90
	04	18	18	56	56	74	74
	05	26	26	111	111	137	137
	06	37	37	233	233	270	270
	07	41	41	273	273	314	314
	08	62	62	463	463	525	525
	09	81	81	711	711	792	792
	10	140	140	932	932	1,072	1,072
	11	157	157	1,132	1,132	1,289	1,289
	12	170	170	1,193	1,193	1,363	1,363
	13	164	164	1,330	1,330	1,494	1,494
	14	175	175	1,157	1,157	1,332	1,332
	15	161	161	1,124	1,124	1,285	1,285
	16	149	149	1,013	1,013	1,162	1,162
	17	169	169	1,195	1,195	1,364	1,364
	18	163	163	1,110	1,110	1,273	1,273
	19	135	135	1,078	1,078	1,213	1,213
	20	153	153	956	956	1,109	1,109
	21	102	102	575	575	677	677
	22	65	65	300	300	365	365

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 27, 2016	23	39	39	186	186	225	225
	All Hours	2,326	2,326	15,687	15,687	18,013	18,013
March 28, 2016	00	33	33	75	75	108	108
	01	13	13	66	66	79	79
	02	7	7	52	52	59	59
	03	12	12	55	55	67	67
	04	21	21	137	137	158	158
	05	39	39	412	412	451	451
	06	143	143	1,308	1,308	1,451	1,451
	07	311	311	3,054	3,054	3,365	3,365
	08	320	320	2,708	2,708	3,028	3,028
	09	206	206	1,777	1,777	1,983	1,983
	10	171	171	1,302	1,302	1,473	1,473
	11	148	148	1,122	1,122	1,270	1,270
	12	159	159	1,111	1,111	1,270	1,270
	13	153	153	1,086	1,086	1,239	1,239
	14	145	145	1,134	1,134	1,279	1,279
	15	203	203	1,398	1,398	1,601	1,601
	16	220	220	1,638	1,638	1,858	1,858
	17	229	229	1,989	1,989	2,218	2,218
	18	193	193	1,458	1,458	1,651	1,651
	19	122	122	896	896	1,018	1,018
	20	93	93	609	609	702	702
	21	94	94	392	392	486	486
	22	71	71	274	274	345	345
	23	41	41	177	177	218	218

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 28, 2016	***All Hours***	**3,147**	**3,147**	**24,230**	**24,230**	**27,377**	**27,377**
March 29, 2016	**00**	19	**19**	97	**97**	**116**	**116**
	01	10	**10**	68	**68**	**78**	**78**
	02	16	**16**	51	**51**	**67**	**67**
	03	13	**13**	58	**58**	**71**	**71**
	04	19	**19**	147	**147**	**166**	**166**
	05	42	**42**	408	**408**	**450**	**450**
	06	138	**138**	1,364	**1,364**	**1,502**	**1,502**
	07	290	**290**	3,011	**3,011**	**3,301**	**3,301**
	08	340	**340**	2,899	**2,899**	**3,239**	**3,239**
	09	219	**219**	1,892	**1,892**	**2,111**	**2,111**
	10	156	**156**	1,388	**1,388**	**1,544**	**1,544**
	11	155	**155**	1,121	**1,121**	**1,276**	**1,276**
	12	149	**149**	1,114	**1,114**	**1,263**	**1,263**
	13	137	**137**	1,112	**1,112**	**1,249**	**1,249**
	14	130	**130**	1,182	**1,182**	**1,312**	**1,312**
	15	172	**172**	1,326	**1,326**	**1,498**	**1,498**
	16	199	**199**	1,651	**1,651**	**1,850**	**1,850**
	17	235	**235**	1,842	**1,842**	**2,077**	**2,077**
	18	173	**173**	1,486	**1,486**	**1,659**	**1,659**
	19	131	**131**	805	**805**	**936**	**936**
	20	89	**89**	481	**481**	**570**	**570**
	21	76	**76**	406	**406**	**482**	**482**
	22	88	**88**	753	**753**	**841**	**841**
	23	41	**41**	243	**243**	**284**	**284**
	All Hours	**3,037**	**3,037**	**24,905**	**24,905**	**27,942**	**27,942**

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 30, 2016	00	20	20	103	103	123	123
	01	16	16	62	62	78	78
	02	12	12	47	47	59	59
	03	10	10	68	68	78	78
	04	22	22	134	134	156	156
	05	42	42	408	408	450	450
	06	119	119	1,270	1,270	1,389	1,389
	07	268	268	2,570	2,570	2,838	2,838
	08	288	288	2,514	2,514	2,802	2,802
	09	222	222	1,994	1,994	2,216	2,216
	10	139	139	1,256	1,256	1,395	1,395
	11	171	171	1,154	1,154	1,325	1,325
	12	150	150	1,136	1,136	1,286	1,286
	13	143	143	1,052	1,052	1,195	1,195
	14	153	153	1,157	1,157	1,310	1,310
	15	223	223	1,470	1,470	1,693	1,693
	16	240	240	1,767	1,767	2,007	2,007
	17	247	247	2,002	2,002	2,249	2,249
	18	188	188	1,539	1,539	1,727	1,727
	19	161	161	903	903	1,064	1,064
	20	105	105	642	642	747	747
	21	73	73	476	476	549	549
	22	48	48	335	335	383	383
	23	39	39	174	174	213	213
	All Hours	3,099	3,099	24,233	24,233	27,332	27,332
March 31, 2016	00	22	22	97	97	119	119

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Northbound / Eastbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 31, 2016	01	13	13	60	60	73	73
	02	14	14	54	54	68	68
	03	6	6	66	66	72	72
	04	17	17	114	114	131	131
	05	36	36	401	401	437	437
	06	140	140	1,261	1,261	1,401	1,401
	07	333	333	3,093	3,093	3,426	3,426
	08	324	324	2,935	2,935	3,259	3,259
	09	254	254	1,901	1,901	2,155	2,155
	10	180	180	1,347	1,347	1,527	1,527
	11	157	157	1,200	1,200	1,357	1,357
	12	160	160	1,170	1,170	1,330	1,330
	13	162	162	1,176	1,176	1,338	1,338
	14	190	190	1,173	1,173	1,363	1,363
	15	199	199	1,514	1,514	1,713	1,713
	16	229	229	1,865	1,865	2,094	2,094
	17	284	284	2,131	2,131	2,415	2,415
	18	198	198	1,607	1,607	1,805	1,805
	19	140	140	957	957	1,097	1,097
	20	118	118	664	664	782	782
	21	92	92	503	503	595	595
	22	92	92	770	770	862	862
	23	68	68	370	370	438	438
	All Hours	3,428	3,428	26,429	26,429	29,857	29,857
Report Total		92,628	92,628	723,769	723,769	816,397	816,397

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

Enterprise: Turnpike System
Segment: Sawgrass Expressway
Facility: (005404) SR869 Deerfield B Main SB MP20

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 01, 2016	00	15	15	92	92	107	107
	01	13	13	59	59	72	72
	02	7	7	42	42	49	49
	03	6	6	40	40	46	46
	04	13	13	59	59	72	72
	05	20	20	191	191	211	211
	06	72	72	706	706	778	778
	07	156	156	1,480	1,480	1,636	1,636
	08	170	170	1,840	1,840	2,010	2,010
	09	142	142	1,081	1,081	1,223	1,223
	10	128	128	832	832	960	960
	11	94	94	879	879	973	973
	12	112	112	939	939	1,051	1,051
	13	149	149	946	946	1,095	1,095
	14	160	160	1,053	1,053	1,213	1,213
	15	172	172	1,415	1,415	1,587	1,587
	16	216	216	1,940	1,940	2,156	2,156
	17	274	274	2,528	2,528	2,802	2,802
	18	214	214	1,893	1,893	2,107	2,107
	19	119	119	942	942	1,061	1,061
	20	85	85	570	570	655	655
	21	54	54	504	504	558	558

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 01, 2016	22	55	55	317	317	372	372
	23	25	25	169	169	194	194
	All Hours	2,471	2,471	20,517	20,517	22,988	22,988
March 02, 2016	00	26	26	88	88	114	114
	01	12	12	63	63	75	75
	02	7	7	47	47	54	54
	03	4	4	51	51	55	55
	04	14	14	72	72	86	86
	05	16	16	201	201	217	217
	06	59	59	705	705	764	764
	07	131	131	1,454	1,454	1,585	1,585
	08	188	188	1,779	1,779	1,967	1,967
	09	153	153	1,082	1,082	1,235	1,235
	10	118	118	874	874	992	992
	11	117	117	832	832	949	949
	12	114	114	911	911	1,025	1,025
	13	126	126	951	951	1,077	1,077
	14	154	154	1,149	1,149	1,303	1,303
	15	168	168	1,535	1,535	1,703	1,703
	16	220	220	1,984	1,984	2,204	2,204
	17	253	253	2,392	2,392	2,645	2,645
	18	225	225	1,938	1,938	2,163	2,163
	19	127	127	936	936	1,063	1,063
	20	95	95	615	615	710	710
	21	82	82	510	510	592	592
	22	49	49	284	284	333	333

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 02, 2016	23	39	**39**	190	**190**	**229**	**229**
	All Hours	**2,497**	**2,497**	**20,643**	**20,643**	**23,140**	**23,140**
March 03, 2016	00	27	**27**	96	**96**	**123**	**123**
	01	13	**13**	58	**58**	**71**	**71**
	02	10	**10**	62	**62**	**72**	**72**
	03	8	**8**	35	**35**	**43**	**43**
	04	15	**15**	64	**64**	**79**	**79**
	05	14	**14**	213	**213**	**227**	**227**
	06	77	**77**	720	**720**	**797**	**797**
	07	149	**149**	1,525	**1,525**	**1,674**	**1,674**
	08	173	**173**	1,708	**1,708**	**1,881**	**1,881**
	09	129	**129**	1,176	**1,176**	**1,305**	**1,305**
	10	122	**122**	878	**878**	**1,000**	**1,000**
	11	103	**103**	880	**880**	**983**	**983**
	12	103	**103**	936	**936**	**1,039**	**1,039**
	13	131	**131**	944	**944**	**1,075**	**1,075**
	14	140	**140**	1,152	**1,152**	**1,292**	**1,292**
	15	178	**178**	1,544	**1,544**	**1,722**	**1,722**
	16	242	**242**	2,131	**2,131**	**2,373**	**2,373**
	17	270	**270**	2,321	**2,321**	**2,591**	**2,591**
	18	256	**256**	2,203	**2,203**	**2,459**	**2,459**
	19	135	**135**	995	**995**	**1,130**	**1,130**
	20	111	**111**	679	**679**	**790**	**790**
	21	85	**85**	524	**524**	**609**	**609**
	22	64	**64**	366	**366**	**430**	**430**
	23	38	**38**	215	**215**	**253**	**253**

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 03, 2016	***All Hours***	**2,593**	**2,593**	**21,425**	**21,425**	**24,018**	**24,018**
March 04, 2016	**00**	26	**26**	146	**146**	**172**	**172**
	01	12	**12**	82	**82**	**94**	**94**
	02	15	**15**	66	**66**	**81**	**81**
	03	6	**6**	56	**56**	**62**	**62**
	04	14	**14**	98	**98**	**112**	**112**
	05	18	**18**	210	**210**	**228**	**228**
	06	71	**71**	641	**641**	**712**	**712**
	07	153	**153**	1,558	**1,558**	**1,711**	**1,711**
	08	171	**171**	1,670	**1,670**	**1,841**	**1,841**
	09	155	**155**	1,099	**1,099**	**1,254**	**1,254**
	10	130	**130**	872	**872**	**1,002**	**1,002**
	11	111	**111**	923	**923**	**1,034**	**1,034**
	12	164	**164**	1,139	**1,139**	**1,303**	**1,303**
	13	179	**179**	1,205	**1,205**	**1,384**	**1,384**
	14	181	**181**	1,324	**1,324**	**1,505**	**1,505**
	15	218	**218**	1,714	**1,714**	**1,932**	**1,932**
	16	238	**238**	2,100	**2,100**	**2,338**	**2,338**
	17	259	**259**	2,315	**2,315**	**2,574**	**2,574**
	18	233	**233**	2,038	**2,038**	**2,271**	**2,271**
	19	166	**166**	1,201	**1,201**	**1,367**	**1,367**
	20	128	**128**	726	**726**	**854**	**854**
	21	100	**100**	672	**672**	**772**	**772**
	22	81	**81**	481	**481**	**562**	**562**
	23	65	**65**	337	**337**	**402**	**402**
	All Hours	**2,894**	**2,894**	**22,673**	**22,673**	**25,567**	**25,567**

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 05, 2016	00	43	43	229	229	272	272
	01	23	23	141	141	164	164
	02	19	19	75	75	94	94
	03	10	10	55	55	65	65
	04	12	12	68	68	80	80
	05	17	17	109	109	126	126
	06	37	37	278	278	315	315
	07	51	51	517	517	568	568
	08	116	116	743	743	859	859
	09	119	119	812	812	931	931
	10	134	134	868	868	1,002	1,002
	11	138	138	985	985	1,123	1,123
	12	149	149	1,017	1,017	1,166	1,166
	13	141	141	1,080	1,080	1,221	1,221
	14	186	186	1,194	1,194	1,380	1,380
	15	163	163	1,306	1,306	1,469	1,469
	16	164	164	1,251	1,251	1,415	1,415
	17	164	164	1,259	1,259	1,423	1,423
	18	179	179	1,194	1,194	1,373	1,373
	19	152	152	878	878	1,030	1,030
	20	110	110	710	710	820	820
	21	105	105	570	570	675	675
	22	80	80	531	531	611	611
	23	83	83	435	435	518	518
	All Hours	2,395	2,395	16,305	16,305	18,700	18,700
March 06, 2016	00	48	48	245	245	293	293

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 06, 2016	01	37	37	167	167	204	204
	02	36	36	104	104	140	140
	03	19	19	74	74	93	93
	04	15	15	52	52	67	67
	05	20	20	61	61	81	81
	06	25	25	135	135	160	160
	07	31	31	257	257	288	288
	08	49	49	406	406	455	455
	09	86	86	577	577	663	663
	10	104	104	731	731	835	835
	11	120	120	906	906	1,026	1,026
	12	150	150	1,090	1,090	1,240	1,240
	13	172	172	1,061	1,061	1,233	1,233
	14	180	180	1,044	1,044	1,224	1,224
	15	133	133	1,149	1,149	1,282	1,282
	16	152	152	1,329	1,329	1,481	1,481
	17	167	167	1,280	1,280	1,447	1,447
	18	153	153	1,223	1,223	1,376	1,376
	19	144	144	957	957	1,101	1,101
	20	124	124	766	766	890	890
	21	95	95	603	603	698	698
	22	77	77	388	388	465	465
	23	39	39	223	223	262	262
	All Hours	2,176	2,176	14,828	14,828	17,004	17,004
March 07, 2016	00	43	43	142	142	185	185
	01	23	23	84	84	107	107

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 07, 2016	02	14	14	49	49	63	63
	03	8	8	49	49	57	57
	04	19	19	74	74	93	93
	05	31	31	201	201	232	232
	06	74	74	737	737	811	811
	07	152	152	1,552	1,552	1,704	1,704
	08	192	192	1,729	1,729	1,921	1,921
	09	139	139	1,135	1,135	1,274	1,274
	10	138	138	819	819	957	957
	11	121	121	841	841	962	962
	12	113	113	863	863	976	976
	13	129	129	951	951	1,080	1,080
	14	159	159	991	991	1,150	1,150
	15	176	176	1,312	1,312	1,488	1,488
	16	231	231	1,939	1,939	2,170	2,170
	17	282	282	2,484	2,484	2,766	2,766
	18	289	289	2,375	2,375	2,664	2,664
	19	121	121	976	976	1,097	1,097
	20	80	80	518	518	598	598
	21	71	71	414	414	485	485
	22	46	46	270	270	316	316
	23	39	39	157	157	196	196
	All Hours	2,690	2,690	20,662	20,662	23,352	23,352
March 08, 2016	00	34	34	107	107	141	141
	01	12	12	60	60	72	72
	02	15	15	50	50	65	65

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 08, 2016	03	9	9	41	41	50	50
	04	19	19	64	64	83	83
	05	21	21	226	226	247	247
	06	61	61	709	709	770	770
	07	129	129	1,516	1,516	1,645	1,645
	08	204	204	1,730	1,730	1,934	1,934
	09	121	121	1,139	1,139	1,260	1,260
	10	110	110	908	908	1,018	1,018
	11	106	106	822	822	928	928
	12	132	132	910	910	1,042	1,042
	13	136	136	1,025	1,025	1,161	1,161
	14	132	132	1,035	1,035	1,167	1,167
	15	156	156	1,386	1,386	1,542	1,542
	16	228	228	1,924	1,924	2,152	2,152
	17	267	267	2,407	2,407	2,674	2,674
	18	219	219	1,854	1,854	2,073	2,073
	19	142	142	988	988	1,130	1,130
	20	81	81	628	628	709	709
	21	64	64	480	480	544	544
	22	58	58	289	289	347	347
	23	40	40	160	160	200	200
	All Hours	2,496	2,496	20,458	20,458	22,954	22,954
March 09, 2016	00	19	19	110	110	129	129
	01	13	13	68	68	81	81
	02	11	11	58	58	69	69
	03	8	8	51	51	59	59

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 09, 2016	04	11	11	89	89	100	100
	05	13	13	224	224	237	237
	06	63	63	678	678	741	741
	07	134	134	1,526	1,526	1,660	1,660
	08	160	160	1,704	1,704	1,864	1,864
	09	149	149	1,207	1,207	1,356	1,356
	10	110	110	1,007	1,007	1,117	1,117
	11	111	111	854	854	965	965
	12	131	131	871	871	1,002	1,002
	13	130	130	959	959	1,089	1,089
	14	153	153	1,094	1,094	1,247	1,247
	15	178	178	1,378	1,378	1,556	1,556
	16	221	221	1,907	1,907	2,128	2,128
	17	264	264	2,441	2,441	2,705	2,705
	18	244	244	1,858	1,858	2,102	2,102
	19	108	108	967	967	1,075	1,075
	20	87	87	599	599	686	686
	21	77	77	545	545	622	622
	22	71	71	467	467	538	538
	23	52	52	211	211	263	263
	All Hours	2,518	2,518	20,873	20,873	23,391	23,391
March 10, 2016	00	34	34	140	140	174	174
	01	23	23	71	71	94	94
	02	7	7	74	74	81	81
	03	19	19	41	41	60	60
	04	9	9	87	87	96	96

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 10, 2016	05	17	17	198	198	215	215
	06	78	78	672	672	750	750
	07	152	152	1,590	1,590	1,742	1,742
	08	186	186	1,810	1,810	1,996	1,996
	09	144	144	1,220	1,220	1,364	1,364
	10	140	140	887	887	1,027	1,027
	11	127	127	921	921	1,048	1,048
	12	134	134	907	907	1,041	1,041
	13	154	154	957	957	1,111	1,111
	14	142	142	1,129	1,129	1,271	1,271
	15	169	169	1,555	1,555	1,724	1,724
	16	226	226	1,980	1,980	2,206	2,206
	17	257	257	2,500	2,500	2,757	2,757
	18	245	245	2,184	2,184	2,429	2,429
	19	163	163	1,120	1,120	1,283	1,283
	20	90	90	626	626	716	716
	21	88	88	555	555	643	643
	22	71	71	357	357	428	428
	23	45	45	221	221	266	266
	All Hours	2,720	2,720	21,802	21,802	24,522	24,522
March 11, 2016	00	20	20	142	142	162	162
	01	21	21	89	89	110	110
	02	16	16	59	59	75	75
	03	11	11	50	50	61	61
	04	8	8	89	89	97	97
	05	33	33	218	218	251	251

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 11, 2016	06	70	70	625	625	695	695
	07	143	143	1,446	1,446	1,589	1,589
	08	191	191	1,516	1,516	1,707	1,707
	09	151	151	1,137	1,137	1,288	1,288
	10	123	123	870	870	993	993
	11	124	124	909	909	1,033	1,033
	12	118	118	902	902	1,020	1,020
	13	174	174	1,129	1,129	1,303	1,303
	14	163	163	1,151	1,151	1,314	1,314
	15	218	218	1,660	1,660	1,878	1,878
	16	266	266	2,035	2,035	2,301	2,301
	17	271	271	2,244	2,244	2,515	2,515
	18	255	255	1,859	1,859	2,114	2,114
	19	175	175	1,073	1,073	1,248	1,248
	20	132	132	750	750	882	882
	21	112	112	626	626	738	738
	22	110	110	518	518	628	628
	23	68	68	310	310	378	378
	All Hours	2,973	2,973	21,407	21,407	24,380	24,380
March 12, 2016	00	43	43	182	182	225	225
	01	34	34	131	131	165	165
	02	25	25	96	96	121	121
	03	20	20	54	54	74	74
	04	12	12	58	58	70	70
	05	23	23	104	104	127	127
	06	37	37	260	260	297	297

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 12, 2016	07	58	58	468	468	526	526
	08	78	78	650	650	728	728
	09	132	132	825	825	957	957
	10	127	127	849	849	976	976
	11	144	144	943	943	1,087	1,087
	12	145	145	984	984	1,129	1,129
	13	155	155	1,033	1,033	1,188	1,188
	14	150	150	1,070	1,070	1,220	1,220
	15	159	159	1,167	1,167	1,326	1,326
	16	222	222	1,312	1,312	1,534	1,534
	17	226	226	1,678	1,678	1,904	1,904
	18	195	195	1,342	1,342	1,537	1,537
	19	150	150	906	906	1,056	1,056
	20	119	119	690	690	809	809
	21	106	106	626	626	732	732
	22	97	97	670	670	767	767
	23	74	74	488	488	562	562
	All Hours	2,531	2,531	16,586	16,586	19,117	19,117
March 13, 2016	00	48	48	260	260	308	308
	01	46	46	204	204	250	250
	03	29	29	114	114	143	143
	04	24	24	80	80	104	104
	05	21	21	78	78	99	99
	06	23	23	112	112	135	135
	07	38	38	223	223	261	261
	08	42	42	350	350	392	392

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 13, 2016	09	66	66	468	468	534	534
	10	94	94	650	650	744	744
	11	115	115	723	723	838	838
	12	161	161	953	953	1,114	1,114
	13	177	177	1,027	1,027	1,204	1,204
	14	132	132	1,085	1,085	1,217	1,217
	15	190	190	1,205	1,205	1,395	1,395
	16	175	175	1,104	1,104	1,279	1,279
	17	185	185	1,178	1,178	1,363	1,363
	18	148	148	1,177	1,177	1,325	1,325
	19	134	134	999	999	1,133	1,133
	20	140	140	831	831	971	971
	21	126	126	674	674	800	800
	22	93	93	459	459	552	552
	23	62	62	237	237	299	299
	All Hours	2,269	2,269	14,191	14,191	16,460	16,460
March 14, 2016	00	28	28	154	154	182	182
	01	17	17	97	97	114	114
	02	27	27	55	55	82	82
	03	10	10	51	51	61	61
	04	11	11	68	68	79	79
	05	19	19	204	204	223	223
	06	68	68	643	643	711	711
	07	141	141	1,486	1,486	1,627	1,627
	08	192	192	1,656	1,656	1,848	1,848
	09	155	155	1,328	1,328	1,483	1,483

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 14, 2016	10	125	125	879	879	1,004	1,004
	11	106	106	825	825	931	931
	12	131	131	887	887	1,018	1,018
	13	123	123	974	974	1,097	1,097
	14	132	132	1,055	1,055	1,187	1,187
	15	174	174	1,404	1,404	1,578	1,578
	16	215	215	1,858	1,858	2,073	2,073
	17	247	247	2,382	2,382	2,629	2,629
	18	233	233	1,764	1,764	1,997	1,997
	19	122	122	877	877	999	999
	20	78	78	555	555	633	633
	21	70	70	470	470	540	540
	22	57	57	305	305	362	362
	23	48	48	185	185	233	233
	All Hours	2,529	2,529	20,162	20,162	22,691	22,691
March 15, 2016	00	17	17	93	93	110	110
	01	18	18	70	70	88	88
	02	13	13	38	38	51	51
	03	8	8	47	47	55	55
	04	12	12	77	77	89	89
	05	12	12	205	205	217	217
	06	62	62	665	665	727	727
	07	137	137	1,442	1,442	1,579	1,579
	08	194	194	1,777	1,777	1,971	1,971
	09	128	128	1,288	1,288	1,416	1,416
	10	130	130	909	909	1,039	1,039

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 15, 2016	11	136	136	847	847	983	983
	12	108	108	937	937	1,045	1,045
	13	140	140	961	961	1,101	1,101
	14	128	128	1,057	1,057	1,185	1,185
	15	169	169	1,470	1,470	1,639	1,639
	16	215	215	1,882	1,882	2,097	2,097
	17	243	243	2,267	2,267	2,510	2,510
	18	262	262	2,007	2,007	2,269	2,269
	19	132	132	1,025	1,025	1,157	1,157
	20	97	97	633	633	730	730
	21	84	84	535	535	619	619
	22	50	50	350	350	400	400
	23	35	35	202	202	237	237
	All Hours	2,530	2,530	20,784	20,784	23,314	23,314
March 16, 2016	00	27	27	131	131	158	158
	01	9	9	60	60	69	69
	02	9	9	50	50	59	59
	03	13	13	48	48	61	61
	04	8	8	60	60	68	68
	05	16	16	234	234	250	250
	06	57	57	670	670	727	727
	07	147	147	1,512	1,512	1,659	1,659
	08	206	206	1,761	1,761	1,967	1,967
	09	154	154	1,173	1,173	1,327	1,327
	10	139	139	845	845	984	984
	11	111	111	862	862	973	973

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 16, 2016	12	115	115	943	943	1,058	1,058
	13	148	148	1,011	1,011	1,159	1,159
	14	157	157	1,149	1,149	1,306	1,306
	15	170	170	1,404	1,404	1,574	1,574
	16	228	228	1,834	1,834	2,062	2,062
	17	246	246	2,262	2,262	2,508	2,508
	18	254	254	2,052	2,052	2,306	2,306
	19	137	137	1,005	1,005	1,142	1,142
	20	112	112	679	679	791	791
	21	99	99	537	537	636	636
	22	57	57	403	403	460	460
	23	49	49	221	221	270	270
	All Hours	2,668	2,668	20,906	20,906	23,574	23,574
March 17, 2016	00	25	25	129	129	154	154
	01	9	9	68	68	77	77
	02	10	10	62	62	72	72
	03	13	13	43	43	56	56
	04	7	7	70	70	77	77
	05	17	17	201	201	218	218
	06	68	68	602	602	670	670
	07	157	157	1,398	1,398	1,555	1,555
	08	196	196	1,674	1,674	1,870	1,870
	09	158	158	1,270	1,270	1,428	1,428
	10	136	136	913	913	1,049	1,049
	11	144	144	919	919	1,063	1,063
	12	146	146	1,059	1,059	1,205	1,205

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 17, 2016	13	157	157	1,079	1,079	1,236	1,236
	14	176	176	1,264	1,264	1,440	1,440
	15	197	197	1,562	1,562	1,759	1,759
	16	219	219	1,953	1,953	2,172	2,172
	17	257	257	2,169	2,169	2,426	2,426
	18	264	264	2,035	2,035	2,299	2,299
	19	166	166	1,203	1,203	1,369	1,369
	20	107	107	764	764	871	871
	21	99	99	574	574	673	673
	22	81	81	389	389	470	470
	23	56	56	243	243	299	299
	All Hours	2,865	2,865	21,643	21,643	24,508	24,508
March 18, 2016	00	34	34	167	167	201	201
	01	22	22	81	81	103	103
	02	16	16	67	67	83	83
	03	12	12	57	57	69	69
	04	17	17	87	87	104	104
	05	26	26	201	201	227	227
	06	60	60	617	617	677	677
	07	124	124	1,275	1,275	1,399	1,399
	08	182	182	1,518	1,518	1,700	1,700
	09	140	140	1,070	1,070	1,210	1,210
	10	143	143	921	921	1,064	1,064
	11	143	143	867	867	1,010	1,010
	12	138	138	1,028	1,028	1,166	1,166
	13	156	156	1,165	1,165	1,321	1,321

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 18, 2016	14	167	167	1,379	1,379	1,546	1,546
	15	240	240	1,663	1,663	1,903	1,903
	16	271	271	1,895	1,895	2,166	2,166
	17	267	267	2,203	2,203	2,470	2,470
	18	268	268	1,936	1,936	2,204	2,204
	19	149	149	1,095	1,095	1,244	1,244
	20	124	124	718	718	842	842
	21	97	97	608	608	705	705
	22	96	96	523	523	619	619
	23	63	63	354	354	417	417
	All Hours	2,955	2,955	21,495	21,495	24,450	24,450
March 19, 2016	00	38	38	209	209	247	247
	01	42	42	130	130	172	172
	02	20	20	89	89	109	109
	03	21	21	59	59	80	80
	04	15	15	69	69	84	84
	05	17	17	109	109	126	126
	06	36	36	277	277	313	313
	07	54	54	449	449	503	503
	08	98	98	602	602	700	700
	09	110	110	711	711	821	821
	10	131	131	834	834	965	965
	11	130	130	927	927	1,057	1,057
	12	148	148	1,048	1,048	1,196	1,196
	13	159	159	1,020	1,020	1,179	1,179
	14	182	182	1,123	1,123	1,305	1,305

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 19, 2016	15	194	194	1,207	1,207	1,401	1,401
	16	232	232	1,492	1,492	1,724	1,724
	17	274	274	1,717	1,717	1,991	1,991
	18	179	179	1,298	1,298	1,477	1,477
	19	141	141	769	769	910	910
	20	97	97	640	640	737	737
	21	111	111	557	557	668	668
	22	98	98	529	529	627	627
	23	73	73	410	410	483	483
	All Hours	2,600	2,600	16,275	16,275	18,875	18,875
March 20, 2016	00	48	48	257	257	305	305
	01	40	40	166	166	206	206
	02	21	21	112	112	133	133
	03	28	28	76	76	104	104
	04	18	18	49	49	67	67
	05	23	23	60	60	83	83
	06	12	12	115	115	127	127
	07	21	21	217	217	238	238
	08	48	48	305	305	353	353
	09	63	63	448	448	511	511
	10	95	95	618	618	713	713
	11	107	107	800	800	907	907
	12	130	130	905	905	1,035	1,035
	13	142	142	1,029	1,029	1,171	1,171
	14	149	149	992	992	1,141	1,141
	15	169	169	1,175	1,175	1,344	1,344

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 20, 2016	16	151	151	1,101	1,101	1,252	1,252
	17	156	156	1,123	1,123	1,279	1,279
	18	160	160	1,128	1,128	1,288	1,288
	19	136	136	993	993	1,129	1,129
	20	123	123	707	707	830	830
	21	81	81	563	563	644	644
	22	75	75	438	438	513	513
	23	70	70	270	270	340	340
	All Hours	2,066	2,066	13,647	13,647	15,713	15,713
March 21, 2016	00	35	35	184	184	219	219
	01	34	34	84	84	118	118
	02	19	19	52	52	71	71
	03	11	11	52	52	63	63
	04	5	5	74	74	79	79
	05	22	22	188	188	210	210
	06	67	67	622	622	689	689
	07	127	127	1,239	1,239	1,366	1,366
	08	142	142	1,448	1,448	1,590	1,590
	09	118	118	1,041	1,041	1,159	1,159
	10	128	128	912	912	1,040	1,040
	11	129	129	862	862	991	991
	12	134	134	933	933	1,067	1,067
	13	138	138	963	963	1,101	1,101
	14	155	155	1,046	1,046	1,201	1,201
	15	149	149	1,321	1,321	1,470	1,470
	16	242	242	1,816	1,816	2,058	2,058

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 21, 2016	17	272	272	2,217	2,217	2,489	2,489
	18	205	205	1,856	1,856	2,061	2,061
	19	144	144	912	912	1,056	1,056
	20	88	88	629	629	717	717
	21	73	73	475	475	548	548
	22	54	54	331	331	385	385
	23	58	58	219	219	277	277
	All Hours	2,549	2,549	19,476	19,476	22,025	22,025
March 22, 2016	00	35	35	131	131	166	166
	01	13	13	53	53	66	66
	02	14	14	53	53	67	67
	03	7	7	40	40	47	47
	04	7	7	71	71	78	78
	05	23	23	197	197	220	220
	06	68	68	605	605	673	673
	07	128	128	1,267	1,267	1,395	1,395
	08	163	163	1,668	1,668	1,831	1,831
	09	145	145	1,132	1,132	1,277	1,277
	10	105	105	891	891	996	996
	11	132	132	918	918	1,050	1,050
	12	128	128	926	926	1,054	1,054
	13	93	93	808	808	901	901
	14	131	131	966	966	1,097	1,097
	15	167	167	1,464	1,464	1,631	1,631
	16	235	235	1,948	1,948	2,183	2,183
	17	267	267	2,279	2,279	2,546	2,546

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 22, 2016	18	279	279	1,967	1,967	2,246	2,246
	19	114	114	862	862	976	976
	20	103	103	732	732	835	835
	21	89	89	553	553	642	642
	22	73	73	356	356	429	429
	23	37	37	233	233	270	270
	All Hours	2,556	2,556	20,120	20,120	22,676	22,676
March 23, 2016	00	36	36	108	108	144	144
	01	19	19	74	74	93	93
	02	9	9	64	64	73	73
	03	8	8	49	49	57	57
	04	9	9	66	66	75	75
	05	10	10	207	207	217	217
	06	60	60	634	634	694	694
	07	112	112	1,323	1,323	1,435	1,435
	08	210	210	1,649	1,649	1,859	1,859
	09	97	97	964	964	1,061	1,061
	10	112	112	953	953	1,065	1,065
	11	133	133	910	910	1,043	1,043
	12	158	158	953	953	1,111	1,111
	13	144	144	1,076	1,076	1,220	1,220
	14	137	137	1,190	1,190	1,327	1,327
	15	170	170	1,419	1,419	1,589	1,589
	16	247	247	1,927	1,927	2,174	2,174
	17	272	272	2,255	2,255	2,527	2,527
	18	248	248	2,006	2,006	2,254	2,254

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 23, 2016	19	165	165	1,041	1,041	1,206	1,206
	20	99	99	708	708	807	807
	21	90	90	574	574	664	664
	22	68	68	385	385	453	453
	23	52	52	257	257	309	309
	All Hours	2,665	2,665	20,792	20,792	23,457	23,457
March 24, 2016	00	31	31	139	139	170	170
	01	20	20	93	93	113	113
	02	13	13	56	56	69	69
	03	11	11	58	58	69	69
	04	14	14	73	73	87	87
	05	17	17	202	202	219	219
	06	66	66	564	564	630	630
	07	119	119	1,241	1,241	1,360	1,360
	08	179	179	1,542	1,542	1,721	1,721
	09	158	158	1,143	1,143	1,301	1,301
	10	126	126	888	888	1,014	1,014
	11	122	122	943	943	1,065	1,065
	12	151	151	1,044	1,044	1,195	1,195
	13	151	151	1,129	1,129	1,280	1,280
	14	152	152	1,178	1,178	1,330	1,330
	15	192	192	1,566	1,566	1,758	1,758
	16	209	209	1,726	1,726	1,935	1,935
	17	224	224	1,803	1,803	2,027	2,027
	18	196	196	1,351	1,351	1,547	1,547
	19	167	167	1,255	1,255	1,422	1,422

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 24, 2016	20	99	99	788	788	887	887
	21	107	107	638	638	745	745
	22	78	78	455	455	533	533
	23	75	75	258	258	333	333
	All Hours	2,677	2,677	20,133	20,133	22,810	22,810
March 25, 2016	00	27	27	145	145	172	172
	01	25	25	119	119	144	144
	02	15	15	75	75	90	90
	03	10	10	56	56	66	66
	04	12	12	54	54	66	66
	05	23	23	163	163	186	186
	06	53	53	475	475	528	528
	07	101	101	974	974	1,075	1,075
	08	146	146	1,227	1,227	1,373	1,373
	09	146	146	1,165	1,165	1,311	1,311
	10	125	125	952	952	1,077	1,077
	11	143	143	994	994	1,137	1,137
	12	174	174	1,089	1,089	1,263	1,263
	13	174	174	1,278	1,278	1,452	1,452
	14	169	169	1,453	1,453	1,622	1,622
	15	221	221	1,619	1,619	1,840	1,840
	16	224	224	1,737	1,737	1,961	1,961
	17	337	337	2,003	2,003	2,340	2,340
	18	220	220	1,688	1,688	1,908	1,908
	19	155	155	951	951	1,106	1,106
	20	125	125	728	728	853	853

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 25, 2016	21	109	109	634	634	743	743
	22	90	90	525	525	615	615
	23	72	72	382	382	454	454
	All Hours	2,896	2,896	20,486	20,486	23,382	23,382
March 26, 2016	00	64	64	446	446	510	510
	01	50	50	207	207	257	257
	02	33	33	106	106	139	139
	03	22	22	65	65	87	87
	04	18	18	77	77	95	95
	05	26	26	118	118	144	144
	06	26	26	205	205	231	231
	07	53	53	345	345	398	398
	08	94	94	576	576	670	670
	09	106	106	729	729	835	835
	10	144	144	934	934	1,078	1,078
	11	135	135	904	904	1,039	1,039
	12	126	126	993	993	1,119	1,119
	13	182	182	1,251	1,251	1,433	1,433
	14	199	199	1,218	1,218	1,417	1,417
	15	183	183	1,207	1,207	1,390	1,390
	16	180	180	1,185	1,185	1,365	1,365
	17	188	188	1,268	1,268	1,456	1,456
	18	154	154	1,045	1,045	1,199	1,199
	19	145	145	890	890	1,035	1,035
	20	115	115	755	755	870	870
	21	111	111	705	705	816	816

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 26, 2016	22	85	85	584	584	669	669
	23	76	76	446	446	522	522
	All Hours	2,515	2,515	16,259	16,259	18,774	18,774
March 27, 2016	00	50	50	305	305	355	355
	01	41	41	189	189	230	230
	02	35	35	102	102	137	137
	03	23	23	87	87	110	110
	04	15	15	51	51	66	66
	05	10	10	49	49	59	59
	06	18	18	87	87	105	105
	07	26	26	157	157	183	183
	08	43	43	300	300	343	343
	09	70	70	487	487	557	557
	10	97	97	697	697	794	794
	11	144	144	833	833	977	977
	12	131	131	973	973	1,104	1,104
	13	155	155	1,199	1,199	1,354	1,354
	14	170	170	1,252	1,252	1,422	1,422
	15	171	171	1,268	1,268	1,439	1,439
	16	163	163	1,172	1,172	1,335	1,335
	17	166	166	1,189	1,189	1,355	1,355
	18	153	153	1,110	1,110	1,263	1,263
	19	151	151	1,165	1,165	1,316	1,316
	20	172	172	1,258	1,258	1,430	1,430
	21	123	123	749	749	872	872
	22	76	76	410	410	486	486

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 27, 2016	23	60	**60**	223	**223**	**283**	**283**
	All Hours	**2,263**	**2,263**	**15,312**	**15,312**	**17,575**	**17,575**
March 28, 2016	00	41	**41**	109	**109**	**150**	**150**
	01	22	**22**	75	**75**	**97**	**97**
	02	18	**18**	39	**39**	**57**	**57**
	03	7	**7**	38	**38**	**45**	**45**
	04	11	**11**	70	**70**	**81**	**81**
	05	29	**29**	195	**195**	**224**	**224**
	06	64	**64**	691	**691**	**755**	**755**
	07	149	**149**	1,422	**1,422**	**1,571**	**1,571**
	08	195	**195**	1,615	**1,615**	**1,810**	**1,810**
	09	150	**150**	1,167	**1,167**	**1,317**	**1,317**
	10	118	**118**	858	**858**	**976**	**976**
	11	106	**106**	878	**878**	**984**	**984**
	12	158	**158**	899	**899**	**1,057**	**1,057**
	13	129	**129**	962	**962**	**1,091**	**1,091**
	14	151	**151**	1,032	**1,032**	**1,183**	**1,183**
	15	177	**177**	1,330	**1,330**	**1,507**	**1,507**
	16	208	**208**	1,856	**1,856**	**2,064**	**2,064**
	17	247	**247**	2,340	**2,340**	**2,587**	**2,587**
	18	188	**188**	1,719	**1,719**	**1,907**	**1,907**
	19	140	**140**	908	**908**	**1,048**	**1,048**
	20	110	**110**	594	**594**	**704**	**704**
	21	82	**82**	455	**455**	**537**	**537**
	22	62	**62**	296	**296**	**358**	**358**
	23	40	**40**	157	**157**	**197**	**197**

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 28, 2016	***All Hours***	**2,602**	**2,602**	**19,705**	**19,705**	**22,307**	**22,307**
March 29, 2016	**00**	35	**35**	105	**105**	**140**	**140**
	01	15	**15**	58	**58**	**73**	**73**
	02	18	**18**	52	**52**	**70**	**70**
	03	6	**6**	33	**33**	**39**	**39**
	04	9	**9**	80	**80**	**89**	**89**
	05	12	**12**	200	**200**	**212**	**212**
	06	65	**65**	674	**674**	**739**	**739**
	07	157	**157**	1,493	**1,493**	**1,650**	**1,650**
	08	196	**196**	1,763	**1,763**	**1,959**	**1,959**
	09	153	**153**	1,169	**1,169**	**1,322**	**1,322**
	10	114	**114**	850	**850**	**964**	**964**
	11	135	**135**	854	**854**	**989**	**989**
	12	106	**106**	826	**826**	**932**	**932**
	13	140	**140**	935	**935**	**1,075**	**1,075**
	14	153	**153**	1,117	**1,117**	**1,270**	**1,270**
	15	158	**158**	1,098	**1,098**	**1,256**	**1,256**
	16	178	**178**	1,493	**1,493**	**1,671**	**1,671**
	17	195	**195**	1,930	**1,930**	**2,125**	**2,125**
	18	244	**244**	2,034	**2,034**	**2,278**	**2,278**
	19	128	**128**	1,036	**1,036**	**1,164**	**1,164**
	20	87	**87**	533	**533**	**620**	**620**
	21	64	**64**	458	**458**	**522**	**522**
	22	65	**65**	303	**303**	**368**	**368**
	23	42	**42**	164	**164**	**206**	**206**
	All Hours	**2,475**	**2,475**	**19,258**	**19,258**	**21,733**	**21,733**

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 30, 2016	00	24	24	91	91	115	115
	01	16	16	56	56	72	72
	02	6	6	33	33	39	39
	03	10	10	47	47	57	57
	04	10	10	70	70	80	80
	05	14	14	175	175	189	189
	06	55	55	666	666	721	721
	07	134	134	1,244	1,244	1,378	1,378
	08	191	191	1,805	1,805	1,996	1,996
	09	138	138	1,332	1,332	1,470	1,470
	10	125	125	917	917	1,042	1,042
	11	113	113	876	876	989	989
	12	157	157	939	939	1,096	1,096
	13	154	154	1,002	1,002	1,156	1,156
	14	164	164	1,094	1,094	1,258	1,258
	15	181	181	1,352	1,352	1,533	1,533
	16	235	235	1,925	1,925	2,160	2,160
	17	252	252	2,280	2,280	2,532	2,532
	18	248	248	1,964	1,964	2,212	2,212
	19	167	167	1,089	1,089	1,256	1,256
	20	95	95	646	646	741	741
	21	79	79	508	508	587	587
	22	48	48	294	294	342	342
	23	43	43	176	176	219	219
	All Hours	2,659	2,659	20,581	20,581	23,240	23,240
March 31, 2016	00	32	32	104	104	136	136

Florida's Turnpike Enterprise
Total Traffic
by Lane Type
For the Period :March2016

		Southbound / Westbound					Total
		Non-SunPass		SunPass		Direction Total	
		Exp	Toll Type Total	Exp	Toll Type Total		
March 31, 2016	01	17	17	82	82	99	99
	02	12	12	52	52	64	64
	03	6	6	42	42	48	48
	04	17	17	71	71	88	88
	05	14	14	194	194	208	208
	06	78	78	636	636	714	714
	07	139	139	1,431	1,431	1,570	1,570
	08	201	201	1,704	1,704	1,905	1,905
	09	152	152	1,196	1,196	1,348	1,348
	10	119	119	882	882	1,001	1,001
	11	139	139	877	877	1,016	1,016
	12	138	138	938	938	1,076	1,076
	13	131	131	995	995	1,126	1,126
	14	152	152	1,202	1,202	1,354	1,354
	15	194	194	1,462	1,462	1,656	1,656
	16	266	266	1,969	1,969	2,235	2,235
	17	306	306	2,425	2,425	2,731	2,731
	18	313	313	2,263	2,263	2,576	2,576
	19	146	146	1,044	1,044	1,190	1,190
	20	102	102	742	742	844	844
	21	82	82	534	534	616	616
	22	84	84	381	381	465	465
	23	36	36	213	213	249	249
	All Hours	2,876	2,876	21,439	21,439	24,315	24,315
Report Total		80,169	80,169	600,843	600,843	681,012	681,012

SE 10th Street, I-95, Sample Road and Hillsboro Boulevard Intersection Turning Movement Counts (March 2016)

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6A- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	102	59	0	46	150	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	150	71	0	86	216	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	254	118	0	123	270	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	267	175	0	119	373	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	308	171	0	178	356	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	407	182	0	184	384	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	418	142	0	188	476	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	424	122	0	121	474	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	396	126	0	129	473	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	408	105	0	112	455	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	457	88	0	92	455	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	395	111	0	84	418	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	338	159	0	100	457	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	295	112	0	96	479	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	323	154	0	102	396	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	335	128	0	82	487	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	346	159	0	109	380	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	314	116	0	114	425	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	359	153	0	90	398	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	341	103	0	96	448	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	407	116	0	116	457	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	319	106	0	94	455	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	273	83	0	76	458	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	282	99	0	87	462	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6A- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/8/2016
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Comment 1: CLIENT : FDOT D4
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Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	4	1	0	0	6	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	3	1	0	1	21	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	11	5	0	0	13	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	17	6	0	0	9	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	20	7	0	0	8	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	9	3	0	0	10	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	6	7	0	0	10	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	8	2	0	1	8	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	10	7	0	0	9	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	11	3	0	1	7	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	13	8	0	1	8	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	13	5	0	1	8	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	6	3	0	1	9	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	13	7	0	1	10	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	10	3	0	1	9	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	7	5	0	5	10	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	9	3	0	2	6	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	3	1	0	0	8	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	3	4	0	2	5	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	3	2	0	0	9	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	8	0	0	0	6	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	2	1	0	2	7	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	4	1	0	1	4	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	3	3	0	0	9	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6A- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6B- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	118	46	1	35	145	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	140	89	0	88	266	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	259	114	0	133	295	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	344	125	0	112	454	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	261	60	0	84	403	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	356	188	0	166	439	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	363	164	0	207	482	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	407	150	0	237	537	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	382	151	0	169	504	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	356	126	0	195	495	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	396	195	0	163	471	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	393	135	0	193	418	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	358	123	0	160	463	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	323	148	0	199	455	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	371	146	0	181	481	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	320	179	0	159	462	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	319	256	0	183	444	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	389	179	0	179	445	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	329	179	0	208	407	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	294	216	0	212	448	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	394	188	0	175	483	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	344	148	0	208	412	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	281	126	0	125	449	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	302	127	0	132	462	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6B- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	3	3	0	0	10	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	7	0	0	1	8	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	5	4	0	1	10	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	12	4	0	1	10	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	4	2	0	1	8	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	17	9	0	2	7	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	15	9	0	0	4	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	12	3	0	1	12	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	16	1	0	2	15	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	21	4	0	3	15	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	12	5	0	0	10	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	18	1	0	1	6	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	14	1	0	0	8	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	4	5	0	3	10	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	9	6	0	0	7	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	13	6	0	2	11	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	11	1	0	3	6	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	8	3	0	2	9	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	5	3	0	4	2	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	7	1	0	0	9	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	3	3	0	1	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	4	2	0	0	5	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	5	4	0	2	5	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	7	2	0	1	7	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6B- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6C- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	125	39	0	42	162	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	151	68	0	65	240	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	256	113	0	99	300	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	338	125	0	87	399	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	349	140	0	101	391	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	412	109	0	107	433	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	405	109	0	91	476	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	424	59	0	80	545	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	461	68	0	73	453	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	463	56	0	77	456	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	413	72	0	94	470	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	426	79	0	62	416	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	331	101	0	75	470	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	320	122	0	97	462	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	343	203	0	174	484	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	335	146	0	151	453	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	362	168	0	146	401	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	388	124	0	143	414	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	387	123	0	143	410	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	351	93	0	173	430	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	386	119	0	161	486	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	420	63	0	131	450	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	284	94	0	107	492	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	327	78	0	128	496	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6C- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	3	1	0	0	15	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	3	1	0	1	15	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	7	4	0	0	14	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	8	1	0	0	7	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	14	2	0	0	10	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	10	6	0	0	12	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	4	4	0	0	6	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	6	5	0	0	7	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	10	4	0	0	8	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	2	3	0	0	5	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	9	5	0	0	9	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	7	2	0	0	9	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	5	8	0	1	8	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	7	0	0	0	9	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	5	3	0	1	10	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	3	5	0	3	8	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	10	5	0	0	6	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	5	2	0	0	6	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	3	0	0	1	6	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	3	3	0	2	8	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	4	3	0	1	12	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	2	5	0	3	7	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	3	1	0	0	3	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	5	2	0	0	10	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6C- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6D- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	102	0	0	0	173	0	0	0	0	0	0	10	0	23
06:15 AM	0	0	150	0	0	0	262	0	0	0	0	0	0	16	0	40
06:30 AM	0	0	254	0	0	0	305	0	0	0	0	0	0	32	0	88
06:45 AM	0	0	267	0	0	0	413	0	0	0	0	0	0	34	0	79
07:00 AM	0	0	308	0	0	0	463	0	0	0	0	0	0	39	0	71
07:15 AM	0	0	407	0	0	0	487	0	0	0	0	0	0	45	0	81
07:30 AM	0	0	418	0	0	0	608	0	0	0	0	0	0	24	0	56
07:45 AM	0	0	424	0	0	0	516	0	0	0	0	0	0	37	0	79
08:00 AM	0	0	396	0	0	0	533	0	0	0	0	0	0	26	0	69
08:15 AM	0	0	408	0	0	0	472	0	0	0	0	0	0	31	0	95
08:30 AM	0	0	457	0	0	0	470	0	0	0	0	0	0	27	0	77
08:45 AM	0	0	395	0	0	0	445	0	0	0	0	0	0	30	0	57
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	338	0	0	0	452	0	0	0	0	0	0	32	0	105
04:15 PM	0	0	295	0	0	0	512	0	0	0	0	0	0	25	0	63
04:30 PM	0	0	323	0	0	0	391	0	0	0	0	0	0	39	0	107
04:45 PM	0	0	335	0	0	0	494	0	0	0	0	0	0	41	0	75
05:00 PM	0	0	346	0	0	0	416	0	0	0	0	0	0	25	0	73
05:15 PM	0	0	314	0	0	0	491	0	0	0	0	0	0	28	0	48
05:30 PM	0	0	359	0	0	0	441	0	0	0	0	0	0	25	0	47
05:45 PM	0	0	341	0	0	0	489	0	0	0	0	0	0	23	0	55
06:00 PM	0	0	407	0	0	0	512	0	0	0	0	0	0	47	0	61
06:15 PM	0	0	319	0	0	0	469	0	0	0	0	0	0	44	0	80
06:30 PM	0	0	273	0	0	0	445	0	0	0	0	0	0	46	0	89
06:45 PM	0	0	282	0	0	0	473	0	0	0	0	0	0	38	0	76

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6D- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	3
06:15 AM	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	11
06:30 AM	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	7
06:45 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	1
07:00 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	6
07:30 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	1	0	3
08:15 AM	0	0	0	0	0	0	8	0	0	0	0	0	0	1	0	4
08:30 AM	0	0	0	0	0	0	8	0	0	0	0	0	0	2	0	6
08:45 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	7	0	0	0	0	0	0	2	0	5
04:15 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4
04:30 PM	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	13	0	0	0	0	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	3
05:15 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	1	0	1
05:30 PM	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	2
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
06:15 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	1
06:30 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5
06:45 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	2

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6D- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6E- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	118	0	0	0	153	0	0	0	0	0	0	8	0	27
06:15 AM	0	0	140	0	0	0	293	0	0	0	0	0	0	29	0	61
06:30 AM	0	0	259	0	0	0	344	0	0	0	0	0	0	24	0	84
06:45 AM	0	0	344	0	0	0	462	0	0	0	0	0	0	45	0	104
07:00 AM	0	0	261	0	0	0	373	0	0	0	0	0	0	50	0	114
07:15 AM	0	0	356	0	0	0	529	0	0	0	0	0	0	35	0	76
07:30 AM	0	0	363	0	0	0	600	0	0	0	0	0	0	36	0	89
07:45 AM	0	0	407	0	0	0	719	0	0	0	0	0	0	24	0	55
08:00 AM	0	0	382	0	0	0	601	0	0	0	0	0	0	30	0	72
08:15 AM	0	0	356	0	0	0	621	0	0	0	0	0	0	33	0	69
08:30 AM	0	0	396	0	0	0	554	0	0	0	0	0	0	26	0	80
08:45 AM	0	0	393	0	0	0	537	0	0	0	0	0	0	24	0	74
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	358	0	0	0	511	0	0	0	0	0	0	35	0	112
04:15 PM	0	0	323	0	0	0	560	0	0	0	0	0	0	27	0	94
04:30 PM	0	0	371	0	0	0	540	0	0	0	0	0	0	40	0	122
04:45 PM	0	0	320	0	0	0	524	0	0	0	0	0	0	35	0	97
05:00 PM	0	0	319	0	0	0	552	0	0	0	0	0	0	35	0	75
05:15 PM	0	0	389	0	0	0	551	0	0	0	0	0	0	26	0	73
05:30 PM	0	0	329	0	0	0	559	0	0	0	0	0	0	19	0	56
05:45 PM	0	0	294	0	0	0	562	0	0	0	0	0	0	38	0	98
06:00 PM	0	0	394	0	0	0	551	0	0	0	0	0	0	46	0	107
06:15 PM	0	0	344	0	0	0	525	0	0	0	0	0	0	45	0	95
06:30 PM	0	0	281	0	0	0	457	0	0	0	0	0	0	41	0	117
06:45 PM	0	0	302	0	0	0	539	0	0	0	0	0	0	12	0	55

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6E- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	7	0	0	0	0	0	0	1	0	4
06:15 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	1
06:30 AM	0	0	0	0	0	0	9	0	0	0	0	0	0	0	0	10
06:45 AM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	2
07:00 AM	0	0	0	0	0	0	8	0	0	0	0	0	0	1	0	5
07:15 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	1	0	3
07:45 AM	0	0	0	0	0	0	6	0	0	0	0	0	0	1	0	8
08:00 AM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	6
08:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	6
08:45 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	1	0	7
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	8
04:15 PM	0	0	0	0	0	0	11	0	0	0	0	0	0	0	0	6
04:30 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	7
04:45 PM	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	6
05:15 PM	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	10	0	0	0	0	0	0	1	0	3
05:45 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	3
06:00 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2
06:15 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	3
06:30 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	6
06:45 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6E- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6F- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	125	0	0	0	186	0	0	0	0	0	0	3	0	18
06:15 AM	0	0	151	0	0	0	261	0	0	0	0	0	0	13	0	44
06:30 AM	0	0	256	0	0	0	338	0	0	0	0	0	0	16	0	61
06:45 AM	0	0	338	0	0	0	410	0	0	0	0	0	0	36	0	76
07:00 AM	0	0	349	0	0	0	421	0	0	0	0	0	0	29	0	71
07:15 AM	0	0	412	0	0	0	464	0	0	0	0	0	0	29	0	76
07:30 AM	0	0	405	0	0	0	506	0	0	0	0	0	0	16	0	61
07:45 AM	0	0	424	0	0	0	531	0	0	0	0	0	0	44	0	94
08:00 AM	0	0	461	0	0	0	447	0	0	0	0	0	0	22	0	79
08:15 AM	0	0	463	0	0	0	460	0	0	0	0	0	0	38	0	73
08:30 AM	0	0	413	0	0	0	478	0	0	0	0	0	0	29	0	86
08:45 AM	0	0	426	0	0	0	407	0	0	0	0	0	0	25	0	71
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	331	0	0	0	382	0	0	0	0	0	0	64	0	163
04:15 PM	0	0	320	0	0	0	376	0	0	0	0	0	0	60	0	183
04:30 PM	0	0	343	0	0	0	483	0	0	0	0	0	0	53	0	175
04:45 PM	0	0	335	0	0	0	428	0	0	0	0	0	0	25	0	176
05:00 PM	0	0	362	0	0	0	396	0	0	0	0	0	0	29	0	151
05:15 PM	0	0	388	0	0	0	446	0	0	0	0	0	0	28	0	111
05:30 PM	0	0	387	0	0	0	415	0	0	0	0	0	0	33	0	138
05:45 PM	0	0	351	0	0	0	401	0	0	0	0	0	0	46	0	202
06:00 PM	0	0	386	0	0	0	486	0	0	0	0	0	0	46	0	161
06:15 PM	0	0	420	0	0	0	426	0	0	0	0	0	0	33	0	155
06:30 PM	0	0	284	0	0	0	431	0	0	0	0	0	17	53	0	168
06:45 PM	0	0	327	0	0	0	466	0	0	0	0	0	0	25	0	158

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6F- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	9
06:15 AM	0	0	0	0	0	0	12	0	0	0	0	0	0	0	0	9
06:30 AM	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	5
06:45 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	2	0	6
07:00 AM	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	8
07:15 AM	0	0	0	0	0	0	8	0	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	5
07:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	5
08:00 AM	0	0	0	0	0	0	7	0	0	0	0	0	0	1	0	5
08:15 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	7
08:30 AM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	8
08:45 AM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	6
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	2
04:15 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	5	0	0	0	0	0	0	1	0	5
04:45 PM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	5
05:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	5
06:00 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	4
06:15 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	3
06:30 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	2	0	4
06:45 PM	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	3

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\6. I-95 SB Ramp at SW 10th St\TMCs\6F- I-95 SB RAMP & SW 10th ST.pp
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\12. I-95 NB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 NB Ramp_03
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	68	29	0	0	75	41	0	0	0	56	0	0	0	53
06:15 AM	0	0	89	23	0	0	125	66	0	0	0	78	0	0	0	64
06:30 AM	0	0	131	26	0	0	133	91	0	0	0	107	0	0	0	72
06:45 AM	0	0	196	30	0	0	135	87	0	0	0	116	0	0	0	91
07:00 AM	0	0	191	50	0	0	157	120	0	0	0	108	0	0	0	80
07:15 AM	0	0	218	41	0	0	214	144	0	0	0	127	0	0	0	119
07:30 AM	0	0	341	63	0	0	205	218	0	0	0	120	0	0	0	108
07:45 AM	0	0	376	93	0	0	334	188	0	0	0	123	0	0	0	113
08:00 AM	0	0	331	84	0	0	287	187	0	0	0	120	0	0	0	71
08:15 AM	0	0	355	116	0	0	343	170	0	0	0	109	0	0	0	72
08:30 AM	0	0	320	140	0	0	370	133	0	0	0	125	0	0	0	82
08:45 AM	0	0	401	126	0	0	312	142	0	0	0	121	0	0	0	71
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	383	95	0	0	419	117	0	0	0	118	0	0	0	119
04:15 PM	0	0	383	81	0	0	472	121	0	0	0	118	0	0	0	111
04:30 PM	0	0	422	99	0	0	482	138	0	0	0	108	0	0	0	115
04:45 PM	0	0	402	110	0	0	491	120	0	0	0	127	0	0	0	110
05:00 PM	0	0	459	115	0	0	483	157	0	0	0	115	0	0	0	96
05:15 PM	0	0	442	83	0	0	510	74	0	0	0	142	0	0	0	55
05:30 PM	0	0	414	119	0	0	378	177	0	0	0	119	0	0	0	73
05:45 PM	0	0	496	88	0	0	397	105	0	0	0	107	0	0	0	49
06:00 PM	0	0	330	158	0	0	382	100	0	0	0	128	0	0	0	61
06:15 PM	0	0	356	93	0	0	373	137	0	0	0	114	0	0	0	80
06:30 PM	0	0	297	127	0	0	306	110	0	0	0	127	0	0	0	69
06:45 PM	0	0	302	92	0	0	316	96	0	0	0	88	0	0	0	105

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\12. I-95 NB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 NB Ramp_03
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\12. I-95 NB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 NB Ramp_03
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\12. I-95 NB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 NB Ramp_03
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	103	16	0	0	78	41	0	0	0	46	0	0	0	59
06:15 AM	0	0	100	13	0	0	91	74	0	0	0	78	0	0	0	69
06:30 AM	0	0	120	25	0	0	169	81	0	0	0	120	0	0	0	69
06:45 AM	0	0	227	33	0	0	210	103	0	0	0	128	0	0	0	103
07:00 AM	0	0	228	46	0	0	213	118	0	0	0	120	0	0	0	96
07:15 AM	0	0	331	54	0	0	231	150	0	0	0	135	0	0	0	90
07:30 AM	0	0	325	51	0	0	293	199	0	0	0	112	0	0	0	94
07:45 AM	0	0	384	93	0	0	387	204	0	0	0	144	0	0	0	107
08:00 AM	0	0	356	71	0	0	298	172	0	0	0	129	0	0	0	67
08:15 AM	0	0	423	137	0	0	349	179	0	0	0	104	0	0	0	60
08:30 AM	0	0	383	103	0	0	352	152	0	0	0	92	0	0	0	80
08:45 AM	0	0	410	118	0	0	269	172	0	0	0	121	0	0	0	73
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	389	90	0	0	367	117	0	0	0	96	0	0	0	118
04:15 PM	0	0	393	89	0	0	452	108	0	0	0	117	0	0	0	117
04:30 PM	0	0	417	100	0	0	463	118	0	0	0	114	0	0	0	95
04:45 PM	0	0	395	84	0	0	434	113	0	0	0	127	0	0	0	104
05:00 PM	0	0	472	101	0	0	467	162	0	0	0	126	0	0	0	108
05:15 PM	0	0	426	89	0	0	446	148	0	0	0	134	0	0	0	86
05:30 PM	0	0	385	111	0	0	431	121	0	0	0	148	0	0	0	65
05:45 PM	0	0	429	102	0	0	385	125	0	0	0	135	0	0	0	67
06:00 PM	0	0	344	114	0	0	369	125	0	0	0	137	0	0	0	76
06:15 PM	0	0	375	128	0	0	385	122	0	0	0	134	0	0	0	115
06:30 PM	0	0	355	104	0	0	381	89	0	0	0	114	0	0	0	104
06:45 PM	0	0	279	91	0	0	337	93	0	0	0	117	0	0	0	95

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\12. I-95 NB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 NB Ramp_03
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\12. I-95 NB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 NB Ramp_03
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\12. I-95 NB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 NB Ramp_03
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	91	23	0	0	60	43	0	0	0	51	0	0	0	52
06:15 AM	0	0	93	16	0	0	106	76	0	0	0	66	0	0	0	64
06:30 AM	0	0	132	18	0	0	131	85	0	0	0	112	0	0	0	72
06:45 AM	0	0	207	24	0	0	152	116	0	0	0	128	0	0	0	102
07:00 AM	0	0	208	48	0	0	199	122	0	0	0	111	0	0	0	88
07:15 AM	0	0	235	45	0	0	239	158	0	0	0	137	0	0	0	104
07:30 AM	0	0	345	74	0	0	224	217	0	0	0	114	0	0	0	94
07:45 AM	0	0	342	88	0	0	339	190	0	0	0	110	0	0	0	117
08:00 AM	0	0	322	83	0	0	348	182	0	0	0	112	0	0	0	77
08:15 AM	0	0	363	124	0	0	315	181	0	0	0	100	0	0	0	77
08:30 AM	0	0	308	122	0	0	339	163	0	0	0	127	0	0	0	79
08:45 AM	0	0	265	124	0	0	373	148	0	0	0	147	0	0	0	81
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	388	97	0	0	418	120	0	0	0	112	0	0	0	116
04:15 PM	0	0	378	102	0	0	469	115	0	0	0	123	0	0	0	131
04:30 PM	0	0	511	93	0	0	486	121	0	0	0	131	0	0	0	123
04:45 PM	0	0	429	81	0	0	469	111	0	0	0	118	0	0	0	112
05:00 PM	0	0	409	88	0	0	418	143	0	0	0	134	0	0	0	113
05:15 PM	0	0	465	87	0	0	462	98	0	0	0	142	0	0	0	92
05:30 PM	0	0	456	108	0	0	394	126	0	0	0	133	0	0	0	53
05:45 PM	0	0	396	98	0	0	390	139	0	0	0	132	0	0	0	95
06:00 PM	0	0	357	130	0	0	373	119	0	0	0	116	0	0	0	93
06:15 PM	0	0	339	99	0	0	393	101	0	0	0	134	0	0	0	93
06:30 PM	0	0	385	103	0	0	356	82	0	0	0	110	0	0	0	98
06:45 PM	0	0	355	75	0	0	332	95	0	0	0	115	0	0	0	103

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\12. I-95 NB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 NB Ramp_03
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\12. I-95 NB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 NB Ramp_03
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\13. I-95 SB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 SB Ramp_03
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	70	73	0	0	71	53	0	0	0	0	0	23	0	42
06:15 AM	0	0	65	88	0	0	116	66	0	0	0	0	0	43	0	49
06:30 AM	0	0	94	125	0	0	129	68	0	0	0	0	0	57	0	50
06:45 AM	0	0	141	131	0	0	118	101	0	0	0	0	0	76	0	92
07:00 AM	0	0	155	131	0	0	145	83	0	0	0	0	0	76	0	106
07:15 AM	0	0	165	157	0	0	198	122	0	0	0	0	0	84	0	142
07:30 AM	0	0	265	114	0	0	206	94	0	0	0	0	0	128	0	173
07:45 AM	0	0	301	130	0	0	312	115	0	0	0	0	0	149	0	189
08:00 AM	0	0	298	116	0	0	228	115	0	0	0	0	0	105	0	187
08:15 AM	0	0	324	132	0	0	305	90	0	0	0	0	0	126	0	179
08:30 AM	0	0	338	156	0	0	335	95	0	0	0	0	0	99	0	145
08:45 AM	0	0	392	140	0	0	281	84	0	0	0	0	0	113	0	131
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	372	139	0	0	358	157	0	0	0	0	0	82	0	93
04:15 PM	0	0	323	117	0	0	408	148	0	0	0	0	0	120	0	76
04:30 PM	0	0	380	149	0	0	435	133	0	0	0	0	0	117	0	138
04:45 PM	0	0	396	111	0	0	448	124	0	0	0	0	0	90	0	108
05:00 PM	0	0	384	169	0	0	437	113	0	0	0	0	0	166	0	119
05:15 PM	0	0	371	111	0	0	456	79	0	0	0	0	0	130	0	92
05:30 PM	0	0	375	118	0	0	322	108	0	0	0	0	0	134	0	145
05:45 PM	0	0	405	96	0	0	338	86	0	0	0	0	0	152	0	150
06:00 PM	0	0	363	95	0	0	308	115	0	0	0	0	0	101	0	121
06:15 PM	0	0	271	92	0	0	319	113	0	0	0	0	0	160	0	128
06:30 PM	0	0	258	82	0	0	241	118	0	0	0	0	0	149	0	122
06:45 PM	0	0	263	90	0	0	270	133	0	0	0	0	0	114	0	115

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\13. I-95 SB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 SB Ramp_03
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\13. I-95 SB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 SB Ramp_03
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\13. I-95 SB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 SB Ramp_03
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	82	83	0	0	76	56	0	0	0	0	0	32	0	25
06:15 AM	0	0	68	78	0	0	92	62	0	0	0	0	0	41	0	47
06:30 AM	0	0	83	132	0	0	146	83	0	0	0	0	0	57	0	61
06:45 AM	0	0	165	118	0	0	219	80	0	0	0	0	0	83	0	95
07:00 AM	0	0	192	133	0	0	184	113	0	0	0	0	0	70	0	96
07:15 AM	0	0	263	169	0	0	219	88	0	0	0	0	0	105	0	122
07:30 AM	0	0	258	117	0	0	265	106	0	0	0	0	0	105	0	169
07:45 AM	0	0	331	146	0	0	388	81	0	0	0	0	0	125	0	179
08:00 AM	0	0	306	126	0	0	236	114	0	0	0	0	0	101	0	182
08:15 AM	0	0	409	93	0	0	303	91	0	0	0	0	0	124	0	165
08:30 AM	0	0	336	130	0	0	342	68	0	0	0	0	0	128	0	150
08:45 AM	0	0	367	124	0	0	240	87	0	0	0	0	0	137	0	133
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	362	125	0	0	341	121	0	0	0	0	0	91	0	111
04:15 PM	0	0	359	101	0	0	414	128	0	0	0	0	0	99	0	120
04:30 PM	0	0	348	139	0	0	426	104	0	0	0	0	0	151	0	177
04:45 PM	0	0	327	101	0	0	400	112	0	0	0	0	0	127	0	129
05:00 PM	0	0	406	138	0	0	421	126	0	0	0	0	0	140	0	125
05:15 PM	0	0	356	128	0	0	423	81	0	0	0	0	0	136	0	134
05:30 PM	0	0	327	82	0	0	382	91	0	0	0	0	0	148	0	103
05:45 PM	0	0	365	86	0	0	330	100	0	0	0	0	0	142	0	152
06:00 PM	0	0	326	105	0	0	313	113	0	0	0	0	0	111	0	107
06:15 PM	0	0	341	92	0	0	342	136	0	0	0	0	0	137	0	119
06:30 PM	0	0	308	98	0	0	357	105	0	0	0	0	0	131	0	128
06:45 PM	0	0	262	105	0	0	324	87	0	0	0	0	0	98	0	64

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\13. I-95 SB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 SB Ramp_03
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\13. I-95 SB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 SB Ramp_03
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\13. I-95 SB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 SB Ramp_03
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4.
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	69	72	0	0	49	56	0	0	0	0	0	36	0	32
06:15 AM	0	0	74	83	0	0	114	55	0	0	0	0	0	51	0	52
06:30 AM	0	0	96	121	0	0	126	75	0	0	0	0	0	49	0	56
06:45 AM	0	0	136	123	0	0	152	99	0	0	0	0	0	86	0	85
07:00 AM	0	0	175	138	0	0	186	105	0	0	0	0	0	71	0	106
07:15 AM	0	0	184	134	0	0	233	120	0	0	0	0	0	84	0	121
07:30 AM	0	0	283	128	0	0	237	123	0	0	0	0	0	118	0	150
07:45 AM	0	0	286	105	0	0	369	97	0	0	0	0	0	125	0	165
08:00 AM	0	0	275	81	0	0	353	98	0	0	0	0	0	112	0	159
08:15 AM	0	0	341	124	0	0	310	110	0	0	0	0	0	124	0	183
08:30 AM	0	0	302	135	0	0	334	101	0	0	0	0	0	108	0	141
08:45 AM	0	0	226	82	0	0	372	89	0	0	0	0	0	148	0	130
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	370	126	0	0	358	155	126	0	0	0	0	91	0	110
04:15 PM	0	0	412	104	0	0	444	119	104	0	0	0	0	59	0	51
04:30 PM	0	0	508	182	0	0	434	146	182	0	0	0	0	56	0	30
04:45 PM	0	0	425	121	0	0	417	136	121	0	0	0	0	57	0	48
05:00 PM	0	0	383	141	0	0	410	108	141	0	0	0	0	89	0	84
05:15 PM	0	0	423	140	0	0	433	95	140	0	0	0	0	101	0	93
05:30 PM	0	0	425	104	0	0	328	132	104	0	0	0	0	112	0	109
05:45 PM	0	0	332	104	0	0	359	123	104	0	0	0	0	139	0	128
06:00 PM	0	0	341	93	0	0	317	141	93	0	0	0	0	124	0	121
06:15 PM	0	0	307	90	0	0	350	117	90	0	0	0	0	114	0	132
06:30 PM	0	0	345	122	0	0	313	113	122	0	0	0	0	121	0	93
06:45 PM	0	0	296	111	0	0	312	99	111	0	0	0	0	115	0	102

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\13. I-95 SB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 SB Ramp_03
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4.
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\13. I-95 SB Ramp at Hillsboro Blvd\TMCs\Hillsboro Blvd at I-95 SB Ramp_03
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4.
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\15. Hillsboro Blvd at Natura Blvd\TMCs\Hillsboro Blvd at Natura Blvd_031520
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				NATURA BLVD Northbound				FAIRWAY DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	1	1	118	2	0	0	98	1	2	11	0	4	0	1	1	6
06:15 AM	2	7	148	9	0	3	166	2	0	10	0	9	0	1	2	6
06:30 AM	2	14	234	5	0	6	184	4	0	27	1	7	0	0	0	4
06:45 AM	0	28	279	6	0	7	165	10	0	52	1	21	0	0	0	4
07:00 AM	1	44	246	21	0	3	223	9	1	48	3	25	0	1	1	5
07:15 AM	3	33	306	21	0	14	271	7	0	78	6	31	0	0	0	7
07:30 AM	7	32	386	18	1	12	274	12	0	142	13	39	0	7	2	7
07:45 AM	4	81	392	25	0	19	399	19	0	101	22	33	0	3	2	15
08:00 AM	3	66	350	29	0	19	314	21	0	129	19	33	0	2	5	19
08:15 AM	1	72	351	32	1	12	372	18	3	103	22	29	0	8	0	14
08:30 AM	0	88	351	31	0	16	361	27	0	86	27	30	0	5	1	15
08:45 AM	5	62	406	34	0	27	330	22	0	70	24	30	0	11	1	18
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	11	15	440	37	2	28	439	9	1	38	0	29	0	9	5	41
04:15 PM	10	5	444	46	1	12	501	5	1	40	2	19	0	4	1	24
04:30 PM	7	11	454	53	0	24	485	15	0	51	5	28	0	18	4	50
04:45 PM	7	15	465	39	0	23	482	3	1	48	1	20	0	20	3	62
05:00 PM	4	14	500	47	1	26	490	5	1	58	5	40	0	38	17	76
05:15 PM	7	18	498	54	1	32	468	6	0	56	3	40	0	23	18	47
05:30 PM	11	23	444	53	0	24	430	5	0	70	3	32	0	24	14	38
05:45 PM	9	12	524	49	0	48	421	7	0	30	4	35	0	16	2	36
06:00 PM	1	2	412	30	1	27	387	2	0	48	2	17	0	9	7	35
06:15 PM	5	7	406	47	3	27	426	5	0	31	3	34	0	6	1	20
06:30 PM	3	12	370	34	0	24	359	5	0	30	4	25	0	3	3	17
06:45 PM	0	4	353	14	0	16	345	1	0	22	0	15	0	5	0	10

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\15. Hillsboro Blvd at Natura Blvd\TMCs\Hillsboro Blvd at Natura Blvd_031520
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				NATURA BLVD Northbound				FAIRWAY DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	9	1	0	0	0	0	0	0	0	1	0	0	0	0
06:30 AM	0	1	5	0	0	0	2	0	0	0	0	1	0	1	0	0
06:45 AM	0	1	2	1	0	0	3	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	9	0	0	1	2	0	0	0	0	1	0	1	0	0
07:15 AM	0	1	7	0	0	0	2	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	5	0	0	0	5	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	3	0	0	1	4	1	0	0	0	0	0	0	0	1
08:00 AM	0	0	7	0	0	1	2	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	4	0	0	0	2	1	0	0	0	0	0	0	0	0
08:45 AM	0	1	7	1	0	0	4	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	3	4	0	0	0	2	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	5	0	0	0	2	0	0	0	0	1	0	0	0	2
04:30 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0
06:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\15. Hillsboro Blvd at Natura Blvd\TMCs\Hillsboro Blvd at Natura Blvd_031520
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				NATURA BLVD Northbound				FAIRWAY DR Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
07:45 AM	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:30 PM	1	0	1	1	0	0	0	0	1	0	0	0	3	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\15. Hillsboro Blvd at Natura Blvd\TMCs\Hillsboro Blvd at Natura Blvd_031620
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				NATURA BLVD Northbound				FAIRWAY DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	2	137	2	0	1	103	2	1	4	3	5	0	2	0	5
06:15 AM	0	6	161	2	0	4	138	2	0	10	1	6	0	0	1	2
06:30 AM	0	16	207	5	2	6	208	5	1	27	0	9	1	1	0	3
06:45 AM	0	26	300	10	0	4	247	10	1	43	1	21	0	4	0	8
07:00 AM	0	26	281	30	0	7	276	9	0	39	2	19	1	2	0	3
07:15 AM	0	27	392	27	0	11	285	14	2	72	8	27	1	7	1	11
07:30 AM	0	29	353	38	0	17	391	8	1	72	15	31	0	8	3	6
07:45 AM	1	33	447	13	0	17	460	16	0	80	10	28	0	2	0	17
08:00 AM	0	31	400	25	0	18	346	9	0	90	15	28	0	9	3	9
08:15 AM	0	57	419	30	0	16	433	21	0	58	20	28	1	9	0	13
08:30 AM	0	71	359	26	0	22	404	18	0	63	17	32	0	10	4	13
08:45 AM	0	47	441	18	0	23	355	22	1	56	17	40	0	9	2	12
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	15	428	38	0	21	390	6	1	39	2	13	0	10	5	37
04:15 PM	0	4	451	49	0	25	461	5	1	42	4	18	0	15	1	33
04:30 PM	0	8	494	59	0	26	460	5	1	60	3	22	0	16	4	49
04:45 PM	0	8	409	47	1	24	430	10	2	48	8	31	4	25	10	55
05:00 PM	0	11	513	46	1	25	441	6	1	72	0	22	3	32	14	88
05:15 PM	0	13	459	73	0	30	418	0	0	72	0	39	2	28	22	72
05:30 PM	0	7	444	56	0	31	378	6	0	92	3	28	0	22	16	47
05:45 PM	0	17	458	73	0	30	382	7	1	52	0	23	1	12	9	44
06:00 PM	0	18	382	52	0	37	358	8	2	54	4	23	0	23	5	65
06:15 PM	0	8	447	63	0	27	355	2	1	76	2	30	2	9	7	46
06:30 PM	0	6	381	56	0	32	349	9	0	52	1	23	1	11	4	32
06:45 PM	0	8	334	30	0	23	334	5	0	56	0	24	0	11	5	20

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\15. Hillsboro Blvd at Natura Blvd\TMCs\Hillsboro Blvd at Natura Blvd_031620
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				NATURA BLVD Northbound				FAIRWAY DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	4	0	0	0	1	0	0	0	1	0	0	0	0	0
06:15 AM	0	1	6	0	0	1	2	0	0	0	0	1	0	0	0	0
06:30 AM	0	0	9	0	0	0	4	0	0	0	0	0	0	0	0	1
06:45 AM	0	0	8	2	0	0	2	0	0	0	0	2	0	0	0	0
07:00 AM	0	0	7	0	0	1	2	0	0	0	1	1	0	1	0	0
07:15 AM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	5	0	0	0	1	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0
08:00 AM	0	2	2	0	0	1	4	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	7	0	0	0	2	0	0	0	0	0	0	1	0	0
08:30 AM	0	1	4	0	0	0	2	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	8	1	0	0	5	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	2
04:30 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	2	0	0	1	4	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	2	1	0	0	2	0	0	0	0	1	0	0	0	0
06:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\15. Hillsboro Blvd at Natura Blvd\TMCs\Hillsboro Blvd at Natura Blvd_031620
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				NATURA BLVD Northbound				FAIRWAY DR Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	5	0	0	0	1	0	0	0	1	0	0	0	0	0	0
07:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	6	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	7	0	0	0	0	0	0	0	2	0	0	0	0	0	0
04:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	7	0	0	0	0	0	0	0	3	0	0	0	0	0	0
05:00 PM	0	13	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	6	0	0	0	0	0	0	0	2	0	0	0	0	0	0
06:00 PM	0	4	0	0	0	1	0	0	0	2	0	0	0	0	0	0
06:15 PM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	12	0	0	0	1	0	0	0	1	0	0	0	0	0	0
06:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\15. Hillsboro Blvd at Natura Blvd\TMCs\Hillsboro Blvd at Natura Blvd_031720
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				NATURA BLVD Northbound				FAIRWAY DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	1	2	117	2	0	2	94	4	2	5	1	3	1	0	0	1
06:15 AM	0	6	142	9	0	2	162	2	0	9	1	8	0	0	0	2
06:30 AM	0	14	233	2	0	3	167	5	1	32	2	12	1	0	0	3
06:45 AM	0	32	259	7	0	1	204	17	1	43	7	17	0	1	0	10
07:00 AM	0	41	266	18	0	6	268	3	2	36	2	14	2	6	0	9
07:15 AM	0	32	292	18	0	10	296	9	4	75	10	21	0	1	3	13
07:30 AM	0	52	382	8	0	19	325	11	1	100	8	29	2	6	1	5
07:45 AM	1	66	357	17	0	20	389	12	0	101	20	29	0	4	1	16
08:00 AM	0	62	357	18	0	16	382	19	0	114	28	50	1	14	3	15
08:15 AM	0	71	424	18	0	16	351	19	1	111	25	29	1	5	0	14
08:30 AM	0	87	338	15	0	16	382	21	0	84	35	26	1	8	3	10
08:45 AM	0	60	340	18	1	25	396	11	0	86	43	28	0	11	3	11
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	14	450	36	0	27	439	3	1	37	8	21	0	17	0	40
04:15 PM	0	15	473	50	0	21	493	8	0	49	5	27	0	14	4	29
04:30 PM	0	16	433	52	0	39	477	3	0	62	5	12	1	14	11	47
04:45 PM	0	10	419	70	0	30	426	4	0	75	3	28	1	20	7	60
05:00 PM	0	16	421	66	0	26	389	6	1	72	4	31	0	40	19	88
05:15 PM	0	10	484	57	1	35	368	3	0	50	0	17	0	30	20	77
05:30 PM	0	6	467	91	0	31	418	3	0	70	7	36	0	21	20	60
05:45 PM	0	9	412	80	1	41	398	3	0	65	0	26	2	15	19	41
06:00 PM	0	9	338	66	0	42	338	7	0	75	2	35	1	25	15	63
06:15 PM	0	9	353	48	1	25	415	3	0	54	1	27	1	11	6	36
06:30 PM	0	14	452	53	0	31	371	1	0	29	1	24	1	7	3	15
06:45 PM	0	18	392	47	0	26	367	2	0	34	1	22	0	9	1	23

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\15. Hillsboro Blvd at Natura Blvd\TMCs\Hillsboro Blvd at Natura Blvd_031720
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				NATURA BLVD Northbound				FAIRWAY DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	1	3	1	0	0	1	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	6	0	0	0	0	0	0	0	0	1	0	0	0	0
06:30 AM	0	0	3	0	0	0	2	0	0	0	0	0	0	1	0	0
06:45 AM	0	0	3	2	0	0	1	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	3	0	0	1	2	0	0	0	0	1	0	2	0	0
07:15 AM	0	0	6	0	0	0	3	1	0	0	0	0	0	0	0	1
07:30 AM	0	1	6	0	0	1	4	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	6	0	0	0	0	0	0	0	0	0
08:00 AM	0	4	3	0	0	0	6	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	1
08:30 AM	0	1	5	0	0	0	5	1	0	0	0	0	0	1	0	0
08:45 AM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	1	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	1	0	0	0	5	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
04:30 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	3	0	0	1	1	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
06:15 PM	0	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\15. Hillsboro Blvd at Natura Blvd\TMCs\Hillsboro Blvd at Natura Blvd_031720
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				NATURA BLVD Northbound				FAIRWAY DR Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	4	0	0	0	0	0	0	0	1	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	4	0	0	0	2	0	0	0	1	0	0	0	0	0	0
04:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	16	7	0	0	1	0	0	0	3	0	0	0	0	0	0
04:45 PM	0	11	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	4	0	0	0	1	0	0	0	1	0	0	0	0	0	0
05:45 PM	0	8	0	0	0	1	0	0	0	1	0	0	0	0	0	0
06:00 PM	0	4	0	0	0	0	0	0	0	1	0	0	0	1	0	0
06:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	9	1	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	13	0	0	0	0	0	0	0	1	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\14. Hillsboro Blvd at SW 12th Ave\TMCs\Hillsboro Blvd at SW 12th Ave_0315
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				SW 12TH AVE Northbound				SW 12TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	2	121	3	0	17	77	27	0	3	3	6	0	3	1	2
06:15 AM	0	4	162	8	0	14	131	15	0	6	2	8	0	4	0	0
06:30 AM	0	9	195	12	0	30	124	17	0	4	3	13	0	3	0	2
06:45 AM	0	6	269	13	0	14	172	45	0	10	3	12	0	5	1	4
07:00 AM	0	22	254	25	0	45	184	35	0	10	9	23	0	3	2	4
07:15 AM	0	31	337	20	0	38	247	46	0	13	18	29	0	6	1	5
07:30 AM	0	28	323	28	0	53	216	85	0	7	27	20	0	3	5	3
07:45 AM	0	63	294	38	0	79	320	93	0	20	38	38	0	12	1	1
08:00 AM	0	61	373	36	0	54	250	71	0	12	65	23	0	12	3	4
08:15 AM	0	56	428	38	0	91	293	83	0	31	30	39	0	4	5	6
08:30 AM	0	49	397	63	0	91	315	60	0	17	28	38	0	13	7	11
08:45 AM	0	36	405	45	0	77	280	38	0	17	8	42	0	10	1	6
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	12	414	34	0	45	385	10	0	28	6	50	0	30	8	27
04:15 PM	0	14	370	36	0	26	432	7	0	33	4	48	0	17	2	11
04:30 PM	0	14	393	20	0	23	521	2	0	68	1	50	0	57	7	46
04:45 PM	0	7	429	40	0	34	484	3	0	32	1	68	0	48	13	28
05:00 PM	0	10	426	31	0	54	465	4	0	67	6	97	0	81	11	53
05:15 PM	0	6	388	22	0	28	481	3	0	57	2	65	0	68	15	88
05:30 PM	0	6	344	6	0	66	390	2	0	34	2	34	0	57	5	53
05:45 PM	0	6	371	25	0	59	422	2	0	51	1	49	0	46	3	36
06:00 PM	0	6	357	23	0	40	358	4	0	47	1	48	0	43	9	37
06:15 PM	0	2	282	23	0	26	390	14	0	29	2	20	0	32	6	36
06:30 PM	0	2	286	24	0	42	316	1	0	26	1	34	0	28	7	28
06:45 PM	0	5	289	21	0	39	331	2	0	19	0	23	0	28	3	17

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\14. Hillsboro Blvd at SW 12th Ave\TMCs\Hillsboro Blvd at SW 12th Ave_0315
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				SW 12TH AVE Northbound				SW 12TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	5	0	0	0	2	0	0	0	0	4	0	0	0	0
06:30 AM	0	0	5	0	0	0	4	0	0	0	0	1	0	0	0	0
06:45 AM	0	0	4	0	0	1	4	0	0	1	0	1	0	0	0	0
07:00 AM	0	0	5	0	0	3	1	1	0	2	0	5	0	0	0	0
07:15 AM	0	0	2	1	0	1	3	0	0	0	1	1	0	1	1	0
07:30 AM	0	0	2	0	0	2	2	1	0	1	0	3	0	0	0	0
07:45 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	3	0	0	1	0	0	0	0	0	3	0	0	0	0
08:15 AM	0	0	2	0	0	2	6	1	0	0	0	1	0	0	0	0
08:30 AM	0	0	2	0	0	2	3	0	0	0	0	2	0	1	0	0
08:45 AM	0	0	3	0	0	1	4	0	0	0	0	0	0	1	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	1	2	0	0	1	4	2	0	1	0	1	0	0	0	0
04:15 PM	0	1	2	0	0	4	4	0	0	0	0	0	0	1	0	0
04:30 PM	0	0	1	0	0	2	2	0	0	0	1	3	0	0	1	1
04:45 PM	0	0	2	0	0	1	0	0	0	1	0	1	0	0	0	0
05:00 PM	0	0	0	0	0	1	2	1	0	1	0	1	0	0	0	0
05:15 PM	0	1	3	0	0	1	4	0	0	0	0	2	0	1	0	0
05:30 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	2	1	0	1	1	0	0	0	0	1	0	0	0	0
06:00 PM	0	0	1	1	0	0	5	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	1	0	0	1	2	0	0	1	0	0	0	0	0	0
06:30 PM	0	0	2	0	0	1	1	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\14. Hillsboro Blvd at SW 12th Ave\TMCs\Hillsboro Blvd at SW 12th Ave_0315
Start Date: 3/15/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				SW 12TH AVE Northbound				SW 12TH AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\14. Hillsboro Blvd at SW 12th Ave\TMCs\Hillsboro Blvd at SW 12th Ave_0316
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				SW 12TH AVE Northbound				SW 12TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	3	131	7	0	8	78	16	0	7	2	5	0	3	1	1
06:15 AM	0	3	183	9	0	15	112	5	0	2	2	9	0	1	1	1
06:30 AM	0	9	210	13	0	25	163	8	0	5	2	16	0	6	0	1
06:45 AM	0	6	210	10	0	34	250	15	0	10	5	9	0	3	0	3
07:00 AM	0	14	249	9	0	32	218	20	0	15	9	9	0	9	2	4
07:15 AM	0	25	370	22	0	45	257	27	0	17	18	28	0	5	0	3
07:30 AM	0	58	375	32	0	40	345	27	0	14	16	25	0	5	2	4
07:45 AM	0	68	418	26	0	33	459	31	0	18	53	33	0	5	2	2
08:00 AM	0	86	429	39	0	50	303	46	0	21	31	39	0	0	1	4
08:15 AM	0	65	493	31	0	65	349	36	0	32	29	34	0	3	1	3
08:30 AM	0	50	411	41	0	54	362	50	0	15	30	29	0	7	3	3
08:45 AM	0	21	358	34	0	37	306	22	0	26	13	30	0	5	1	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	9	389	34	0	47	391	7	0	33	3	41	0	35	7	26
04:15 PM	0	14	390	39	0	59	435	7	0	34	5	37	0	15	4	13
04:30 PM	0	5	328	32	0	85	472	6	0	47	0	62	0	82	18	62
04:45 PM	0	7	314	36	0	57	457	5	0	35	3	39	0	58	11	68
05:00 PM	0	6	383	25	0	45	471	0	0	56	2	69	0	68	39	140
05:15 PM	0	14	323	20	0	61	449	5	0	41	2	56	0	78	23	132
05:30 PM	0	4	305	16	0	41	421	0	0	51	2	52	0	51	28	90
05:45 PM	0	5	362	25	0	67	403	5	0	32	4	31	0	44	21	57
06:00 PM	0	7	337	21	0	55	339	14	0	41	0	37	0	32	12	60
06:15 PM	0	4	350	19	0	56	391	1	0	31	3	43	0	22	13	32
06:30 PM	0	6	284	26	0	48	406	2	0	31	2	49	0	46	12	34
06:45 PM	0	1	287	16	0	57	326	0	0	20	0	33	0	23	8	16

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\14. Hillsboro Blvd at SW 12th Ave\TMCs\Hillsboro Blvd at SW 12th Ave_0316
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				SW 12TH AVE Northbound				SW 12TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	5	0	0	1	2	0	0	0	0	2	0	0	0	0
06:15 AM	0	1	2	0	0	2	2	1	0	0	0	2	0	0	0	0
06:30 AM	0	1	3	0	0	0	6	1	0	0	0	3	0	0	0	0
06:45 AM	0	0	5	0	0	1	2	1	0	0	0	3	0	2	0	1
07:00 AM	0	0	4	0	0	3	2	0	0	2	0	0	0	1	1	1
07:15 AM	0	0	3	0	0	0	3	0	0	0	0	1	0	0	0	0
07:30 AM	0	0	3	0	0	3	7	1	0	0	0	1	0	1	0	0
07:45 AM	0	0	2	0	0	2	1	0	0	3	0	3	0	0	0	0
08:00 AM	0	1	3	0	0	1	1	0	0	0	0	2	0	0	0	0
08:15 AM	0	0	3	0	0	2	3	0	0	0	0	1	0	1	0	0
08:30 AM	0	0	2	0	0	4	4	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	3	0	0	1	5	1	0	0	0	3	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	2	5	1	0	1	0	1	0	2	0	1
04:15 PM	0	1	1	0	0	1	2	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	3	0	0	2	2	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	2	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	1	0	0	3	5	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	2	0	0	0	1	0	0	0	0	1	0	0	0	0
05:30 PM	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	1	2	0	2	2	0	0	1	0	1	0	0	0	0
06:15 PM	0	0	1	0	0	3	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	2	0	0	2	2	0	0	0	0	2	0	0	0	0
06:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\14. Hillsboro Blvd at SW 12th Ave\TMCs\Hillsboro Blvd at SW 12th Ave_0316
Start Date: 3/16/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBORO BLVD Westbound				SW 12TH AVE Northbound				SW 12TH AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
07:15 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0
07:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
04:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0
05:45 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	3	0	0	0	1	0	0	0	1	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\14. Hillsboro Blvd at SW 12th Ave\TMCs\Hillsboro Blvd at SW 12th Ave_0317
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBLVD BLVD Westbound				SW 12TH AVE Northbound				SW 12TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	3	139	3	0	8	67	10	0	2	3	6	0	0	1	0
06:15 AM	0	7	164	7	0	11	145	6	0	4	1	8	0	10	1	1
06:30 AM	0	7	207	8	0	48	129	8	0	4	3	17	0	2	0	0
06:45 AM	0	8	234	13	0	23	198	18	0	12	4	16	0	4	0	11
07:00 AM	0	15	225	18	0	31	235	14	0	14	3	25	0	8	0	5
07:15 AM	0	32	319	26	0	30	261	48	0	16	18	20	0	2	1	5
07:30 AM	0	29	366	31	0	41	303	38	0	14	21	28	0	2	1	1
07:45 AM	0	81	338	45	0	75	354	80	0	21	24	25	0	7	1	4
08:00 AM	0	58	351	42	0	43	387	48	0	25	28	29	0	7	3	2
08:15 AM	0	56	330	30	0	94	349	37	0	27	26	34	0	14	2	3
08:30 AM	0	51	383	40	0	74	348	28	0	19	21	27	0	0	4	7
08:45 AM	0	33	256	27	0	127	323	28	0	16	21	44	0	7	5	7
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	9	424	25	0	36	396	2	0	37	4	51	0	2	2	1
04:15 PM	0	6	445	20	0	32	428	4	0	29	4	41	0	10	1	12
04:30 PM	0	13	503	26	0	101	342	2	0	33	1	53	0	96	26	53
04:45 PM	0	11	408	27	0	58	402	4	0	39	2	62	0	55	48	55
05:00 PM	0	13	341	23	0	95	372	1	0	62	0	69	0	93	15	94
05:15 PM	0	10	425	29	0	40	445	2	0	40	3	51	0	67	41	86
05:30 PM	0	5	437	30	0	75	355	0	0	40	1	48	0	25	48	63
05:45 PM	0	6	342	27	0	37	401	0	0	29	3	34	0	53	32	35
06:00 PM	0	5	359	29	0	22	396	6	0	40	8	26	0	34	10	21
06:15 PM	0	2	340	19	0	9	442	6	0	25	2	28	0	20	2	27
06:30 PM	0	1	397	8	0	20	370	2	0	34	0	20	0	26	3	16
06:45 PM	0	2	336	24	0	23	368	5	0	17	2	41	0	19	6	12

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\14. Hillsboro Blvd at SW 12th Ave\TMCs\Hillsboro Blvd at SW 12th Ave_0317
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBLVD BLVD Westbound				SW 12TH AVE Northbound				SW 12TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	5	0	0	4	6	0	0	0	0	1	0	0	0	0
06:15 AM	0	0	5	0	0	0	8	2	0	0	0	0	0	0	1	0
06:30 AM	0	0	3	0	0	2	0	0	0	1	0	2	0	0	0	0
06:45 AM	0	0	8	0	0	1	1	0	0	0	0	4	0	0	0	1
07:00 AM	0	1	5	0	0	0	3	0	0	2	0	3	0	0	0	1
07:15 AM	0	0	4	0	0	3	4	0	0	2	0	6	0	0	0	0
07:30 AM	0	0	6	0	0	2	2	0	0	0	0	1	0	0	1	0
07:45 AM	0	0	2	0	0	2	2	0	0	1	0	2	0	0	0	0
08:00 AM	0	0	4	0	0	3	8	0	0	0	0	3	0	1	0	1
08:15 AM	0	0	1	0	0	3	1	0	0	0	0	2	0	0	0	0
08:30 AM	0	0	2	1	0	1	4	2	0	0	0	4	0	0	0	0
08:45 AM	0	0	2	0	0	1	3	0	0	0	0	1	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	1	2	0	0	1	2	0	0	0	0	1	0	0	0	1
04:15 PM	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0
04:30 PM	0	2	3	0	0	1	0	2	0	0	0	0	0	0	1	0
04:45 PM	0	0	3	0	0	1	2	0	0	0	0	0	0	1	0	0
05:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	2	3	0	2	2	0	0	0	0	3	0	0	0	0
05:45 PM	0	0	1	1	0	6	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	4	0	0	0	0	1	0	0	0	0
06:15 PM	0	0	0	0	0	1	2	0	0	0	0	1	0	0	0	0
06:30 PM	0	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	2	0	0	1	3	0	0	0	0	1	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\3. Hillsboro Blvd\14. Hillsboro Blvd at SW 12th Ave\TMCs\Hillsboro Blvd at SW 12th Ave_0317
Start Date: 3/17/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Hillsboro Blvd
Comment 4: COUNTY : Broward

	HILLSBORO BLVD Eastbound				HILLSBLVD BLVD Westbound				SW 12TH AVE Northbound				SW 12TH AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
06:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0
06:15 PM	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0
06:30 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\1. I-95 NB Ramp at Sample Rd\TMCs\Sample Rd at I-95 NB Ramp_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB ON RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	47	78	0	0	154	22	0	47	0	37	0	0	0	0
06:15 AM	0	0	99	80	0	0	173	68	0	65	0	44	0	0	0	0
06:30 AM	0	0	143	100	0	0	269	78	0	84	0	59	0	0	0	0
06:45 AM	0	0	193	122	0	0	286	84	0	92	0	73	0	0	0	0
07:00 AM	0	0	168	157	0	0	256	97	0	82	0	58	0	0	0	0
07:15 AM	0	0	215	215	0	0	346	120	0	94	0	65	0	0	0	0
07:30 AM	0	0	240	142	0	0	386	97	0	73	0	68	0	0	0	0
07:45 AM	0	0	258	165	0	0	358	112	0	75	0	43	0	0	0	0
08:00 AM	0	0	233	171	0	0	351	93	0	59	0	61	0	0	0	0
08:15 AM	0	0	210	155	0	0	334	70	0	80	0	41	0	0	0	0
08:30 AM	0	0	231	140	0	0	320	80	0	75	0	45	0	0	0	0
08:45 AM	0	0	176	123	0	0	316	65	0	61	0	43	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	233	84	0	0	385	82	0	81	0	58	0	0	0	0
04:15 PM	0	0	272	123	0	0	430	73	0	107	0	47	0	0	0	0
04:30 PM	0	0	280	80	0	0	447	87	0	101	0	49	0	0	0	0
04:45 PM	0	0	287	79	0	0	380	79	0	105	0	32	0	0	0	0
05:00 PM	0	0	256	112	0	0	401	90	0	115	0	55	0	0	0	0
05:15 PM	0	0	243	71	0	0	429	87	0	107	0	56	0	0	0	0
05:30 PM	0	0	273	82	0	0	404	67	0	105	0	53	0	0	0	0
05:45 PM	0	0	288	66	0	0	386	74	0	87	0	41	0	0	0	0
06:00 PM	0	0	278	84	0	0	395	76	0	122	0	31	0	0	0	0
06:15 PM	0	0	235	88	0	0	382	46	0	118	0	30	0	0	0	0
06:30 PM	0	0	244	70	0	0	343	69	0	104	0	34	0	0	0	0
06:45 PM	0	0	220	86	0	0	353	74	0	83	0	48	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\1. I-95 NB Ramp at Sample Rd\TMCs\Sample Rd at I-95 NB Ramp_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB ON RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	5	1	0	0	1	1	0	5	0	3	0	0	0	0
06:15 AM	0	0	3	1	0	0	0	0	0	4	0	5	0	0	0	0
06:30 AM	0	0	3	1	0	0	0	0	0	3	0	7	0	0	0	0
06:45 AM	0	0	4	1	0	0	0	0	0	6	0	1	0	0	0	0
07:00 AM	0	0	6	1	0	0	0	0	0	3	0	3	0	0	0	0
07:15 AM	0	0	5	0	0	0	6	0	0	2	0	2	0	0	0	0
07:30 AM	0	0	6	3	0	0	0	0	0	3	0	1	0	0	0	0
07:45 AM	0	0	8	1	0	0	0	0	0	4	0	2	0	0	0	0
08:00 AM	0	0	5	1	0	0	2	0	0	6	0	3	0	0	0	0
08:15 AM	0	0	1	1	0	0	8	3	0	2	0	3	0	0	0	0
08:30 AM	0	0	5	2	0	0	7	2	0	3	0	1	0	0	0	0
08:45 AM	0	0	6	2	0	0	11	2	0	5	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	2	1	0	0	4	0	0	0	0	4	0	0	0	0
04:15 PM	0	0	2	0	0	0	12	0	0	2	0	1	0	0	0	0
04:30 PM	0	0	3	2	0	0	5	0	0	2	0	1	0	0	0	0
04:45 PM	0	0	3	0	0	0	1	0	0	2	0	2	0	0	0	0
05:00 PM	0	0	2	3	0	0	1	0	0	0	0	1	0	0	0	0
05:15 PM	0	0	3	1	0	0	0	0	0	2	0	1	0	0	0	0
05:30 PM	0	0	1	2	0	0	1	0	0	2	0	0	0	0	0	0
05:45 PM	0	0	3	1	0	0	1	1	0	2	0	1	0	0	0	0
06:00 PM	0	0	0	0	0	0	7	1	0	1	0	0	0	0	0	0
06:15 PM	0	0	1	0	0	0	4	1	0	0	0	0	0	0	0	0
06:30 PM	0	0	1	0	0	0	5	1	0	1	0	0	0	0	0	0
06:45 PM	0	0	1	0	0	0	1	0	0	2	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\1. I-95 NB Ramp at Sample Rd\TMCs\Sample Rd at I-95 NB Ramp_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB ON RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB ON RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	69	60	0	0	143	34	0	43	0	31	0	0	0	0
06:15 AM	0	0	110	87	0	0	188	53	0	59	0	37	0	0	0	0
06:30 AM	0	0	119	106	0	0	335	86	0	67	0	70	0	0	0	0
06:45 AM	0	0	125	122	0	0	330	93	0	92	0	55	0	0	0	0
07:00 AM	0	0	183	167	0	0	386	91	0	75	0	37	0	0	0	0
07:15 AM	0	0	207	175	0	0	398	88	0	79	0	48	0	0	0	0
07:30 AM	0	0	268	200	0	0	435	119	0	71	0	49	0	0	0	0
07:45 AM	0	0	271	136	0	0	403	98	0	81	0	40	0	0	0	0
08:00 AM	0	0	217	160	0	0	366	82	0	66	0	50	0	0	0	0
08:15 AM	0	0	215	133	0	0	337	88	0	65	0	43	0	0	0	0
08:30 AM	0	0	224	133	0	0	306	89	0	76	0	47	0	0	0	0
08:45 AM	0	0	211	135	0	0	330	64	0	65	0	40	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	281	84	0	0	392	61	0	97	0	50	0	0	0	0
04:15 PM	0	0	271	110	0	0	416	74	0	104	0	86	0	0	0	0
04:30 PM	0	0	316	81	0	0	436	109	0	122	0	63	0	0	0	0
04:45 PM	0	0	234	81	0	0	391	74	0	101	0	55	0	0	0	0
05:00 PM	0	0	260	119	0	0	377	87	0	100	0	47	0	0	0	0
05:15 PM	0	0	330	80	0	0	389	71	0	100	0	43	0	0	0	0
05:30 PM	0	0	241	68	0	0	391	73	0	94	0	40	0	0	0	0
05:45 PM	0	0	314	93	0	0	397	61	0	92	0	46	0	0	0	0
06:00 PM	0	0	248	91	0	0	431	53	0	115	0	55	0	0	0	0
06:15 PM	0	0	232	106	0	0	405	70	0	103	0	46	0	0	0	0
06:30 PM	0	0	285	83	0	0	420	68	0	97	0	29	0	0	0	0
06:45 PM	0	0	347	115	0	0	339	63	0	102	0	62	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\1. I-95 NB Ramp at Sample Rd\TMCs\Sample Rd at I-95 NB Ramp_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB ON RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	6	0	0	0	3	0	0	7	0	3	0	0	0	0
06:15 AM	0	0	4	1	0	0	1	0	0	3	0	0	0	0	0	0
06:30 AM	0	0	2	3	0	0	3	0	0	1	0	6	0	0	0	0
06:45 AM	0	0	4	0	0	0	5	2	0	8	0	3	0	0	0	0
07:00 AM	0	0	5	2	0	0	7	1	0	4	0	3	0	0	0	0
07:15 AM	0	0	2	6	0	0	6	1	0	2	0	1	0	0	0	0
07:30 AM	0	0	5	1	0	0	7	1	0	2	0	1	0	0	0	0
07:45 AM	0	0	6	2	0	0	11	1	0	6	0	4	0	0	0	0
08:00 AM	0	0	10	0	0	0	11	2	0	0	0	2	0	0	0	0
08:15 AM	0	0	5	3	0	0	3	0	0	5	0	1	0	0	0	0
08:30 AM	0	0	8	0	0	0	9	1	0	4	0	2	0	0	0	0
08:45 AM	0	0	5	1	0	0	5	0	0	3	0	2	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	11	0	0	3	0	4	0	0	0	0
04:15 PM	0	0	2	0	0	0	7	0	0	5	0	0	0	0	0	0
04:30 PM	0	0	1	2	0	0	6	0	0	1	0	1	0	0	0	0
04:45 PM	0	0	3	0	0	0	8	2	0	1	0	1	0	0	0	0
05:00 PM	0	0	3	1	0	0	4	0	0	2	0	0	0	0	0	0
05:15 PM	0	0	1	0	0	0	3	1	0	2	0	0	0	0	0	0
05:30 PM	0	0	1	0	0	0	2	0	0	1	0	0	0	0	0	0
05:45 PM	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0
06:00 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
06:15 PM	0	0	1	2	0	0	4	2	0	0	0	1	0	0	0	0
06:30 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	2	0	0	1	0	1	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\1. I-95 NB Ramp at Sample Rd\TMCs\Sample Rd at I-95 NB Ramp_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB ON RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\1. I-95 NB Ramp at Sample Rd\TMCs\Sample Rd at I-95 NB Ramp_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB ON RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	80	86	0	0	181	27	0	35	0	27	0	0	0	0
06:15 AM	0	0	90	89	0	0	228	66	0	66	0	52	0	0	0	0
06:30 AM	0	0	144	127	0	0	355	86	0	59	0	45	0	0	0	0
06:45 AM	0	0	155	121	0	0	335	80	0	80	0	65	0	0	0	0
07:00 AM	0	0	195	168	0	0	353	80	0	70	0	59	0	0	0	0
07:15 AM	0	0	237	228	0	0	364	91	0	59	0	50	0	0	0	0
07:30 AM	0	0	240	200	0	0	405	111	0	61	0	29	0	0	0	0
07:45 AM	0	0	211	194	0	0	373	106	0	84	0	63	0	0	0	0
08:00 AM	0	0	221	208	0	0	350	80	0	63	0	51	0	0	0	0
08:15 AM	0	0	197	169	0	0	346	82	0	65	0	29	0	0	0	0
08:30 AM	0	0	241	135	0	0	328	80	0	52	0	27	0	0	0	0
08:45 AM	0	0	206	140	0	0	331	65	0	58	0	41	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	231	61	0	0	407	72	0	83	0	55	0	0	0	0
04:15 PM	0	0	210	115	0	0	457	68	0	84	0	56	0	0	0	0
04:30 PM	0	0	266	78	0	0	485	76	0	82	0	49	0	0	0	0
04:45 PM	0	0	270	92	0	0	381	71	0	88	0	54	0	0	0	0
05:00 PM	0	0	246	96	0	0	416	74	0	76	0	30	0	0	0	0
05:15 PM	0	0	230	58	0	0	394	67	0	66	0	27	0	0	0	0
05:30 PM	0	0	244	90	0	0	403	57	0	80	0	29	0	0	0	0
05:45 PM	0	0	352	59	0	0	398	48	0	79	0	54	0	0	0	0
06:00 PM	0	0	237	77	0	0	396	63	0	83	0	44	0	0	0	0
06:15 PM	0	0	212	100	0	0	415	47	0	112	0	49	0	0	0	0
06:30 PM	0	0	299	70	0	0	391	59	0	112	0	56	0	0	0	0
06:45 PM	0	0	264	82	0	0	393	72	0	99	0	77	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\1. I-95 NB Ramp at Sample Rd\TMCs\Sample Rd at I-95 NB Ramp_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB ON RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	5	1	0	0	2	0	0	1	0	4	0	0	0	0
06:15 AM	0	0	4	2	0	0	1	0	0	2	0	2	0	0	0	0
06:30 AM	0	0	3	4	0	0	1	0	0	3	0	3	0	0	0	0
06:45 AM	0	0	6	2	0	0	6	0	0	6	0	6	0	0	0	0
07:00 AM	0	0	3	4	0	0	10	0	0	5	0	3	0	0	0	0
07:15 AM	0	0	4	4	0	0	5	1	0	5	0	3	0	0	0	0
07:30 AM	0	0	1	3	0	0	4	1	0	2	0	5	0	0	0	0
07:45 AM	0	0	6	6	0	0	2	0	0	1	0	1	0	0	0	0
08:00 AM	0	0	5	2	0	0	0	0	0	2	0	2	0	0	0	0
08:15 AM	0	0	6	1	0	0	2	1	0	1	0	1	0	0	0	0
08:30 AM	0	0	2	3	0	0	3	0	0	1	0	1	0	0	0	0
08:45 AM	0	0	5	2	0	0	0	0	0	1	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	2	1	0	0	7	0	0	2	0	1	0	0	0	0
04:15 PM	0	0	3	1	0	0	5	0	0	10	0	0	0	0	0	0
04:30 PM	0	0	1	1	0	0	3	0	0	3	0	1	0	0	0	0
04:45 PM	0	0	2	0	0	0	0	0	0	1	0	3	0	0	0	0
05:00 PM	0	0	4	0	0	0	7	0	0	0	0	1	0	0	0	0
05:15 PM	0	0	2	2	0	0	0	0	0	1	0	0	0	0	0	0
05:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	3	0	0	0	0	0	0	2	0	1	0	0	0	0
06:00 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
06:15 PM	0	0	3	1	0	0	0	0	0	2	0	0	0	0	0	0
06:30 PM	0	0	2	1	0	0	0	0	0	1	0	0	0	0	0	0
06:45 PM	0	0	2	0	0	0	0	0	0	2	0	1	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\1. I-95 NB Ramp at Sample Rd\TMCs\Sample Rd at I-95 NB Ramp_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 NB OFF RAMP Northbound				I-95 NB ON RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\2. I-95 SB Ramp at Sample Rd\TMCs\Sample Rd at I-95 SB Ramp_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	104	88	0	0	130	78	0	0	0	0	0	28	0	57
06:15 AM	0	0	131	140	0	0	152	94	0	0	0	0	0	59	0	71
06:30 AM	0	0	167	170	0	0	235	128	0	0	0	0	0	88	0	96
06:45 AM	0	0	241	174	0	0	247	140	0	0	0	0	0	89	0	82
07:00 AM	0	0	260	168	0	0	241	131	0	0	0	0	0	75	0	102
07:15 AM	0	0	345	185	0	0	285	160	0	0	0	0	0	91	0	86
07:30 AM	0	0	323	184	0	0	285	188	0	0	0	0	0	81	0	79
07:45 AM	0	0	349	202	0	0	282	168	0	0	0	0	0	86	0	123
08:00 AM	0	0	328	165	0	0	278	148	0	0	0	0	0	80	0	72
08:15 AM	0	0	268	164	0	0	308	136	0	0	0	0	0	113	0	123
08:30 AM	0	0	277	143	0	0	273	141	0	0	0	0	0	109	0	83
08:45 AM	0	0	175	130	0	0	267	117	0	0	0	0	0	135	0	72
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	180	145	0	0	320	169	0	0	0	0	0	149	0	105
04:15 PM	0	0	266	126	0	0	401	153	0	0	0	0	0	144	0	144
04:30 PM	0	0	271	151	0	0	413	152	0	0	0	0	0	103	0	142
04:45 PM	0	0	277	109	0	0	399	104	0	0	0	0	0	103	0	151
05:00 PM	0	0	275	117	0	0	358	158	0	0	0	0	0	66	0	145
05:15 PM	0	0	266	122	0	0	404	117	0	0	0	0	0	83	0	126
05:30 PM	0	0	265	116	0	0	389	116	0	0	0	0	0	78	0	145
05:45 PM	0	0	237	93	0	0	334	127	0	0	0	0	0	57	0	168
06:00 PM	0	0	314	119	0	0	354	128	0	0	0	0	0	55	0	159
06:15 PM	0	0	277	92	0	0	375	111	0	0	0	0	0	77	0	143
06:30 PM	0	0	267	110	0	0	323	121	0	0	0	0	0	63	0	138
06:45 PM	0	0	242	121	0	0	314	100	0	0	0	0	0	55	0	129

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\2. I-95 SB Ramp at Sample Rd\TMCs\Sample Rd at I-95 SB Ramp_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	6	0	0	0	8	1	0	0	0	0	0	1	0	2
06:15 AM	0	0	7	6	0	0	6	0	0	0	0	0	0	0	0	1
06:30 AM	0	0	3	4	0	0	6	1	0	0	0	0	0	0	0	1
06:45 AM	0	0	7	1	0	0	3	2	0	0	0	0	0	2	0	0
07:00 AM	0	0	3	3	0	0	11	2	0	0	0	0	0	3	0	3
07:15 AM	0	0	8	2	0	0	8	1	0	0	0	0	0	1	0	3
07:30 AM	0	0	5	2	0	0	7	5	0	0	0	0	0	1	0	3
07:45 AM	0	0	5	1	0	0	5	4	0	0	0	0	0	2	0	1
08:00 AM	0	0	3	2	0	0	13	0	0	0	0	0	0	2	0	2
08:15 AM	0	0	7	6	0	0	11	2	0	0	0	0	0	0	0	3
08:30 AM	0	0	8	8	0	0	10	1	0	0	0	0	0	0	0	3
08:45 AM	0	0	6	1	0	0	12	0	0	0	0	0	0	4	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	3	3	0	0	7	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	4	2	0	0	13	2	0	0	0	0	0	0	0	0
04:30 PM	0	0	4	1	0	0	4	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	5	2	0	0	6	1	0	0	0	0	0	1	0	2
05:00 PM	0	0	2	0	0	0	6	2	0	0	0	0	0	0	0	2
05:15 PM	0	0	4	1	0	0	5	0	0	0	0	0	0	2	0	1
05:30 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	1	0	2
05:45 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	2	0	2
06:00 PM	0	0	1	1	0	0	4	1	0	0	0	0	0	1	0	3
06:15 PM	0	0	1	0	0	0	3	2	0	0	0	0	0	0	0	2
06:30 PM	0	0	2	0	0	0	3	2	0	0	0	0	0	0	0	1
06:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	2

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\2. I-95 SB Ramp at Sample Rd\TMCs\Sample Rd at I-95 SB Ramp_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\2. I-95 SB Ramp at Sample Rd\TMCs\Sample Rd at I-95 SB Ramp_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	102	124	0	0	137	79	0	0	0	0	0	26	0	61
06:15 AM	0	0	129	143	0	0	182	113	0	0	0	0	0	63	0	75
06:30 AM	0	0	147	169	0	0	179	126	0	0	0	0	0	92	0	119
06:45 AM	0	0	165	173	0	0	214	243	0	0	0	0	0	97	0	92
07:00 AM	0	0	266	141	0	0	243	219	0	0	0	0	0	95	0	106
07:15 AM	0	0	283	163	0	0	266	182	0	0	0	0	0	117	0	98
07:30 AM	0	0	380	207	0	0	327	143	0	0	0	0	0	92	0	71
07:45 AM	0	0	292	210	0	0	292	168	0	0	0	0	0	85	0	100
08:00 AM	0	0	330	160	0	0	306	125	0	0	0	0	0	84	0	107
08:15 AM	0	0	281	175	0	0	281	139	0	0	0	0	0	79	0	94
08:30 AM	0	0	290	167	0	0	272	130	0	0	0	0	0	62	0	118
08:45 AM	0	0	271	130	0	0	257	148	0	0	0	0	0	77	0	72
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	255	131	0	0	346	155	0	0	0	0	0	104	0	160
04:15 PM	0	0	284	138	0	0	380	173	0	0	0	0	0	102	0	171
04:30 PM	0	0	305	123	0	0	392	191	0	0	0	0	0	90	0	149
04:45 PM	0	0	218	118	0	0	293	194	0	0	0	0	0	120	0	156
05:00 PM	0	0	280	117	0	0	316	195	0	0	0	0	0	116	0	210
05:15 PM	0	0	331	125	0	0	271	221	0	0	0	0	0	100	0	165
05:30 PM	0	0	243	135	0	0	305	201	0	0	0	0	0	97	0	157
05:45 PM	0	0	308	94	0	0	311	187	0	0	0	0	0	105	0	186
06:00 PM	1	0	235	106	0	0	284	215	0	0	0	0	0	128	0	176
06:15 PM	0	0	278	97	0	0	355	191	0	0	0	0	0	79	0	131
06:30 PM	0	0	268	107	0	0	326	199	0	0	0	0	0	119	0	147
06:45 PM	0	0	327	105	0	0	323	183	0	0	0	0	0	135	0	105

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\2. I-95 SB Ramp at Sample Rd\TMCs\Sample Rd at I-95 SB Ramp_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	11	5	0	0	6	0	0	0	0	0	0	0	0	2
06:15 AM	0	0	9	2	0	0	3	2	0	0	0	0	0	1	0	2
06:30 AM	0	0	6	3	0	0	5	1	0	0	0	0	0	1	0	3
06:45 AM	0	0	12	5	0	0	11	0	0	0	0	0	0	0	0	3
07:00 AM	0	0	3	2	0	0	9	2	0	0	0	0	0	1	0	2
07:15 AM	0	0	8	2	0	0	11	2	0	0	0	0	0	0	0	0
07:30 AM	0	0	10	4	0	0	6	3	0	0	0	0	0	0	0	1
07:45 AM	0	0	3	3	0	0	8	4	0	0	0	0	0	1	0	3
08:00 AM	0	0	13	2	0	0	7	2	0	0	0	0	0	2	0	4
08:15 AM	0	0	7	6	0	0	10	0	0	0	0	0	0	1	0	0
08:30 AM	0	0	13	4	0	0	10	1	0	0	0	0	0	1	0	1
08:45 AM	0	0	8	2	0	0	5	2	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	1	2	0	0	9	4	0	0	0	0	0	0	0	2
04:15 PM	0	0	4	2	0	0	4	2	0	0	0	0	0	0	0	1
04:30 PM	0	0	4	0	0	0	5	1	0	0	0	0	0	0	0	2
04:45 PM	0	0	3	1	0	0	3	2	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	2	2	0	0	3	3	0	0	0	0	0	1	0	0
05:30 PM	0	0	3	1	0	0	6	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	1
06:00 PM	0	0	3	0	0	0	4	1	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
06:30 PM	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0
06:45 PM	0	0	2	1	0	0	1	1	0	0	0	0	0	0	0	1

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\2. I-95 SB Ramp at Sample Rd\TMCs\Sample Rd at I-95 SB Ramp_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\2. I-95 SB Ramp at Sample Rd\TMCs\Sample Rd at I-95 SB Ramp_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	137	114	0	0	119	72	0	0	0	0	0	23	0	38
06:15 AM	0	0	140	123	0	0	210	101	0	0	0	0	0	52	0	68
06:30 AM	1	0	215	172	0	0	239	137	0	0	0	0	0	65	0	69
06:45 AM	0	0	182	161	0	0	313	148	0	0	0	0	0	108	0	101
07:00 AM	0	0	248	186	0	0	279	148	0	0	0	0	0	76	0	100
07:15 AM	0	0	346	173	0	0	258	185	0	0	0	0	0	99	0	102
07:30 AM	0	0	387	209	0	0	300	187	0	0	0	0	0	101	0	124
07:45 AM	0	0	338	178	0	0	306	163	0	0	0	0	0	109	0	132
08:00 AM	0	0	345	165	0	0	282	151	0	0	0	0	0	85	0	121
08:15 AM	0	0	290	163	0	0	272	153	0	0	0	0	0	76	0	117
08:30 AM	0	0	310	147	0	0	264	124	0	0	0	0	0	84	0	99
08:45 AM	0	0	271	131	0	0	250	131	0	0	0	0	0	78	6	130
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	181	132	0	0	374	131	0	0	0	0	0	115	0	100
04:15 PM	0	0	222	126	0	0	429	105	0	0	0	0	0	102	0	150
04:30 PM	0	0	254	132	0	0	458	133	0	0	0	0	0	110	0	122
04:45 PM	0	0	282	133	0	0	384	115	0	0	0	0	0	106	0	131
05:00 PM	0	0	235	116	0	0	359	149	0	0	0	0	0	123	0	172
05:15 PM	0	0	191	122	0	0	335	143	0	0	0	0	0	112	0	150
05:30 PM	0	0	248	102	0	0	376	124	0	0	0	0	0	98	0	151
05:45 PM	0	0	308	100	0	0	362	132	0	0	0	0	0	105	0	175
06:00 PM	0	0	225	74	0	0	370	141	0	0	0	0	0	110	0	165
06:15 PM	0	0	218	123	0	0	427	104	0	0	0	0	0	109	0	141
06:30 PM	0	0	270	120	0	0	408	121	0	0	0	0	0	113	0	148
06:45 PM	0	0	248	96	0	0	399	126	0	0	0	0	0	111	0	123

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\2. I-95 SB Ramp at Sample Rd\TMCs\Sample Rd at I-95 SB Ramp_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	4	1	0	0	2	2	0	0	0	0	0	2	0	0
06:15 AM	0	0	8	1	0	0	3	1	0	0	0	0	0	1	0	4
06:30 AM	0	0	11	1	0	0	3	2	0	0	0	0	0	0	0	6
06:45 AM	0	0	6	6	0	0	6	0	0	0	0	0	0	0	0	2
07:00 AM	0	0	4	0	0	0	8	1	0	0	0	0	0	1	0	0
07:15 AM	0	0	3	1	0	0	10	4	0	0	0	0	0	1	0	2
07:30 AM	0	0	7	3	0	0	2	2	0	0	0	0	0	0	0	3
07:45 AM	0	0	11	2	0	0	6	3	0	0	0	0	0	2	0	1
08:00 AM	0	0	10	5	0	0	9	1	0	0	0	0	0	2	0	2
08:15 AM	0	0	3	2	0	0	9	0	0	0	0	0	0	1	0	5
08:30 AM	0	0	13	3	0	0	8	3	0	0	0	0	0	0	0	2
08:45 AM	0	0	7	5	0	0	8	0	0	0	0	0	0	3	0	6
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	4	0	0	0	13	0	0	0	0	0	0	1	0	3
04:15 PM	0	0	0	1	0	0	5	1	0	0	0	0	0	0	0	1
04:30 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	1	0	4
04:45 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	2
05:15 PM	0	0	2	2	0	0	4	2	0	0	0	0	0	0	0	0
05:30 PM	0	0	4	1	0	0	1	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0
06:00 PM	0	0	5	1	0	0	3	0	0	0	0	0	0	0	0	2
06:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	1	0	0
06:45 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	1

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\2. I-95 SB Ra
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0

04:45 PM	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0

amp at Sample Rd\TMCs\Sample Rd at I-95 SB Ramp_03102016.p

I-95 SB ON RAMP Northbound				I-95 SB OFF RAMP Southbound			
Peds	Left	Thru	Right	Peds	Left	Thru	Right
0	0	0	0	2	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	0	0	0	1	0	0	0
0	0	0	0	3	0	0	0
0	0	0	0	2	0	0	0
0	0	0	0	2	0	0	0
0	0	0	0	1	0	0	0
0	0	0	0	1	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
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	3	0	0	0

0	0	0	0	2	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	3	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

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ave_03082016
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH AVE Northbound				NW 5TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	4	19	158	0	0	0	163	8	0	0	0	0	0	37	0	13
06:15 AM	1	24	228	0	1	0	215	9	0	0	0	0	0	48	0	32
06:30 AM	2	9	296	0	4	0	286	9	0	0	0	0	0	42	0	36
06:45 AM	2	17	376	0	0	0	370	12	0	0	0	0	2	58	0	36
07:00 AM	0	11	386	0	1	0	352	14	0	0	0	0	1	71	0	44
07:15 AM	0	16	490	0	1	0	373	14	0	0	0	0	1	61	0	44
07:30 AM	0	13	521	0	1	0	370	13	0	0	0	0	0	49	0	27
07:45 AM	2	19	548	0	0	0	401	21	0	0	0	0	0	46	0	39
08:00 AM	1	26	491	0	0	0	394	15	0	0	0	0	0	23	0	17
08:15 AM	1	41	432	0	0	0	357	12	0	0	0	0	1	40	0	26
08:30 AM	0	24	427	0	0	0	339	17	0	0	0	0	0	41	0	31
08:45 AM	0	12	322	0	0	0	293	23	0	0	0	0	0	40	0	35
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	1	30	351	0	3	0	384	32	0	0	0	0	0	28	0	39
04:15 PM	0	43	392	0	0	0	493	18	0	0	0	0	0	26	0	31
04:30 PM	1	32	416	0	2	0	487	37	0	0	0	0	1	41	0	40
04:45 PM	0	59	387	0	0	0	491	40	0	0	0	0	0	42	0	44
05:00 PM	7	35	392	0	0	0	454	31	0	0	0	0	1	26	0	55
05:15 PM	8	33	386	0	0	0	461	35	0	0	0	0	0	42	0	40
05:30 PM	3	25	384	0	1	0	476	39	0	0	0	0	0	35	0	37
05:45 PM	1	26	337	0	0	0	464	38	0	0	0	0	0	29	0	44
06:00 PM	4	29	411	0	0	0	459	41	0	0	0	0	0	28	0	23
06:15 PM	0	31	384	0	0	0	461	46	0	0	0	0	0	24	0	25
06:30 PM	7	22	363	0	0	0	412	49	0	0	0	0	0	47	0	33
06:45 PM	3	18	358	0	0	0	416	46	0	0	0	0	6	44	0	31

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ave_03082016
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH AVE Northbound				NW 5TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	1	7	0	0	0	5	0	0	0	0	0	0	1	0	0
06:15 AM	0	0	7	0	0	0	6	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	1
06:45 AM	0	0	9	0	0	0	4	0	0	0	0	0	0	1	0	4
07:00 AM	0	2	6	0	0	0	10	1	0	0	0	0	0	0	0	2
07:15 AM	0	0	9	0	0	0	9	2	0	0	0	0	0	0	0	1
07:30 AM	0	0	6	0	0	0	5	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	7	0	0	0	4	1	0	0	0	0	0	0	0	2
08:00 AM	0	0	5	0	0	0	12	1	0	0	0	0	0	1	0	3
08:15 AM	0	1	7	0	0	0	9	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	8	0	0	0	9	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	10	0	0	0	10	0	0	0	0	0	0	0	0	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	3	0	0	0	8	0	0	0	0	0	0	2	0	1
04:15 PM	0	0	4	0	0	0	12	0	0	0	0	0	0	1	0	2
04:30 PM	0	0	4	0	0	0	6	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	6	0	0	0	5	2	0	0	0	0	0	0	0	0
05:00 PM	0	0	2	0	0	0	5	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	2	0	0	0	3	1	0	0	0	0	0	0	0	1
06:15 PM	0	1	1	0	0	0	2	0	0	0	0	0	0	1	0	2
06:30 PM	0	4	2	0	0	0	2	0	0	0	0	0	0	0	0	1
06:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	1	0	1

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ave_03082016
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH AVE Northbound				NW 5TH AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ave_03092016
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH AVE Northbound				NW 5TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	1	14	189	0	0	0	180	7	0	0	0	0	0	39	0	19
06:15 AM	2	19	233	0	0	0	237	8	0	0	0	0	0	48	0	35
06:30 AM	4	12	273	0	0	0	268	17	0	0	0	0	0	49	0	42
06:45 AM	2	13	303	0	0	0	292	12	0	0	0	0	0	53	0	37
07:00 AM	2	12	368	0	0	0	319	16	0	0	0	0	0	57	0	36
07:15 AM	4	17	393	0	0	0	324	19	0	0	0	0	0	73	0	37
07:30 AM	1	14	561	0	0	0	357	24	0	0	0	0	0	53	0	29
07:45 AM	0	18	501	0	0	0	363	19	0	0	0	0	0	34	0	36
08:00 AM	2	21	465	0	0	0	373	13	0	0	0	0	0	37	0	20
08:15 AM	0	30	440	0	0	0	343	26	0	0	0	0	0	49	0	25
08:30 AM	0	18	461	0	0	0	367	11	0	0	0	0	0	47	0	26
08:45 AM	1	12	396	0	0	0	323	13	0	0	0	0	0	41	0	32
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	2	29	372	0	0	0	456	32	0	0	0	0	0	32	0	29
04:15 PM	4	41	406	0	0	0	497	28	0	0	0	0	0	34	0	26
04:30 PM	1	30	403	0	0	0	488	23	0	0	0	0	0	36	0	32
04:45 PM	6	48	349	0	0	0	460	27	0	0	0	0	0	33	0	39
05:00 PM	2	39	378	0	0	0	499	33	0	0	0	0	0	32	0	35
05:15 PM	0	37	432	0	0	0	458	38	0	0	0	0	0	40	0	34
05:30 PM	2	42	359	0	0	0	443	37	0	0	0	0	0	40	0	37
05:45 PM	3	38	373	0	0	0	477	39	0	0	0	0	0	36	0	33
06:00 PM	1	37	338	0	0	0	459	36	0	0	0	0	0	26	0	23
06:15 PM	0	42	358	0	0	0	477	41	0	0	0	0	0	33	0	22
06:30 PM	0	38	352	0	0	0	439	46	0	0	0	0	0	39	0	29
06:45 PM	0	35	404	0	0	0	432	42	0	0	0	0	0	37	0	25

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ave_03092016
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH AVE Northbound				NW 5TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	11	0	0	0	5	0	0	0	0	0	0	1	0	1
06:15 AM	0	2	10	0	0	0	4	0	0	0	0	0	0	0	0	1
06:30 AM	0	1	7	0	0	0	3	0	0	0	0	0	0	1	0	0
06:45 AM	0	1	12	0	0	0	9	0	0	0	0	0	0	1	0	0
07:00 AM	1	3	4	0	0	0	10	0	0	0	0	0	0	1	0	1
07:15 AM	0	0	8	0	0	0	10	0	0	0	0	0	0	1	0	0
07:30 AM	1	1	10	0	0	0	6	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	4	0	0	0	7	0	0	0	0	0	0	1	0	0
08:00 AM	0	0	15	0	0	0	6	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	8	0	0	0	9	0	0	0	0	0	0	0	0	0
08:30 AM	0	2	14	0	0	0	8	1	0	0	0	0	0	2	0	4
08:45 AM	0	0	8	0	0	0	6	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	1	1	0	0	0	8	1	0	0	0	0	0	1	0	0
04:15 PM	0	1	4	0	0	0	5	1	0	0	0	0	0	0	0	0
04:30 PM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	1
04:45 PM	0	0	3	0	0	0	4	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	1	0	0
05:15 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ave_03092016
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH AVE Northbound				NW 5TH AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	7	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
08:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	8	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0
04:15 PM	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	8	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0
04:45 PM	6	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0
05:00 PM	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
06:00 PM	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ave_03102016
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH AVE Northbound				NW 5TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	9	221	0	0	0	157	8	0	0	0	0	0	37	0	22
06:15 AM	0	15	235	0	0	0	252	9	0	0	0	0	0	42	0	29
06:30 AM	0	13	357	0	0	0	293	13	0	0	0	0	0	44	0	37
06:45 AM	0	16	341	0	0	0	384	9	0	0	0	0	0	46	0	34
07:00 AM	2	22	406	0	0	0	352	8	0	0	0	0	0	68	0	38
07:15 AM	2	23	473	0	0	0	336	12	0	0	0	0	0	79	0	33
07:30 AM	1	17	564	0	0	0	393	20	0	0	0	0	0	83	0	63
07:45 AM	2	22	510	0	0	0	415	19	0	0	0	0	0	70	0	39
08:00 AM	5	17	473	0	0	0	369	22	0	0	0	0	0	66	0	35
08:15 AM	2	19	447	0	0	0	348	21	0	0	0	0	0	55	0	36
08:30 AM	2	16	424	0	0	0	353	19	0	0	0	0	0	82	0	23
08:45 AM	0	14	392	0	0	0	371	17	0	0	0	0	0	43	0	42
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	9	32	301	0	0	0	431	30	0	0	0	0	0	43	0	17
04:15 PM	2	31	342	0	0	0	512	34	0	0	0	0	0	26	0	24
04:30 PM	0	20	365	0	0	0	511	33	0	0	0	0	0	41	0	39
04:45 PM	9	33	380	0	0	0	488	38	0	0	0	0	0	55	0	31
05:00 PM	5	36	346	0	0	0	479	37	0	0	0	0	0	39	0	22
05:15 PM	3	30	340	0	0	0	449	41	0	0	0	0	0	29	0	34
05:30 PM	2	35	339	0	0	0	490	39	0	0	0	0	0	50	0	25
05:45 PM	4	37	382	0	0	0	519	34	0	0	0	0	0	45	0	36
06:00 PM	6	32	272	0	0	0	511	39	0	0	0	0	0	41	0	43
06:15 PM	1	36	332	0	0	0	531	42	0	0	0	0	0	39	0	27
06:30 PM	2	44	360	0	0	0	487	39	0	0	0	0	0	49	0	35
06:45 PM	8	31	324	0	0	0	484	38	0	0	0	0	0	42	0	33

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ave_03102016
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH AVE Northbound				NW 5TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	9	0	0	0	4	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	11	0	0	0	5	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	6	0	0	0	3	0	0	0	0	0	0	0	0	0
07:00 AM	0	1	5	0	0	0	8	2	0	0	0	0	0	0	0	5
07:15 AM	0	0	4	0	0	0	8	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	7	0	0	0	2	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	13	0	0	0	7	0	0	0	0	0	0	1	0	1
08:00 AM	0	0	12	0	0	0	7	0	0	0	0	0	0	0	0	0
08:15 AM	0	1	4	0	0	0	9	0	0	0	0	0	0	1	0	3
08:30 AM	0	0	13	0	0	0	9	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	10	0	0	0	3	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	2	2	5	0	0	0	10	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0
04:30 PM	0	2	2	0	0	0	4	1	0	0	0	0	0	1	0	1
04:45 PM	0	0	3	0	0	0	4	2	0	0	0	0	0	1	0	1
05:00 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	1
05:30 PM	0	1	4	0	0	0	2	0	0	0	0	0	0	0	0	1
05:45 PM	0	1	3	0	0	0	5	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	2
06:15 PM	1	1	1	0	0	0	2	0	0	0	0	0	0	1	0	0
06:30 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0
06:45 PM	1	2	4	0	0	0	1	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ave_03102016
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH AVE Northbound				NW 5TH AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	4	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0
07:15 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	5	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	12	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ter_03082016.
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH TER Northbound				NW 5TH TER Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	156	3	4	4	174	0	0	11	0	15	0	0	0	0
06:15 AM	0	0	232	10	3	9	245	0	0	27	0	17	0	0	0	0
06:30 AM	0	0	254	6	9	18	312	0	0	34	0	39	0	0	0	0
06:45 AM	0	0	347	11	6	22	383	0	0	26	0	27	0	0	0	0
07:00 AM	0	0	334	19	14	18	336	0	0	56	0	50	0	0	0	0
07:15 AM	0	0	440	12	7	34	373	0	0	55	0	50	0	0	0	0
07:30 AM	0	0	455	24	3	24	348	0	0	70	0	52	0	0	0	0
07:45 AM	0	0	517	15	9	15	408	0	0	51	0	28	0	0	0	0
08:00 AM	0	0	468	13	12	19	370	0	0	20	0	13	0	0	0	0
08:15 AM	0	0	433	12	7	13	365	0	0	31	0	19	0	0	0	0
08:30 AM	0	0	417	6	3	11	329	0	0	36	0	16	0	0	0	0
08:45 AM	0	0	308	12	9	17	310	0	0	29	0	16	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	361	12	3	24	381	0	0	22	0	8	0	0	0	0
04:15 PM	0	0	414	19	14	49	459	0	0	20	0	15	0	0	0	0
04:30 PM	0	0	408	30	11	39	458	0	0	33	0	23	0	0	0	0
04:45 PM	0	0	422	24	14	28	489	0	0	28	0	13	0	0	0	0
05:00 PM	0	0	381	24	19	37	456	0	0	22	0	25	0	0	0	0
05:15 PM	0	0	364	30	10	0	445	0	0	34	0	26	0	0	0	0
05:30 PM	0	0	383	41	10	50	465	0	0	30	0	27	0	0	0	0
05:45 PM	0	0	325	20	18	57	460	0	0	31	0	17	0	0	0	0
06:00 PM	0	0	371	20	17	45	368	0	0	30	0	31	0	0	0	0
06:15 PM	0	0	363	39	29	61	449	0	0	35	0	26	0	0	0	0
06:30 PM	0	0	337	25	13	52	384	0	0	42	0	26	0	0	0	0
06:45 PM	0	0	331	21	13	33	379	0	0	29	0	20	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ter_03082016.
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH TER Northbound				NW 5TH TER Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	5	0	0	2	10	0	0	1	0	1	0	0	0	0
06:15 AM	0	0	16	2	0	1	5	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	9	2	0	0	6	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	5	1	0	1	7	0	0	0	0	1	0	0	0	0
07:00 AM	0	0	8	0	0	1	7	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	12	1	0	6	10	0	0	1	0	1	0	0	0	0
07:30 AM	0	0	12	0	0	2	9	0	0	3	0	0	0	0	0	0
07:45 AM	0	0	11	0	0	1	9	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	6	0	0	1	14	0	0	0	0	1	0	0	0	0
08:15 AM	0	0	9	0	0	2	12	0	0	0	0	1	0	0	0	0
08:30 AM	0	0	10	0	0	2	9	0	0	2	0	1	0	0	0	0
08:45 AM	0	0	6	1	0	1	15	0	0	0	0	1	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	3	0	0	9	10	0	0	1	0	0	0	0	0	0
04:15 PM	0	0	5	1	0	1	14	0	0	1	0	1	0	0	0	0
04:30 PM	0	0	7	0	0	1	3	0	0	1	0	1	0	0	0	0
04:45 PM	0	0	6	0	0	1	6	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	2	0	0	0	7	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	3	0	0	1	4	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	5	0	0	0	4	0	0	1	0	0	0	0	0	0
06:30 PM	0	0	2	0	0	0	7	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ter_03082016.
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH TER Northbound				NW 5TH TER Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	7	0	0	0	2	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	6	0	1	0	1	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	6	0	0	0	3	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	2	0	1	0	2	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	11	0	0	0	5	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	2	0	3	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	5	0	3	0	2	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	3	0	1	0	4	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	8	0	0	0	3	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	10	0	0	0	2	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	5	0	2	0	5	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ter_03092016.
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH TER Northbound				NW 5TH TER Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	176	4	6	9	183	0	0	6	0	17	0	0	0	0
06:15 AM	0	0	229	8	8	9	252	0	0	24	0	17	0	0	0	0
06:30 AM	0	0	256	5	6	16	294	0	0	33	0	19	0	0	0	0
06:45 AM	0	0	278	9	2	33	293	0	0	30	0	29	0	0	0	0
07:00 AM	0	0	330	7	3	38	310	0	0	57	0	31	0	0	0	0
07:15 AM	0	0	356	13	6	26	330	0	0	42	0	38	0	0	0	0
07:30 AM	0	0	509	16	4	22	359	0	0	77	0	39	0	0	0	0
07:45 AM	0	0	456	22	5	13	376	0	0	42	0	45	0	0	0	0
08:00 AM	0	0	437	16	2	25	369	0	0	24	0	28	0	0	0	0
08:15 AM	0	0	434	20	5	10	353	0	0	36	0	21	0	0	0	0
08:30 AM	0	0	450	10	5	21	348	0	0	28	0	15	0	0	0	0
08:45 AM	0	0	387	8	7	11	327	0	0	24	0	13	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	377	21	11	43	449	0	0	31	0	19	0	0	0	0
04:15 PM	0	0	426	22	14	31	514	0	0	12	0	15	0	0	0	0
04:30 PM	0	0	402	22	16	47	473	0	0	29	0	22	0	0	0	0
04:45 PM	0	0	371	24	9	27	489	0	0	20	0	19	0	0	0	0
05:00 PM	0	0	375	35	13	81	459	0	0	37	0	21	0	0	0	0
05:15 PM	0	0	404	34	14	56	436	0	0	41	0	25	0	0	0	0
05:30 PM	0	0	362	40	11	58	450	0	0	34	0	22	0	0	0	0
05:45 PM	0	0	355	40	28	58	470	0	0	22	0	33	0	0	0	0
06:00 PM	0	0	336	49	17	73	437	0	0	36	0	21	0	0	0	0
06:15 PM	0	0	332	31	15	57	459	0	0	38	0	32	0	0	0	0
06:30 PM	0	0	329	35	21	51	419	0	0	45	0	27	0	0	0	0
06:45 PM	0	0	363	24	12	45	428	0	0	34	0	20	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ter_03092016.
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH TER Northbound				NW 5TH TER Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	15	0	0	2	9	0	0	1	0	1	0	0	0	0
06:15 AM	0	0	13	1	0	0	5	0	0	1	0	0	0	0	0	0
06:30 AM	0	0	6	3	0	0	10	0	0	1	0	1	0	0	0	0
06:45 AM	0	0	7	1	0	1	7	0	0	0	0	1	0	0	0	0
07:00 AM	0	0	4	0	0	2	14	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	8	1	0	3	7	0	0	1	0	1	0	0	0	0
07:30 AM	0	0	9	0	0	4	8	0	0	1	0	0	0	0	0	0
07:45 AM	0	0	10	0	0	2	5	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	10	0	0	1	15	0	0	0	0	1	0	0	0	0
08:15 AM	0	0	11	0	0	1	9	0	0	1	0	1	0	0	0	0
08:30 AM	0	0	9	1	0	1	7	0	0	1	0	2	0	0	0	0
08:45 AM	0	0	9	0	0	1	5	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	7	0	0	2	7	0	0	1	0	0	0	0	0	0
04:15 PM	0	0	6	1	0	0	9	0	0	2	0	0	0	0	0	0
04:30 PM	0	0	4	1	0	9	6	0	0	1	0	0	0	0	0	0
04:45 PM	0	0	8	0	0	0	5	0	0	1	0	1	0	0	0	0
05:00 PM	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	3	0	0	0	6	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	4	0	0	0	2	0	0	1	0	0	0	0	0	0
06:00 PM	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	2	0	0	1	3	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ter_03092016.
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH TER Northbound				NW 5TH TER Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	1	0	0	0	5	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	6	0	0	0	1	0	0	0	0	0	0	0
07:00 AM	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	9	0	0	0	3	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	5	0	2	0	2	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
04:30 PM	2	0	0	0	11	0	0	0	3	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	4	0	0	0	5	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	5	0	0	0	3	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	14	0	0	0	1	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	8	0	0	0	5	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	10	0	0	0	6	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	13	0	0	0	3	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	5	0	0	0	3	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	9	0	1	0	2	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ter_03102016.
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH TER Northbound				NW 5TH TER Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	197	1	2	8	168	0	0	17	0	23	0	0	0	0
06:15 AM	0	0	228	8	7	11	262	0	0	25	0	18	0	0	0	0
06:30 AM	0	0	321	14	5	14	309	0	0	27	0	29	0	0	0	0
06:45 AM	0	0	313	17	13	15	393	0	0	59	0	35	0	0	0	0
07:00 AM	0	0	352	13	7	24	341	0	0	55	0	53	0	0	0	0
07:15 AM	0	0	420	15	5	36	320	0	0	47	0	51	0	0	0	0
07:30 AM	0	0	478	20	4	20	414	0	0	65	0	69	0	0	0	0
07:45 AM	0	0	475	17	6	10	417	0	0	60	0	28	0	0	0	0
08:00 AM	0	0	440	14	8	23	375	0	0	28	0	26	0	0	0	0
08:15 AM	0	0	427	24	7	14	362	0	0	31	0	15	0	0	0	0
08:30 AM	0	0	393	16	5	16	349	0	0	33	0	29	0	0	0	0
08:45 AM	0	0	374	8	5	20	381	0	0	26	0	18	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	311	23	14	20	402	0	0	17	0	14	0	0	0	0
04:15 PM	0	0	344	14	7	29	476	0	0	18	0	12	0	0	0	0
04:30 PM	0	0	354	11	13	57	465	0	0	19	0	12	0	0	0	0
04:45 PM	0	0	388	27	6	43	453	0	0	29	0	14	0	0	0	0
05:00 PM	0	0	352	33	19	47	431	0	0	29	0	23	0	0	0	0
05:15 PM	0	0	338	31	14	64	401	0	0	36	0	23	0	0	0	0
05:30 PM	0	0	334	30	11	51	441	0	0	15	0	30	0	0	0	0
05:45 PM	0	0	367	38	11	50	486	0	0	36	0	25	0	0	0	0
06:00 PM	0	0	266	29	12	67	454	0	0	28	0	31	0	0	0	0
06:15 PM	0	0	336	44	14	58	472	0	0	26	0	21	0	0	0	0
06:30 PM	0	0	354	16	15	77	425	0	0	35	0	32	0	0	0	0
06:45 PM	0	0	323	42	16	42	451	0	0	31	0	25	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ter_03102016.
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH TER Northbound				NW 5TH TER Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	5	0	0	1	4	0	0	0	0	1	0	0	0	0
06:15 AM	0	0	10	1	0	1	5	0	0	2	0	0	0	0	0	0
06:30 AM	0	0	8	2	0	1	8	0	0	0	0	1	0	0	0	0
06:45 AM	0	0	10	0	0	3	10	0	0	0	0	2	0	0	0	0
07:00 AM	0	0	10	0	0	0	11	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	3	1	0	4	7	0	0	1	0	1	0	0	0	0
07:30 AM	0	0	5	0	0	2	5	0	0	4	0	0	0	0	0	0
07:45 AM	0	0	10	0	0	0	3	0	0	1	0	0	0	0	0	0
08:00 AM	0	0	16	0	0	2	8	0	0	0	0	1	0	0	0	0
08:15 AM	0	0	10	0	0	0	15	0	0	0	0	1	0	0	0	0
08:30 AM	0	0	13	1	0	2	7	0	0	3	0	1	0	0	0	0
08:45 AM	0	0	13	0	0	0	13	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	4	0	0	4	13	0	0	1	0	0	0	0	0	0
04:15 PM	0	0	1	1	0	1	18	0	0	2	0	1	0	0	0	0
04:30 PM	0	0	2	2	0	1	12	0	0	1	0	1	0	0	0	0
04:45 PM	0	0	3	0	0	0	2	0	0	1	0	0	0	0	0	0
05:00 PM	0	0	7	0	0	0	6	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	6	0	0	0	5	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	4	0	0	0	2	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	5	0	0	0	5	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	2	0	0	0	5	0	0	1	0	1	0	0	0	0
06:15 PM	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	3	0	0	1	3	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\3. Sample Road at 5th Ter & 5th Ave\TMCs\Sample Road at 5th Ter_03102016.
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NW 5TH TER Northbound				NW 5TH TER Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	10	0	0	0	2	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	5	0	0	0	3	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	5	0	0	0	4	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	3	0	0	0	4	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	8	0	0	0	2	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	2	0	0	0	8	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	6	0	0	0	3	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	3	0	0	0	7	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\4. Sample Road at NE 3rd Ave\TMCs\Sample Road at NE 3rd Ave_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NE 3RD AVE Northbound				NE 3RD AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	15	37	7	0	2	130	3	0	11	4	1	0	3	13	26
06:15 AM	0	40	96	10	0	1	138	7	0	33	13	3	0	8	14	56
06:30 AM	0	52	107	12	0	2	197	8	0	60	33	4	0	10	26	74
06:45 AM	0	53	181	19	0	1	235	17	0	60	41	6	0	6	5	30
07:00 AM	0	34	158	15	0	0	220	6	0	57	26	7	0	8	48	48
07:15 AM	0	36	206	33	1	4	315	14	0	57	35	7	0	18	28	76
07:30 AM	0	60	243	29	1	7	337	7	0	52	46	10	0	13	48	59
07:45 AM	0	64	271	35	0	3	302	11	0	66	32	16	0	24	52	65
08:00 AM	0	48	249	26	1	16	297	18	0	43	43	8	0	37	41	75
08:15 AM	0	50	206	31	0	8	263	7	0	43	37	5	0	20	45	68
08:30 AM	0	37	188	27	1	5	283	7	0	41	27	13	0	16	39	45
08:45 AM	0	45	215	19	1	8	292	8	0	29	16	13	0	21	27	24
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	40	198	24	2	12	326	2	0	51	29	18	0	34	30	46
04:15 PM	0	46	227	16	1	12	350	7	0	52	44	10	0	27	48	66
04:30 PM	0	51	206	33	11	14	367	13	0	45	53	19	0	44	54	74
04:45 PM	0	63	250	31	7	12	332	18	0	48	28	13	0	42	56	50
05:00 PM	0	90	233	33	9	19	334	22	0	64	53	11	0	43	59	58
05:15 PM	0	55	297	27	2	13	361	25	0	48	46	16	0	39	52	54
05:30 PM	0	81	257	34	3	16	336	16	0	47	66	13	0	37	57	45
05:45 PM	0	54	167	29	7	5	315	15	0	54	61	19	0	29	70	44
06:00 PM	0	46	235	31	1	11	321	8	0	63	49	16	0	31	60	37
06:15 PM	0	58	192	39	3	15	305	12	0	35	51	22	0	25	45	44
06:30 PM	0	54	209	32	7	17	277	14	0	43	53	21	0	36	41	47
06:45 PM	0	56	238	22	2	8	311	18	0	27	47	16	0	32	38	48

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\4. Sample Road at NE 3rd Ave\TMCs\Sample Road at NE 3rd Ave_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NE 3RD AVE Northbound				NE 3RD AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	4	3	1	0	0	5	0	0	0	0	0	0	0	0	4
06:15 AM	0	3	5	2	0	0	4	0	0	0	0	0	0	1	3	1
06:30 AM	0	1	7	1	0	0	5	0	0	0	1	0	0	0	1	0
06:45 AM	0	3	4	1	0	0	2	0	0	0	1	0	0	1	0	0
07:00 AM	0	2	5	0	0	0	3	0	0	1	0	0	0	0	0	1
07:15 AM	0	0	3	1	0	0	13	1	0	1	0	0	0	0	1	3
07:30 AM	0	0	7	1	0	0	4	0	0	0	1	0	0	0	0	0
07:45 AM	0	3	6	0	0	0	9	0	0	1	3	0	0	0	1	0
08:00 AM	0	2	6	0	0	0	12	1	0	0	2	0	0	0	2	2
08:15 AM	0	1	5	3	0	0	10	0	0	1	0	0	0	0	5	7
08:30 AM	0	0	7	0	0	0	7	0	0	0	1	0	0	1	0	2
08:45 AM	0	1	7	3	0	0	18	1	0	2	0	0	0	0	1	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	1	4	2	0	3	5	0	0	5	0	3	0	0	0	1
04:15 PM	0	1	2	0	0	1	6	1	0	8	3	3	0	1	1	0
04:30 PM	0	0	4	0	0	0	2	0	0	1	1	0	0	0	0	1
04:45 PM	0	2	4	0	0	0	8	1	0	0	1	0	0	0	1	1
05:00 PM	0	1	2	0	0	0	5	0	0	0	1	0	0	0	2	5
05:15 PM	0	1	3	0	0	0	2	0	0	0	0	0	0	0	1	1
05:30 PM	0	0	1	0	0	0	1	0	0	0	2	0	0	1	1	1
05:45 PM	0	0	5	0	0	0	3	0	0	0	0	1	0	0	1	0
06:00 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	1	0	0	0	4	0	0	0	1	0	0	0	2	0
06:45 PM	0	0	1	0	0	0	4	1	0	0	0	0	0	0	1	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\4. Sample Road at NE 3rd Ave\TMCs\Sample Road at NE 3rd Ave_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NE 3RD AVE Northbound				NE 3RD AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
07:45 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
08:00 AM	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	2	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	1	0	0	0	13	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	2	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0
04:30 PM	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0
04:45 PM	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
05:15 PM	1	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0
05:30 PM	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\4. Sample Road at NE 3rd Ave\TMCs\Sample Road at NE 3rd Ave_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NE 3RD AVE Northbound				NE 3RD AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	23	71	5	0	4	105	5	0	18	12	3	0	5	9	44
06:15 AM	0	67	73	14	0	3	134	9	0	43	27	4	0	0	12	53
06:30 AM	0	65	116	8	0	2	248	15	0	43	31	5	0	15	15	70
06:45 AM	0	101	123	19	0	1	263	10	0	44	39	12	0	0	30	81
07:00 AM	0	47	153	26	0	2	294	9	0	47	34	5	0	12	41	98
07:15 AM	0	59	183	24	0	2	299	5	0	49	33	9	0	0	48	93
07:30 AM	0	65	237	17	0	9	334	4	0	46	43	11	0	15	60	119
07:45 AM	0	68	227	24	1	5	327	7	0	46	37	7	0	0	53	87
08:00 AM	0	49	203	11	2	10	297	9	0	33	24	2	0	27	46	81
08:15 AM	0	52	187	18	2	7	268	6	0	32	17	4	0	0	39	74
08:30 AM	0	28	222	11	5	2	242	5	0	37	16	1	0	25	31	53
08:45 AM	0	40	192	14	3	6	309	8	0	22	33	4	0	0	35	61
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	114	219	27	9	13	336	15	0	78	46	22	0	70	49	62
04:15 PM	0	119	228	34	7	5	362	19	0	64	89	7	0	0	52	65
04:30 PM	0	107	261	24	11	5	406	21	0	49	80	4	0	48	57	68
04:45 PM	0	122	171	31	8	8	369	19	0	52	66	18	0	0	51	63
05:00 PM	0	132	177	22	10	6	406	17	0	88	106	12	0	44	56	64
05:15 PM	0	87	256	47	3	9	379	21	0	59	88	21	0	0	58	63
05:30 PM	0	153	122	44	6	13	328	25	0	76	92	20	0	48	61	76
05:45 PM	0	121	230	27	2	13	318	23	0	58	82	25	0	0	73	72
06:00 PM	0	87	203	30	6	22	330	21	0	54	71	11	0	45	81	78
06:15 PM	0	119	154	27	5	10	308	22	0	59	92	26	0	0	76	69
06:30 PM	0	130	184	23	6	13	288	27	0	56	81	17	0	40	52	65
06:45 PM	0	134	261	27	2	8	237	19	0	91	106	13	0	0	61	59

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\4. Sample Road at NE 3rd Ave\TMCs\Sample Road at NE 3rd Ave_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NE 3RD AVE Northbound				NE 3RD AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	2	4	2	0	0	3	0	0	0	0	0	0	0	4	2
06:15 AM	0	2	4	2	0	0	4	0	0	0	0	0	0	0	2	0
06:30 AM	0	5	6	0	0	0	6	0	0	0	1	0	0	0	1	0
06:45 AM	0	3	4	1	0	0	3	0	0	0	2	0	0	0	3	2
07:00 AM	0	1	4	1	0	0	9	0	0	3	0	0	0	0	2	2
07:15 AM	0	0	6	0	0	0	5	0	0	1	1	0	0	0	1	3
07:30 AM	0	0	4	1	0	0	7	0	0	0	2	0	0	1	3	2
07:45 AM	0	4	4	0	0	0	8	0	0	0	1	0	0	0	3	5
08:00 AM	0	2	5	0	0	0	6	1	0	0	0	0	0	0	1	7
08:15 AM	0	4	5	0	0	0	6	0	0	0	2	0	0	1	2	4
08:30 AM	0	0	4	3	0	0	5	0	0	0	2	0	0	2	1	3
08:45 AM	0	0	9	1	0	0	2	0	0	3	1	0	0	1	2	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	5	2	0	0	14	0	0	8	2	4	0	0	1	1
04:15 PM	0	0	4	0	0	0	9	0	0	7	0	3	0	0	0	1
04:30 PM	0	0	3	1	0	0	5	0	0	2	1	0	0	0	1	0
04:45 PM	0	3	3	0	0	0	5	0	0	0	1	0	0	0	2	0
05:00 PM	0	0	1	0	0	0	5	0	0	0	1	0	0	0	1	0
05:15 PM	0	1	1	0	0	0	3	0	0	0	0	0	0	0	3	2
05:30 PM	0	0	3	0	0	0	5	0	0	0	1	0	0	0	2	4
05:45 PM	0	0	3	0	0	0	2	0	0	0	1	0	0	0	2	3
06:00 PM	0	0	3	0	0	0	3	0	0	0	0	1	0	0	1	2
06:15 PM	0	0	4	0	0	0	2	0	0	0	1	0	0	0	0	1
06:30 PM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	1	1
06:45 PM	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\4. Sample Road at NE 3rd Ave\TMCs\Sample Road at NE 3rd Ave_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NE 3RD AVE Northbound				NE 3RD AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:30 AM	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
08:15 AM	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	26	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0
05:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	3	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	1	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0
06:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\4. Sample Road at NE 3rd Ave\TMCs\Sample Road at NE 3rd Ave_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NE 3RD AVE Northbound				NE 3RD AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	35	73	6	0	2	119	6	0	33	26	1	0	4	11	53
06:15 AM	0	81	58	11	1	1	168	12	0	57	17	4	0	11	19	55
06:30 AM	0	120	64	15	2	2	275	15	0	66	69	7	0	18	21	58
06:45 AM	0	109	108	17	3	3	230	13	0	96	57	5	0	13	30	63
07:00 AM	0	79	166	20	1	1	250	9	0	77	59	9	0	13	35	76
07:15 AM	0	167	122	26	2	4	241	8	0	100	79	1	0	19	41	85
07:30 AM	0	145	130	21	4	6	285	7	0	104	92	8	1	26	55	83
07:45 AM	0	147	125	29	4	5	289	9	0	59	58	14	1	20	44	93
08:00 AM	0	107	162	21	1	9	224	10	0	116	50	12	0	15	42	55
08:15 AM	1	91	135	16	2	7	253	8	0	57	56	8	0	18	39	58
08:30 AM	0	140	134	15	4	6	262	4	0	39	44	10	2	21	35	62
08:45 AM	0	74	170	11	5	9	270	11	0	37	29	15	0	29	32	74
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	134	153	27	8	20	323	15	0	73	79	22	0	37	38	93
04:15 PM	9	137	80	70	2	23	353	21	4	75	72	24	2	42	57	88
04:30 PM	9	89	157	82	1	26	395	32	0	70	95	17	6	50	62	66
04:45 PM	0	127	190	26	2	19	338	30	0	66	91	24	2	42	63	61
05:00 PM	0	120	132	42	6	12	322	34	0	90	97	9	3	35	72	87
05:15 PM	0	66	188	27	5	15	298	29	0	103	58	22	0	39	81	81
05:30 PM	0	110	144	36	1	13	321	26	0	61	90	20	0	46	95	79
05:45 PM	0	122	245	45	2	13	309	25	0	92	107	24	0	41	74	75
06:00 PM	0	83	174	40	0	11	333	29	0	69	104	27	0	46	60	81
06:15 PM	0	97	154	28	1	16	344	30	0	67	94	28	1	42	59	83
06:30 PM	1	111	230	31	1	13	350	29	0	60	80	22	0	53	53	86
06:45 PM	0	140	194	25	0	15	344	28	0	63	80	19	0	49	48	77

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\4. Sample Road at NE 3rd Ave\TMCs\Sample Road at NE 3rd Ave_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NE 3RD AVE Northbound				NE 3RD AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	7	1	0	0	4	0	0	0	0	0	0	0	4	2
06:15 AM	0	1	4	3	0	0	5	0	0	0	0	0	0	0	3	1
06:30 AM	0	0	2	1	0	0	5	0	0	3	1	0	0	0	1	1
06:45 AM	0	4	6	0	0	0	4	0	0	1	3	0	0	0	2	2
07:00 AM	0	0	6	0	0	0	6	0	0	1	0	1	0	0	1	2
07:15 AM	0	0	6	1	0	0	8	0	0	2	0	0	0	0	1	2
07:30 AM	0	2	7	1	0	0	10	0	0	2	2	0	0	0	1	1
07:45 AM	0	4	12	0	0	0	9	0	0	0	4	0	0	0	3	3
08:00 AM	0	6	7	0	0	0	9	2	0	2	0	0	0	1	2	6
08:15 AM	0	2	11	1	0	0	10	0	0	2	2	0	0	0	2	4
08:30 AM	0	0	12	0	0	0	15	0	0	0	0	1	0	1	2	2
08:45 AM	0	0	14	0	0	0	13	0	0	2	1	0	0	0	1	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	10	0	0	0	3	14	0	0	5	2	2	0	0	1	2
04:15 PM	0	2	6	1	0	0	5	0	0	0	6	0	1	0	0	2	1
04:30 PM	0	3	6	2	0	0	2	1	0	4	2	0	0	0	0	0	1
04:45 PM	0	1	6	0	0	0	3	0	0	0	0	0	0	0	0	0	2
05:00 PM	0	0	5	0	0	0	2	0	0	1	3	1	0	0	0	0	4
05:15 PM	0	1	4	0	0	0	2	0	0	1	1	0	0	0	0	0	3
05:30 PM	0	0	2	0	0	0	1	0	0	1	2	0	0	1	1	1	1
05:45 PM	0	0	5	0	0	0	4	0	0	1	1	0	0	0	1	1	1
06:00 PM	0	0	6	1	0	0	7	0	0	0	2	0	0	0	0	0	0
06:15 PM	0	1	5	0	0	0	3	0	0	1	1	0	0	0	0	0	0
06:30 PM	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	5	0	0	0	1	0	0	0	1	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\1. Sample Rd\4. Sample Road at NE 3rd Ave\TMCs\Sample Road at NE 3rd Ave_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at Sample Rd
Comment 4: COUNTY : Broward

	SAMPLE RD Eastbound				SAMPLE RD Westbound				NE 3RD AVE Northbound				NE 3RD AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\5. I-95 NB Ramp at SW 10th St\TMCs\SW 10th St at I-95 NB Ramp_03082(
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	42	70	0	19	114	0	0	44	0	24	0	0	0	0
06:15 AM	0	0	71	88	0	36	165	0	0	74	0	30	0	0	0	0
06:30 AM	0	0	151	124	0	58	233	0	0	99	0	67	0	0	0	0
06:45 AM	0	0	177	110	0	72	246	0	0	150	0	51	0	0	0	0
07:00 AM	0	0	163	170	0	76	293	0	0	158	0	114	0	0	0	0
07:15 AM	0	0	227	193	0	69	364	0	0	122	0	111	0	0	0	0
07:30 AM	0	0	163	249	0	42	396	0	0	156	0	115	0	0	0	0
07:45 AM	0	0	238	190	0	62	366	0	0	132	0	85	0	0	0	0
08:00 AM	0	0	226	183	0	60	383	0	0	135	0	86	0	0	0	0
08:15 AM	0	0	197	221	0	66	337	0	0	128	0	93	0	0	0	0
08:30 AM	1	0	296	163	0	69	365	0	0	94	0	62	0	0	0	0
08:45 AM	0	0	216	194	0	46	304	0	0	129	0	115	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	224	119	0	83	337	0	0	128	0	118	0	0	0	0
04:15 PM	0	0	187	119	0	70	363	0	5	150	0	137	0	0	0	0
04:30 PM	0	0	197	148	0	44	275	0	0	119	0	124	0	0	0	0
04:45 PM	0	0	282	69	0	113	364	0	0	132	0	128	0	0	0	0
05:00 PM	0	0	167	179	0	51	284	0	2	163	0	111	0	0	0	0
05:15 PM	0	0	213	129	0	52	317	0	3	187	0	117	0	0	0	0
05:30 PM	0	0	221	144	0	62	303	0	5	133	0	139	0	0	0	0
05:45 PM	0	0	223	135	0	45	294	0	0	178	0	155	0	0	0	0
06:00 PM	0	0	309	109	0	67	339	0	0	160	0	135	0	0	0	0
06:15 PM	0	0	253	103	0	69	314	0	0	185	0	180	0	0	0	0
06:30 PM	0	0	164	140	0	80	278	0	0	182	0	169	0	0	0	0
06:45 PM	0	0	268	44	0	93	311	0	0	135	0	124	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\5. I-95 NB Ramp at SW 10th St\TMCs\SW 10th St at I-95 NB Ramp_03082(
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	1	3	0	0	0	0	0	5	0	3	0	0	0	0
06:15 AM	0	0	0	4	0	1	5	0	0	8	0	1	0	0	0	0
06:30 AM	0	0	3	9	0	0	0	0	0	5	0	2	0	0	0	0
06:45 AM	0	0	11	11	0	0	3	0	0	4	0	0	0	0	0	0
07:00 AM	0	0	7	18	0	1	5	0	0	6	0	1	0	0	0	0
07:15 AM	0	0	1	7	0	4	8	0	0	1	0	1	0	0	0	0
07:30 AM	0	0	1	5	0	2	9	0	0	2	0	0	0	0	0	0
07:45 AM	0	0	2	8	0	5	12	0	0	4	0	1	0	0	0	0
08:00 AM	0	0	3	7	0	2	3	0	0	3	0	0	0	0	0	0
08:15 AM	0	0	2	10	0	2	9	0	0	1	0	1	0	0	0	0
08:30 AM	0	0	4	7	0	3	4	0	0	6	0	0	0	0	0	0
08:45 AM	0	0	3	9	0	3	4	0	0	2	0	1	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	1	6	0	5	4	0	0	3	0	2	0	0	0	0
04:15 PM	0	0	1	12	0	2	3	0	0	4	0	0	0	0	0	0
04:30 PM	0	0	2	12	0	3	5	0	0	6	0	2	0	0	0	0
04:45 PM	0	0	0	7	0	0	6	0	0	6	0	1	0	0	0	0
05:00 PM	0	0	2	6	0	0	4	0	0	3	0	0	0	0	0	0
05:15 PM	0	0	1	3	0	0	4	0	0	2	0	0	0	0	0	0
05:30 PM	0	0	0	2	0	1	6	0	0	4	0	0	0	0	0	0
05:45 PM	0	0	0	4	0	1	1	0	0	4	0	2	0	0	0	0
06:00 PM	0	0	2	6	0	0	5	0	0	1	0	0	0	0	0	0
06:15 PM	0	0	2	2	0	1	3	0	0	2	0	1	0	0	0	0
06:30 PM	0	0	1	2	0	1	2	0	0	2	0	0	0	0	0	0
06:45 PM	0	0	1	5	0	2	1	0	0	6	0	1	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\5. I-95 NB Ramp at SW 10th St\TMCs\SW 10th St at I-95 NB Ramp_03082(
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0
04:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\5. I-95 NB Ramp at SW 10th St\TMCs\SW 10th St at I-95 NB Ramp_03092(
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	63	60	0	35	97	0	0	56	0	39	0	0	0	0
06:15 AM	0	0	58	99	0	53	204	0	0	89	0	75	0	0	0	0
06:30 AM	0	0	190	74	0	101	231	0	0	113	0	78	0	0	0	0
06:45 AM	0	0	223	132	0	84	311	0	0	151	0	116	0	0	0	0
07:00 AM	0	0	145	158	0	90	213	0	0	160	0	150	0	0	0	0
07:15 AM	0	0	212	155	0	80	409	0	0	120	0	110	0	0	0	0
07:30 AM	0	0	157	220	0	85	475	0	0	125	0	99	0	0	0	0
07:45 AM	0	0	194	204	0	45	577	0	0	142	0	137	0	0	0	0
08:00 AM	0	0	206	181	0	60	502	0	0	99	0	83	0	0	0	0
08:15 AM	0	0	182	185	0	73	490	0	0	131	0	136	0	0	0	0
08:30 AM	0	0	224	170	0	75	441	0	0	113	0	83	0	0	0	0
08:45 AM	0	0	141	242	0	39	473	0	0	64	0	76	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	282	74	0	71	392	0	0	119	0	97	0	0	0	0
04:15 PM	0	0	231	108	0	53	431	0	0	129	0	88	0	0	0	0
04:30 PM	0	0	261	127	0	76	365	0	0	175	0	103	0	0	0	0
04:45 PM	0	0	227	113	0	59	397	0	0	127	0	84	0	0	0	0
05:00 PM	0	0	267	79	0	66	397	0	0	155	0	123	0	0	0	0
05:15 PM	0	0	287	100	0	72	389	0	0	162	0	140	0	0	0	0
05:30 PM	0	0	252	94	0	51	403	0	0	156	0	147	0	0	0	0
05:45 PM	0	0	180	144	0	50	420	0	0	142	0	135	0	0	0	0
06:00 PM	0	0	273	146	0	52	383	0	0	168	0	190	0	0	0	0
06:15 PM	0	0	252	110	0	72	406	0	0	119	0	113	0	0	0	0
06:30 PM	0	0	225	94	0	73	327	0	0	130	0	128	0	0	0	0
06:45 PM	0	0	253	57	0	81	394	0	0	145	0	118	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\5. I-95 NB Ramp at SW 10th St\TMCs\SW 10th St at I-95 NB Ramp_03092(
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	1	4	0	0	3	0	0	1	0	2	0	0	0	0
06:15 AM	0	0	1	5	0	1	2	0	0	4	0	1	0	0	0	0
06:30 AM	0	0	2	4	0	0	2	0	0	6	0	1	0	0	0	0
06:45 AM	0	0	8	5	0	2	3	0	0	4	0	1	0	0	0	0
07:00 AM	0	0	1	4	0	1	11	0	0	2	0	1	0	0	0	0
07:15 AM	0	0	3	11	0	0	7	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	7	5	0	0	5	0	0	2	0	4	0	0	0	0
07:45 AM	0	0	2	8	0	2	7	0	0	1	0	1	0	0	0	0
08:00 AM	0	0	2	7	0	4	5	0	0	1	0	1	0	0	0	0
08:15 AM	0	0	2	1	0	0	5	0	0	3	0	3	0	0	0	0
08:30 AM	0	0	1	6	0	5	5	0	0	3	0	0	0	0	0	0
08:45 AM	0	0	3	10	0	1	3	0	0	2	0	3	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	5	0	3	0	0	0	3	0	0	0	0	0	0
04:15 PM	0	0	0	3	0	3	4	0	0	5	0	1	0	0	0	0
04:30 PM	0	0	3	5	0	0	1	0	0	3	0	0	0	0	0	0
04:45 PM	0	0	0	9	0	1	6	0	0	7	0	0	0	0	0	0
05:00 PM	0	0	2	5	0	0	5	0	0	5	0	1	0	0	0	0
05:15 PM	0	0	0	3	0	0	6	0	0	4	0	1	0	0	0	0
05:30 PM	0	0	1	1	0	1	6	0	0	1	0	0	0	0	0	0
05:45 PM	0	0	2	2	0	1	1	0	0	3	0	1	0	0	0	0
06:00 PM	0	0	0	3	0	0	6	0	0	0	0	1	0	0	0	0
06:15 PM	0	0	0	4	0	1	4	0	0	1	0	1	0	0	0	0
06:30 PM	0	0	0	4	0	0	0	0	0	2	0	1	0	0	0	0
06:45 PM	0	0	1	5	0	1	1	0	0	0	0	1	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\5. I-95 NB Ramp at SW 10th St\TMCs\SW 10th St at I-95 NB Ramp_03092(
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\5. I-95 NB Ramp at SW 10th St\TMCs\SW 10th St at I-95 NB Ramp_03102(
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	78	44	0	30	109	0	0	70	0	42	0	0	0	0
06:15 AM	3	0	94	65	0	86	133	0	1	117	0	48	0	0	0	0
06:30 AM	0	0	150	110	0	68	258	0	0	87	0	34	0	0	0	0
06:45 AM	0	0	241	117	0	86	250	0	0	135	0	90	0	0	0	0
07:00 AM	0	0	177	190	0	77	295	0	0	152	0	119	0	0	0	0
07:15 AM	0	0	237	192	0	69	363	0	0	106	0	79	0	0	0	0
07:30 AM	0	0	186	217	0	84	328	0	0	148	0	99	0	0	0	0
07:45 AM	0	0	275	173	0	105	402	0	0	134	0	112	0	0	0	0
08:00 AM	0	0	199	254	0	24	289	0	0	139	0	86	0	0	0	0
08:15 AM	0	0	282	196	0	63	306	0	0	140	0	119	0	0	0	0
08:30 AM	0	0	261	166	0	80	390	0	0	84	0	68	0	0	0	0
08:45 AM	0	0	254	182	0	54	292	0	0	103	0	86	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	269	103	0	48	267	0	0	152	0	122	0	0	0	0
04:15 PM	0	0	249	115	0	47	260	0	0	128	0	141	0	0	0	0
04:30 PM	0	0	266	118	0	67	320	0	0	180	0	167	0	0	0	0
04:45 PM	0	0	264	83	0	68	334	0	0	138	0	145	0	0	0	0
05:00 PM	0	0	222	155	0	27	303	0	0	158	0	155	0	0	0	0
05:15 PM	0	0	278	114	0	44	335	0	0	150	0	143	0	0	0	0
05:30 PM	0	0	305	95	0	42	319	0	0	129	0	139	0	0	0	0
05:45 PM	0	0	237	142	0	50	289	0	0	118	0	157	0	0	0	0
06:00 PM	0	0	295	110	0	50	358	0	0	109	0	124	0	0	0	0
06:15 PM	0	0	302	122	0	67	294	0	0	135	0	130	0	0	0	0
06:30 PM	0	0	228	99	0	61	278	0	0	151	0	162	0	0	0	0
06:45 PM	0	0	278	56	0	91	313	0	0	137	0	128	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\5. I-95 NB Ramp at SW 10th St\TMCs\SW 10th St at I-95 NB Ramp_03102(
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	0	2	0	0	0	0	0	3	0	1	0	0	0	0
06:15 AM	0	0	0	5	0	0	1	0	0	10	0	2	0	0	0	0
06:30 AM	0	0	2	6	0	1	2	0	0	6	0	1	0	0	0	0
06:45 AM	0	0	10	5	0	0	2	0	0	2	0	1	0	0	0	0
07:00 AM	0	0	2	12	0	1	5	0	0	7	0	0	0	0	0	0
07:15 AM	0	0	0	7	0	3	4	0	0	4	0	1	0	0	0	0
07:30 AM	0	0	4	4	0	0	2	0	0	5	0	0	0	0	0	0
07:45 AM	0	0	1	9	0	3	3	0	0	5	0	1	0	0	0	0
08:00 AM	0	0	1	10	0	1	4	0	0	3	0	0	0	0	0	0
08:15 AM	0	0	2	4	0	2	3	0	0	1	0	0	0	0	0	0
08:30 AM	0	0	3	9	0	2	3	0	0	4	0	2	0	0	0	0
08:45 AM	0	0	3	7	0	1	2	0	0	0	0	1	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	6	0	1	1	0	0	5	0	1	0	0	0	0
04:15 PM	0	0	0	2	0	3	5	0	0	0	0	2	0	0	0	0
04:30 PM	0	0	4	4	0	3	5	0	0	2	0	2	0	0	0	0
04:45 PM	0	0	0	4	0	0	8	0	0	3	0	2	0	0	0	0
05:00 PM	0	0	1	5	0	0	3	0	0	1	0	2	0	0	0	0
05:15 PM	0	0	1	4	0	0	4	0	0	0	0	1	0	0	0	0
05:30 PM	0	0	0	4	0	0	3	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	1	2	0	2	4	0	0	1	0	1	0	0	0	0
06:00 PM	0	0	0	2	0	1	4	0	0	0	0	1	0	0	0	0
06:15 PM	0	0	1	2	0	0	8	0	0	3	0	1	0	0	0	0
06:30 PM	0	0	1	2	0	3	2	0	0	3	0	1	0	0	0	0
06:45 PM	0	0	1	3	0	1	4	0	0	5	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\5. I-95 NB Ramp at SW 10th St\TMCs\SW 10th St at I-95 NB Ramp_03102(
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				I-95 NB RAMP Northbound				I-95 NB RAMP Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\7. SW 10th St at S Military Tr\TMCs\SW 10th St at Military Tr_03082016.ppc
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				MILITARY TR Northbound				MILITARY TR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	10	127	9	0	15	88	17	2	5	16	25	0	11	15	5
06:15 AM	0	10	187	6	0	14	144	14	0	4	31	27	0	12	15	7
06:30 AM	0	30	314	8	0	25	172	22	1	13	69	40	0	23	23	13
06:45 AM	0	16	372	11	0	35	227	18	2	16	55	48	0	34	38	10
07:00 AM	0	38	377	12	0	45	206	13	2	12	44	75	0	43	32	5
07:15 AM	0	33	454	5	0	45	245	22	4	28	137	117	0	53	79	27
07:30 AM	0	47	447	5	0	47	306	38	5	34	124	109	0	41	55	15
07:45 AM	0	49	435	7	0	48	263	15	4	37	134	83	0	71	135	33
08:00 AM	0	46	422	2	0	49	287	19	2	19	138	107	0	104	126	26
08:15 AM	0	50	398	5	0	57	265	21	2	24	135	88	0	61	100	21
08:30 AM	0	39	468	9	0	65	256	30	3	14	137	87	0	70	113	25
08:45 AM	0	62	415	12	0	62	236	18	3	25	142	90	0	66	103	27
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	69	339	22	0	59	396	18	4	20	112	40	0	59	137	51
04:15 PM	0	78	269	18	0	79	378	29	2	18	115	53	0	46	210	47
04:30 PM	0	64	281	22	0	66	340	42	3	21	136	43	0	55	161	56
04:45 PM	0	31	310	37	0	82	412	45	2	20	138	34	0	44	140	76
05:00 PM	0	55	271	19	0	84	309	52	5	40	155	57	0	61	236	64
05:15 PM	0	69	264	16	0	77	413	17	6	33	148	47	0	59	171	70
05:30 PM	0	75	304	25	0	85	352	35	4	25	124	63	0	44	205	70
05:45 PM	0	66	275	16	0	69	380	26	5	25	139	55	0	51	206	58
06:00 PM	0	52	347	16	0	77	385	33	3	30	123	48	0	46	133	58
06:15 PM	0	69	275	14	0	93	354	39	6	16	132	46	0	34	176	54
06:30 PM	0	33	225	12	0	80	383	28	6	32	139	37	0	53	137	34
06:45 PM	0	47	274	26	0	72	394	12	4	14	93	37	0	44	95	27

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\7. SW 10th St at S Military Tr\TMCs\SW 10th St at Military Tr_03082016.ppc
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				MILITARY TR Northbound				MILITARY TR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	2	1	0	0	0	3	0	0	0	0	0	0	0	0	0
06:15 AM	0	1	4	0	0	0	6	0	0	0	0	0	0	0	1	0
06:30 AM	0	0	7	0	0	1	1	0	0	0	0	2	0	0	3	0
06:45 AM	0	1	8	0	0	0	4	0	0	0	0	4	0	0	1	0
07:00 AM	0	0	12	0	0	0	6	1	0	2	0	3	0	0	1	1
07:15 AM	0	0	4	0	0	0	8	1	0	0	0	1	0	0	0	5
07:30 AM	0	1	7	0	0	1	3	2	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	0	0	1	5	0	0	0	0	1	0	1	2	1
08:00 AM	0	1	7	0	0	0	3	0	0	0	0	0	0	0	1	0
08:15 AM	0	0	3	0	0	0	1	0	0	0	0	1	0	0	0	1
08:30 AM	0	0	6	0	0	2	3	1	0	0	3	1	0	1	1	0
08:45 AM	0	0	6	0	0	0	5	0	0	3	0	2	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	2	11	1	0	1	5	1	0	2	1	0	0	0	0	1
04:15 PM	0	1	5	1	0	0	5	2	0	0	0	0	0	2	2	1
04:30 PM	0	2	11	2	0	0	4	0	0	0	0	1	0	1	1	0
04:45 PM	0	0	8	0	0	0	5	0	0	0	0	0	0	0	2	1
05:00 PM	0	1	6	0	0	0	2	1	0	0	0	0	0	0	0	1
05:15 PM	0	0	2	0	0	0	7	0	0	0	1	0	0	0	0	2
05:30 PM	0	0	3	0	0	0	2	2	0	1	0	0	0	0	1	0
05:45 PM	0	0	2	0	0	1	1	0	0	0	1	0	0	0	1	0
06:00 PM	0	0	4	0	0	0	3	0	0	1	0	0	0	0	0	1
06:15 PM	0	0	2	0	0	0	3	0	0	1	2	0	0	0	1	1
06:30 PM	0	0	4	0	0	0	5	0	0	0	3	0	0	0	1	0
06:45 PM	0	3	3	0	0	0	3	0	0	0	0	0	0	0	2	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\7. SW 10th St at S Military Tr\TMCs\SW 10th St at Military Tr_03082016.ppc
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				MILITARY TR Northbound				MILITARY TR Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\7. SW 10th St at S Military Tr\TMCs\SW 10th St at Military Tr_03092016.ppc
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				MILITARY TR Northbound				MILITARY TR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	11	118	5	0	14	77	15	3	4	24	33	0	14	19	1
06:15 AM	0	8	174	3	0	14	156	22	1	7	62	32	0	18	15	8
06:30 AM	0	20	270	8	1	23	179	25	0	15	70	56	0	43	24	8
06:45 AM	0	22	355	13	0	41	263	28	3	15	76	90	0	45	31	8
07:00 AM	0	35	289	14	0	71	205	29	4	20	118	102	0	43	42	12
07:15 AM	0	31	392	9	0	35	292	39	5	30	167	122	0	75	75	19
07:30 AM	0	44	360	10	0	63	293	27	4	35	122	120	0	93	78	30
07:45 AM	0	42	383	9	0	57	331	32	4	46	206	140	0	95	132	24
08:00 AM	0	53	387	7	0	49	316	28	7	56	181	146	0	102	96	36
08:15 AM	0	52	365	8	0	67	294	28	3	39	210	100	0	71	67	24
08:30 AM	0	43	384	7	0	62	267	28	3	37	185	162	0	104	113	23
08:45 AM	0	43	372	8	0	40	285	24	6	23	179	126	0	82	75	14
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	56	272	25	0	81	323	68	4	41	156	81	0	44	137	46
04:15 PM	0	77	266	26	0	92	296	77	6	47	175	88	0	48	213	42
04:30 PM	0	56	317	23	0	58	375	77	6	40	149	62	0	54	219	55
04:45 PM	0	62	275	32	0	134	341	53	4	41	209	54	0	54	183	66
05:00 PM	0	53	276	21	0	97	319	88	4	51	215	76	0	69	224	73
05:15 PM	0	88	307	30	0	114	336	116	3	49	154	90	0	76	180	65
05:30 PM	0	68	268	27	0	100	315	107	9	26	228	88	0	62	256	81
05:45 PM	0	60	280	25	0	105	328	71	5	57	216	62	0	65	213	79
06:00 PM	0	96	341	36	0	105	375	52	7	33	142	70	0	49	191	52
06:15 PM	0	60	300	40	1	94	338	58	3	35	208	51	0	64	191	74
06:30 PM	0	74	257	39	0	85	363	35	11	44	193	53	0	35	165	49
06:45 PM	0	37	303	31	0	48	394	46	4	29	158	52	0	33	104	33

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\7. SW 10th St at S Military Tr\TMCs\SW 10th St at Military Tr_03092016.ppc
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				MILITARY TR Northbound				MILITARY TR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	1	1	1	0	0	5	0	0	0	0	1	0	0	0	0
06:15 AM	0	1	6	0	0	0	5	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	1	1	0	1	4	0	0	0	0	1	0	0	0	1
06:45 AM	0	0	10	0	0	0	4	0	0	0	0	3	0	0	1	0
07:00 AM	0	0	5	0	0	0	9	0	0	1	2	1	0	0	2	0
07:15 AM	0	0	4	0	0	1	4	3	0	0	1	1	0	0	1	1
07:30 AM	0	0	10	0	0	0	2	0	0	0	0	1	0	0	0	0
07:45 AM	0	3	7	0	0	2	4	0	0	1	0	0	0	0	2	0
08:00 AM	0	2	4	0	0	0	12	0	0	0	3	3	0	0	2	1
08:15 AM	0	0	7	1	0	0	3	0	0	0	2	0	0	0	0	0
08:30 AM	0	0	6	0	0	1	6	0	0	1	2	3	0	0	1	0
08:45 AM	0	0	7	0	0	2	8	1	0	0	2	0	0	0	1	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	9	0	0	0	8	1	0	1	1	0	0	0	1	0
04:15 PM	0	0	5	1	0	0	4	0	0	1	2	0	0	0	3	5
04:30 PM	0	2	1	0	0	0	5	0	0	0	0	1	0	5	1	0
04:45 PM	0	0	7	1	0	0	11	0	0	2	2	0	0	0	3	0
05:00 PM	0	0	3	0	0	0	6	0	0	0	4	1	0	0	1	0
05:15 PM	0	3	6	1	0	0	7	0	0	1	2	0	0	0	1	0
05:30 PM	0	0	3	0	0	1	3	1	0	0	0	0	0	0	0	0
05:45 PM	0	0	9	0	0	0	7	1	0	0	3	0	0	0	1	1
06:00 PM	0	0	4	0	0	0	3	0	0	0	2	1	0	0	0	1
06:15 PM	0	0	3	0	0	0	5	0	0	0	0	0	0	0	3	0
06:30 PM	0	0	5	0	0	0	3	0	0	0	3	0	0	0	1	0
06:45 PM	0	0	3	0	0	1	4	0	0	0	1	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\7. SW 10th St at S Military Tr\TMCs\SW 10th St at Military Tr_03092016.ppc
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				MILITARY TR Northbound				MILITARY TR Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
04:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
04:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\7. SW 10th St at S Military Tr\TMCs\SW 10th St at Military Tr_03102016.ppc
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				MILITARY TR Northbound				MILITARY TR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	16	111	6	0	6	92	13	1	7	42	39	0	15	9	6
06:15 AM	0	5	174	7	0	14	144	20	2	7	39	42	0	11	18	11
06:30 AM	0	20	259	5	0	25	188	37	4	8	85	77	0	39	26	9
06:45 AM	0	26	354	12	0	64	250	22	3	33	64	82	0	48	32	21
07:00 AM	0	43	275	21	0	58	250	39	1	19	132	107	0	47	50	14
07:15 AM	0	41	403	7	0	52	287	27	2	51	147	122	0	64	93	19
07:30 AM	0	58	386	8	0	78	302	55	6	27	172	154	0	39	140	24
07:45 AM	0	33	376	3	0	72	265	54	3	60	155	168	0	82	139	32
08:00 AM	0	52	427	8	0	63	273	29	5	45	206	113	0	96	101	26
08:15 AM	0	49	353	4	0	82	260	36	4	34	214	114	0	74	88	29
08:30 AM	0	57	381	8	0	83	281	58	8	29	180	160	0	108	97	33
08:45 AM	0	34	349	6	0	78	232	50	1	31	145	142	0	98	99	28
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	57	267	27	0	88	359	52	4	22	138	63	0	60	122	51
04:15 PM	0	41	258	26	0	82	350	58	6	26	194	53	0	77	146	57
04:30 PM	0	48	295	38	0	101	332	49	0	33	109	71	0	59	129	52
04:45 PM	0	43	236	25	0	111	311	104	2	26	182	92	0	51	218	63
05:00 PM	0	46	274	25	0	90	302	59	6	34	194	77	0	64	177	55
05:15 PM	0	51	357	26	0	103	339	67	8	42	215	54	0	57	223	90
05:30 PM	0	64	313	32	1	55	331	72	5	22	104	49	0	44	218	68
05:45 PM	0	46	322	33	0	52	354	55	3	17	74	26	0	52	178	67
06:00 PM	0	71	341	37	0	68	379	67	6	26	162	47	0	57	177	83
06:15 PM	0	47	287	31	0	57	375	49	4	22	135	68	0	52	141	67
06:30 PM	0	36	232	32	0	60	419	44	6	23	113	50	0	54	121	46
06:45 PM	0	43	301	35	0	27	404	77	6	20	147	48	0	28	104	33

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\7. SW 10th St at S Military Tr\TMCs\SW 10th St at Military Tr_03102016.ppc
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				MILITARY TR Northbound				MILITARY TR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	1	3	0	0	1	9	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	2	0	0	0	10	0	0	0	1	0	0	0	0	1
06:30 AM	0	0	7	0	0	0	10	0	0	0	0	1	0	0	0	0
06:45 AM	0	0	6	0	0	0	8	0	0	0	0	4	0	0	0	1
07:00 AM	0	0	8	0	0	0	5	2	0	0	3	2	0	0	1	0
07:15 AM	0	0	2	0	0	1	11	0	0	0	1	1	0	0	0	0
07:30 AM	0	1	6	0	0	1	3	1	0	0	0	0	0	0	0	0
07:45 AM	0	1	5	0	0	0	7	0	0	0	0	2	0	0	0	1
08:00 AM	0	1	4	0	0	1	6	0	0	0	0	1	0	0	1	0
08:15 AM	0	0	3	0	0	0	8	0	0	0	0	0	0	0	2	1
08:30 AM	0	1	6	1	0	0	3	1	0	0	0	1	0	0	0	1
08:45 AM	0	0	5	0	0	1	10	1	0	1	1	1	0	0	1	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	3	8	1	0	1	6	0	0	2	1	2	0	0	1	1
04:15 PM	0	0	6	0	0	1	3	0	0	0	0	0	0	1	2	2
04:30 PM	0	0	7	2	0	0	4	0	0	0	1	0	0	2	1	0
04:45 PM	0	1	3	1	0	0	7	0	0	0	0	1	0	0	1	1
05:00 PM	0	0	6	0	0	1	2	0	0	0	0	0	0	0	2	0
05:15 PM	0	1	6	1	0	3	4	0	0	0	3	0	0	0	0	1
05:30 PM	0	0	5	0	0	0	6	0	0	1	2	0	0	0	1	0
05:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	1	3	1
06:00 PM	0	0	5	0	0	2	4	0	0	0	1	0	0	0	1	1
06:15 PM	0	0	2	0	0	0	2	0	0	0	1	0	0	0	2	1
06:30 PM	0	1	4	0	0	1	2	0	0	0	0	1	0	0	0	0
06:45 PM	0	0	1	0	0	1	2	0	0	0	1	1	0	0	1	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\7. SW 10th St at S Military Tr\TMCs\SW 10th St at Military Tr_03102016.ppc
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				MILITARY TR Northbound				MILITARY TR Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0
04:15 PM	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
04:30 PM	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:45 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\9. SW 10th St at Natura Blvd\TMCs\SW 10th St at Natura Blvd_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NATURA BLVD Northbound				NATURA BLVD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	2	52	12	0	2	90	4	0	20	2	5	0	12	3	19
06:15 AM	0	9	84	12	0	7	131	3	0	42	7	4	0	5	5	27
06:30 AM	0	19	158	32	2	4	183	12	0	29	6	25	0	16	9	60
06:45 AM	0	12	182	24	0	15	213	9	0	50	17	17	0	17	13	49
07:00 AM	0	23	223	37	2	23	250	11	0	44	9	25	0	17	12	61
07:15 AM	0	16	270	59	1	30	282	17	0	49	25	25	0	41	54	98
07:30 AM	0	29	248	22	0	17	292	23	0	61	29	38	0	42	50	82
07:45 AM	0	46	262	22	0	34	305	20	0	49	24	36	0	47	56	58
08:00 AM	0	41	266	15	1	24	302	11	0	54	41	32	0	62	35	77
08:15 AM	0	52	236	22	2	19	288	16	0	42	37	25	1	62	17	57
08:30 AM	0	45	308	11	0	22	305	14	0	43	25	24	0	38	14	73
08:45 AM	0	52	285	13	0	11	241	24	0	40	36	38	0	39	12	55
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	39	276	26	0	38	293	15	0	43	14	21	0	31	35	43
04:15 PM	0	44	264	24	0	25	344	13	0	35	24	16	0	15	50	28
04:30 PM	0	46	250	45	0	34	256	27	0	35	13	31	1	39	43	59
04:45 PM	0	61	301	37	0	28	340	38	0	35	18	23	0	43	42	64
05:00 PM	0	44	224	29	2	41	234	19	0	38	24	24	1	47	74	87
05:15 PM	0	58	252	28	0	71	285	11	0	42	23	29	1	52	70	82
05:30 PM	0	59	287	31	2	51	270	21	0	32	27	18	1	57	95	60
05:45 PM	0	69	282	26	1	56	224	42	0	50	35	36	0	75	81	65
06:00 PM	0	59	366	14	1	57	295	38	0	40	20	21	1	48	56	65
06:15 PM	0	55	345	20	0	34	284	20	0	45	20	25	0	46	50	48
06:30 PM	0	42	291	21	0	20	253	22	0	40	24	25	0	49	59	50
06:45 PM	0	57	287	18	0	32	265	43	0	38	14	12	0	38	31	50

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\9. SW 10th St at Natura Blvd\TMCs\SW 10th St at Natura Blvd_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NATURA BLVD Northbound				NATURA BLVD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	1	0	0	0	1	0	0	0	0	2	0	0	0	0
06:30 AM	0	0	3	2	0	0	0	0	0	0	0	1	0	1	0	0
06:45 AM	0	1	1	4	0	1	0	1	0	1	1	0	0	1	2	0
07:00 AM	0	1	3	2	0	4	2	0	0	1	0	2	0	1	0	0
07:15 AM	0	0	1	0	0	1	3	0	0	1	1	0	0	2	0	0
07:30 AM	0	1	0	1	0	1	4	0	0	1	0	0	0	1	0	0
07:45 AM	0	1	1	0	0	0	9	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	3	0	0	0	2	0	0	1	0	0	0	1	0	0
08:15 AM	0	0	0	0	0	0	3	1	0	0	0	0	0	1	0	0
08:30 AM	0	0	3	1	0	0	4	0	0	0	0	1	0	0	0	1
08:45 AM	0	0	2	1	0	0	3	1	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	1	1	0	1	3	0	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	1	0	0	5	1	0	0	0	0	0	0	0	1
04:30 PM	0	1	2	2	0	0	5	2	0	0	0	0	0	0	0	1
04:45 PM	0	0	1	0	0	1	5	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	1	0	0	1	2	1	0	2	0	0	0	0	1	0
05:15 PM	0	0	0	0	0	1	3	0	0	1	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	2	3	1	0	0	0	1	0	0	1	1
05:45 PM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
06:00 PM	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	1	0	0	0	2	0	0	0	0	3	0	0	0	0
06:30 PM	0	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\9. SW 10th St at Natura Blvd\TMCs\SW 10th St at Natura Blvd_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NATURA BLVD Northbound				NATURA BLVD Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\9. SW 10th St at Natura Blvd\TMCs\SW 10th St at Natura Blvd_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NATURA BLVD Northbound				NATURA BLVD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	5	82	13	0	2	98	2	0	19	2	3	0	9	6	16
06:15 AM	0	8	113	10	0	7	181	6	0	33	8	7	0	10	13	28
06:30 AM	0	7	229	22	2	6	234	5	0	49	14	20	0	6	19	50
06:45 AM	0	16	285	26	0	9	260	8	0	47	17	15	0	16	23	67
07:00 AM	0	24	231	34	1	19	243	10	1	32	15	18	0	19	48	39
07:15 AM	0	21	245	47	0	22	344	10	0	47	29	31	1	38	63	81
07:30 AM	0	32	195	18	0	9	373	18	0	59	36	26	0	64	35	90
07:45 AM	0	48	258	17	0	15	472	16	1	47	30	29	0	38	53	49
08:00 AM	0	40	224	15	0	13	435	30	0	48	50	27	0	56	30	56
08:15 AM	0	41	251	17	0	27	424	14	1	43	35	29	0	41	17	75
08:30 AM	0	49	233	11	0	10	421	24	0	34	25	24	0	40	20	46
08:45 AM	0	65	141	11	0	19	387	28	0	38	30	42	0	26	26	59
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	47	284	23	0	12	389	18	0	39	17	11	0	18	35	21
04:15 PM	0	32	249	21	0	14	389	14	0	29	14	17	0	35	25	47
04:30 PM	0	43	277	29	1	27	339	17	3	41	22	30	0	35	52	53
04:45 PM	0	38	239	22	0	22	356	23	0	41	19	23	1	33	78	49
05:00 PM	0	44	305	21	1	38	334	13	0	29	21	15	0	18	68	81
05:15 PM	0	49	333	22	0	23	313	13	0	64	32	20	0	68	61	67
05:30 PM	0	39	313	23	0	37	307	26	0	36	26	22	0	41	57	101
05:45 PM	0	59	232	22	0	47	323	36	0	35	29	19	0	30	58	82
06:00 PM	0	63	372	18	0	38	312	43	0	44	28	19	0	33	56	70
06:15 PM	0	49	295	15	1	30	354	37	0	44	19	21	0	40	45	57
06:30 PM	0	48	274	21	0	34	303	28	1	33	23	26	0	32	34	48
06:45 PM	0	53	293	14	0	26	358	28	1	41	26	17	0	32	34	54

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\9. SW 10th St at Natura Blvd\TMCs\SW 10th St at Natura Blvd_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NATURA BLVD Northbound				NATURA BLVD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	1	2	1	0	0	1	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	3	0	0	0	1	0	0	1	0	1	0	0	0	1
06:30 AM	0	0	2	2	0	0	3	1	0	0	0	1	0	1	0	0
06:45 AM	0	2	2	3	0	0	4	1	0	0	1	0	0	0	1	0
07:00 AM	0	0	0	1	0	1	5	0	0	6	0	0	0	1	0	0
07:15 AM	0	1	2	0	0	1	4	0	0	0	1	0	0	2	0	1
07:30 AM	0	0	6	1	0	0	4	0	0	1	0	0	0	0	0	0
07:45 AM	0	0	3	0	0	2	4	1	0	0	0	0	0	0	0	0
08:00 AM	0	1	3	0	0	1	3	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	6	1	0	0	2	2	0	0	0	1	0	1	1	0
08:30 AM	0	0	0	1	0	1	5	1	0	1	0	1	0	0	0	1
08:45 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	1	0	0	1	1	1	0	0	0	0	0	1	0	0
04:15 PM	0	0	0	0	0	1	3	0	0	1	0	0	0	0	1	1
04:30 PM	0	1	2	2	0	3	0	1	0	0	0	0	0	0	0	1
04:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1
05:00 PM	0	0	3	0	0	0	3	1	0	1	0	0	0	0	0	0
05:15 PM	0	0	1	0	0	1	3	0	0	1	0	0	0	0	1	0
05:30 PM	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\9. SW 10th St at Natura Blvd\TMCs\SW 10th St at Natura Blvd_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NATURA BLVD Northbound				NATURA BLVD Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1	0
05:30 PM	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	3	0	0	0	3	0	0	0	1	0	0	0
06:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	5	0	0	0	5	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0
06:45 PM	2	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\9. SW 10th St at Natura Blvd\TMCs\SW 10th St at Natura Blvd_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NATURA BLVD Northbound				NATURA BLVD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	10	91	13	0	2	102	3	0	15	3	6	0	9	1	19
06:15 AM	0	7	122	9	2	3	132	5	0	49	4	9	0	12	5	31
06:30 AM	0	9	155	15	1	3	223	1	0	40	6	13	1	10	3	56
06:45 AM	0	16	278	25	0	13	221	12	0	44	17	21	0	14	17	51
07:00 AM	0	13	237	28	0	8	265	6	0	26	11	18	0	13	11	84
07:15 AM	0	18	243	43	0	13	282	10	0	61	18	24	0	46	45	80
07:30 AM	0	24	230	15	1	17	246	17	0	58	36	23	0	61	31	75
07:45 AM	0	34	316	17	1	20	325	15	0	62	30	34	0	89	50	106
08:00 AM	0	41	219	18	0	24	219	15	0	43	39	27	1	58	22	41
08:15 AM	0	50	316	14	0	21	281	18	0	31	24	14	0	81	34	43
08:30 AM	0	37	264	11	0	7	330	17	0	26	32	13	0	48	14	87
08:45 AM	0	51	262	7	0	14	251	36	0	32	31	26	0	44	26	47
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	23	322	22	0	14	286	21	0	30	12	18	0	37	13	28
04:15 PM	0	52	328	21	0	16	243	25	0	44	19	26	0	45	42	26
04:30 PM	0	49	341	16	1	17	316	14	0	25	19	24	0	37	25	40
04:45 PM	0	51	324	12	1	18	354	24	0	30	19	22	0	21	53	41
05:00 PM	0	36	319	9	1	54	243	19	0	29	30	11	0	65	43	89
05:15 PM	0	34	355	20	0	42	299	20	0	45	30	17	0	67	23	54
05:30 PM	0	63	350	20	1	49	311	46	0	40	33	24	0	90	49	21
05:45 PM	0	58	306	20	3	17	238	30	0	44	30	20	0	75	50	58
06:00 PM	0	71	330	8	0	30	290	12	0	32	20	21	0	60	41	75
06:15 PM	0	71	344	5	1	26	282	19	0	39	25	20	0	35	40	40
06:30 PM	0	55	309	15	0	28	253	39	0	31	20	16	0	26	33	48
06:45 PM	0	39	347	5	0	27	324	20	0	24	13	7	0	56	25	36

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\9. SW 10th St at Natura Blvd\TMCs\SW 10th St at Natura Blvd_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NATURA BLVD Northbound				NATURA BLVD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0
06:30 AM	0	0	2	1	0	0	2	0	0	0	0	1	0	1	0	0
06:45 AM	0	2	2	4	0	0	1	1	0	0	1	0	0	0	1	0
07:00 AM	0	0	2	1	0	0	0	0	0	4	0	0	0	2	0	0
07:15 AM	0	0	0	0	0	2	4	0	0	0	2	0	0	0	0	0
07:30 AM	0	0	2	1	0	0	2	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	1	0	0	0	3	0	0	1	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	3	1	0	1	0	1	0	0	0	0
08:30 AM	0	0	3	1	0	2	0	0	0	0	0	1	0	1	0	0
08:45 AM	0	1	2	1	0	0	1	2	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	1	0	2	1	1	0	0	0	0	0	0	0	0
04:15 PM	0	1	1	0	0	0	5	1	0	0	0	1	0	0	1	0
04:30 PM	0	1	4	2	0	0	0	0	0	0	0	2	0	0	0	0
04:45 PM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	2	0	0	2	1	1	0	1	0	0	0	0	0	0
05:15 PM	0	0	1	0	0	2	1	0	0	1	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	1	2	0	0	1	0	1	0	0	0	0
05:45 PM	0	0	1	0	0	1	3	0	0	2	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	4	0	0	0	1	1	0	0	0	0
06:30 PM	0	0	2	0	0	0	0	0	0	2	0	1	0	0	0	0
06:45 PM	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\9. SW 10th St at Natura Blvd\TMCs\SW 10th St at Natura Blvd_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NATURA BLVD Northbound				NATURA BLVD Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	4	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\8. SW 10th St at Newport Center Dr\TMCs\SW 10th St at Newport Center D
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NEWPORT CENTER DR Northbound				NEWPORT CENTER DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	10	151	7	0	10	116	21	0	1	0	3	0	2	1	7
06:15 AM	0	12	208	11	0	4	173	35	0	0	0	4	0	3	0	2
06:30 AM	0	17	354	23	0	4	222	25	0	1	0	5	0	7	0	9
06:45 AM	0	25	409	40	1	23	287	48	0	1	0	4	0	7	0	5
07:00 AM	0	21	451	44	2	28	269	27	0	4	1	6	0	11	0	4
07:15 AM	0	33	552	61	0	17	308	28	0	6	0	18	0	3	1	5
07:30 AM	0	46	518	61	5	42	389	51	0	7	0	18	0	3	2	6
07:45 AM	0	66	484	70	9	79	324	73	0	6	1	21	0	6	3	11
08:00 AM	0	59	494	101	1	90	347	55	0	13	2	27	0	5	4	8
08:15 AM	0	45	462	52	1	82	335	48	0	13	2	28	0	4	0	6
08:30 AM	0	56	512	93	1	60	348	52	0	15	1	15	0	9	4	8
08:45 AM	0	33	478	81	1	47	301	60	0	16	1	23	0	5	1	12
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	14	427	15	0	24	427	13	0	50	4	61	0	26	3	25
04:15 PM	0	10	350	18	2	15	439	16	0	48	1	46	0	25	0	28
04:30 PM	0	12	367	20	1	25	388	16	0	53	1	87	0	22	1	28
04:45 PM	0	16	364	16	0	13	440	16	0	93	1	104	0	22	1	28
05:00 PM	0	19	368	17	2	27	353	15	0	81	3	121	0	22	2	30
05:15 PM	0	16	345	15	0	16	404	14	0	85	5	92	0	15	0	47
05:30 PM	0	9	408	13	1	26	368	20	0	98	4	72	0	16	0	29
05:45 PM	0	9	378	12	1	30	414	20	0	70	3	63	0	14	2	14
06:00 PM	0	11	446	11	0	23	442	9	0	62	2	65	0	13	1	15
06:15 PM	0	12	348	10	0	9	435	9	0	49	0	54	0	11	0	27
06:30 PM	0	7	306	4	0	9	459	10	0	36	3	30	0	9	1	21
06:45 PM	0	14	346	10	1	15	463	14	0	37	0	20	0	8	0	14

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\8. SW 10th St at Newport Center Dr\TMCs\SW 10th St at Newport Center D
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NEWPORT CENTER DR Northbound				NEWPORT CENTER DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	1	0	0	0	2	4	0	0	0	0	0	3	1	1
06:15 AM	0	2	1	0	0	0	11	10	0	0	0	1	0	2	0	2
06:30 AM	0	0	8	0	0	0	1	12	0	0	0	0	0	7	0	2
06:45 AM	0	3	12	0	0	0	4	5	0	0	0	0	0	6	0	1
07:00 AM	0	1	14	0	0	0	4	4	0	0	0	0	0	6	0	4
07:15 AM	0	0	7	0	0	0	9	1	0	0	0	0	0	5	0	2
07:30 AM	0	3	3	0	0	1	5	4	0	0	0	1	0	4	0	1
07:45 AM	0	3	4	1	0	0	4	4	0	0	0	0	0	4	0	2
08:00 AM	0	2	4	0	0	0	5	4	0	0	0	0	0	8	0	0
08:15 AM	0	1	7	0	0	0	5	2	0	0	0	0	0	5	0	0
08:30 AM	0	2	12	1	0	0	3	5	0	0	0	0	0	5	0	1
08:45 AM	0	2	2	0	0	0	2	6	0	0	0	0	0	4	0	4
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	4	10	1	0	1	5	3	0	1	0	0	0	3	0	0
04:15 PM	0	3	6	0	0	1	5	4	0	0	0	0	0	6	0	3
04:30 PM	0	2	7	1	0	0	6	3	0	0	0	1	0	3	0	2
04:45 PM	0	2	8	0	0	1	5	4	0	2	0	1	0	4	0	1
05:00 PM	0	3	4	0	0	0	1	5	0	0	0	1	0	3	0	1
05:15 PM	0	3	3	1	0	0	6	2	0	0	0	1	0	2	0	1
05:30 PM	0	1	2	0	0	1	3	1	0	1	0	1	0	5	0	2
05:45 PM	0	4	6	0	0	0	6	3	0	0	0	0	0	2	1	2
06:00 PM	0	3	3	0	0	0	3	3	0	0	0	0	0	5	0	1
06:15 PM	0	1	3	0	0	0	3	4	0	0	0	0	0	3	0	4
06:30 PM	0	1	3	0	0	0	1	3	0	0	0	0	0	3	0	1
06:45 PM	0	3	5	0	0	0	5	4	0	0	0	0	0	4	0	1

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\8. SW 10th St at Newport Center Dr\TMCs\SW 10th St at Newport Center D
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NEWPORT CENTER DR Northbound				NEWPORT CENTER DR Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\8. SW 10th St at Newport Center Dr\TMCs\SW 10th St at Newport Center D
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NEWPORT CENTER DR Northbound				NEWPORT CENTER DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	7	155	8	0	8	94	19	0	3	0	2	0	9	4	9
06:15 AM	0	14	211	8	0	7	187	36	0	0	1	3	0	13	2	2
06:30 AM	0	20	348	22	1	6	241	61	0	1	0	4	0	9	0	0
06:45 AM	0	24	449	28	2	45	362	65	0	0	0	3	0	5	0	4
07:00 AM	0	21	367	50	0	46	281	43	0	5	0	12	0	3	0	5
07:15 AM	0	33	526	50	2	48	369	42	0	8	0	22	0	0	1	2
07:30 AM	0	40	482	58	3	91	387	52	0	11	3	23	0	6	2	4
07:45 AM	0	69	489	85	1	82	431	39	0	12	1	22	0	9	3	12
08:00 AM	0	55	507	102	0	95	398	41	0	12	7	16	0	6	2	16
08:15 AM	0	67	432	64	1	102	378	39	0	10	3	36	0	5	4	11
08:30 AM	0	52	538	103	0	69	344	62	0	14	4	26	0	8	3	9
08:45 AM	0	35	502	77	0	43	349	48	0	15	0	13	0	3	1	5
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	11	375	17	7	14	444	11	0	50	1	57	0	29	4	19
04:15 PM	0	9	378	19	3	14	380	15	0	50	1	48	0	30	0	31
04:30 PM	0	8	418	15	4	16	460	16	0	62	1	83	0	22	0	31
04:45 PM	0	14	360	16	3	19	448	13	0	88	1	108	0	14	1	24
05:00 PM	0	22	407	13	4	25	388	19	0	95	3	131	0	19	2	33
05:15 PM	0	22	456	15	3	10	423	17	0	93	1	88	0	16	0	51
05:30 PM	0	10	413	10	1	17	375	19	0	109	2	72	0	16	0	32
05:45 PM	0	3	419	13	5	28	408	23	0	73	0	55	0	14	2	13
06:00 PM	0	10	468	10	3	19	475	9	0	52	2	79	0	14	0	21
06:15 PM	0	11	414	12	4	7	377	6	0	58	0	54	0	11	0	28
06:30 PM	0	6	345	5	3	4	431	8	0	34	4	41	0	8	0	25
06:45 PM	0	10	386	10	2	15	486	13	0	37	0	22	0	8	0	10

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\8. SW 10th St at Newport Center Dr\TMCs\SW 10th St at Newport Center D
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NEWPORT CENTER DR Northbound				NEWPORT CENTER DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	1	0	0	0	0	5	5	0	0	0	0	0	4	0	0
06:15 AM	0	1	4	0	0	0	3	5	0	0	0	0	0	4	0	1
06:30 AM	0	0	3	0	0	0	4	6	0	0	0	0	0	4	0	2
06:45 AM	0	4	8	0	0	0	3	7	0	0	0	0	0	4	0	1
07:00 AM	0	1	3	0	0	0	6	2	0	0	0	1	0	3	0	5
07:15 AM	0	0	13	0	0	0	5	2	0	0	0	0	0	10	0	4
07:30 AM	0	2	5	0	0	0	4	0	0	0	0	0	0	7	0	0
07:45 AM	0	2	7	1	0	0	8	4	0	0	0	1	0	4	0	2
08:00 AM	0	1	9	0	0	1	9	5	0	0	0	0	0	1	0	0
08:15 AM	0	2	5	0	0	1	11	3	0	0	0	0	0	3	0	2
08:30 AM	0	2	8	0	0	0	8	2	0	0	0	0	0	2	0	2
08:45 AM	0	1	5	0	0	1	4	1	0	2	0	2	0	2	0	3
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	5	8	1	0	0	6	2	0	1	0	0	0	2	0	0
04:15 PM	0	4	4	0	0	0	5	5	0	0	0	0	0	4	0	1
04:30 PM	0	0	5	1	0	0	6	1	0	0	0	0	0	4	0	2
04:45 PM	0	0	11	0	0	1	5	5	0	1	0	0	0	4	0	1
05:00 PM	0	4	4	0	0	0	1	5	0	0	0	1	0	3	0	2
05:15 PM	0	2	5	0	0	0	6	3	0	0	0	0	0	2	0	2
05:30 PM	0	1	2	0	0	1	1	0	0	0	0	0	0	4	0	1
05:45 PM	0	3	6	0	0	0	5	4	0	0	0	0	0	2	0	2
06:00 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	3	0	0
06:15 PM	0	1	3	0	0	0	1	4	0	0	0	0	0	3	0	5
06:30 PM	0	2	2	0	0	0	2	3	0	0	0	0	0	4	0	0
06:45 PM	0	5	5	0	0	0	5	2	0	0	0	0	0	3	0	2

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\8. SW 10th St at Newport Center Dr\TMCs\SW 10th St at Newport Center D
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NEWPORT CENTER DR Northbound				NEWPORT CENTER DR Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\8. SW 10th St at Newport Center Dr\TMCs\SW 10th St at Newport Center D
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NEWPORT CENTER DR Northbound				NEWPORT CENTER DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	12	161	6	0	9	126	31	0	1	0	4	0	3	0	9
06:15 AM	0	18	208	11	0	7	189	39	0	1	0	4	0	3	0	4
06:30 AM	0	21	352	17	1	10	232	56	0	1	0	5	0	8	0	6
06:45 AM	0	27	447	33	1	32	298	63	0	2	1	6	0	6	0	5
07:00 AM	0	25	470	34	1	33	321	58	0	3	1	7	0	5	1	4
07:15 AM	0	24	508	40	4	39	373	44	0	5	0	21	0	3	0	2
07:30 AM	0	34	479	66	3	55	396	49	0	13	1	26	0	2	2	3
07:45 AM	0	56	451	68	3	94	405	51	0	8	2	26	0	7	2	8
08:00 AM	0	49	472	81	7	85	343	49	0	17	2	29	0	3	2	6
08:15 AM	0	70	483	71	5	81	337	54	0	18	1	33	0	3	0	8
08:30 AM	0	48	435	72	5	52	392	52	0	14	0	40	0	4	1	10
08:45 AM	0	33	473	72	0	65	326	46	0	13	3	14	0	6	1	12
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	17	367	11	3	33	423	14	0	47	6	62	0	22	1	30
04:15 PM	0	10	359	15	1	16	436	15	0	43	0	42	0	18	0	24
04:30 PM	0	15	416	23	2	33	435	15	0	42	0	88	0	20	1	24
04:45 PM	0	18	368	15	0	6	401	18	0	94	0	95	0	29	0	30
05:00 PM	0	15	392	21	4	28	362	10	0	63	2	107	0	24	2	25
05:15 PM	0	8	401	13	3	22	390	9	0	74	9	93	0	13	0	41
05:30 PM	0	8	423	16	0	33	376	19	0	83	6	70	0	15	0	25
05:45 PM	0	15	365	11	5	31	411	15	0	65	6	69	0	14	2	15
06:00 PM	0	11	432	11	7	25	457	9	0	70	1	48	0	11	1	7
06:15 PM	0	12	395	7	1	11	439	12	0	38	0	51	0	11	0	25
06:30 PM	0	8	328	2	2	14	495	12	0	37	1	18	0	10	2	15
06:45 PM	0	18	370	10	3	14	497	14	0	35	0	16	0	7	0	17

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\8. SW 10th St at Newport Center Dr\TMCs\SW 10th St at Newport Center D
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NEWPORT CENTER DR Northbound				NEWPORT CENTER DR Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	1	2	0	0	0	8	7	0	0	0	0	0	3	0	3
06:15 AM	0	1	2	0	0	0	6	9	0	0	0	0	0	4	0	2
06:30 AM	0	1	11	1	0	0	6	8	0	0	0	0	0	2	0	3
06:45 AM	0	0	9	0	0	0	2	5	0	0	0	0	0	5	0	6
07:00 AM	0	1	11	0	0	0	6	4	0	0	0	0	0	7	0	1
07:15 AM	0	1	9	0	0	0	4	8	0	0	0	0	0	6	0	3
07:30 AM	0	4	4	0	0	0	3	3	0	0	0	0	0	1	0	3
07:45 AM	0	3	6	0	0	0	4	3	0	0	0	0	0	10	0	2
08:00 AM	0	3	5	0	0	0	6	2	0	0	0	0	0	2	0	0
08:15 AM	0	0	8	0	0	0	3	2	0	0	0	0	0	2	0	5
08:30 AM	0	0	8	1	0	0	5	4	0	0	0	0	0	1	0	0
08:45 AM	0	2	4	0	0	0	8	1	0	0	0	0	0	1	0	2
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	2	12	0	0	1	4	3	0	1	0	0	0	3	0	0
04:15 PM	0	1	7	0	0	2	4	3	0	0	0	0	0	7	0	4
04:30 PM	0	4	8	0	0	0	5	5	0	0	0	1	0	1	0	1
04:45 PM	0	4	5	0	0	1	4	3	0	2	0	2	0	4	0	1
05:00 PM	0	1	3	0	0	0	1	5	0	0	0	0	0	3	0	0
05:15 PM	0	3	1	1	0	0	5	1	0	0	0	1	0	2	0	0
05:30 PM	0	1	1	0	0	0	4	2	0	1	0	1	0	5	0	2
05:45 PM	0	5	5	0	0	0	6	2	0	0	0	0	0	2	1	1
06:00 PM	0	3	3	0	0	0	6	6	0	0	0	0	0	7	0	2
06:15 PM	0	1	3	0	0	0	4	3	0	0	0	0	0	2	0	2
06:30 PM	0	0	3	0	0	0	0	3	0	0	0	0	0	2	0	1
06:45 PM	0	1	4	0	0	0	5	5	0	0	0	0	0	4	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\8. SW 10th St at Newport Center Dr\TMCs\SW 10th St at Newport Center D
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				NEWPORT CENTER DR Northbound				NEWPORT CENTER DR Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\11. SW 10th St at Powerline Rd\TMCs\SW 10th St at Powerline Rd_030820
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				POWERLINE RD Northbound				POWERLINE RD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	10	103	16	0	22	51	9	0	7	39	19	0	14	66	5
06:15 AM	0	18	193	33	0	23	78	14	0	7	36	27	0	37	121	18
06:30 AM	0	45	244	45	0	26	114	19	0	18	77	24	1	50	146	25
06:45 AM	0	73	276	62	0	54	122	36	0	30	122	55	0	54	183	29
07:00 AM	0	85	306	67	0	35	193	28	0	45	143	52	1	46	173	26
07:15 AM	0	86	303	63	0	56	224	52	0	52	178	52	0	49	195	25
07:30 AM	0	76	239	54	0	86	179	13	0	65	220	79	3	37	217	29
07:45 AM	0	75	263	62	0	46	238	28	0	104	254	76	0	36	224	32
08:00 AM	0	87	248	72	0	72	264	25	0	88	268	42	2	31	242	33
08:15 AM	0	101	272	62	0	47	203	28	0	92	265	35	0	29	235	19
08:30 AM	0	85	287	63	0	69	203	23	0	63	262	16	0	25	223	14
08:45 AM	0	80	243	36	0	54	224	24	0	51	218	20	0	50	236	35
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	28	211	24	0	90	319	18	0	88	270	33	1	55	174	45
04:15 PM	0	33	197	29	0	86	285	31	0	96	237	74	2	41	173	44
04:30 PM	0	43	198	35	0	74	269	28	0	81	250	64	3	38	162	42
04:45 PM	0	48	207	45	0	86	388	15	0	115	221	48	3	48	215	53
05:00 PM	0	56	203	47	0	69	307	27	0	125	294	48	3	58	252	69
05:15 PM	0	61	202	46	0	97	317	14	0	146	270	42	1	72	248	118
05:30 PM	0	62	199	46	0	98	276	7	0	146	229	72	1	83	269	129
05:45 PM	0	74	215	48	0	79	338	25	0	134	258	27	1	76	214	118
06:00 PM	0	89	179	47	0	50	291	25	0	156	192	59	1	84	198	105
06:15 PM	0	77	185	39	0	49	338	29	0	112	161	46	2	80	203	85
06:30 PM	0	64	184	36	0	54	199	27	0	103	223	47	1	64	209	93
06:45 PM	0	69	185	40	0	97	288	34	0	91	171	34	0	66	197	79

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\11. SW 10th St at Powerline Rd\TMCs\SW 10th St at Powerline Rd_030820
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				POWERLINE RD Northbound				POWERLINE RD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	1	2	1	0	2	3	0	0	2	1	3	0	0	1	0
06:15 AM	0	0	2	1	0	3	4	1	0	4	5	3	0	1	1	0
06:30 AM	0	0	3	0	0	5	7	0	0	11	8	3	0	0	1	0
06:45 AM	0	0	5	1	0	5	6	1	0	8	5	6	0	0	3	1
07:00 AM	0	0	5	1	0	7	7	1	0	5	3	7	0	1	2	1
07:15 AM	0	0	5	0	0	10	8	3	0	11	8	3	0	1	4	0
07:30 AM	0	0	3	1	0	5	5	1	0	4	18	4	0	1	5	1
07:45 AM	0	2	4	3	0	3	10	0	0	6	9	2	0	0	3	1
08:00 AM	0	1	2	3	0	5	4	1	0	7	10	1	0	1	4	2
08:15 AM	0	0	2	2	0	3	3	0	0	3	9	3	0	1	2	0
08:30 AM	0	1	2	1	0	5	4	1	0	4	6	3	0	2	2	0
08:45 AM	0	1	5	2	0	6	3	1	0	3	6	2	0	1	4	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	1	2	5	0	2	4	0	0	2	3	4	0	2	5	0
04:15 PM	0	0	0	0	0	2	7	1	0	2	4	4	0	0	0	0
04:30 PM	0	0	7	3	0	4	3	0	0	3	3	6	0	1	8	2
04:45 PM	0	0	0	0	0	3	4	1	0	0	3	1	0	0	0	0
05:00 PM	0	0	2	0	0	3	2	1	0	3	6	2	0	0	2	1
05:15 PM	0	0	0	0	0	0	2	0	0	1	0	2	0	0	0	0
05:30 PM	0	0	0	2	0	1	1	1	0	0	4	0	0	0	3	0
05:45 PM	0	0	0	0	0	1	2	1	0	2	0	2	0	0	0	0
06:00 PM	0	0	2	0	0	1	1	0	0	3	0	1	0	0	2	2
06:15 PM	0	0	0	0	0	2	5	0	0	0	2	2	0	0	0	0
06:30 PM	0	0	4	1	0	1	5	0	0	3	2	1	0	0	1	1
06:45 PM	0	0	0	0	0	0	5	2	0	1	0	1	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\11. SW 10th St at Powerline Rd\TMCs\SW 10th St at Powerline Rd_030820
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				POWERLINE RD Northbound				POWERLINE RD Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:00 AM	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\11. SW 10th St at Powerline Rd\TMCs\SW 10th St at Powerline Rd_030920
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				POWERLINE RD Northbound				POWERLINE RD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	12	104	22	0	13	51	8	0	7	34	12	0	13	57	7
06:15 AM	0	26	178	38	0	19	96	5	0	11	43	32	1	41	113	35
06:30 AM	0	85	257	68	0	44	119	30	0	18	80	23	3	69	165	26
06:45 AM	0	135	341	83	0	44	75	35	0	20	121	41	1	51	223	38
07:00 AM	0	129	367	79	0	32	132	34	0	33	106	50	1	74	284	48
07:15 AM	0	130	375	68	0	29	183	28	0	68	145	37	3	61	266	61
07:30 AM	0	65	332	40	0	34	162	43	0	58	203	41	1	69	217	90
07:45 AM	0	83	377	45	0	54	193	19	0	71	218	38	4	71	241	82
08:00 AM	6	79	351	64	0	44	166	18	0	64	195	31	1	83	214	108
08:15 AM	0	120	398	41	0	49	152	29	0	47	223	23	1	85	227	156
08:30 AM	0	87	379	44	0	47	175	16	0	65	202	25	1	83	190	125
08:45 AM	0	79	329	30	0	73	181	11	0	46	200	35	1	107	240	105
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	24	215	21	0	61	221	41	0	108	216	65	0	41	124	50
04:15 PM	0	63	225	37	0	79	260	25	0	63	213	64	2	48	135	46
04:30 PM	0	49	286	45	0	71	237	16	0	86	251	45	3	40	205	63
04:45 PM	0	63	292	39	0	80	252	12	0	132	216	19	1	48	172	69
05:00 PM	0	75	284	35	0	81	252	12	0	89	249	86	1	43	201	75
05:15 PM	0	60	229	42	0	61	283	47	0	137	284	94	2	60	260	99
05:30 PM	0	80	299	31	0	161	380	12	0	109	162	59	1	63	153	72
05:45 PM	0	53	285	33	0	66	289	16	0	116	262	46	1	63	204	71
06:00 PM	0	48	268	39	0	70	261	24	0	127	229	29	1	65	197	77
06:15 PM	0	71	306	41	0	83	328	14	0	92	230	25	1	63	196	64
06:30 PM	0	67	263	25	0	77	243	10	0	107	221	43	2	59	226	73
06:45 PM	0	53	299	25	0	55	268	27	0	68	185	46	0	60	153	9

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\11. SW 10th St at Powerline Rd\TMCs\SW 10th St at Powerline Rd_030920
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				POWERLINE RD Northbound				POWERLINE RD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	1	1	2	0	1	4	0	0	2	0	6	0	0	1	0
06:15 AM	0	0	1	1	0	3	2	1	0	4	6	2	0	1	3	0
06:30 AM	0	0	2	0	0	4	5	1	0	10	9	2	0	0	0	0
06:45 AM	0	1	9	3	0	5	5	0	0	5	1	3	0	1	3	2
07:00 AM	0	0	3	1	0	8	8	1	0	6	3	8	0	0	3	0
07:15 AM	0	1	6	1	0	5	6	3	0	7	7	3	0	2	4	0
07:30 AM	0	0	5	2	0	9	2	1	0	2	19	2	0	2	5	0
07:45 AM	0	1	6	2	0	0	9	0	0	7	6	3	0	1	3	0
08:00 AM	0	0	3	3	0	7	5	2	0	5	10	1	0	1	3	2
08:15 AM	0	0	4	2	0	3	2	0	0	1	9	0	0	0	1	1
08:30 AM	0	1	0	0	0	3	2	2	0	8	7	4	0	0	0	0
08:45 AM	0	0	6	0	0	7	4	3	0	5	7	2	0	0	3	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	6	1	0	0	6	1	0	2	3	1	0	2	4	0
04:15 PM	0	1	2	1	0	1	9	1	0	2	2	2	0	0	5	0
04:30 PM	0	1	3	3	0	4	5	0	0	0	3	2	0	1	5	1
04:45 PM	0	0	5	6	0	2	8	0	0	0	5	1	0	1	2	0
05:00 PM	0	0	2	3	0	1	7	0	0	3	1	1	0	1	3	1
05:15 PM	0	0	4	1	0	1	3	1	0	1	5	2	0	0	3	0
05:30 PM	0	0	6	2	0	1	6	0	0	1	0	2	0	0	1	1
05:45 PM	0	0	2	0	0	1	3	0	0	1	2	2	0	0	3	1
06:00 PM	0	1	1	1	0	2	5	0	0	2	1	1	0	0	0	0
06:15 PM	0	0	3	3	0	2	7	0	0	0	4	0	0	0	1	0
06:30 PM	0	0	6	0	0	0	1	0	0	3	1	1	0	0	2	0
06:45 PM	0	0	1	0	0	2	6	0	0	2	2	1	0	0	2	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\11. SW 10th St at Powerline Rd\TMCs\SW 10th St at Powerline Rd_030920
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				POWERLINE RD Northbound				POWERLINE RD Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\11. SW 10th St at Powerline Rd\TMCs\SW 10th St at Powerline Rd_031020
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				POWERLINE RD Northbound				POWERLINE RD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	5	98	11	0	39	66	7	0	8	43	16	0	8	62	0
06:15 AM	0	8	147	31	0	18	88	13	0	14	37	20	0	22	50	2
06:30 AM	0	25	208	34	0	28	108	0	0	13	61	34	1	31	74	12
06:45 AM	0	34	322	46	0	27	108	11	0	10	125	26	1	29	104	3
07:00 AM	0	45	349	53	0	43	144	18	0	35	127	27	4	28	151	4
07:15 AM	0	67	398	48	0	27	242	18	0	43	118	21	0	22	164	6
07:30 AM	0	82	372	55	0	68	140	14	0	49	223	37	1	24	203	12
07:45 AM	0	83	395	72	0	47	253	12	0	73	210	35	1	24	181	18
08:00 AM	0	99	403	56	0	42	212	11	0	46	190	59	2	32	246	15
08:15 AM	0	122	394	83	0	60	181	9	0	70	190	28	1	35	211	23
08:30 AM	0	94	421	73	0	41	257	22	0	54	158	23	0	33	164	28
08:45 AM	0	100	352	44	0	63	157	18	0	47	182	26	2	16	172	17
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	46	298	26	0	42	215	6	0	88	252	25	1	27	258	46
04:15 PM	0	61	274	35	0	49	225	16	0	65	220	34	0	37	203	54
04:30 PM	0	61	285	35	0	79	225	7	0	103	243	52	2	56	210	35
04:45 PM	0	56	239	31	0	70	334	14	0	85	142	75	2	47	162	36
05:00 PM	0	83	278	26	0	84	242	7	0	131	168	34	0	68	215	25
05:15 PM	0	85	304	35	0	54	271	13	0	123	209	21	2	66	238	52
05:30 PM	0	86	331	36	0	75	298	1	0	148	220	49	2	52	244	55
05:45 PM	0	60	316	32	0	51	235	17	0	120	221	34	2	51	275	55
06:00 PM	0	63	332	43	0	84	273	7	0	106	190	39	0	42	205	71
06:15 PM	0	60	324	22	0	67	288	8	0	99	165	18	0	54	172	40
06:30 PM	0	65	265	23	0	68	248	25	0	94	139	32	0	32	204	40
06:45 PM	0	53	307	22	0	52	247	22	0	67	128	31	0	53	130	10

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\11. SW 10th St at Powerline Rd\TMCs\SW 10th St at Powerline Rd_031020
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				POWERLINE RD Northbound				POWERLINE RD Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	1	2	1	0	4	4	1	0	3	0	1	0	0	2	0
06:15 AM	0	1	2	1	0	1	7	0	0	2	4	0	0	1	1	0
06:30 AM	0	0	3	0	0	7	9	0	0	13	9	3	0	0	2	0
06:45 AM	0	0	2	0	0	7	7	1	0	13	6	7	0	0	3	1
07:00 AM	0	1	3	2	0	4	7	1	0	4	2	8	0	0	2	1
07:15 AM	0	0	4	0	0	12	7	0	0	13	9	3	0	0	4	0
07:30 AM	0	0	1	1	0	5	7	1	0	3	21	4	0	0	5	1
07:45 AM	0	4	5	6	0	6	14	0	0	6	3	2	0	0	2	3
08:00 AM	0	0	0	4	0	5	5	1	0	13	15	1	0	1	3	1
08:15 AM	0	0	2	1	0	5	4	0	0	8	13	6	0	0	1	0
08:30 AM	0	0	2	0	0	6	9	1	0	2	6	2	0	3	1	1
08:45 AM	0	0	7	3	0	9	2	0	0	2	4	0	0	0	6	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	6	2	0	3	6	0	0	0	5	2	0	1	3	0
04:15 PM	0	1	4	1	0	1	4	1	0	0	4	3	0	1	3	1
04:30 PM	0	0	2	2	0	2	5	0	0	1	2	0	0	1	4	0
04:45 PM	0	1	2	1	0	3	8	0	0	3	0	3	0	0	1	0
05:00 PM	0	1	6	2	0	3	2	0	3	2	1	0	0	0	4	0
05:15 PM	0	0	0	1	0	2	2	0	0	0	4	5	0	0	3	0
05:30 PM	0	0	1	1	0	1	8	0	0	2	0	2	0	0	0	0
05:45 PM	0	0	3	0	0	2	6	0	0	3	2	0	0	0	5	1
06:00 PM	0	0	2	1	0	2	6	0	0	0	3	2	0	0	2	0
06:15 PM	0	0	2	2	0	2	1	0	0	2	1	0	0	1	3	0
06:30 PM	0	0	2	0	0	1	4	0	0	1	1	0	0	0	2	0
06:45 PM	0	0	3	0	0	0	7	0	0	0	3	3	0	0	1	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\11. SW 10th St at Powerline Rd\TMCs\SW 10th St at Powerline Rd_031020
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				POWERLINE RD Northbound				POWERLINE RD Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	11	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\10. SW 10th St at 28th Ave\TMCs\SW 10th St at SW 28th Ave_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				SW 28TH AVE Northbound				SW 28TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	149	0	0	0	80	0	0	1	0	3	0	0	0	0
06:15 AM	0	0	227	2	0	1	116	0	0	3	0	4	0	0	0	0
06:30 AM	0	0	291	3	0	2	151	0	0	2	0	5	0	0	0	0
06:45 AM	0	0	331	4	0	1	185	0	0	10	0	11	0	0	0	0
07:00 AM	0	0	390	3	0	0	214	0	0	19	0	17	0	0	0	0
07:15 AM	0	0	402	2	0	1	277	0	0	14	0	16	0	0	0	0
07:30 AM	0	0	421	5	0	1	242	0	0	21	0	11	0	0	0	0
07:45 AM	0	0	333	7	0	1	276	0	0	22	0	5	0	0	0	0
08:00 AM	0	0	319	10	0	4	304	0	0	7	0	5	0	0	0	0
08:15 AM	0	0	368	13	0	1	233	0	0	20	0	12	0	0	0	0
08:30 AM	0	0	334	11	0	1	252	0	0	11	0	6	0	0	0	0
08:45 AM	0	0	367	4	0	3	261	0	0	11	0	15	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	339	17	0	7	436	0	0	11	0	7	0	0	0	0
04:15 PM	0	0	339	17	0	5	430	0	0	8	0	8	0	0	0	0
04:30 PM	0	0	328	12	1	8	417	0	0	6	0	7	0	0	0	0
04:45 PM	0	0	338	12	0	6	530	0	0	9	0	8	0	0	0	0
05:00 PM	0	0	331	16	0	11	445	0	0	6	0	6	0	0	0	0
05:15 PM	0	0	337	19	0	11	467	0	0	3	0	10	0	0	0	0
05:30 PM	0	0	357	18	0	11	453	0	0	8	0	9	0	0	0	0
05:45 PM	0	0	326	17	0	9	450	0	0	9	0	6	0	0	0	0
06:00 PM	0	0	282	12	1	4	399	0	0	9	0	12	0	0	0	0
06:15 PM	0	0	275	19	0	7	431	0	0	7	0	6	0	0	0	0
06:30 PM	0	0	271	13	0	11	352	0	0	7	0	6	0	0	0	0
06:45 PM	0	0	260	13	0	18	425	0	0	8	0	9	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\10. SW 10th St at 28th Ave\TMCs\SW 10th St at SW 28th Ave_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				SW 28TH AVE Northbound				SW 28TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	5	1	0	0	4	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	13	0	0	0	3	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	20	0	0	0	4	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	9	0	0	0	10	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	7	0	0	0	4	0	0	2	0	0	0	0	0	0
07:45 AM	0	0	5	1	0	0	5	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	4	0	0	1	3	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	12	2	0	0	3	0	0	2	0	0	0	0	0	0
08:45 AM	0	0	7	0	0	0	9	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	8	0	0	0	8	0	0	1	0	0	0	0	0	0
04:15 PM	0	0	11	0	0	0	7	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	19	2	0	0	5	0	0	1	0	0	0	0	0	0
04:45 PM	0	0	6	0	0	0	8	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	5	0	0	0	4	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	5	0	0	0	10	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	3	0	0	0	5	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\10. SW 10th St at 28th Ave\TMCs\SW 10th St at SW 28th Ave_03082016.p
Start Date: 3/8/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				SW 28TH AVE Northbound				SW 28TH AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\10. SW 10th St at 28th Ave\TMCs\SW 10th St at SW 28th Ave_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				SW 28TH AVE Northbound				SW 28TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	119	1	0	0	67	0	0	1	0	4	0	0	0	0
06:15 AM	0	0	173	5	0	1	130	0	0	3	0	3	0	0	0	0
06:30 AM	0	0	283	2	0	0	161	0	0	6	0	14	0	0	0	0
06:45 AM	0	0	375	1	0	3	193	0	0	10	0	17	0	0	0	0
07:00 AM	0	0	397	2	0	0	189	0	0	14	0	15	0	0	0	0
07:15 AM	0	0	484	3	0	2	230	0	0	11	0	9	0	0	0	0
07:30 AM	0	0	422	8	1	0	238	0	0	23	0	17	0	0	0	0
07:45 AM	0	0	432	5	0	5	297	0	0	25	0	9	0	0	0	0
08:00 AM	0	0	440	10	0	2	271	0	0	10	0	10	0	0	0	0
08:15 AM	0	0	434	10	1	4	267	0	0	13	0	8	0	0	0	0
08:30 AM	0	0	482	7	0	3	218	0	0	19	0	12	0	0	0	0
08:45 AM	0	0	374	3	0	2	198	0	0	12	0	14	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	327	21	1	7	324	0	0	4	0	7	0	0	0	0
04:15 PM	0	0	438	6	0	8	275	0	0	5	0	9	0	0	0	0
04:30 PM	0	0	360	12	0	6	329	0	0	14	0	5	0	0	0	0
04:45 PM	0	0	421	15	0	10	377	0	0	9	0	11	0	0	0	0
05:00 PM	0	0	359	12	0	5	385	0	0	9	0	10	0	0	0	0
05:15 PM	0	0	339	26	0	10	317	0	0	11	0	3	0	0	0	0
05:30 PM	0	0	397	12	0	13	435	0	0	13	0	7	0	0	0	0
05:45 PM	0	0	411	21	0	12	418	0	0	9	0	8	0	0	0	0
06:00 PM	0	0	419	15	0	11	480	0	0	9	0	10	0	0	0	0
06:15 PM	0	0	473	20	0	10	401	0	0	6	0	10	0	0	0	0
06:30 PM	0	0	397	17	0	9	348	0	0	13	0	6	0	0	0	0
06:45 PM	0	0	332	16	0	10	363	0	0	7	0	12	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\10. SW 10th St at 28th Ave\TMCs\SW 10th St at SW 28th Ave_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				SW 28TH AVE Northbound				SW 28TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	2	0	0	0	6	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	8	1	0	0	4	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	4	0	0	0	6	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	7	0	0	0	6	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	8	0	0	0	11	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	4	0	0	0	9	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	15	0	0	0	2	0	0	1	0	0	0	0	0	0
07:45 AM	0	0	11	0	0	0	7	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	9	0	0	1	14	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	6	0	0	0	7	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	11	2	0	0	6	0	0	1	0	0	0	0	0	0
08:45 AM	0	0	7	0	0	0	12	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	7	0	0	0	10	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	4	0	0	0	13	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	10	2	0	0	4	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	9	0	0	0	12	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	8	0	0	0	7	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	7	0	0	0	5	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	13	0	0	0	5	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	6	0	0	0	6	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	4	0	0	0	5	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	4	0	0	0	7	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	6	0	0	0	2	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	7	0	0	0	8	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\10. SW 10th St at 28th Ave\TMCs\SW 10th St at SW 28th Ave_03092016.p
Start Date: 3/9/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				SW 28TH AVE Northbound				SW 28TH AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\10. SW 10th St at 28th Ave\TMCs\SW 10th St at SW 28th Ave_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				SW 28TH AVE Northbound				SW 28TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	125	1	0	0	74	0	0	2	0	3	0	0	0	0
06:15 AM	0	0	202	2	0	1	124	0	0	6	0	9	0	0	0	0
06:30 AM	0	0	291	3	0	1	135	0	0	6	0	11	0	0	0	0
06:45 AM	0	0	419	3	0	4	187	0	0	12	0	17	0	0	0	0
07:00 AM	0	0	441	5	0	1	209	0	0	13	0	12	0	0	0	0
07:15 AM	0	0	486	0	0	1	197	0	0	19	0	8	0	0	0	0
07:30 AM	0	0	492	8	0	2	217	0	0	19	0	9	0	0	0	0
07:45 AM	0	0	497	11	0	1	295	0	0	22	0	9	0	0	0	0
08:00 AM	0	0	538	12	1	5	220	0	0	12	0	5	0	0	0	0
08:15 AM	0	0	497	7	0	3	241	0	0	16	0	11	0	0	0	0
08:30 AM	0	0	506	7	0	4	207	0	0	15	0	6	0	0	0	0
08:45 AM	0	0	439	4	0	8	241	0	0	16	0	10	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	381	8	0	4	273	0	0	5	0	4	0	0	0	0
04:15 PM	0	0	369	12	1	8	221	0	0	3	0	7	0	0	0	0
04:30 PM	0	0	414	20	0	4	335	0	0	11	0	7	0	0	0	0
04:45 PM	0	0	363	20	0	7	320	0	0	5	0	6	0	0	0	0
05:00 PM	0	0	403	16	0	8	285	0	0	4	0	7	0	0	0	0
05:15 PM	0	0	419	20	0	15	352	0	0	8	0	9	0	0	0	0
05:30 PM	0	0	469	18	0	5	347	0	0	10	0	9	0	0	0	0
05:45 PM	0	0	408	18	0	9	395	0	0	9	0	16	0	0	0	0
06:00 PM	0	0	445	15	0	15	348	0	0	8	0	12	0	0	0	0
06:15 PM	0	0	427	18	0	11	361	0	0	7	0	10	0	0	0	0
06:30 PM	0	0	346	15	0	12	330	0	0	13	0	5	0	0	0	0
06:45 PM	0	0	442	12	1	12	292	0	0	12	0	5	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\10. SW 10th St at 28th Ave\TMCs\SW 10th St at SW 28th Ave_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				SW 28TH AVE Northbound				SW 28TH AVE Southbound			
Start Time	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right	U-Turns	Left	Thru	Right
06:00 AM	0	0	4	0	0	0	9	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	5	0	0	0	11	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	11	1	0	0	9	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	7	0	0	0	9	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	20	0	0	0	10	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	14	0	0	0	11	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	12	0	0	0	6	0	0	2	0	0	0	0	0	0
07:45 AM	0	0	11	1	0	0	7	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	10	0	0	0	7	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	10	0	0	0	9	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	7	2	0	0	5	0	0	2	0	0	0	0	0	0
08:45 AM	0	0	10	0	0	0	13	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	13	0	0	0	12	0	0	1	0	0	0	0	0	0
04:15 PM	0	0	11	0	0	0	7	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	11	2	0	0	8	0	0	0	0	1	0	0	0	0
04:45 PM	0	0	7	0	0	0	9	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	18	0	0	0	2	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	8	0	0	0	5	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	5	0	0	0	7	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	2	0	0	0	4	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	6	0	0	0	9	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	9	0	0	0	4	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	5	0	0	0	2	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	18	0	0	0	5	0	0	0	0	0	0	0	0	0

File Name: C:\Project Folder\TMC for I-95\TWO 2\2. SW 10th Street\10. SW 10th St at 28th Ave\TMCs\SW 10th St at SW 28th Ave_03102016.p
Start Date: 3/10/2016
Start Time: 6:00:00 AM
Site Code: 00000000
Comment 1: CLIENT : FDOT D4
Comment 2: JOB NO : 2016001.002
Comment 3: PROJECT: I-95 at SW 10 Street
Comment 4: COUNTY : Broward

	SW 10TH ST Eastbound				SW 10TH ST Westbound				SW 28TH AVE Northbound				SW 28TH AVE Southbound			
Start Time	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

SW 10th Street/Powerline Road Intersection Turning Movement Counts (September 2016)

AECOM
7800 Congress Avenue, Suite 200
Boca Raton, FL 33487
TEL: 561-994-6500 FAX:561-994-6524

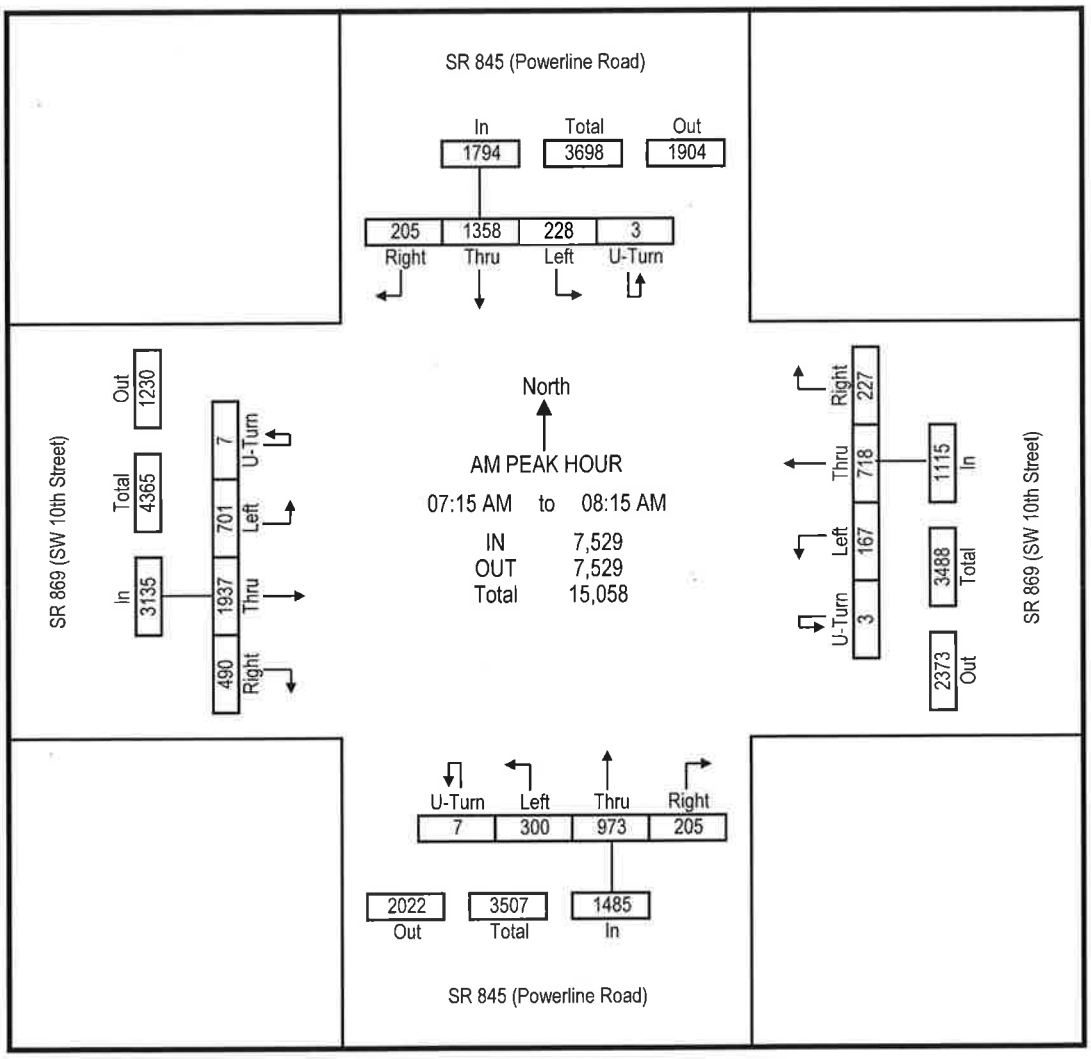
CLIENT: FDOT D4 Traffic Operations
JOB No: 60518111.100
PROJECT: SW 10th Street
COUNTY: BROWARD

File Name: TMC_SR869@SR845
Site Code: 09132016
Count Date: 9/13/2016

Groups Printed: Automobiles & Heavy Vehicles

	SR 845 (Powerline Road) From North				SR 869 (SW 10th Street) From East				SR 845 (Powerline Road) From South				SR 869 (SW 10th Street) From West				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
07:15 AM	0	52	303	44	0	38	165	81	5	29	207	50	0	175	517	90	1756
07:30 AM	0	56	309	47	0	45	190	58	0	61	262	43	0	163	486	137	1857
07:45 AM	2	65	376	51	2	42	163	56	0	84	306	58	6	200	479	144	2034
08:00 AM	1	55	370	63	1	42	200	32	2	126	198	54	1	163	455	119	1882
Total	**3**	**228**	**1358**	**205**	**3**	**167**	**718**	**227**	**7**	**300**	**973**	**205**	**7**	**701**	**1937**	**490**	**7529**
PHF	0.375	0.877	0.903	0.813	0.375	0.928	0.898	0.701	0.350	0.595	0.795	0.884	0.292	0.876	0.937	0.851	
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
App Vol %	0%	13%	76%	11%	0%	15%	64%	20%	0%	20%	66%	14%	0%	22%	62%	16%	

Intersection Peak Hour Analysis From 06:00 AM to 09:00 AM
Peak Hour for Entire Intersection Begins at : 07:15 AM to 08:15 AM



AECOM
7800 Congress Avenue, Suite 200
Boca Raton, FL 33487
TEL: 561-994-6500 FAX:561-994-6524

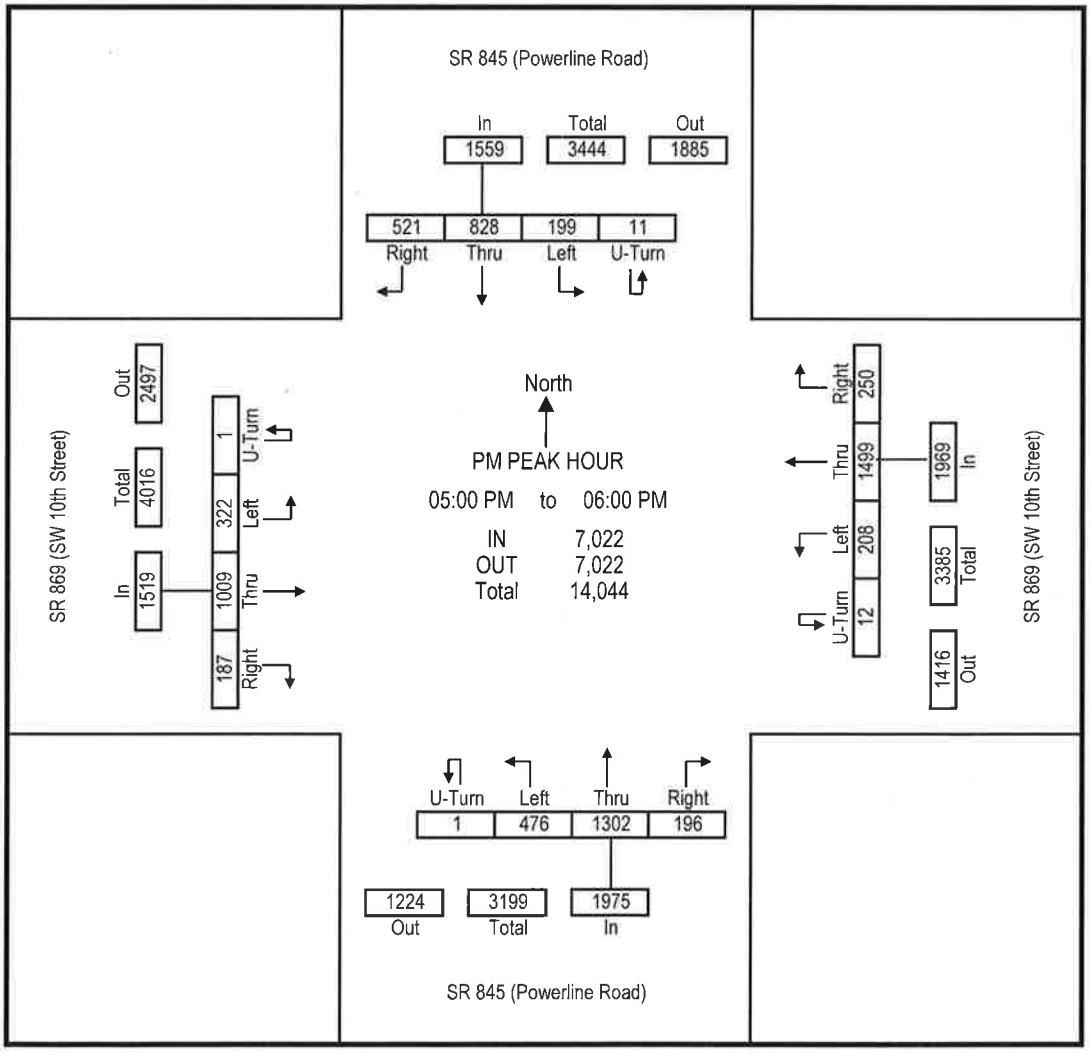
CLIENT: FDOT D4 Traffic Operations
JOB No: 60518111.100
PROJECT: SW 10th Street
COUNTY: BROWARD

File Name: TMC_SR869@SR845
Site Code: 09132016
Count Date: 9/13/2016

Groups Printed: Automobiles & Heavy Vehicles

	SR 845 (Powerline Road) From North				SR 869 (SW 10th Street) From East				SR 845 (Powerline Road) From South				SR 869 (SW 10th Street) From West				
Start Time	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Int Total
05:00 PM	0	55	242	122	1	65	392	76	0	123	321	51	0	85	250	54	1837
05:15 PM	0	45	222	140	5	40	342	70	0	116	331	49	1	72	242	35	1710
05:30 PM	0	42	173	129	0	50	355	39	0	124	399	63	0	72	247	50	1743
05:45 PM	11	57	191	130	6	53	410	65	1	113	251	33	0	93	270	48	1732
Total	**11**	**199**	**828**	**521**	**12**	**208**	**1499**	**250**	**1**	**476**	**1302**	**196**	**1**	**322**	**1009**	**187**	**7022**
PHF	0.250	0.873	0.855	0.930	0.500	0.800	0.914	0.822	0.250	0.960	0.816	0.778	0.250	0.866	0.934	0.866	
Heavy Veh %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	
App Vol %	1%	13%	53%	33%	1%	11%	76%	13%	0%	24%	66%	10%	0%	21%	66%	12%	

Intersection Peak Hour Analysis From 04:00 PM to 08:00 PM
Peak Hour for Entire Intersection Begins at : 05:00 PM to 06:00 PM



SW 10th Street, Powerline Road, and Military Trail Intersection Turning Movement Counts (October 2016)

Peggy Malone & Associates

File Name : 1-Powerline Rd. and American Way TUE AM
Site Code :
Start Date : 10/25/2016
Page No : 1

Groups Printed- Car

	Powerline Rd Southbound				Powerline Rd Northbound				American Way Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	4	316	0	320	226	17	0	243	33	0	0	33	596
07:15 AM	4	419	0	423	343	18	0	361	66	0	0	66	850
07:30 AM	8	380	0	388	389	16	0	405	62	0	0	62	855
07:45 AM	10	401	0	411	431	19	0	450	42	0	2	44	905
Total	26	1516	0	1542	1389	70	0	1459	203	0	2	205	3206
08:00 AM	8	403	0	411	404	12	0	416	50	2	2	54	881
08:15 AM	6	361	2	369	356	13	0	369	56	0	3	59	797
08:30 AM	14	349	0	363	342	13	0	355	55	0	0	55	773
08:45 AM	5	308	0	313	360	19	0	379	44	0	0	44	736
Total	33	1421	2	1456	1462	57	0	1519	205	2	5	212	3187
Grand Total	59	2937	2	2998	2851	127	0	2978	408	2	7	417	6393
Apprch %	2	98	0.1		95.7	4.3	0		97.8	0.5	1.7		
Total %	0.9	45.9	0	46.9	44.6	2	0	46.6	6.4	0	0.1	6.5	

	Powerline Rd Southbound			Powerline Rd Northbound			American Way Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	4	**419**	**423**	343	18	361	**66**	0	**66**	850
07:30 AM	8	380	388	389	16	405	62	0	62	855
07:45 AM	**10**	401	411	**431**	**19**	**450**	42	0	42	**903**
08:00 AM	8	403	411	404	12	416	50	**2**	52	879
Total Volume	30	1603	1633	1567	65	1632	220	2	222	3487
% App. Total	1.8	98.2		96	4		99.1	0.9		
PHF	.750	.956	.965	.909	.855	.907	.833	.250	.841	.965

Peggy Malone & Associates

File Name : 1-Powerline Rd. and American Way TUE AM
Site Code :
Start Date : 10/25/2016
Page No : 1

Groups Printed- Truck

	Powerline Rd Southbound				Powerline Rd Northbound				American Way Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	0	14	0	14	15	6	0	21	0	0	0	0	35
07:15 AM	0	9	0	9	25	1	0	26	0	0	0	0	35
07:30 AM	0	21	0	21	35	1	0	36	1	0	0	1	58
07:45 AM	0	23	0	23	24	1	0	25	0	0	0	0	48
Total	0	67	0	67	99	9	0	108	1	0	0	1	176
08:00 AM	0	13	0	13	27	1	0	28	0	0	0	0	41
08:15 AM	0	19	0	19	28	1	0	29	0	0	0	0	48
08:30 AM	0	16	0	16	41	1	0	42	1	0	0	1	59
08:45 AM	0	15	0	15	26	1	0	27	0	0	0	0	42
Total	0	63	0	63	122	4	0	126	1	0	0	1	190
Grand Total	0	130	0	130	221	13	0	234	2	0	0	2	366
Apprch %	0	100	0		94.4	5.6	0		100	0	0		
Total %	0	35.5	0	35.5	60.4	3.6	0	63.9	0.5	0	0	0.5	

	Powerline Rd Southbound			Powerline Rd Northbound			American Way Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:45 AM										
07:45 AM	0	**23**	**23**	24	**1**	25	0	0	0	48
08:00 AM	0	13	13	27	1	28	0	0	0	41
08:15 AM	0	19	19	28	1	29	0	0	0	48
08:30 AM	0	16	16	**41**	1	**42**	**1**	0	**1**	**59**
Total Volume	0	71	71	120	4	124	1	0	1	196
% App. Total	0	100		96.8	3.2		100	0		
PHF	.000	.772	.772	.732	1.00	.738	.250	.000	.250	.831

Peggy Malone & Associates

File Name : 1-Powerline Rd. and American Way TUE AM
Site Code :
Start Date : 10/25/2016
Page No : 1

Groups Printed- Combined

	Powerline Rd Southbound				Powerline Rd Northbound				American Way Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	4	330	0	334	241	23	0	264	33	0	0	33	631
07:15 AM	4	428	0	432	368	19	0	387	66	0	0	66	885
07:30 AM	8	401	0	409	424	17	0	441	63	0	0	63	913
07:45 AM	10	424	0	434	455	20	0	475	42	0	2	44	953
Total	26	1583	0	1609	1488	79	0	1567	204	0	2	206	3382
08:00 AM	8	416	0	424	431	13	0	444	50	2	2	54	922
08:15 AM	6	380	2	388	384	14	0	398	56	0	3	59	845
08:30 AM	14	365	0	379	383	14	0	397	56	0	0	56	832
08:45 AM	5	323	0	328	386	20	0	406	44	0	0	44	778
Total	33	1484	2	1519	1584	61	0	1645	206	2	5	213	3377
Grand Total	59	3067	2	3128	3072	140	0	3212	410	2	7	419	6759
Apprch %	1.9	98	0.1		95.6	4.4	0		97.9	0.5	1.7		
Total %	0.9	45.4	0	46.3	45.5	2.1	0	47.5	6.1	0	0.1	6.2	

	Powerline Rd Southbound			Powerline Rd Northbound			American Way Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	4	**428**	432	368	19	387	**66**	0	**66**	885
07:30 AM	8	401	409	424	17	441	63	0	63	913
07:45 AM	**10**	424	**434**	**455**	**20**	**475**	42	0	42	**951**
08:00 AM	8	416	424	431	13	444	50	**2**	52	920
Total Volume	30	1669	1699	1678	69	1747	221	2	223	3669
% App. Total	1.8	98.2		96.1	3.9		99.1	0.9		
PHF	.750	.975	.979	.922	.863	.919	.837	.250	.845	.965

Peggy Malone & Associates

File Name : 1-Powerline Rd. and American Way PM
Site Code :
Start Date : 10/20/2016
Page No : 1

Groups Printed- Car

	Powerline Rd. Southbound					Powerline Rd. Northbound				American Way Eastbound				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
04:00 PM	5	284	0	1	290	362	9	1	372	12	0	0	12	674
04:15 PM	9	310	0	0	319	345	12	0	357	13	0	0	13	689
04:30 PM	6	248	1	0	255	353	27	1	381	9	0	0	9	645
04:45 PM	14	340	0	0	354	392	15	1	408	11	0	1	12	774
Total	34	1182	1	1	1218	1452	63	3	1518	45	0	1	46	2782
05:00 PM	12	319	0	0	331	444	23	1	468	7	0	1	8	807
05:15 PM	14	319	0	0	333	468	26	0	494	18	0	0	18	845
05:30 PM	19	317	0	0	336	435	20	0	455	15	0	1	16	807
05:45 PM	11	304	0	0	315	421	24	0	445	14	0	1	15	775
Total	56	1259	0	0	1315	1768	93	1	1862	54	0	3	57	3234
Grand Total	90	2441	1	1	2533	3220	156	4	3380	99	0	4	103	6016
Apprch %	3.6	96.4	0	0		95.3	4.6	0.1		96.1	0	3.9		
Total %	1.5	40.6	0	0	42.1	53.5	2.6	0.1	56.2	1.6	0	0.1	1.7	

	Powerline Rd. Southbound				Powerline Rd. Northbound			American Way Eastbound			
Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 05:00 PM											
05:00 PM	12	**319**	0	331	444	23	467	7	0	7	805
05:15 PM	14	319	0	333	**468**	**26**	**494**	**18**	0	**18**	**845**
05:30 PM	**19**	317	0	**336**	435	20	455	15	0	15	806
05:45 PM	11	304	0	315	421	24	445	14	0	14	774
Total Volume	56	1259	0	1315	1768	93	1861	54	0	54	3230
% App. Total	4.3	95.7	0		95	5		100	0		
PHF	.737	.987	.000	.978	.944	.894	.942	.750	.000	.750	.956

Peggy Malone & Associates

File Name : 1-Powerline Rd. and American Way PM
Site Code :
Start Date : 10/20/2016
Page No : 1

Groups Printed- Truck

	Powerline Rd. Southbound					Powerline Rd. Northbound				American Way Eastbound				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
04:00 PM	0	22	0	0	22	12	1	0	13	2	0	0	2	37
04:15 PM	0	20	0	0	20	16	0	0	16	0	0	0	0	36
04:30 PM	0	28	0	0	28	9	0	0	9	1	0	0	1	38
04:45 PM	0	25	0	0	25	14	2	0	16	4	0	0	4	45
Total	0	95	0	0	95	51	3	0	54	7	0	0	7	156
05:00 PM	0	15	0	0	15	9	1	0	10	0	0	0	0	25
05:15 PM	1	20	0	0	21	7	0	0	7	0	0	0	0	28
05:30 PM	0	11	0	0	11	11	0	0	11	1	0	0	1	23
05:45 PM	0	9	0	0	9	10	0	0	10	0	0	0	0	19
Total	1	55	0	0	56	37	1	0	38	1	0	0	1	95
Grand Total	1	150	0	0	151	88	4	0	92	8	0	0	8	251
Apprch %	0.7	99.3	0	0		95.7	4.3	0		100	0	0		
Total %	0.4	59.8	0	0	60.2	35.1	1.6	0	36.7	3.2	0	0	3.2	

	Powerline Rd. Southbound				Powerline Rd. Northbound			American Way Eastbound			
Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:00 PM											
04:00 PM	0	22	0	22	12	1	13	2	0	2	37
04:15 PM	0	20	0	20	**16**	0	**16**	0	0	0	36
04:30 PM	0	**28**	0	**28**	9	0	9	1	0	1	38
04:45 PM	0	25	0	25	14	**2**	16	**4**	0	**4**	**45**
Total Volume	0	95	0	95	51	3	54	7	0	7	156
% App. Total	0	100	0		94.4	5.6		100	0		
PHF	.000	.848	.000	.848	.797	.375	.844	.438	.000	.438	.867

Peggy Malone & Associates

File Name : 1-Powerline Rd. and American Way PM
Site Code :
Start Date : 10/20/2016
Page No : 1

Groups Printed- Combined

	Powerline Rd. Southbound					Powerline Rd. Northbound				American Way Eastbound				
Start Time	Right	Thru	Left	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
04:00 PM	5	306	0	1	312	374	10	1	385	14	0	0	14	711
04:15 PM	9	330	0	0	339	361	12	0	373	13	0	0	13	725
04:30 PM	6	276	1	0	283	362	27	1	390	10	0	0	10	683
04:45 PM	14	365	0	0	379	406	17	1	424	15	0	1	16	819
Total	34	1277	1	1	1313	1503	66	3	1572	52	0	1	53	2938
05:00 PM	12	334	0	0	346	453	24	1	478	7	0	1	8	832
05:15 PM	15	339	0	0	354	475	26	0	501	18	0	0	18	873
05:30 PM	19	328	0	0	347	446	20	0	466	16	0	1	17	830
05:45 PM	11	313	0	0	324	431	24	0	455	14	0	1	15	794
Total	57	1314	0	0	1371	1805	94	1	1900	55	0	3	58	3329
Grand Total	91	2591	1	1	2684	3308	160	4	3472	107	0	4	111	6267
Apprch %	3.4	96.5	0	0		95.3	4.6	0.1		96.4	0	3.6		
Total %	1.5	41.3	0	0	42.8	52.8	2.6	0.1	55.4	1.7	0	0.1	1.8	

	Powerline Rd. Southbound				Powerline Rd. Northbound			American Way Eastbound			
Start Time	Right	Thru	Left	App. Total	Thru	Left	App. Total	Right	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	14	**365**	0	**379**	406	17	423	15	0	15	817
05:00 PM	12	334	0	346	453	24	477	7	0	7	830
05:15 PM	15	339	0	354	**475**	**26**	**501**	**18**	0	**18**	**873**
05:30 PM	**19**	328	0	347	446	20	466	16	0	16	829
Total Volume	60	1366	0	1426	1780	87	1867	56	0	56	3349
% App. Total	4.2	95.8	0		95.3	4.7		100	0		
PHF	.789	.936	.000	.941	.937	.837	.932	.778	.000	.778	.959

Peggy Malone & Associates

File Name : 2-Powerline Rd. and West Dr. AM
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Groups Printed- Car

	Powerline Rd. Southbound					West Dr. Westbound					Powerline Rd. Northbound					West Dr. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	270	7	0	277	18	0	18	0	36	11	227	0	0	238	1	0	0	0	1	552
07:15 AM	0	329	3	1	333	10	0	13	0	23	10	392	0	0	402	1	0	2	1	4	762
07:30 AM	0	410	4	0	414	16	0	11	0	27	9	461	0	0	470	1	0	0	0	1	912
07:45 AM	0	389	17	0	406	26	0	18	1	45	12	493	0	0	505	2	0	2	0	4	960
Total	0	1398	31	1	1430	70	0	60	1	131	42	1573	0	0	1615	5	0	4	1	10	3186
08:00 AM	0	467	7	0	474	13	0	19	0	32	18	437	0	0	455	0	0	5	0	5	966
08:15 AM	0	395	12	0	407	30	0	12	0	42	11	392	0	0	403	0	0	3	0	3	855
08:30 AM	0	344	13	0	357	16	0	11	0	27	21	382	1	0	404	0	0	1	0	1	789
08:45 AM	1	351	14	0	366	27	0	16	0	43	16	374	0	0	390	5	0	2	0	7	806
Total	1	1557	46	0	1604	86	0	58	0	144	66	1585	1	0	1652	5	0	11	0	16	3416
Grand Total	1	2955	77	1	3034	156	0	118	1	275	108	3158	1	0	3267	10	0	15	1	26	6602
Apprch %	0	97.4	2.5	0		56.7	0	42.9	0.4		3.3	96.7	0	0		38.5	0	57.7	3.8		
Total %	0	44.8	1.2	0	46	2.4	0	1.8	0	4.2	1.6	47.8	0	0	49.5	0.2	0	0.2	0	0.4	

	Powerline Rd. Southbound				West Dr. Westbound				Powerline Rd. Northbound				West Dr. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	410	4	414	16	0	11	27	9	461	0	470	1	0	0	1	912
07:45 AM	0	389	**17**	406	26	0	18	**44**	12	**493**	0	**505**	**2**	0	2	4	959
08:00 AM	0	**467**	7	**474**	13	0	**19**	32	**18**	437	0	455	0	0	**5**	**5**	**966**
08:15 AM	0	395	12	407	**30**	0	12	42	11	392	0	403	0	0	3	3	855
Total Volume	0	1661	40	1701	85	0	60	145	50	1783	0	1833	3	0	10	13	3692
% App. Total	0	97.6	2.4		58.6	0	41.4		2.7	97.3	0		23.1	0	76.9		
PHF	.000	.889	.588	.897	.708	.000	.789	.824	.694	.904	.000	.907	.375	.000	.500	.650	.955

Peggy Malone & Associates

File Name : 2-Powerline Rd. and West Dr. AM
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Groups Printed- Truck

	Powerline Rd. Southbound					West Dr. Westbound					Powerline Rd. Northbound					West Dr. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	5	0	0	5	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	11
07:15 AM	0	5	0	0	5	1	0	2	0	3	0	20	0	0	20	0	0	0	0	0	28
07:30 AM	0	8	0	0	8	0	0	1	0	1	0	20	0	0	20	0	0	0	0	0	29
07:45 AM	0	17	0	0	17	0	0	0	0	0	1	24	0	0	25	0	0	0	0	0	42
Total	0	35	0	0	35	1	0	3	0	4	2	69	0	0	71	0	0	0	0	0	110
08:00 AM	0	10	0	0	10	0	0	2	0	2	2	30	0	0	32	0	0	0	0	0	44
08:15 AM	0	13	0	0	13	1	0	1	0	2	0	20	0	0	20	0	0	0	0	0	35
08:30 AM	0	10	1	0	11	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	23
08:45 AM	0	13	0	0	13	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	29
Total	0	46	1	0	47	1	0	3	0	4	2	78	0	0	80	0	0	0	0	0	131
Grand Total	0	81	1	0	82	2	0	6	0	8	4	147	0	0	151	0	0	0	0	0	241
Apprch %	0	98.8	1.2	0		25	0	75	0		2.6	97.4	0	0		0	0	0	0		
Total %	0	33.6	0.4	0	34	0.8	0	2.5	0	3.3	1.7	61	0	0	62.7	0	0	0	0	0	

	Powerline Rd. Southbound				West Dr. Westbound				Powerline Rd. Northbound				West Dr. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	8	0	8	0	0	1	1	0	20	0	20	0	0	0	0	29
07:45 AM	0	**17**	0	**17**	0	0	0	0	1	24	0	25	0	0	0	0	42
08:00 AM	0	10	0	10	0	0	**2**	**2**	**2**	**30**	0	**32**	0	0	0	0	**44**
08:15 AM	0	13	0	13	**1**	0	1	2	0	20	0	20	0	0	0	0	35
Total Volume	0	48	0	48	1	0	4	5	3	94	0	97	0	0	0	0	150
% App. Total	0	100	0		20	0	80		3.1	96.9	0		0	0	0		
PHF	.000	.706	.000	.706	.250	.000	.500	.625	.375	.783	.000	.758	.000	.000	.000	.000	.852

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Groups Printed- Combined

	Powerline Rd. Southbound					West Dr. Westbound					Powerline Rd. Northbound					West Dr. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	275	7	0	282	18	0	18	0	36	12	232	0	0	244	1	0	0	0	1	563
07:15 AM	0	334	3	1	338	11	0	15	0	26	10	412	0	0	422	1	0	2	1	4	790
07:30 AM	0	418	4	0	422	16	0	12	0	28	9	481	0	0	490	1	0	0	0	1	941
07:45 AM	0	406	17	0	423	26	0	18	1	45	13	517	0	0	530	2	0	2	0	4	1002
Total	0	1433	31	1	1465	71	0	63	1	135	44	1642	0	0	1686	5	0	4	1	10	3296
08:00 AM	0	477	7	0	484	13	0	21	0	34	20	467	0	0	487	0	0	5	0	5	1010
08:15 AM	0	408	12	0	420	31	0	13	0	44	11	412	0	0	423	0	0	3	0	3	890
08:30 AM	0	354	14	0	368	16	0	11	0	27	21	394	1	0	416	0	0	1	0	1	812
08:45 AM	1	364	14	0	379	27	0	16	0	43	16	390	0	0	406	5	0	2	0	7	835
Total	1	1603	47	0	1651	87	0	61	0	148	68	1663	1	0	1732	5	0	11	0	16	3547
Grand Total	1	3036	78	1	3116	158	0	124	1	283	112	3305	1	0	3418	10	0	15	1	26	6843
Apprch %	0	97.4	2.5	0		55.8	0	43.8	0.4		3.3	96.7	0	0		38.5	0	57.7	3.8		
Total %	0	44.4	1.1	0	45.5	2.3	0	1.8	0	4.1	1.6	48.3	0	0	49.9	0.1	0	0.2	0	0.4	

	Powerline Rd. Southbound				West Dr. Westbound				Powerline Rd. Northbound				West Dr. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	418	4	422	16	0	12	28	9	481	0	490	1	0	0	1	941
07:45 AM	0	406	**17**	423	26	0	18	**44**	13	**517**	0	**530**	**2**	0	2	4	1001
08:00 AM	0	**477**	7	**484**	13	0	**21**	34	**20**	467	0	487	0	0	**5**	**5**	**1010**
08:15 AM	0	408	12	420	**31**	0	13	44	11	412	0	423	0	0	3	3	890
Total Volume	0	1709	40	1749	86	0	64	150	53	1877	0	1930	3	0	10	13	3842
% App. Total	0	97.7	2.3		57.3	0	42.7		2.7	97.3	0		23.1	0	76.9		
PHF	.000	.896	.588	.903	.694	.000	.762	.852	.663	.908	.000	.910	.375	.000	.500	.650	.951

Peggy Malone & Associates

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Groups Printed- Car

	Powerline Rd. Southbound					West Dr. Westbound					Powerline Rd. Northbound					West Dr. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	337	13	1	352	29	0	15	0	44	17	339	1	0	357	2	0	0	0	2	755
04:15 PM	0	353	21	1	375	18	0	23	0	41	19	346	0	0	365	3	0	7	0	10	791
04:30 PM	0	372	33	0	405	23	0	16	0	39	18	336	0	0	354	4	0	1	1	6	804
04:45 PM	0	414	33	0	447	15	0	23	0	38	18	362	0	0	380	2	0	6	0	8	873
Total	1	1476	100	2	1579	85	0	77	0	162	72	1383	1	0	1456	11	0	14	1	26	3223
05:00 PM	0	436	19	0	455	19	0	41	0	60	44	395	0	0	439	7	0	2	0	9	963
05:15 PM	0	415	23	1	439	23	0	21	0	44	20	419	0	0	439	7	0	0	0	7	929
05:30 PM	0	484	24	2	510	28	0	27	1	56	25	451	0	0	476	3	0	3	0	6	1048
05:45 PM	2	402	28	2	434	25	0	13	2	40	22	409	0	0	431	5	0	2	2	9	914
Total	2	1737	94	5	1838	95	0	102	3	200	111	1674	0	0	1785	22	0	7	2	31	3854
Grand Total	3	3213	194	7	3417	180	0	179	3	362	183	3057	1	0	3241	33	0	21	3	57	7077
Apprch %	0.1	94	5.7	0.2		49.7	0	49.4	0.8		5.6	94.3	0	0		57.9	0	36.8	5.3		
Total %	0	45.4	2.7	0.1	48.3	2.5	0	2.5	0	5.1	2.6	43.2	0	0	45.8	0.5	0	0.3	0	0.8	

	Powerline Rd. Southbound				West Dr. Westbound				Powerline Rd. Northbound				West Dr. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	436	19	455	19	0	**41**	**60**	**44**	395	0	439	**7**	0	2	**9**	963
05:15 PM	0	415	23	438	23	0	21	44	20	419	0	439	7	0	0	7	928
05:30 PM	0	**484**	24	**508**	**28**	0	27	55	25	**451**	0	**476**	3	0	**3**	6	**1045**
05:45 PM	**2**	402	**28**	432	25	0	13	38	22	409	0	431	5	0	2	7	908
Total Volume	2	1737	94	1833	95	0	102	197	111	1674	0	1785	22	0	7	29	3844
% App. Total	0.1	94.8	5.1		48.2	0	51.8		6.2	93.8	0		75.9	0	24.1		
PHF	.250	.897	.839	.902	.848	.000	.622	.821	.631	.928	.000	.938	.786	.000	.583	.806	.920

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Groups Printed- Truck

	Powerline Rd. Southbound					West Dr. Westbound					Powerline Rd. Northbound					West Dr. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	16	0	0	16	1	0	0	0	1	0	10	0	0	10	1	0	0	0	1	28
04:15 PM	0	12	0	0	12	0	0	0	0	0	0	10	0	0	10	0	0	0	0	0	22
04:30 PM	0	13	0	0	13	0	0	3	0	3	1	9	0	0	10	0	0	0	0	0	26
04:45 PM	0	11	0	0	11	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	19
Total	0	52	0	0	52	1	0	3	0	4	1	37	0	0	38	1	0	0	0	1	95
05:00 PM	0	10	1	0	11	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	17
05:15 PM	0	8	0	0	8	0	0	1	0	1	1	4	0	0	5	0	0	0	0	0	14
05:30 PM	0	7	0	0	7	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	11
05:45 PM	0	7	0	0	7	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	9
Total	0	32	1	0	33	0	0	1	0	1	1	16	0	0	17	0	0	0	0	0	51
Grand Total	0	84	1	0	85	1	0	4	0	5	2	53	0	0	55	1	0	0	0	1	146
Apprch %	0	98.8	1.2	0		20	0	80	0		3.6	96.4	0	0		100	0	0	0		
Total %	0	57.5	0.7	0	58.2	0.7	0	2.7	0	3.4	1.4	36.3	0	0	37.7	0.7	0	0	0	0.7	

	Powerline Rd. Southbound				West Dr. Westbound				Powerline Rd. Northbound				West Dr. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**16**	0	**16**	**1**	0	0	1	0	**10**	0	**10**	**1**	0	0	**1**	**28**
04:15 PM	0	12	0	12	0	0	0	0	0	10	0	10	0	0	0	0	22
04:30 PM	0	13	0	13	0	0	**3**	**3**	**1**	9	0	10	0	0	0	0	26
04:45 PM	0	11	0	11	0	0	0	0	0	8	0	8	0	0	0	0	19
Total Volume	0	52	0	52	1	0	3	4	1	37	0	38	1	0	0	1	95
% App. Total	0	100	0		25	0	75		2.6	97.4	0		100	0	0		
PHF	.000	.813	.000	.813	.250	.000	.250	.333	.250	.925	.000	.950	.250	.000	.000	.250	.848

Peggy Malone & Associates

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Groups Printed- Combined

	Powerline Rd. Southbound					West Dr. Westbound					Powerline Rd. Northbound					West Dr. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	353	13	1	368	30	0	15	0	45	17	349	1	0	367	3	0	0	0	3	783
04:15 PM	0	365	21	1	387	18	0	23	0	41	19	356	0	0	375	3	0	7	0	10	813
04:30 PM	0	385	33	0	418	23	0	19	0	42	19	345	0	0	364	4	0	1	1	6	830
04:45 PM	0	425	33	0	458	15	0	23	0	38	18	370	0	0	388	2	0	6	0	8	892
Total	1	1528	100	2	1631	86	0	80	0	166	73	1420	1	0	1494	12	0	14	1	27	3318
05:00 PM	0	446	20	0	466	19	0	41	0	60	44	401	0	0	445	7	0	2	0	9	980
05:15 PM	0	423	23	1	447	23	0	22	0	45	21	423	0	0	444	7	0	0	0	7	943
05:30 PM	0	491	24	2	517	28	0	27	1	56	25	455	0	0	480	3	0	3	0	6	1059
05:45 PM	2	409	28	2	441	25	0	13	2	40	22	411	0	0	433	5	0	2	2	9	923
Total	2	1769	95	5	1871	95	0	103	3	201	112	1690	0	0	1802	22	0	7	2	31	3905
Grand Total	3	3297	195	7	3502	181	0	183	3	367	185	3110	1	0	3296	34	0	21	3	58	7223
Apprch %	0.1	94.1	5.6	0.2		49.3	0	49.9	0.8		5.6	94.4	0	0		58.6	0	36.2	5.2		
Total %	0	45.6	2.7	0.1	48.5	2.5	0	2.5	0	5.1	2.6	43.1	0	0	45.6	0.5	0	0.3	0	0.8	

	Powerline Rd. Southbound				West Dr. Westbound				Powerline Rd. Northbound				West Dr. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	446	20	466	19	0	**41**	**60**	**44**	401	0	445	**7**	0	2	**9**	980
05:15 PM	0	423	23	446	23	0	22	45	21	423	0	444	7	0	0	7	942
05:30 PM	0	**491**	24	**515**	**28**	0	27	55	25	**455**	0	**480**	3	0	**3**	6	**1056**
05:45 PM	**2**	409	**28**	439	25	0	13	38	22	411	0	433	5	0	2	7	917
Total Volume	2	1769	95	1866	95	0	103	198	112	1690	0	1802	22	0	7	29	3895
% App. Total	0.1	94.8	5.1		48	0	52		6.2	93.8	0		75.9	0	24.1		
PHF	.250	.901	.848	.906	.848	.000	.628	.825	.636	.929	.000	.939	.786	.000	.583	.806	.922

Peggy Malone & Associates

File Name : 3-Powerline Rd and Quiet Waters Bus Park North AM
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Groups Printed- Car

	Powerline Rd. Southbound				Quiet Waters Business Park (N) Westbound				Powerline Rd. Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	6	0	0	6	18	0	0	18	24
07:15 AM	0	0	0	0	8	0	0	8	6	0	0	6	14
07:30 AM	0	0	0	0	2	0	0	2	11	0	0	11	13
07:45 AM	0	0	0	0	2	0	1	3	14	0	0	14	17
Total	0	0	0	0	18	0	1	19	49	0	0	49	68
08:00 AM	0	0	0	0	3	0	0	3	20	0	0	20	23
08:15 AM	0	0	0	0	9	0	0	9	40	0	0	40	49
08:30 AM	0	0	0	0	6	0	0	6	15	0	0	15	21
08:45 AM	0	0	0	0	16	0	0	16	21	0	0	21	37
Total	0	0	0	0	34	0	0	34	96	0	0	96	130
Grand Total	0	0	0	0	52	0	1	53	145	0	0	145	198
Apprch %	0	0	0		98.1	0	1.9		100	0	0		
Total %	0	0	0	0	26.3	0	0.5	26.8	73.2	0	0	73.2	

	Powerline Rd. Southbound			Quiet Waters Business Park (N) Westbound			Powerline Rd. Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	3	0	3	20	0	20	23
08:15 AM	0	0	0	9	0	9	**40**	0	**40**	**49**
08:30 AM	0	0	0	6	0	6	15	0	15	21
08:45 AM	0	0	0	**16**	0	**16**	21	0	21	37
Total Volume	0	0	0	34	0	34	96	0	96	130
% App. Total	0	0		100	0		100	0		
PHF	.000	.000	.000	.531	.000	.531	.600	.000	.600	.663

Peggy Malone & Associates

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Groups Printed- Truck

	Powerline Rd. Southbound				Quiet Waters Business Park (N) Westbound				Powerline Rd. Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	0	1	1	0	0	1	2
Total	0	0	0	0	1	0	0	1	2	0	0	2	3
08:00 AM	0	0	0	0	3	0	0	3	1	0	0	1	4
08:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	4	0	0	4	1	0	0	1	5
Grand Total	0	0	0	0	5	0	0	5	3	0	0	3	8
Apprch %	0	0	0		100	0	0		100	0	0		
Total %	0	0	0	0	62.5	0	0	62.5	37.5	0	0	37.5	

	Powerline Rd. Southbound			Quiet Waters Business Park (N) Westbound			Powerline Rd. Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	0	0	0	0	0	0	**1**	0	**1**	1
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	1	0	1	1	0	1	2
08:00 AM	0	0	0	**3**	0	**3**	1	0	1	**4**
Total Volume	0	0	0	4	0	4	3	0	3	7
% App. Total	0	0		100	0		100	0		
PHF	.000	.000	.000	.333	.000	.333	.750	.000	.750	.438

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Groups Printed- Combined

	Powerline Rd. Southbound				Quiet Waters Business Park (N) Westbound				Powerline Rd. Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	6	0	0	6	18	0	0	18	24
07:15 AM	0	0	0	0	8	0	0	8	7	0	0	7	15
07:30 AM	0	0	0	0	2	0	0	2	11	0	0	11	13
07:45 AM	0	0	0	0	3	0	1	4	15	0	0	15	19
Total	0	0	0	0	19	0	1	20	51	0	0	51	71
08:00 AM	0	0	0	0	6	0	0	6	21	0	0	21	27
08:15 AM	0	0	0	0	10	0	0	10	40	0	0	40	50
08:30 AM	0	0	0	0	6	0	0	6	15	0	0	15	21
08:45 AM	0	0	0	0	16	0	0	16	21	0	0	21	37
Total	0	0	0	0	38	0	0	38	97	0	0	97	135
Grand Total	0	0	0	0	57	0	1	58	148	0	0	148	206
Apprch %	0	0	0		98.3	0	1.7		100	0	0		
Total %	0	0	0	0	27.7	0	0.5	28.2	71.8	0	0	71.8	

	Powerline Rd. Southbound			Quiet Waters Business Park (N) Westbound			Powerline Rd. Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	0	0	0	6	0	6	21	0	21	27
08:15 AM	0	0	0	10	0	10	**40**	0	**40**	**50**
08:30 AM	0	0	0	6	0	6	15	0	15	21
08:45 AM	0	0	0	**16**	0	**16**	21	0	21	37
Total Volume	0	0	0	38	0	38	97	0	97	135
% App. Total	0	0		100	0		100	0		
PHF	.000	.000	.000	.594	.000	.594	.606	.000	.606	.675

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Groups Printed- Car

	Powerline Rd. Southbound				Quiet Waters Business Park (N) Westbound				Powerline Rd. Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	13	1	0	14	2	0	0	2	16
04:15 PM	0	0	0	0	13	0	0	13	8	0	0	8	21
04:30 PM	0	0	0	0	13	0	2	15	2	0	0	2	17
04:45 PM	0	0	0	0	22	0	0	22	1	0	0	1	23
Total	0	0	0	0	61	1	2	64	13	0	0	13	77
05:00 PM	0	0	0	0	49	0	0	49	1	0	0	1	50
05:15 PM	0	0	0	0	21	0	1	22	0	0	0	0	22
05:30 PM	0	0	0	0	43	0	2	45	5	0	0	5	50
05:45 PM	0	0	0	0	15	0	2	17	1	0	0	1	18
Total	0	0	0	0	128	0	5	133	7	0	0	7	140
Grand Total	0	0	0	0	189	1	7	197	20	0	0	20	217
Apprch %	0	0	0		95.9	0.5	3.6		100	0	0		
Total %	0	0	0	0	87.1	0.5	3.2	90.8	9.2	0	0	9.2	

	Powerline Rd. Southbound			Quiet Waters Business Park (N) Westbound			Powerline Rd. Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	22	0	22	1	0	1	23
05:00 PM	0	0	0	**49**	0	**49**	1	0	1	**50**
05:15 PM	0	0	0	21	0	21	0	0	0	21
05:30 PM	0	0	0	43	0	43	**5**	0	**5**	48
Total Volume	0	0	0	135	0	135	7	0	7	142
% App. Total	0	0		100	0		100	0		
PHF	.000	.000	.000	.689	.000	.689	.350	.000	.350	.710

Peggy Malone & Associates

File Name : 3-Powerline Rd and Quiet Waters Bus Park North PM
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Groups Printed- Truck

	Powerline Rd. Southbound				Quiet Waters Business Park (N) Westbound				Powerline Rd. Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	0	1	3	0	0	3	4
04:30 PM	0	0	0	0	3	0	0	3	1	0	0	1	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	4	0	0	4	4	0	0	4	8
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	0	0	0	1
Grand Total	0	0	0	0	5	0	0	5	4	0	0	4	9
Apprch %	0	0	0		100	0	0		100	0	0		
Total %	0	0	0	0	55.6	0	0	55.6	44.4	0	0	44.4	

	Powerline Rd. Southbound			Quiet Waters Business Park (N) Westbound			Powerline Rd. Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:15 PM										
04:15 PM	0	0	0	1	0	1	**3**	0	**3**	**4**
04:30 PM	0	0	0	**3**	0	**3**	1	0	1	4
04:45 PM	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	1	0	1	0	0	0	1
Total Volume	0	0	0	5	0	5	4	0	4	9
% App. Total	0	0		100	0		100	0		
PHF	.000	.000	.000	.417	.000	.417	.333	.000	.333	.563

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File Name : 3-Powerline Rd and Quiet Waters Bus Park North PM
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Groups Printed- Combined

	Powerline Rd. Southbound				Quiet Waters Business Park (N) Westbound				Powerline Rd. Northbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	13	1	0	14	2	0	0	2	16
04:15 PM	0	0	0	0	14	0	0	14	11	0	0	11	25
04:30 PM	0	0	0	0	16	0	2	18	3	0	0	3	21
04:45 PM	0	0	0	0	22	0	0	22	1	0	0	1	23
Total	0	0	0	0	65	1	2	68	17	0	0	17	85
05:00 PM	0	0	0	0	50	0	0	50	1	0	0	1	51
05:15 PM	0	0	0	0	21	0	1	22	0	0	0	0	22
05:30 PM	0	0	0	0	43	0	2	45	5	0	0	5	50
05:45 PM	0	0	0	0	15	0	2	17	1	0	0	1	18
Total	0	0	0	0	129	0	5	134	7	0	0	7	141
Grand Total	0	0	0	0	194	1	7	202	24	0	0	24	226
Apprch %	0	0	0		96	0.5	3.5		100	0	0		
Total %	0	0	0	0	85.8	0.4	3.1	89.4	10.6	0	0	10.6	

	Powerline Rd. Southbound			Quiet Waters Business Park (N) Westbound			Powerline Rd. Northbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:45 PM										
04:45 PM	0	0	0	22	0	22	1	0	1	23
05:00 PM	0	0	0	**50**	0	**50**	1	0	1	**51**
05:15 PM	0	0	0	21	0	21	0	0	0	21
05:30 PM	0	0	0	43	0	43	**5**	0	**5**	48
Total Volume	0	0	0	136	0	136	7	0	7	143
% App. Total	0	0		100	0		100	0		
PHF	.000	.000	.000	.680	.000	.680	.350	.000	.350	.701

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File Name : 4-Powerline Rd and Quiet Waters Bus Park South AM
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Groups Printed- Car

	Powerline Rd. Southbound				Quiet Waters Business Park (S) Westbound				Powerline Rd. Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	4	0	4	0	0	0	0	0	0	1	0	1	5
07:15 AM	0	11	0	11	0	0	0	0	3	0	0	0	3	14
07:30 AM	0	5	0	5	0	0	1	1	0	0	0	0	0	6
07:45 AM	0	15	0	15	0	0	0	0	1	0	1	0	2	17
Total	0	35	0	35	0	0	1	1	4	0	2	0	6	42
08:00 AM	0	19	0	19	1	0	0	1	4	0	0	0	4	24
08:15 AM	0	22	0	22	0	0	0	0	0	0	0	0	0	22
08:30 AM	0	19	0	19	0	0	0	0	3	0	0	0	3	22
08:45 AM	0	18	0	18	0	0	0	0	1	0	0	0	1	19
Total	0	78	0	78	1	0	0	1	8	0	0	0	8	87
Grand Total	0	113	0	113	1	0	1	2	12	0	2	0	14	129
Apprch %	0	100	0		50	0	50		85.7	0	14.3	0		
Total %	0	87.6	0	87.6	0.8	0	0.8	1.6	9.3	0	1.6	0	10.9	

	Powerline Rd. Southbound			Quiet Waters Business Park (S) Westbound			Powerline Rd. Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	0	19	19	**1**	0	**1**	**4**	0	0	**4**	**24**
08:15 AM	0	**22**	**22**	0	0	0	0	0	0	0	22
08:30 AM	0	19	19	0	0	0	3	0	0	3	22
08:45 AM	0	18	18	0	0	0	1	0	0	1	19
Total Volume	0	78	78	1	0	1	8	0	0	8	87
% App. Total	0	100		100	0		100	0	0		
PHF	.000	.886	.886	.250	.000	.250	.500	.000	.000	.500	.906

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Groups Printed- Truck

	Powerline Rd. Southbound				Quiet Waters Business Park (S) Westbound				Powerline Rd. Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	2	0	2	0	0	0	0	0	0	0	0	0	2
Grand Total	0	2	0	2	0	0	0	0	0	0	0	0	0	2
Apprch %	0	100	0		0	0	0		0	0	0	0		
Total %	0	100	0	100	0	0	0	0	0	0	0	0	0	

	Powerline Rd. Southbound			Quiet Waters Business Park (S) Westbound			Powerline Rd. Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	0	**1**	**1**	0	0	0	0	0	0	0	**1**
08:15 AM	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	1	1	0	0	0	0	0	0	0	1
Total Volume	0	2	2	0	0	0	0	0	0	0	2
% App. Total	0	100		0	0		0	0	0		
PHF	.000	.500	.500	.000	.000	.000	.000	.000	.000	.000	.500

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Groups Printed- Combined

	Powerline Rd. Southbound				Quiet Waters Business Park (S) Westbound				Powerline Rd. Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	4	0	4	0	0	0	0	0	0	1	0	1	5
07:15 AM	0	11	0	11	0	0	0	0	3	0	0	0	3	14
07:30 AM	0	5	0	5	0	0	1	1	0	0	0	0	0	6
07:45 AM	0	15	0	15	0	0	0	0	1	0	1	0	2	17
Total	0	35	0	35	0	0	1	1	4	0	2	0	6	42
08:00 AM	0	20	0	20	1	0	0	1	4	0	0	0	4	25
08:15 AM	0	22	0	22	0	0	0	0	0	0	0	0	0	22
08:30 AM	0	19	0	19	0	0	0	0	3	0	0	0	3	22
08:45 AM	0	19	0	19	0	0	0	0	1	0	0	0	1	20
Total	0	80	0	80	1	0	0	1	8	0	0	0	8	89
Grand Total	0	115	0	115	1	0	1	2	12	0	2	0	14	131
Apprch %	0	100	0		50	0	50		85.7	0	14.3	0		
Total %	0	87.8	0	87.8	0.8	0	0.8	1.5	9.2	0	1.5	0	10.7	

	Powerline Rd. Southbound			Quiet Waters Business Park (S) Westbound			Powerline Rd. Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	0	20	20	**1**	0	**1**	**4**	0	0	**4**	**25**
08:15 AM	0	**22**	**22**	0	0	0	0	0	0	0	22
08:30 AM	0	19	19	0	0	0	3	0	0	3	22
08:45 AM	0	19	19	0	0	0	1	0	0	1	20
Total Volume	0	80	80	1	0	1	8	0	0	8	89
% App. Total	0	100		100	0		100	0	0		
PHF	.000	.909	.909	.250	.000	.250	.500	.000	.000	.500	.890

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Groups Printed- Car

	Powerline Rd. Southbound				Quiet Waters Business Park (S) Westbound				Powerline Rd. Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	6	0	6	0	0	0	0	0	0	0	0	0	6
04:30 PM	0	1	0	1	0	0	2	2	0	0	0	0	0	3
04:45 PM	0	2	0	2	0	0	0	0	1	0	1	0	2	4
Total	0	11	0	11	0	0	2	2	1	0	1	0	2	15
05:00 PM	0	2	0	2	3	0	0	3	0	0	0	0	0	5
05:15 PM	0	2	0	2	0	0	1	1	3	0	0	0	3	6
05:30 PM	0	1	0	1	0	0	1	1	1	0	0	0	1	3
05:45 PM	0	1	0	1	0	0	2	2	0	0	0	0	0	3
Total	0	6	0	6	3	0	4	7	4	0	0	0	4	17
Grand Total	0	17	0	17	3	0	6	9	5	0	1	0	6	32
Apprch %	0	100	0		33.3	0	66.7		83.3	0	16.7	0		
Total %	0	53.1	0	53.1	9.4	0	18.8	28.1	15.6	0	3.1	0	18.8	

	Powerline Rd. Southbound			Quiet Waters Business Park (S) Westbound			Powerline Rd. Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:15 PM											
04:15 PM	0	**6**	**6**	0	0	0	0	0	0	0	**6**
04:30 PM	0	1	1	0	0	0	0	0	0	0	1
04:45 PM	0	2	2	0	0	0	**1**	0	**1**	**2**	4
05:00 PM	0	2	2	**3**	0	**3**	0	0	0	0	5
Total Volume	0	11	11	3	0	3	1	0	1	2	16
% App. Total	0	100		100	0		50	0	50		
PHF	.000	.458	.458	.250	.000	.250	.250	.000	.250	.250	.667

Peggy Malone & Associates

File Name : 4-Powerline Rd and Quiet Waters Bus Park South PM
Site Code :
Start Date : 10/20/2016
Page No : 1

Groups Printed- Truck

	Powerline Rd. Southbound				Quiet Waters Business Park (S) Westbound				Powerline Rd. Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	0	1	0	0	0	0	1	0	0	0	1	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	2
Total	0	3	0	3	0	0	0	0	1	0	0	0	1	4
05:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	1	0	0	0	1	2
Grand Total	0	3	0	3	1	0	0	1	2	0	0	0	2	6
Apprch %	0	100	0		100	0	0		100	0	0	0		
Total %	0	50	0	50	16.7	0	0	16.7	33.3	0	0	0	33.3	

	Powerline Rd. Southbound			Quiet Waters Business Park (S) Westbound			Powerline Rd. Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:15 PM											
04:15 PM	0	1	1	0	0	0	**1**	0	0	**1**	**2**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	**2**	**2**	0	0	0	0	0	0	0	2
05:00 PM	0	0	0	**1**	0	**1**	0	0	0	0	1
Total Volume	0	3	3	1	0	1	1	0	0	1	5
% App. Total	0	100		100	0		100	0	0		
PHF	.000	.375	.375	.250	.000	.250	.250	.000	.000	.250	.625

Peggy Malone & Associates

File Name : 4-Powerline Rd and Quiet Waters Bus Park South PM
Site Code :
Start Date : 10/20/2016
Page No : 1

Groups Printed- Combined

	Powerline Rd. Southbound				Quiet Waters Business Park (S) Westbound				Powerline Rd. Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	2
04:15 PM	0	7	0	7	0	0	0	0	1	0	0	0	1	8
04:30 PM	0	1	0	1	0	0	2	2	0	0	0	0	0	3
04:45 PM	0	4	0	4	0	0	0	0	1	0	1	0	2	6
Total	0	14	0	14	0	0	2	2	2	0	1	0	3	19
05:00 PM	0	2	0	2	4	0	0	4	0	0	0	0	0	6
05:15 PM	0	2	0	2	0	0	1	1	3	0	0	0	3	6
05:30 PM	0	1	0	1	0	0	1	1	2	0	0	0	2	4
05:45 PM	0	1	0	1	0	0	2	2	0	0	0	0	0	3
Total	0	6	0	6	4	0	4	8	5	0	0	0	5	19
Grand Total	0	20	0	20	4	0	6	10	7	0	1	0	8	38
Apprch %	0	100	0		40	0	60		87.5	0	12.5	0		
Total %	0	52.6	0	52.6	10.5	0	15.8	26.3	18.4	0	2.6	0	21.1	

	Powerline Rd. Southbound			Quiet Waters Business Park (S) Westbound			Powerline Rd. Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:15 PM											
04:15 PM	0	**7**	**7**	0	0	0	**1**	0	0	1	**8**
04:30 PM	0	1	1	0	0	0	0	0	0	0	1
04:45 PM	0	4	4	0	0	0	1	0	**1**	**2**	6
05:00 PM	0	2	2	**4**	0	**4**	0	0	0	0	6
Total Volume	0	14	14	4	0	4	2	0	1	3	21
% App. Total	0	100		100	0		66.7	0	33.3		
PHF	.000	.500	.500	.250	.000	.250	.500	.000	.250	.375	.656

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 5-Industrial Park and SW 10th St AM
Site Code :
Start Date : 10/20/2016
Page No : 1

Groups Printed- Car

	Industrial Park Southbound				SW 10th St. Westbound				SW 10th St. Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	2	0	4	13	214	0	227	521	7	0	528	759
07:15 AM	3	0	0	3	6	269	0	275	586	7	0	593	871
07:30 AM	5	2	0	7	10	342	0	352	543	8	0	551	910
07:45 AM	4	2	0	6	13	319	0	332	491	25	0	516	854
Total	14	6	0	20	42	1144	0	1186	2141	47	0	2188	3394
08:00 AM	5	4	0	9	18	266	0	284	528	23	0	551	844
08:15 AM	9	2	0	11	10	313	0	323	502	10	0	512	846
08:30 AM	2	2	0	4	18	275	0	293	523	21	0	544	841
08:45 AM	2	2	0	4	21	278	0	299	501	27	0	528	831
Total	18	10	0	28	67	1132	0	1199	2054	81	0	2135	3362
Grand Total	32	16	0	48	109	2276	0	2385	4195	128	0	4323	6756
Apprch %	66.7	33.3	0		4.6	95.4	0		97	3	0		
Total %	0.5	0.2	0	0.7	1.6	33.7	0	35.3	62.1	1.9	0	64	

	Industrial Park Southbound			SW 10th St. Westbound			SW 10th St. Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	3	0	3	6	269	275	**586**	7	**593**	871
07:30 AM	**5**	2	7	10	**342**	**352**	543	8	551	**910**
07:45 AM	4	2	6	13	319	332	491	**25**	516	854
08:00 AM	5	**4**	**9**	**18**	266	284	528	23	551	844
Total Volume	17	8	25	47	1196	1243	2148	63	2211	3479
% App. Total	68	32		3.8	96.2		97.2	2.8		
PHF	.850	.500	.694	.653	.874	.883	.916	.630	.932	.956

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File Name : 5-Industrial Park and SW 10th St AM
Site Code :
Start Date : 10/20/2016
Page No : 1

Groups Printed- Truck

	Industrial Park Southbound				SW 10th St. Westbound				SW 10th St. Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	1	0	1	0	11	0	11	14	0	0	14	26
07:15 AM	5	0	0	5	0	9	0	9	17	0	0	17	31
07:30 AM	1	0	0	1	0	25	0	25	17	1	0	18	44
07:45 AM	2	1	0	3	1	14	0	15	24	2	0	26	44
Total	8	2	0	10	1	59	0	60	72	3	0	75	145
08:00 AM	2	0	0	2	2	16	0	18	18	0	0	18	38
08:15 AM	2	0	0	2	1	13	0	14	15	0	0	15	31
08:30 AM	0	0	0	0	2	9	0	11	23	0	0	23	34
08:45 AM	2	0	0	2	0	17	0	17	18	0	0	18	37
Total	6	0	0	6	5	55	0	60	74	0	0	74	140
Grand Total	14	2	0	16	6	114	0	120	146	3	0	149	285
Apprch %	87.5	12.5	0		5	95	0		98	2	0		
Total %	4.9	0.7	0	5.6	2.1	40	0	42.1	51.2	1.1	0	52.3	

	Industrial Park Southbound			SW 10th St. Westbound			SW 10th St. Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**5**	0	**5**	0	9	9	17	0	17	31
07:30 AM	1	0	1	0	**25**	**25**	17	1	18	**44**
07:45 AM	2	**1**	3	1	14	15	**24**	**2**	**26**	44
08:00 AM	2	0	2	**2**	16	18	18	0	18	38
Total Volume	10	1	11	3	64	67	76	3	79	157
% App. Total	90.9	9.1		4.5	95.5		96.2	3.8		
PHF	.500	.250	.550	.375	.640	.670	.792	.375	.760	.892

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File Name : 5-Industrial Park and SW 10th St AM
Site Code :
Start Date : 10/20/2016
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Groups Printed- Combined

	Industrial Park Southbound				SW 10th St. Westbound				SW 10th St. Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	3	0	5	13	225	0	238	535	7	0	542	785
07:15 AM	8	0	0	8	6	278	0	284	603	7	0	610	902
07:30 AM	6	2	0	8	10	367	0	377	560	9	0	569	954
07:45 AM	6	3	0	9	14	333	0	347	515	27	0	542	898
Total	22	8	0	30	43	1203	0	1246	2213	50	0	2263	3539
08:00 AM	7	4	0	11	20	282	0	302	546	23	0	569	882
08:15 AM	11	2	0	13	11	326	0	337	517	10	0	527	877
08:30 AM	2	2	0	4	20	284	0	304	546	21	0	567	875
08:45 AM	4	2	0	6	21	295	0	316	519	27	0	546	868
Total	24	10	0	34	72	1187	0	1259	2128	81	0	2209	3502
Grand Total	46	18	0	64	115	2390	0	2505	4341	131	0	4472	7041
Apprch %	71.9	28.1	0		4.6	95.4	0		97.1	2.9	0		
Total %	0.7	0.3	0	0.9	1.6	33.9	0	35.6	61.7	1.9	0	63.5	

	Industrial Park Southbound			SW 10th St. Westbound			SW 10th St. Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	**8**	0	8	6	278	284	**603**	7	**610**	902
07:30 AM	6	2	8	10	**367**	**377**	560	9	569	**954**
07:45 AM	6	3	9	14	333	347	515	**27**	542	898
08:00 AM	7	**4**	**11**	**20**	282	302	546	23	569	882
Total Volume	27	9	36	50	1260	1310	2224	66	2290	3636
% App. Total	75	25		3.8	96.2		97.1	2.9		
PHF	.844	.563	.818	.625	.858	.869	.922	.611	.939	.953

Peggy Malone & Associates, Inc.
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File Name : 5-Industrial Park and SW 10th St PM
Site Code :
Start Date : 10/20/2016
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Groups Printed- Car

	Industrial Park Southbound				SW 10th St. Westbound				SW 10th St. Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	7	2	0	9	5	439	0	444	313	7	0	320	773
04:15 PM	8	7	0	15	1	432	0	433	344	4	0	348	796
04:30 PM	18	21	1	40	8	449	0	457	371	5	0	376	873
04:45 PM	26	13	0	39	0	492	0	492	310	5	0	315	846
Total	59	43	1	103	14	1812	0	1826	1338	21	0	1359	3288
05:00 PM	27	20	0	47	3	525	0	528	340	4	0	344	919
05:15 PM	20	9	0	29	1	538	0	539	406	7	0	413	981
05:30 PM	31	11	0	42	1	519	0	520	372	6	0	378	940
05:45 PM	12	6	0	18	1	522	0	523	393	5	0	398	939
Total	90	46	0	136	6	2104	0	2110	1511	22	0	1533	3779
Grand Total	149	89	1	239	20	3916	0	3936	2849	43	0	2892	7067
Apprch %	62.3	37.2	0.4		0.5	99.5	0		98.5	1.5	0		
Total %	2.1	1.3	0	3.4	0.3	55.4	0	55.7	40.3	0.6	0	40.9	

	Industrial Park Southbound			SW 10th St. Westbound			SW 10th St. Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	27	**20**	**47**	**3**	525	528	340	4	344	919
05:15 PM	20	9	29	1	**538**	**539**	**406**	**7**	**413**	**981**
05:30 PM	**31**	11	42	1	519	520	372	6	378	940
05:45 PM	12	6	18	1	522	523	393	5	398	939
Total Volume	90	46	136	6	2104	2110	1511	22	1533	3779
% App. Total	66.2	33.8		0.3	99.7		98.6	1.4		
PHF	.726	.575	.723	.500	.978	.979	.930	.786	.928	.963

Peggy Malone & Associates, Inc.
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File Name : 5-Industrial Park and SW 10th St PM
Site Code :
Start Date : 10/20/2016
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Groups Printed- Truck

	Industrial Park Southbound				SW 10th St. Westbound				SW 10th St. Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	1	1	0	2	2	13	0	15	19	0	0	19	36
04:15 PM	2	0	0	2	0	24	0	24	8	3	0	11	37
04:30 PM	1	0	0	1	0	14	0	14	16	3	0	19	34
04:45 PM	2	1	0	3	0	23	0	23	5	0	0	5	31
Total	6	2	0	8	2	74	0	76	48	6	0	54	138
05:00 PM	0	2	0	2	2	8	0	10	19	3	0	22	34
05:15 PM	3	0	0	3	1	8	0	9	9	0	0	9	21
05:30 PM	0	0	0	0	0	14	0	14	14	0	0	14	28
05:45 PM	0	2	0	2	0	7	0	7	12	0	0	12	21
Total	3	4	0	7	3	37	0	40	54	3	0	57	104
Grand Total	9	6	0	15	5	111	0	116	102	9	0	111	242
Apprch %	60	40	0		4.3	95.7	0		91.9	8.1	0		
Total %	3.7	2.5	0	6.2	2.1	45.9	0	47.9	42.1	3.7	0	45.9	

	Industrial Park Southbound			SW 10th St. Westbound			SW 10th St. Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	1	**1**	2	**2**	13	15	**19**	0	**19**	36
04:15 PM	**2**	0	2	0	**24**	**24**	8	**3**	11	**37**
04:30 PM	1	0	1	0	14	14	16	3	19	34
04:45 PM	2	1	**3**	0	23	23	5	0	5	31
Total Volume	6	2	8	2	74	76	48	6	54	138
% App. Total	75	25		2.6	97.4		88.9	11.1		
PHF	.750	.500	.667	.250	.771	.792	.632	.500	.711	.932

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File Name : 5-Industrial Park and SW 10th St PM
Site Code :
Start Date : 10/20/2016
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Groups Printed- Combined

	Industrial Park Southbound				SW 10th St. Westbound				SW 10th St. Eastbound				
Start Time	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	8	3	0	11	7	452	0	459	332	7	0	339	809
04:15 PM	10	7	0	17	1	456	0	457	352	7	0	359	833
04:30 PM	19	21	1	41	8	463	0	471	387	8	0	395	907
04:45 PM	28	14	0	42	0	515	0	515	315	5	0	320	877
Total	65	45	1	111	16	1886	0	1902	1386	27	0	1413	3426
05:00 PM	27	22	0	49	5	533	0	538	359	7	0	366	953
05:15 PM	23	9	0	32	2	546	0	548	415	7	0	422	1002
05:30 PM	31	11	0	42	1	533	0	534	386	6	0	392	968
05:45 PM	12	8	0	20	1	529	0	530	405	5	0	410	960
Total	93	50	0	143	9	2141	0	2150	1565	25	0	1590	3883
Grand Total	158	95	1	254	25	4027	0	4052	2951	52	0	3003	7309
Apprch %	62.2	37.4	0.4		0.6	99.4	0		98.3	1.7	0		
Total %	2.2	1.3	0	3.5	0.3	55.1	0	55.4	40.4	0.7	0	41.1	

	Industrial Park Southbound			SW 10th St. Westbound			SW 10th St. Eastbound			
Start Time	Right	Left	App. Total	Right	Thru	App. Total	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	27	**22**	**49**	**5**	533	538	359	**7**	366	953
05:15 PM	23	9	32	2	**546**	**548**	**415**	7	**422**	**1002**
05:30 PM	**31**	11	42	1	533	534	386	6	392	968
05:45 PM	12	8	20	1	529	530	405	5	410	960
Total Volume	93	50	143	9	2141	2150	1565	25	1590	3883
% App. Total	65	35		0.4	99.6		98.4	1.6		
PHF	.750	.568	.730	.450	.980	.981	.943	.893	.942	.969

Peggy Malone & Associates, Inc.
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File Name : 6-SW 30th Ave. and SW 10th St AM
Site Code :
Start Date : 10/20/2016
Page No : 1

Groups Printed- Car

	SW 10th St. Westbound				SW 30th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	220	34	0	254	18	1	0	19	11	514	0	525	798
07:15 AM	274	22	0	296	6	2	0	8	6	582	0	588	892
07:30 AM	348	18	0	366	24	4	0	28	6	527	0	533	927
07:45 AM	317	27	0	344	12	1	0	13	13	479	0	492	849
Total	1159	101	0	1260	60	8	0	68	36	2102	0	2138	3466
08:00 AM	272	19	0	291	7	3	0	10	9	526	0	535	836
08:15 AM	318	14	0	332	7	3	0	10	6	491	0	497	839
08:30 AM	275	18	0	293	8	4	0	12	11	501	0	512	817
08:45 AM	287	40	0	327	9	3	0	12	8	494	0	502	841
Total	1152	91	0	1243	31	13	0	44	34	2012	0	2046	3333
Grand Total	2311	192	0	2503	91	21	0	112	70	4114	0	4184	6799
Apprch %	92.3	7.7	0		81.2	18.8	0		1.7	98.3	0		
Total %	34	2.8	0	36.8	1.3	0.3	0	1.6	1	60.5	0	61.5	

	SW 10th St. Westbound			SW 30th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	274	22	296	6	2	8	6	**582**	**588**	892
07:30 AM	**348**	18	**366**	**24**	**4**	**28**	6	527	533	**927**
07:45 AM	317	**27**	344	12	1	13	**13**	479	492	849
08:00 AM	272	19	291	7	3	10	9	526	535	836
Total Volume	1211	86	1297	49	10	59	34	2114	2148	3504
% App. Total	93.4	6.6		83.1	16.9		1.6	98.4		
PHF	.870	.796	.886	.510	.625	.527	.654	.908	.913	.945

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Groups Printed- Truck

	SW 10th St. Westbound				SW 30th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	11	0	0	11	0	0	0	0	0	15	0	15	26
07:15 AM	9	0	0	9	1	0	0	1	1	17	0	18	28
07:30 AM	18	5	0	23	0	0	0	0	2	15	0	17	40
07:45 AM	11	0	0	11	0	0	0	0	1	21	0	22	33
Total	49	5	0	54	1	0	0	1	4	68	0	72	127
08:00 AM	19	1	0	20	2	0	0	2	0	19	0	19	41
08:15 AM	19	0	0	19	2	1	0	3	0	20	0	20	42
08:30 AM	12	0	0	12	1	0	0	1	1	21	0	22	35
08:45 AM	22	4	0	26	7	0	0	7	1	18	0	19	52
Total	72	5	0	77	12	1	0	13	2	78	0	80	170
Grand Total	121	10	0	131	13	1	0	14	6	146	0	152	297
Apprch %	92.4	7.6	0		92.9	7.1	0		3.9	96.1	0		
Total %	40.7	3.4	0	44.1	4.4	0.3	0	4.7	2	49.2	0	51.2	

	SW 10th St. Westbound			SW 30th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	19	1	20	2	0	2	0	19	19	41
08:15 AM	19	0	19	2	**1**	3	0	20	20	42
08:30 AM	12	0	12	1	0	1	**1**	**21**	**22**	35
08:45 AM	**22**	**4**	**26**	**7**	0	**7**	1	18	19	**52**
Total Volume	72	5	77	12	1	13	2	78	80	170
% App. Total	93.5	6.5		92.3	7.7		2.5	97.5		
PHF	.818	.313	.740	.429	.250	.464	.500	.929	.909	.817

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Groups Printed- Combined

	SW 10th St. Westbound				SW 30th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	231	34	0	265	18	1	0	19	11	529	0	540	824
07:15 AM	283	22	0	305	7	2	0	9	7	599	0	606	920
07:30 AM	366	23	0	389	24	4	0	28	8	542	0	550	967
07:45 AM	328	27	0	355	12	1	0	13	14	500	0	514	882
Total	1208	106	0	1314	61	8	0	69	40	2170	0	2210	3593
08:00 AM	291	20	0	311	9	3	0	12	9	545	0	554	877
08:15 AM	337	14	0	351	9	4	0	13	6	511	0	517	881
08:30 AM	287	18	0	305	9	4	0	13	12	522	0	534	852
08:45 AM	309	44	0	353	16	3	0	19	9	512	0	521	893
Total	1224	96	0	1320	43	14	0	57	36	2090	0	2126	3503
Grand Total	2432	202	0	2634	104	22	0	126	76	4260	0	4336	7096
Apprch %	92.3	7.7	0		82.5	17.5	0		1.8	98.2	0		
Total %	34.3	2.8	0	37.1	1.5	0.3	0	1.8	1.1	60	0	61.1	

	SW 10th St. Westbound			SW 30th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	283	22	305	7	2	9	7	**599**	**606**	920
07:30 AM	**366**	23	**389**	**24**	**4**	**28**	8	542	550	**967**
07:45 AM	328	**27**	355	12	1	13	**14**	500	514	882
08:00 AM	291	20	311	9	3	12	9	545	554	877
Total Volume	1268	92	1360	52	10	62	38	2186	2224	3646
% App. Total	93.2	6.8		83.9	16.1		1.7	98.3		
PHF	.866	.852	.874	.542	.625	.554	.679	.912	.917	.943

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Groups Printed- Car

	SW 10th St. Westbound				SW 30th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	420	10	0	430	20	4	1	25	2	314	0	316	771
04:15 PM	419	8	0	427	20	3	0	23	4	343	0	347	797
04:30 PM	439	5	0	444	22	5	0	27	5	374	0	379	850
04:45 PM	467	5	0	472	22	9	0	31	3	313	0	316	819
Total	1745	28	0	1773	84	21	1	106	14	1344	0	1358	3237
05:00 PM	510	6	0	516	65	10	0	75	3	350	0	353	944
05:15 PM	518	12	0	530	20	3	0	23	1	413	0	414	967
05:30 PM	521	3	0	524	33	5	0	38	1	376	0	377	939
05:45 PM	525	5	0	530	19	2	0	21	4	393	0	397	948
Total	2074	26	0	2100	137	20	0	157	9	1532	0	1541	3798
Grand Total	3819	54	0	3873	221	41	1	263	23	2876	0	2899	7035
Apprch %	98.6	1.4	0		84	15.6	0.4		0.8	99.2	0		
Total %	54.3	0.8	0	55.1	3.1	0.6	0	3.7	0.3	40.9	0	41.2	

	SW 10th St. Westbound			SW 30th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	510	6	516	**65**	**10**	**75**	3	350	353	944
05:15 PM	518	**12**	**530**	20	3	23	1	**413**	**414**	**967**
05:30 PM	521	3	524	33	5	38	1	376	377	939
05:45 PM	**525**	5	530	19	2	21	**4**	393	397	948
Total Volume	2074	26	2100	137	20	157	9	1532	1541	3798
% App. Total	98.8	1.2		87.3	12.7		0.6	99.4		
PHF	.988	.542	.991	.527	.500	.523	.563	.927	.931	.982

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Groups Printed- Truck

	SW 10th St. Westbound				SW 30th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	16	1	0	17	4	1	0	5	1	18	0	19	41
04:15 PM	21	3	0	24	1	0	0	1	0	13	0	13	38
04:30 PM	12	3	0	15	1	1	0	2	2	16	0	18	35
04:45 PM	22	3	0	25	1	1	0	2	1	7	0	8	35
Total	71	10	0	81	7	3	0	10	4	54	0	58	149
05:00 PM	12	2	0	14	2	0	0	2	1	18	0	19	35
05:15 PM	13	1	0	14	0	0	0	0	0	9	0	9	23
05:30 PM	10	1	0	11	2	0	0	2	0	14	0	14	27
05:45 PM	7	2	0	9	1	0	0	1	3	9	0	12	22
Total	42	6	0	48	5	0	0	5	4	50	0	54	107
Grand Total	113	16	0	129	12	3	0	15	8	104	0	112	256
Apprch %	87.6	12.4	0		80	20	0		7.1	92.9	0		
Total %	44.1	6.2	0	50.4	4.7	1.2	0	5.9	3.1	40.6	0	43.8	

	SW 10th St. Westbound			SW 30th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	16	1	17	**4**	**1**	**5**	1	**18**	**19**	**41**
04:15 PM	21	**3**	24	1	0	1	0	13	13	38
04:30 PM	12	3	15	1	1	2	**2**	16	18	35
04:45 PM	**22**	3	**25**	1	1	2	1	7	8	35
Total Volume	71	10	81	7	3	10	4	54	58	149
% App. Total	87.7	12.3		70	30		6.9	93.1		
PHF	.807	.833	.810	.438	.750	.500	.500	.750	.763	.909

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Groups Printed- Combined

	SW 10th St. Westbound				SW 30th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	436	11	0	447	24	5	1	30	3	332	0	335	812
04:15 PM	440	11	0	451	21	3	0	24	4	356	0	360	835
04:30 PM	451	8	0	459	23	6	0	29	7	390	0	397	885
04:45 PM	489	8	0	497	23	10	0	33	4	320	0	324	854
Total	1816	38	0	1854	91	24	1	116	18	1398	0	1416	3386
05:00 PM	522	8	0	530	67	10	0	77	4	368	0	372	979
05:15 PM	531	13	0	544	20	3	0	23	1	422	0	423	990
05:30 PM	531	4	0	535	35	5	0	40	1	390	0	391	966
05:45 PM	532	7	0	539	20	2	0	22	7	402	0	409	970
Total	2116	32	0	2148	142	20	0	162	13	1582	0	1595	3905
Grand Total	3932	70	0	4002	233	44	1	278	31	2980	0	3011	7291
Apprch %	98.3	1.7	0		83.8	15.8	0.4		1	99	0		
Total %	53.9	1	0	54.9	3.2	0.6	0	3.8	0.4	40.9	0	41.3	

	SW 10th St. Westbound			SW 30th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	522	8	530	**67**	**10**	**77**	4	368	372	979
05:15 PM	531	**13**	**544**	20	3	23	1	**422**	**423**	**990**
05:30 PM	531	4	535	35	5	40	1	390	391	966
05:45 PM	**532**	7	539	20	2	22	**7**	402	409	970
Total Volume	2116	32	2148	142	20	162	13	1582	1595	3905
% App. Total	98.5	1.5		87.7	12.3		0.8	99.2		
PHF	.994	.615	.987	.530	.500	.526	.464	.937	.943	.986

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Groups Printed- Car

	SW 10th St. Westbound				SW 28th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	269	3	0	272	23	14	0	37	1	529	0	530	839
07:15 AM	272	0	0	272	13	25	0	38	5	575	0	580	890
07:30 AM	345	2	0	347	21	21	0	42	7	523	0	530	919
07:45 AM	330	3	0	333	8	17	0	25	11	481	0	492	850
Total	1216	8	0	1224	65	77	0	142	24	2108	0	2132	3498
08:00 AM	260	2	0	262	9	20	0	29	8	522	0	530	821
08:15 AM	293	1	0	294	6	15	0	21	6	493	0	499	814
08:30 AM	282	0	0	282	6	19	0	25	5	504	0	509	816
08:45 AM	288	4	0	292	13	15	0	28	9	497	0	506	826
Total	1123	7	0	1130	34	69	0	103	28	2016	0	2044	3277
Grand Total	2339	15	0	2354	99	146	0	245	52	4124	0	4176	6775
Apprch %	99.4	0.6	0		40.4	59.6	0		1.2	98.8	0		
Total %	34.5	0.2	0	34.7	1.5	2.2	0	3.6	0.8	60.9	0	61.6	

	SW 10th St. Westbound			SW 28th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	269	**3**	272	**23**	14	37	1	529	530	839
07:15 AM	272	0	272	13	**25**	38	5	**575**	**580**	890
07:30 AM	**345**	2	**347**	21	21	**42**	7	523	530	**919**
07:45 AM	330	3	333	8	17	25	**11**	481	492	850
Total Volume	1216	8	1224	65	77	142	24	2108	2132	3498
% App. Total	99.3	0.7		45.8	54.2		1.1	98.9		
PHF	.881	.667	.882	.707	.770	.845	.545	.917	.919	.952

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Groups Printed- Truck

	SW 10th St. Westbound				SW 28th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	11	0	0	11	0	0	0	0	0	16	0	16	27
07:15 AM	10	0	0	10	0	0	0	0	0	17	0	17	27
07:30 AM	21	0	0	21	0	1	0	1	0	16	0	16	38
07:45 AM	12	0	0	12	0	1	0	1	0	22	0	22	35
Total	54	0	0	54	0	2	0	2	0	71	0	71	127
08:00 AM	20	0	0	20	0	0	0	0	1	21	0	22	42
08:15 AM	14	1	0	15	0	0	0	0	0	21	0	21	36
08:30 AM	12	0	0	12	1	0	0	1	2	22	0	24	37
08:45 AM	24	0	0	24	0	0	0	0	0	24	0	24	48
Total	70	1	0	71	1	0	0	1	3	88	0	91	163
Grand Total	124	1	0	125	1	2	0	3	3	159	0	162	290
Apprch %	99.2	0.8	0		33.3	66.7	0		1.9	98.1	0		
Total %	42.8	0.3	0	43.1	0.3	0.7	0	1	1	54.8	0	55.9	

	SW 10th St. Westbound			SW 28th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	20	0	20	0	0	0	1	21	22	42
08:15 AM	14	**1**	15	0	0	0	0	21	21	36
08:30 AM	12	0	12	**1**	0	**1**	**2**	22	**24**	37
08:45 AM	**24**	0	**24**	0	0	0	0	**24**	24	**48**
Total Volume	70	1	71	1	0	1	3	88	91	163
% App. Total	98.6	1.4		100	0		3.3	96.7		
PHF	.729	.250	.740	.250	.000	.250	.375	.917	.948	.849

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Groups Printed- Combined

	SW 10th St. Westbound				SW 28th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	280	3	0	283	23	14	0	37	1	545	0	546	866
07:15 AM	282	0	0	282	13	25	0	38	5	592	0	597	917
07:30 AM	366	2	0	368	21	22	0	43	7	539	0	546	957
07:45 AM	342	3	0	345	8	18	0	26	11	503	0	514	885
Total	1270	8	0	1278	65	79	0	144	24	2179	0	2203	3625
08:00 AM	280	2	0	282	9	20	0	29	9	543	0	552	863
08:15 AM	307	2	0	309	6	15	0	21	6	514	0	520	850
08:30 AM	294	0	0	294	7	19	0	26	7	526	0	533	853
08:45 AM	312	4	0	316	13	15	0	28	9	521	0	530	874
Total	1193	8	0	1201	35	69	0	104	31	2104	0	2135	3440
Grand Total	2463	16	0	2479	100	148	0	248	55	4283	0	4338	7065
Apprch %	99.4	0.6	0		40.3	59.7	0		1.3	98.7	0		
Total %	34.9	0.2	0	35.1	1.4	2.1	0	3.5	0.8	60.6	0	61.4	

	SW 10th St. Westbound			SW 28th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	280	**3**	283	**23**	14	37	1	545	546	866
07:15 AM	282	0	282	13	**25**	38	5	**592**	**597**	917
07:30 AM	**366**	2	**368**	21	22	**43**	7	539	546	**957**
07:45 AM	342	3	345	8	18	26	**11**	503	514	885
Total Volume	1270	8	1278	65	79	144	24	2179	2203	3625
% App. Total	99.4	0.6		45.1	54.9		1.1	98.9		
PHF	.867	.667	.868	.707	.790	.837	.545	.920	.923	.947

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Groups Printed- Car

	SW 10th St. Westbound				SW 28th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	433	6	0	439	3	8	0	11	12	325	0	337	787
04:15 PM	424	9	0	433	8	7	0	15	14	356	0	370	818
04:30 PM	451	7	0	458	5	5	0	10	10	389	0	399	867
04:45 PM	480	10	0	490	11	11	0	22	11	332	0	343	855
Total	1788	32	0	1820	27	31	0	58	47	1402	0	1449	3327
05:00 PM	512	7	0	519	9	10	0	19	16	404	0	420	958
05:15 PM	518	15	0	533	10	12	0	22	21	403	0	424	979
05:30 PM	518	14	0	532	10	8	0	18	12	390	0	402	952
05:45 PM	518	15	0	533	11	8	0	19	22	400	0	422	974
Total	2066	51	0	2117	40	38	0	78	71	1597	0	1668	3863
Grand Total	3854	83	0	3937	67	69	0	136	118	2999	0	3117	7190
Apprch %	97.9	2.1	0		49.3	50.7	0		3.8	96.2	0		
Total %	53.6	1.2	0	54.8	0.9	1	0	1.9	1.6	41.7	0	43.4	

	SW 10th St. Westbound			SW 28th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	512	7	519	9	10	19	16	**404**	420	958
05:15 PM	**518**	**15**	**533**	10	**12**	**22**	21	403	**424**	**979**
05:30 PM	518	14	532	10	8	18	12	390	402	952
05:45 PM	518	15	533	**11**	8	19	**22**	400	422	974
Total Volume	2066	51	2117	40	38	78	71	1597	1668	3863
% App. Total	97.6	2.4		51.3	48.7		4.3	95.7		
PHF	.997	.850	.993	.909	.792	.886	.807	.988	.983	.986

Peggy Malone & Associates, Inc.
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File Name : 7-SW 28th Ave. and SW 10th St PM
Site Code :
Start Date : 10/20/2016
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Groups Printed- Truck

	SW 10th St. Westbound				SW 28th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	18	0	0	18	0	0	0	0	0	22	0	22	40
04:15 PM	22	0	0	22	0	0	0	0	1	9	0	10	32
04:30 PM	18	0	0	18	0	0	0	0	0	16	0	16	34
04:45 PM	25	0	0	25	0	0	0	0	0	6	0	6	31
Total	83	0	0	83	0	0	0	0	1	53	0	54	137
05:00 PM	14	0	0	14	0	0	0	0	1	20	0	21	35
05:15 PM	11	1	0	12	1	2	0	3	0	10	0	10	25
05:30 PM	11	0	0	11	0	0	0	0	0	17	0	17	28
05:45 PM	9	0	0	9	0	0	0	0	0	12	0	12	21
Total	45	1	0	46	1	2	0	3	1	59	0	60	109
Grand Total	128	1	0	129	1	2	0	3	2	112	0	114	246
Apprch %	99.2	0.8	0		33.3	66.7	0		1.8	98.2	0		
Total %	52	0.4	0	52.4	0.4	0.8	0	1.2	0.8	45.5	0	46.3	

	SW 10th St. Westbound			SW 28th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	18	0	18	0	0	0	0	**22**	**22**	**40**
04:15 PM	22	0	22	0	0	0	**1**	9	10	32
04:30 PM	18	0	18	0	0	0	0	16	16	34
04:45 PM	**25**	0	**25**	0	0	0	0	6	6	31
Total Volume	83	0	83	0	0	0	1	53	54	137
% App. Total	100	0		0	0		1.9	98.1		
PHF	.830	.000	.830	.000	.000	.000	.250	.602	.614	.856

Peggy Malone & Associates, Inc.
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File Name : 7-SW 28th Ave. and SW 10th St PM
Site Code :
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Groups Printed- Combined

	SW 10th St. Westbound				SW 28th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	451	6	0	457	3	8	0	11	12	347	0	359	827
04:15 PM	446	9	0	455	8	7	0	15	15	365	0	380	850
04:30 PM	469	7	0	476	5	5	0	10	10	405	0	415	901
04:45 PM	505	10	0	515	11	11	0	22	11	338	0	349	886
Total	1871	32	0	1903	27	31	0	58	48	1455	0	1503	3464
05:00 PM	526	7	0	533	9	10	0	19	17	424	0	441	993
05:15 PM	529	16	0	545	11	14	0	25	21	413	0	434	1004
05:30 PM	529	14	0	543	10	8	0	18	12	407	0	419	980
05:45 PM	527	15	0	542	11	8	0	19	22	412	0	434	995
Total	2111	52	0	2163	41	40	0	81	72	1656	0	1728	3972
Grand Total	3982	84	0	4066	68	71	0	139	120	3111	0	3231	7436
Apprch %	97.9	2.1	0		48.9	51.1	0		3.7	96.3	0		
Total %	53.6	1.1	0	54.7	0.9	1	0	1.9	1.6	41.8	0	43.5	

	SW 10th St. Westbound			SW 28th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	526	7	533	9	10	19	17	**424**	**441**	993
05:15 PM	**529**	**16**	**545**	**11**	**14**	**25**	21	413	434	**1004**
05:30 PM	529	14	543	10	8	18	12	407	419	980
05:45 PM	527	15	542	11	8	19	**22**	412	434	995
Total Volume	2111	52	2163	41	40	81	72	1656	1728	3972
% App. Total	97.6	2.4		50.6	49.4		4.2	95.8		
PHF	.998	.813	.992	.932	.714	.810	.818	.976	.980	.989

Peggy Malone & Associates, Inc.
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File Name : 8-SW 24th Ave. and SW 10th St AM
Site Code :
Start Date : 10/20/2016
Page No : 1

Groups Printed- Car

	SW 10th St. Westbound				SW 24th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	256	6	0	262	7	3	0	10	7	535	0	542	814
07:15 AM	273	2	0	275	7	6	0	13	14	529	0	543	831
07:30 AM	329	4	0	333	7	3	0	10	29	523	0	552	895
07:45 AM	331	10	0	341	8	15	0	23	50	466	0	516	880
Total	1189	22	0	1211	29	27	0	56	100	2053	0	2153	3420
08:00 AM	255	7	0	262	4	12	0	16	21	503	0	524	802
08:15 AM	287	8	0	295	6	5	0	11	27	485	0	512	818
08:30 AM	282	2	0	284	7	5	0	12	22	467	0	489	785
08:45 AM	312	9	0	321	7	6	0	13	27	490	0	517	851
Total	1136	26	0	1162	24	28	0	52	97	1945	0	2042	3256
Grand Total	2325	48	0	2373	53	55	0	108	197	3998	0	4195	6676
Apprch %	98	2	0		49.1	50.9	0		4.7	95.3	0		
Total %	34.8	0.7	0	35.5	0.8	0.8	0	1.6	3	59.9	0	62.8	

	SW 10th St. Westbound			SW 24th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	256	6	262	7	3	10	7	**535**	542	814
07:15 AM	273	2	275	7	6	13	14	529	543	831
07:30 AM	329	4	333	7	3	10	29	523	**552**	**895**
07:45 AM	**331**	**10**	**341**	**8**	**15**	**23**	**50**	466	516	880
Total Volume	1189	22	1211	29	27	56	100	2053	2153	3420
% App. Total	98.2	1.8		51.8	48.2		4.6	95.4		
PHF	.898	.550	.888	.906	.450	.609	.500	.959	.975	.955

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File Name : 8-SW 24th Ave. and SW 10th St AM
Site Code :
Start Date : 10/20/2016
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Groups Printed- Truck

	SW 10th St. Westbound				SW 24th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	11	0	0	11	0	0	0	0	0	16	0	16	27
07:15 AM	10	0	0	10	1	0	0	1	0	17	0	17	28
07:30 AM	22	0	0	22	0	0	0	0	1	12	0	13	35
07:45 AM	12	0	0	12	1	0	0	1	0	24	0	24	37
Total	55	0	0	55	2	0	0	2	1	69	0	70	127
08:00 AM	19	0	0	19	0	0	0	0	1	20	0	21	40
08:15 AM	15	0	0	15	0	0	0	0	1	20	0	21	36
08:30 AM	12	0	0	12	0	0	0	0	1	21	0	22	34
08:45 AM	25	0	0	25	0	0	0	0	2	21	0	23	48
Total	71	0	0	71	0	0	0	0	5	82	0	87	158
Grand Total	126	0	0	126	2	0	0	2	6	151	0	157	285
Apprch %	100	0	0		100	0	0		3.8	96.2	0		
Total %	44.2	0	0	44.2	0.7	0	0	0.7	2.1	53	0	55.1	

	SW 10th St. Westbound			SW 24th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 08:00 AM										
08:00 AM	19	0	19	0	0	0	1	20	21	40
08:15 AM	15	0	15	0	0	0	1	20	21	36
08:30 AM	12	0	12	0	0	0	1	**21**	22	34
08:45 AM	**25**	0	**25**	0	0	0	**2**	21	**23**	**48**
Total Volume	71	0	71	0	0	0	5	82	87	158
% App. Total	100	0		0	0		5.7	94.3		
PHF	.710	.000	.710	.000	.000	.000	.625	.976	.946	.823

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File Name : 8-SW 24th Ave. and SW 10th St AM
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Groups Printed- Combined

	SW 10th St. Westbound				SW 24th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
07:00 AM	267	6	0	273	7	3	0	10	7	551	0	558	841
07:15 AM	283	2	0	285	8	6	0	14	14	546	0	560	859
07:30 AM	351	4	0	355	7	3	0	10	30	535	0	565	930
07:45 AM	343	10	0	353	9	15	0	24	50	490	0	540	917
Total	1244	22	0	1266	31	27	0	58	101	2122	0	2223	3547
08:00 AM	274	7	0	281	4	12	0	16	22	523	0	545	842
08:15 AM	302	8	0	310	6	5	0	11	28	505	0	533	854
08:30 AM	294	2	0	296	7	5	0	12	23	488	0	511	819
08:45 AM	337	9	0	346	7	6	0	13	29	511	0	540	899
Total	1207	26	0	1233	24	28	0	52	102	2027	0	2129	3414
Grand Total	2451	48	0	2499	55	55	0	110	203	4149	0	4352	6961
Apprch %	98.1	1.9	0		50	50	0		4.7	95.3	0		
Total %	35.2	0.7	0	35.9	0.8	0.8	0	1.6	2.9	59.6	0	62.5	

	SW 10th St. Westbound			SW 24th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	283	2	285	8	6	14	14	**546**	560	859
07:30 AM	**351**	4	**355**	7	3	10	30	535	**565**	**930**
07:45 AM	343	**10**	353	**9**	**15**	**24**	**50**	490	540	917
08:00 AM	274	7	281	4	12	16	22	523	545	842
Total Volume	1251	23	1274	28	36	64	116	2094	2210	3548
% App. Total	98.2	1.8		43.8	56.2		5.2	94.8		
PHF	.891	.575	.897	.778	.600	.667	.580	.959	.978	.954

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File Name : 8-SW 24th Ave. and SW 10th St PM
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Start Date : 10/20/2016
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Groups Printed- Car

	SW 10th St. Westbound				SW 24th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	430	2	0	432	6	7	0	13	15	303	0	318	763
04:15 PM	424	8	0	432	9	10	0	19	19	344	0	363	814
04:30 PM	412	12	0	424	10	27	0	37	39	348	0	387	848
04:45 PM	484	4	0	488	8	19	0	27	17	324	0	341	856
Total	1750	26	0	1776	33	63	0	96	90	1319	0	1409	3281
05:00 PM	517	6	0	523	7	12	0	19	24	385	0	409	951
05:15 PM	526	2	0	528	9	11	0	20	13	406	0	419	967
05:30 PM	526	7	0	533	8	14	0	22	24	379	0	403	958
05:45 PM	530	6	0	536	10	7	0	17	17	392	0	409	962
Total	2099	21	0	2120	34	44	0	78	78	1562	0	1640	3838
Grand Total	3849	47	0	3896	67	107	0	174	168	2881	0	3049	7119
Apprch %	98.8	1.2	0		38.5	61.5	0		5.5	94.5	0		
Total %	54.1	0.7	0	54.7	0.9	1.5	0	2.4	2.4	40.5	0	42.8	

	SW 10th St. Westbound			SW 24th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	517	6	523	7	12	19	**24**	385	409	951
05:15 PM	526	2	528	9	11	20	13	**406**	**419**	**967**
05:30 PM	526	**7**	533	8	**14**	**22**	24	379	403	958
05:45 PM	**530**	6	**536**	**10**	7	17	17	392	409	962
Total Volume	2099	21	2120	34	44	78	78	1562	1640	3838
% App. Total	99	1		43.6	56.4		4.8	95.2		
PHF	.990	.750	.989	.850	.786	.886	.813	.962	.979	.992

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File Name : 8-SW 24th Ave. and SW 10th St PM
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Groups Printed- Truck

	SW 10th St. Westbound				SW 24th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	16	1	0	17	0	2	0	2	0	22	0	22	41
04:15 PM	22	0	0	22	1	0	0	1	0	9	0	9	32
04:30 PM	18	0	0	18	0	0	0	0	0	16	0	16	34
04:45 PM	25	0	0	25	0	0	0	0	0	6	0	6	31
Total	81	1	0	82	1	2	0	3	0	53	0	53	138
05:00 PM	15	0	0	15	0	0	0	0	0	21	0	21	36
05:15 PM	11	0	0	11	1	0	0	1	0	10	0	10	22
05:30 PM	12	0	0	12	2	0	0	2	0	16	0	16	30
05:45 PM	9	0	0	9	0	0	0	0	0	12	0	12	21
Total	47	0	0	47	3	0	0	3	0	59	0	59	109
Grand Total	128	1	0	129	4	2	0	6	0	112	0	112	247
Apprch %	99.2	0.8	0		66.7	33.3	0		0	100	0		
Total %	51.8	0.4	0	52.2	1.6	0.8	0	2.4	0	45.3	0	45.3	

	SW 10th St. Westbound			SW 24th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	16	**1**	17	0	**2**	**2**	0	**22**	**22**	**41**
04:15 PM	22	0	22	**1**	0	1	0	9	9	32
04:30 PM	18	0	18	0	0	0	0	16	16	34
04:45 PM	**25**	0	**25**	0	0	0	0	6	6	31
Total Volume	81	1	82	1	2	3	0	53	53	138
% App. Total	98.8	1.2		33.3	66.7		0	100		
PHF	.810	.250	.820	.250	.250	.375	.000	.602	.602	.841

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File Name : 8-SW 24th Ave. and SW 10th St PM
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Groups Printed- Combined

	SW 10th St. Westbound				SW 24th Ave. Northbound				SW 10th St. Eastbound				
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Peds	App. Total	Int. Total
04:00 PM	446	3	0	449	6	9	0	15	15	325	0	340	804
04:15 PM	446	8	0	454	10	10	0	20	19	353	0	372	846
04:30 PM	430	12	0	442	10	27	0	37	39	364	0	403	882
04:45 PM	509	4	0	513	8	19	0	27	17	330	0	347	887
Total	1831	27	0	1858	34	65	0	99	90	1372	0	1462	3419
05:00 PM	532	6	0	538	7	12	0	19	24	406	0	430	987
05:15 PM	537	2	0	539	10	11	0	21	13	416	0	429	989
05:30 PM	538	7	0	545	10	14	0	24	24	395	0	419	988
05:45 PM	539	6	0	545	10	7	0	17	17	404	0	421	983
Total	2146	21	0	2167	37	44	0	81	78	1621	0	1699	3947
Grand Total	3977	48	0	4025	71	109	0	180	168	2993	0	3161	7366
Apprch %	98.8	1.2	0		39.4	60.6	0		5.3	94.7	0		
Total %	54	0.7	0	54.6	1	1.5	0	2.4	2.3	40.6	0	42.9	

	SW 10th St. Westbound			SW 24th Ave. Northbound			SW 10th St. Eastbound			
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 05:00 PM										
05:00 PM	532	6	538	7	12	19	**24**	406	**430**	987
05:15 PM	537	2	539	**10**	11	21	13	**416**	429	**989**
05:30 PM	538	**7**	**545**	10	**14**	**24**	24	395	419	988
05:45 PM	**539**	6	545	10	7	17	17	404	421	983
Total Volume	2146	21	2167	37	44	81	78	1621	1699	3947
% App. Total	99	1		45.7	54.3		4.6	95.4		
PHF	.995	.750	.994	.925	.786	.844	.813	.974	.988	.998

Peggy Malone & Associates, Inc.
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File Name : 9-Publix Warehouse and East Newport Ctr. AM
Site Code :
Start Date : 10/20/2016

Groups Printed- Car

	Publix Whse Southbound					SW 12th Westbound					E Newport Center Northbound					SW 12th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	1	0	0	1	0	4	11	0	15	46	0	21	0	67	1	0	0	0	1	84
07:15 AM	0	0	1	0	1	1	7	7	0	15	54	1	29	0	84	0	0	0	0	0	100
07:30 AM	0	1	0	0	1	1	6	15	0	22	85	0	18	0	103	1	1	0	0	2	128
07:45 AM	0	1	0	0	1	0	12	29	0	41	103	0	19	0	122	1	1	0	0	2	166
Total	0	3	1	0	4	2	29	62	0	93	288	1	87	0	376	3	2	0	0	5	478
08:00 AM	0	0	0	0	0	0	12	19	0	31	111	3	20	0	134	3	2	0	0	5	170
08:15 AM	0	1	0	0	1	0	11	25	0	36	128	0	21	0	149	1	0	0	0	1	187
08:30 AM	0	1	0	0	1	0	11	18	0	29	93	1	24	0	118	1	3	0	0	4	152
08:45 AM	0	0	0	0	0	1	10	15	0	26	100	2	22	0	124	1	1	0	0	2	152
Total	0	2	0	0	2	1	44	77	0	122	432	6	87	0	525	6	6	0	0	12	661
Grand Total	0	5	1	0	6	3	73	139	0	215	720	7	174	0	901	9	8	0	0	17	1139
Apprch %	0	83.3	16.7	0		1.4	34	64.7	0		79.9	0.8	19.3	0		52.9	47.1	0	0		
Total %	0	0.4	0.1	0	0.5	0.3	6.4	12.2	0	18.9	63.2	0.6	15.3	0	79.1	0.8	0.7	0	0	1.5	

	Publix Whse Southbound				SW 12th Westbound				E Newport Center Northbound				SW 12th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	**1**	0	**1**	0	**12**	**29**	**41**	103	0	19	122	1	1	0	2	166
08:00 AM	0	0	0	0	0	12	19	31	111	**3**	20	134	**3**	2	0	**5**	170
08:15 AM	0	1	0	1	0	11	25	36	**128**	0	21	**149**	1	0	0	1	**187**
08:30 AM	0	1	0	1	0	11	18	29	93	1	**24**	118	1	**3**	0	4	152
Total Volume	0	3	0	3	0	46	91	137	435	4	84	523	6	6	0	12	675
% App. Total	0	100	0		0	33.6	66.4		83.2	0.8	16.1		50	50	0		
PHF	.000	.750	.000	.750	.000	.958	.784	.835	.850	.333	.875	.878	.500	.500	.000	.600	.902

Peggy Malone & Associates, Inc.
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File Name : 9-Publix Warehouse and East Newport Ctr. AM
Site Code :
Start Date : 10/20/2016

Groups Printed- Truck

	Publix Whse Southbound					SW 12th Westbound					E Newport Center Northbound					SW 12th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	12	1	0	14	0	1	1	0	2	2	3	0	0	5	0	0	1	0	1	22
07:15 AM	0	6	2	0	8	1	0	1	0	2	1	2	0	0	3	0	0	0	0	0	13
07:30 AM	0	9	0	0	9	0	0	3	0	3	0	2	0	0	2	0	0	0	0	0	14
07:45 AM	0	3	0	0	3	0	0	0	0	0	1	8	1	0	10	0	0	0	0	0	13
Total	1	30	3	0	34	1	1	5	0	7	4	15	1	0	20	0	0	1	0	1	62
08:00 AM	2	2	0	0	4	0	0	2	0	2	2	2	2	0	6	1	1	0	0	2	14
08:15 AM	0	2	0	0	2	1	0	2	0	3	0	3	0	0	3	1	1	0	0	2	10
08:30 AM	1	5	0	0	6	2	2	2	0	6	0	2	0	0	2	0	0	0	0	0	14
08:45 AM	1	5	0	0	6	2	0	3	0	5	0	5	0	0	5	1	0	1	0	2	18
Total	4	14	0	0	18	5	2	9	0	16	2	12	2	0	16	3	2	1	0	6	56
Grand Total	5	44	3	0	52	6	3	14	0	23	6	27	3	0	36	3	2	2	0	7	118
Apprch %	9.6	84.6	5.8	0		26.1	13	60.9	0		16.7	75	8.3	0		42.9	28.6	28.6	0		
Total %	4.2	37.3	2.5	0	44.1	5.1	2.5	11.9	0	19.5	5.1	22.9	2.5	0	30.5	2.5	1.7	1.7	0	5.9	

	Publix Whse Southbound				SW 12th Westbound				E Newport Center Northbound				SW 12th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	**1**	**12**	1	**14**	0	**1**	1	2	**2**	3	0	5	0	0	**1**	**1**	**22**
07:15 AM	0	6	**2**	8	**1**	0	1	2	1	2	0	3	0	0	0	0	13
07:30 AM	0	9	0	9	0	0	**3**	**3**	0	2	0	2	0	0	0	0	14
07:45 AM	0	3	0	3	0	0	0	0	1	**8**	**1**	**10**	0	0	0	0	13
Total Volume	1	30	3	34	1	1	5	7	4	15	1	20	0	0	1	1	62
% App. Total	2.9	88.2	8.8		14.3	14.3	71.4		20	75	5		0	0	100		
PHF	.250	.625	.375	.607	.250	.250	.417	.583	.500	.469	.250	.500	.000	.000	.250	.250	.705

Peggy Malone & Associates, Inc.
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File Name : 9-Publix Warehouse and East Newport Ctr. AM
Site Code :
Start Date : 10/20/2016

Groups Printed- Combined

	Publix Whse Southbound					SW 12th Westbound					E Newport Center Northbound					SW 12th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	13	1	0	15	0	5	12	0	17	48	3	21	0	72	1	0	1	0	2	106
07:15 AM	0	6	3	0	9	2	7	8	0	17	55	3	29	0	87	0	0	0	0	0	113
07:30 AM	0	10	0	0	10	1	6	18	0	25	85	2	18	0	105	1	1	0	0	2	142
07:45 AM	0	4	0	0	4	0	12	29	0	41	104	8	20	0	132	1	1	0	0	2	179
Total	1	33	4	0	38	3	30	67	0	100	292	16	88	0	396	3	2	1	0	6	540
08:00 AM	2	2	0	0	4	0	12	21	0	33	113	5	22	0	140	4	3	0	0	7	184
08:15 AM	0	3	0	0	3	1	11	27	0	39	128	3	21	0	152	2	1	0	0	3	197
08:30 AM	1	6	0	0	7	2	13	20	0	35	93	3	24	0	120	1	3	0	0	4	166
08:45 AM	1	5	0	0	6	3	10	18	0	31	100	7	22	0	129	2	1	1	0	4	170
Total	4	16	0	0	20	6	46	86	0	138	434	18	89	0	541	9	8	1	0	18	717
Grand Total	5	49	4	0	58	9	76	153	0	238	726	34	177	0	937	12	10	2	0	24	1257
Apprch %	8.6	84.5	6.9	0		3.8	31.9	64.3	0		77.5	3.6	18.9	0		50	41.7	8.3	0		
Total %	0.4	3.9	0.3	0	4.6	0.7	6	12.2	0	18.9	57.8	2.7	14.1	0	74.5	1	0.8	0.2	0	1.9	

	Publix Whse Southbound				SW 12th Westbound				E Newport Center Northbound				SW 12th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	4	0	4	0	12	**29**	**41**	104	**8**	20	132	1	1	0	2	179
08:00 AM	**2**	2	0	4	0	12	21	33	113	5	22	140	**4**	**3**	0	**7**	184
08:15 AM	0	3	0	3	1	11	27	39	**128**	3	21	**152**	2	1	0	3	**197**
08:30 AM	1	**6**	0	**7**	**2**	**13**	20	35	93	3	**24**	120	1	3	0	4	166
Total Volume	3	15	0	18	3	48	97	148	438	19	87	544	8	8	0	16	726
% App. Total	16.7	83.3	0		2	32.4	65.5		80.5	3.5	16		50	50	0		
PHF	.375	.625	.000	.643	.375	.923	.836	.902	.855	.594	.906	.895	.500	.667	.000	.571	.921

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 9-Publix Warehouse and East Newport Ctr. PM
Site Code :
Start Date : 10/20/2016

Groups Printed- Car

	Publix Whse Southbound					SW 12th Westbound					E Newport Center Northbound					SW 12th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	0	1	0	1	0	2	63	0	65	22	1	3	0	26	4	1	0	0	5	97
04:15 PM	0	1	1	0	2	0	2	45	0	47	21	0	4	0	25	7	4	0	0	11	85
04:30 PM	0	1	0	0	1	1	6	102	0	109	29	0	2	0	31	20	3	0	0	23	164
04:45 PM	0	0	0	0	0	0	2	77	0	79	29	0	5	0	34	12	4	0	0	16	129
Total	0	2	2	0	4	1	12	287	0	300	101	1	14	0	116	43	12	0	0	55	475
05:00 PM	0	1	1	0	2	0	2	106	0	108	24	0	1	0	25	43	7	1	0	51	186
05:15 PM	1	0	0	0	1	0	1	62	0	63	17	0	8	0	25	22	3	0	0	25	114
05:30 PM	0	0	0	0	0	0	0	86	0	86	21	0	4	0	25	14	5	0	0	19	130
05:45 PM	0	1	0	0	1	1	1	63	0	65	32	0	4	0	36	9	4	0	0	13	115
Total	1	2	1	0	4	1	4	317	0	322	94	0	17	0	111	88	19	1	0	108	545
Grand Total	1	4	3	0	8	2	16	604	0	622	195	1	31	0	227	131	31	1	0	163	1020
Apprch %	12.5	50	37.5	0		0.3	2.6	97.1	0		85.9	0.4	13.7	0		80.4	19	0.6	0		
Total %	0.1	0.4	0.3	0	0.8	0.2	1.6	59.2	0	61	19.1	0.1	3	0	22.3	12.8	3	0.1	0	16	

	Publix Whse Southbound				SW 12th Westbound				E Newport Center Northbound				SW 12th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	**1**	0	1	**1**	**6**	102	**109**	**29**	0	2	31	20	3	0	23	164
04:45 PM	0	0	0	0	0	2	77	79	29	0	5	**34**	12	4	0	16	129
05:00 PM	0	1	**1**	**2**	0	2	**106**	108	24	0	1	25	**43**	**7**	**1**	**51**	**186**
05:15 PM	**1**	0	0	1	0	1	62	63	17	0	**8**	25	22	3	0	25	114
Total Volume	1	2	1	4	1	11	347	359	99	0	16	115	97	17	1	115	593
% App. Total	25	50	25		0.3	3.1	96.7		86.1	0	13.9		84.3	14.8	0.9		
PHF	.250	.500	.250	.500	.250	.458	.818	.823	.853	.000	.500	.846	.564	.607	.250	.564	.797

Peggy Malone & Associates, Inc.
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File Name : 9-Publix Warehouse and East Newport Ctr. PM
Site Code :
Start Date : 10/20/2016

Groups Printed- Truck

	Publix Whse Southbound					SW 12th Westbound					E Newport Center Northbound					SW 12th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	4	0	0	4	0	1	2	0	3	3	6	0	0	9	0	3	0	0	3	19
04:15 PM	0	3	0	0	3	0	1	1	0	2	5	5	0	0	10	0	0	0	0	0	15
04:30 PM	0	3	0	0	3	0	1	1	0	2	2	4	0	0	6	0	1	0	0	1	12
04:45 PM	0	4	0	0	4	2	0	1	0	3	2	3	0	0	5	0	0	0	0	0	12
Total	0	14	0	0	14	2	3	5	0	10	12	18	0	0	30	0	4	0	0	4	58
05:00 PM	0	6	3	0	9	1	2	1	0	4	4	6	0	0	10	1	1	0	0	2	25
05:15 PM	0	7	0	0	7	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	12
05:30 PM	0	3	2	0	5	0	0	0	0	0	4	5	0	0	9	0	0	0	0	0	14
05:45 PM	0	5	3	0	8	0	0	0	0	0	3	1	0	0	4	0	0	0	0	0	12
Total	0	21	8	0	29	2	2	1	0	5	12	15	0	0	27	1	1	0	0	2	63
Grand Total	0	35	8	0	43	4	5	6	0	15	24	33	0	0	57	1	5	0	0	6	121
Apprch %	0	81.4	18.6	0		26.7	33.3	40	0		42.1	57.9	0	0		16.7	83.3	0	0		
Total %	0	28.9	6.6	0	35.5	3.3	4.1	5	0	12.4	19.8	27.3	0	0	47.1	0.8	4.1	0	0	5	

	Publix Whse Southbound				SW 12th Westbound				E Newport Center Northbound				SW 12th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	3	0	3	0	1	**1**	2	**5**	5	0	**10**	0	0	0	0	15
04:30 PM	0	3	0	3	0	1	1	2	2	4	0	6	0	**1**	0	1	12
04:45 PM	0	4	0	4	**2**	0	1	3	2	3	0	5	0	0	0	0	12
05:00 PM	0	**6**	**3**	**9**	1	**2**	1	**4**	4	**6**	0	10	**1**	1	0	**2**	**25**
Total Volume	0	16	3	19	3	4	4	11	13	18	0	31	1	2	0	3	64
% App. Total	0	84.2	15.8		27.3	36.4	36.4		41.9	58.1	0		33.3	66.7	0		
PHF	.000	.667	.250	.528	.375	.500	1.00	.688	.650	.750	.000	.775	.250	.500	.000	.375	.640

Peggy Malone & Associates, Inc.
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File Name : 9-Publix Warehouse and East Newport Ctr. PM
Site Code :
Start Date : 10/20/2016
Page No : 1

Groups Printed- Combined

	Publix Whse Southbound					SW 12th Westbound					E Newport Center Northbound					SW 12th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	0	4	1	0	5	0	3	65	0	68	25	7	3	0	35	4	4	0	0	8	116
04:15 PM	0	4	1	0	5	0	3	46	0	49	26	5	4	0	35	7	4	0	0	11	100
04:30 PM	0	4	0	0	4	1	7	103	0	111	31	4	2	0	37	20	4	0	0	24	176
04:45 PM	0	4	0	0	4	2	2	78	0	82	31	3	5	0	39	12	4	0	0	16	141
Total	0	16	2	0	18	3	15	292	0	310	113	19	14	0	146	43	16	0	0	59	533
05:00 PM	0	7	4	0	11	1	4	107	0	112	28	6	1	0	35	44	8	1	0	53	211
05:15 PM	1	7	0	0	8	1	1	62	0	64	18	3	8	0	29	22	3	0	0	25	126
05:30 PM	0	3	2	0	5	0	0	86	0	86	25	5	4	0	34	14	5	0	0	19	144
05:45 PM	0	6	3	0	9	1	1	63	0	65	35	1	4	0	40	9	4	0	0	13	127
Total	1	23	9	0	33	3	6	318	0	327	106	15	17	0	138	89	20	1	0	110	608
Grand Total	1	39	11	0	51	6	21	610	0	637	219	34	31	0	284	132	36	1	0	169	1141
Apprch %	2	76.5	21.6	0		0.9	3.3	95.8	0		77.1	12	10.9	0		78.1	21.3	0.6	0		
Total %	0.1	3.4	1	0	4.5	0.5	1.8	53.5	0	55.8	19.2	3	2.7	0	24.9	11.6	3.2	0.1	0	14.8	

	Publix Whse Southbound				SW 12th Westbound				E Newport Center Northbound				SW 12th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	4	0	4	1	**7**	103	111	**31**	4	2	37	20	4	0	24	176
04:45 PM	0	4	0	4	**2**	2	78	82	31	3	5	**39**	12	4	0	16	141
05:00 PM	0	**7**	**4**	**11**	1	4	**107**	**112**	28	**6**	1	35	**44**	**8**	**1**	**53**	**211**
05:15 PM	**1**	7	0	8	1	1	62	64	18	3	**8**	29	22	3	0	25	126
Total Volume	1	22	4	27	5	14	350	369	108	16	16	140	98	19	1	118	654
% App. Total	3.7	81.5	14.8		1.4	3.8	94.9		77.1	11.4	11.4		83.1	16.1	0.8		
PHF	.250	.786	.250	.614	.625	.500	.818	.824	.871	.667	.500	.897	.557	.594	.250	.557	.775

Peggy Malone & Associates, Inc.
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File Name : 10-S Military Trail and Walmart_Lakes at Deerfield AM
Site Code :
Start Date : 10/20/2016

Groups Printed- Car

	S. MIlitary Southbound				Lakes at Deerfield Westbound			S. Military Northbound				Walmart Eastbound			
Start Time	Right	Thru	Peds	App. Total	Right	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Peds	App. Total	Int. Total
07:00 AM	8	0	0	8	17	0	17	8	0	0	8	10	0	10	43
07:15 AM	12	0	0	12	26	0	26	2	0	0	2	17	0	17	57
07:30 AM	9	0	0	9	35	0	35	5	0	0	5	11	0	11	60
07:45 AM	15	0	0	15	31	0	31	10	0	0	10	8	0	8	64
Total	44	0	0	44	109	0	109	25	0	0	25	46	0	46	224
08:00 AM	14	0	0	14	21	1	22	10	0	0	10	20	0	20	66
08:15 AM	13	0	0	13	18	0	18	6	0	1	7	18	0	18	56
08:30 AM	12	0	0	12	19	0	19	6	0	0	6	12	1	13	50
08:45 AM	19	0	0	19	18	0	18	11	0	0	11	9	0	9	57
Total	58	0	0	58	76	1	77	33	0	1	34	59	1	60	229
Grand Total	102	0	0	102	185	1	186	58	0	1	59	105	1	106	453
Apprch %	100	0	0		99.5	0.5		98.3	0	1.7		99.1	0.9		
Total %	22.5	0	0	22.5	40.8	0.2	41.1	12.8	0	0.2	13	23.2	0.2	23.4	

	S. MIlitary Southbound			Lakes at Deerfield Westbound		S. Military Northbound			Walmart Eastbound		
Start Time	Right	Thru	App. Total	Right	App. Total	Right	Thru	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	12	0	12	26	26	2	0	2	17	17	57
07:30 AM	9	0	9	**35**	**35**	5	0	5	11	11	60
07:45 AM	**15**	0	**15**	31	31	**10**	0	**10**	8	8	64
08:00 AM	14	0	14	21	21	10	0	10	**20**	**20**	**65**
Total Volume	50	0	50	113	113	27	0	27	56	56	246
% App. Total	100	0		100		100	0		100		
PHF	.833	.000	.833	.807	.807	.675	.000	.675	.700	.700	.946

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 10-S Military Trail and Walmart_Lakes at Deerfield AM
Site Code :
Start Date : 10/20/2016

Groups Printed- Truck

	S. MIlitary Southbound				Lakes at Deerfield Westbound			S. Military Northbound				Walmart Eastbound			
Start Time	Right	Thru	Peds	App. Total	Right	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	1	0	1	1	0	0	1	0	0	0	2
Total	1	0	0	1	1	0	1	1	0	0	1	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	2	0	0	2	1	0	1	0	0	0	0	0	0	0	3
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	2	0	0	2	1	0	1	0	0	0	0	0	0	0	3
Grand Total	3	0	0	3	2	0	2	1	0	0	1	0	0	0	6
Apprch %	100	0	0		100	0		100	0	0		0	0		
Total %	50	0	0	50	33.3	0	33.3	16.7	0	0	16.7	0	0	0	

	S. MIlitary Southbound			Lakes at Deerfield Westbound		S. Military Northbound			Walmart Eastbound		
Start Time	Right	Thru	App. Total	Right	App. Total	Right	Thru	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:30 AM											
07:30 AM	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	**1**	**1**	**1**	0	**1**	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	**2**	0	**2**	1	1	0	0	0	0	0	**3**
Total Volume	2	0	2	2	2	1	0	1	0	0	5
% App. Total	100	0		100		100	0		0		
PHF	.250	.000	.250	.500	.500	.250	.000	.250	.000	.000	.417

Peggy Malone & Associates, Inc.
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File Name : 10-S Military Trail and Walmart_Lakes at Deerfield AM
Site Code :
Start Date : 10/20/2016

Groups Printed- Combined

	S. MIlitary Southbound				Lakes at Deerfield Westbound			S. Military Northbound				Walmart Eastbound			
Start Time	Right	Thru	Peds	App. Total	Right	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Peds	App. Total	Int. Total
07:00 AM	8	0	0	8	17	0	17	8	0	0	8	10	0	10	43
07:15 AM	13	0	0	13	26	0	26	2	0	0	2	17	0	17	58
07:30 AM	9	0	0	9	35	0	35	5	0	0	5	11	0	11	60
07:45 AM	15	0	0	15	32	0	32	11	0	0	11	8	0	8	66
Total	45	0	0	45	110	0	110	26	0	0	26	46	0	46	227
08:00 AM	14	0	0	14	21	1	22	10	0	0	10	20	0	20	66
08:15 AM	15	0	0	15	19	0	19	6	0	1	7	18	0	18	59
08:30 AM	12	0	0	12	19	0	19	6	0	0	6	12	1	13	50
08:45 AM	19	0	0	19	18	0	18	11	0	0	11	9	0	9	57
Total	60	0	0	60	77	1	78	33	0	1	34	59	1	60	232
Grand Total	105	0	0	105	187	1	188	59	0	1	60	105	1	106	459
Apprch %	100	0	0		99.5	0.5		98.3	0	1.7		99.1	0.9		
Total %	22.9	0	0	22.9	40.7	0.2	41	12.9	0	0.2	13.1	22.9	0.2	23.1	

	S. MIlitary Southbound			Lakes at Deerfield Westbound		S. Military Northbound			Walmart Eastbound		
Start Time	Right	Thru	App. Total	Right	App. Total	Right	Thru	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	13	0	13	26	26	2	0	2	17	17	58
07:30 AM	9	0	9	**35**	**35**	5	0	5	11	11	60
07:45 AM	**15**	0	**15**	32	32	**11**	0	**11**	8	8	**66**
08:00 AM	14	0	14	21	21	10	0	10	**20**	**20**	65
Total Volume	51	0	51	114	114	28	0	28	56	56	249
% App. Total	100	0		100		100	0		100		
PHF	.850	.000	.850	.814	.814	.636	.000	.636	.700	.700	.943

Peggy Malone & Associates, Inc.
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File Name : 10-S Military Trail and Walmart_Lakes at Deerfield PM
Site Code :
Start Date : 10/20/2016

Groups Printed- Car

	S. MIlitary Southbound				Lakes at Deerfield Westbound			S. Military Northbound				Walmart Eastbound			
Start Time	Right	Thru	Peds	App. Total	Right	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Peds	App. Total	Int. Total
04:00 PM	35	0	0	35	6	0	6	13	0	2	15	40	0	40	96
04:15 PM	48	0	0	48	11	2	13	9	0	1	10	48	0	48	119
04:30 PM	35	0	0	35	8	2	10	11	0	0	11	41	0	41	97
04:45 PM	35	0	0	35	13	2	15	14	0	2	16	53	2	55	121
Total	153	0	0	153	38	6	44	47	0	5	52	182	2	184	433
05:00 PM	33	0	0	33	6	0	6	17	0	0	17	42	1	43	99
05:15 PM	35	0	0	35	17	0	17	21	0	0	21	34	1	35	108
05:30 PM	45	0	0	45	10	2	12	17	0	1	18	57	0	57	132
05:45 PM	31	0	0	31	8	0	8	19	0	3	22	45	0	45	106
Total	144	0	0	144	41	2	43	74	0	4	78	178	2	180	445
Grand Total	297	0	0	297	79	8	87	121	0	9	130	360	4	364	878
Apprch %	100	0	0		90.8	9.2		93.1	0	6.9		98.9	1.1		
Total %	33.8	0	0	33.8	9	0.9	9.9	13.8	0	1	14.8	41	0.5	41.5	

	S. MIlitary Southbound			Lakes at Deerfield Westbound		S. Military Northbound			Walmart Eastbound		
Start Time	Right	Thru	App. Total	Right	App. Total	Right	Thru	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	35	0	35	13	13	14	0	14	53	53	115
05:00 PM	33	0	33	6	6	17	0	17	42	42	98
05:15 PM	35	0	35	**17**	**17**	**21**	0	**21**	34	34	107
05:30 PM	**45**	0	**45**	10	10	17	0	17	**57**	**57**	**129**
Total Volume	148	0	148	46	46	69	0	69	186	186	449
% App. Total	100	0		100		100	0		100		
PHF	.822	.000	.822	.676	.676	.821	.000	.821	.816	.816	.870

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File Name : 10-S Military Trail and Walmart_Lakes at Deerfield PM
Site Code :
Start Date : 10/20/2016

Groups Printed- Truck

	S. MIlitary Southbound				Lakes at Deerfield Westbound			S. Military Northbound				Walmart Eastbound			
Start Time	Right	Thru	Peds	App. Total	Right	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	1	0	1	2	0	0	2	0	0	0	3
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	1	0	0	1	0	0	0	1	0	0	1	0	0	0	2
Total	1	0	0	1	1	0	1	3	0	0	3	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1
Total	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1
Grand Total	1	0	0	1	1	0	1	4	0	0	4	0	0	0	6
Apprch %	100	0	0		100	0		100	0	0		0	0		
Total %	16.7	0	0	16.7	16.7	0	16.7	66.7	0	0	66.7	0	0	0	

	S. MIlitary Southbound			Lakes at Deerfield Westbound		S. Military Northbound			Walmart Eastbound		
Start Time	Right	Thru	App. Total	Right	App. Total	Right	Thru	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:00 PM											
04:00 PM	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	**1**	**1**	**2**	0	**2**	0	0	**3**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	**1**	0	**1**	0	0	1	0	1	0	0	2
Total Volume	1	0	1	1	1	3	0	3	0	0	5
% App. Total	100	0		100		100	0		0		
PHF	.250	.000	.250	.250	.250	.375	.000	.375	.000	.000	.417

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File Name : 10-S Military Trail and Walmart_Lakes at Deerfield PM
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Groups Printed- Combined

	S. MIlitary Southbound				Lakes at Deerfield Westbound			S. Military Northbound				Walmart Eastbound			
Start Time	Right	Thru	Peds	App. Total	Right	Peds	App. Total	Right	Thru	Peds	App. Total	Right	Peds	App. Total	Int. Total
04:00 PM	35	0	0	35	6	0	6	13	0	2	15	40	0	40	96
04:15 PM	48	0	0	48	12	2	14	11	0	1	12	48	0	48	122
04:30 PM	35	0	0	35	8	2	10	11	0	0	11	41	0	41	97
04:45 PM	36	0	0	36	13	2	15	15	0	2	17	53	2	55	123
Total	154	0	0	154	39	6	45	50	0	5	55	182	2	184	438
05:00 PM	33	0	0	33	6	0	6	17	0	0	17	42	1	43	99
05:15 PM	35	0	0	35	17	0	17	21	0	0	21	34	1	35	108
05:30 PM	45	0	0	45	10	2	12	17	0	1	18	57	0	57	132
05:45 PM	31	0	0	31	8	0	8	20	0	3	23	45	0	45	107
Total	144	0	0	144	41	2	43	75	0	4	79	178	2	180	446
Grand Total	298	0	0	298	80	8	88	125	0	9	134	360	4	364	884
Apprch %	100	0	0		90.9	9.1		93.3	0	6.7		98.9	1.1		
Total %	33.7	0	0	33.7	9	0.9	10	14.1	0	1	15.2	40.7	0.5	41.2	

	S. MIlitary Southbound			Lakes at Deerfield Westbound		S. Military Northbound			Walmart Eastbound		
Start Time	Right	Thru	App. Total	Right	App. Total	Right	Thru	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	36	0	36	13	13	15	0	15	53	53	117
05:00 PM	33	0	33	6	6	17	0	17	42	42	98
05:15 PM	35	0	35	**17**	**17**	**21**	0	**21**	34	34	107
05:30 PM	**45**	0	**45**	10	10	17	0	17	**57**	**57**	**129**
Total Volume	149	0	149	46	46	70	0	70	186	186	451
% App. Total	100	0		100		100	0		100		
PHF	.828	.000	.828	.676	.676	.833	.000	.833	.816	.816	.874

Peggy Malone & Associates, Inc.
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File Name : 11-S Military Trail and Walmart_Horizon Club AM
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Groups Printed- Car

	S Military Southbound						Horizon Club Westbound						S Military Northbound						Walmart Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
07:00 AM	1	110	3	11	0	125	4	1	2	0	0	7	4	229	8	4	0	245	6	0	5	0	0	11	388
07:15 AM	1	146	4	10	0	161	1	0	1	0	3	5	2	303	7	3	2	317	1	0	2	0	0	3	486
07:30 AM	1	161	2	8	0	172	1	0	1	0	2	4	4	336	9	4	0	353	4	0	2	0	0	6	535
07:45 AM	1	226	2	8	0	237	2	0	1	0	3	6	4	357	16	6	0	383	8	0	3	0	0	11	637
Total	4	643	11	37	0	695	8	1	5	0	8	22	14	1225	40	17	2	1298	19	0	12	0	0	31	2046
08:00 AM	1	206	4	11	0	222	3	0	1	0	1	5	7	315	11	4	0	337	6	0	1	0	1	8	572
08:15 AM	0	222	3	9	0	234	1	0	0	0	6	7	1	324	14	2	0	341	14	0	0	0	0	14	596
08:30 AM	1	188	3	10	0	202	2	0	0	0	2	4	4	282	10	4	0	300	4	0	2	0	1	7	513
08:45 AM	5	161	5	6	0	177	4	0	1	0	3	8	3	291	13	2	0	309	10	0	6	0	0	16	510
Total	7	777	15	36	0	835	10	0	2	0	12	24	15	1212	48	12	0	1287	34	0	9	0	2	45	2191
Grand Total	11	1420	26	73	0	1530	18	1	7	0	20	46	29	2437	88	29	2	2585	53	0	21	0	2	76	4237
Apprch %	0.7	92.8	1.7	4.8	0		39.1	2.2	15.2	0	43.5		1.1	94.3	3.4	1.1	0.1		69.7	0	27.6	0	2.6		
Total %	0.3	33.5	0.6	1.7	0	36.1	0.4	0	0.2	0	0.5	1.1	0.7	57.5	2.1	0.7	0	61	1.3	0	0.5	0	0	1.8	

	S Military Southbound				Horizon Club Westbound				S Military Northbound				Walmart Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	161	2	164	1	0	**1**	2	4	336	9	349	4	0	2	6	521
07:45 AM	1	**226**	2	**229**	2	0	1	3	4	**357**	**16**	**377**	8	0	**3**	11	**620**
08:00 AM	1	206	**4**	211	**3**	0	1	**4**	**7**	315	11	333	6	0	1	7	555
08:15 AM	0	222	3	225	1	0	0	1	1	324	14	339	**14**	0	0	**14**	579
Total Volume	3	815	11	829	7	0	3	10	16	1332	50	1398	32	0	6	38	2275
% App. Total	0.4	98.3	1.3		70	0	30		1.1	95.3	3.6		84.2	0	15.8		
PHF	.750	.902	.688	.905	.583	.000	.750	.625	.571	.933	.781	.927	.571	.000	.500	.679	.917

Peggy Malone & Associates, Inc.
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File Name : 11-S Military Trail and Walmart_Horizon Club AM
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Groups Printed- Truck

	S Military Southbound						Horizon Club Westbound						S Military Northbound						Walmart Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
07:00 AM	0	4	0	0	0	4	0	0	0	0	0	0	1	2	0	0	0	3	0	0	0	0	0	0	7
07:15 AM	0	3	0	0	0	3	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	9
07:30 AM	0	5	0	0	0	5	0	0	0	0	0	0	0	9	0	0	0	9	0	0	0	0	0	0	14
07:45 AM	0	2	0	0	0	2	0	0	0	0	0	0	0	6	0	0	0	6	0	0	0	0	0	0	8
Total	0	14	0	0	0	14	0	0	0	0	0	0	1	23	0	0	0	24	0	0	0	0	0	0	38
08:00 AM	0	3	1	0	0	4	1	0	0	0	0	1	0	9	0	0	0	9	0	0	0	0	0	0	14
08:15 AM	0	5	0	0	0	5	0	0	0	0	0	0	0	5	0	0	0	5	1	0	0	0	0	1	11
08:30 AM	0	5	0	0	0	5	0	0	0	0	0	0	0	12	1	0	0	13	0	0	1	0	0	1	19
08:45 AM	1	2	0	0	0	3	0	0	0	0	0	0	0	4	0	0	0	4	1	0	0	0	0	1	8
Total	1	15	1	0	0	17	1	0	0	0	0	1	0	30	1	0	0	31	2	0	1	0	0	3	52
Grand Total	1	29	1	0	0	31	1	0	0	0	0	1	1	53	1	0	0	55	2	0	1	0	0	3	90
Apprch %	3.2	93.5	3.2	0	0		100	0	0	0	0		1.8	96.4	1.8	0	0		66.7	0	33.3	0	0		
Total %	1.1	32.2	1.1	0	0	34.4	1.1	0	0	0	0	1.1	1.1	58.9	1.1	0	0	61.1	2.2	0	1.1	0	0	3.3	

	S Military Southbound				Horizon Club Westbound				S Military Northbound				Walmart Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	2	0	2	0	0	0	0	0	6	0	6	0	0	0	0	8
08:00 AM	0	3	**1**	4	**1**	0	0	**1**	0	9	0	9	0	0	0	0	14
08:15 AM	0	**5**	0	**5**	0	0	0	0	0	5	0	5	**1**	0	0	**1**	11
08:30 AM	0	5	0	5	0	0	0	0	0	**12**	**1**	**13**	0	0	**1**	1	**19**
Total Volume	0	15	1	16	1	0	0	1	0	32	1	33	1	0	1	2	52
% App. Total	0	93.8	6.2		100	0	0		0	97	3		50	0	50		
PHF	.000	.750	.250	.800	.250	.000	.000	.250	.000	.667	.250	.635	.250	.000	.250	.500	.684

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Groups Printed- Combined

	S Military Southbound						Horizon Club Westbound						S Military Northbound						Walmart Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
07:00 AM	1	114	3	11	0	129	4	1	2	0	0	7	5	231	8	4	0	248	6	0	5	0	0	11	395
07:15 AM	1	149	4	10	0	164	1	0	1	0	3	5	2	309	7	3	2	323	1	0	2	0	0	3	495
07:30 AM	1	166	2	8	0	177	1	0	1	0	2	4	4	345	9	4	0	362	4	0	2	0	0	6	549
07:45 AM	1	228	2	8	0	239	2	0	1	0	3	6	4	363	16	6	0	389	8	0	3	0	0	11	645
Total	4	657	11	37	0	709	8	1	5	0	8	22	15	1248	40	17	2	1322	19	0	12	0	0	31	2084
08:00 AM	1	209	5	11	0	226	4	0	1	0	1	6	7	324	11	4	0	346	6	0	1	0	1	8	586
08:15 AM	0	227	3	9	0	239	1	0	0	0	6	7	1	329	14	2	0	346	15	0	0	0	0	15	607
08:30 AM	1	193	3	10	0	207	2	0	0	0	2	4	4	294	11	4	0	313	4	0	3	0	1	8	532
08:45 AM	6	163	5	6	0	180	4	0	1	0	3	8	3	295	13	2	0	313	11	0	6	0	0	17	518
Total	8	792	16	36	0	852	11	0	2	0	12	25	15	1242	49	12	0	1318	36	0	10	0	2	48	2243
Grand Total	12	1449	27	73	0	1561	19	1	7	0	20	47	30	2490	89	29	2	2640	55	0	22	0	2	79	4327
Apprch %	0.8	92.8	1.7	4.7	0		40.4	2.1	14.9	0	42.6		1.1	94.3	3.4	1.1	0.1		69.6	0	27.8	0	2.5		
Total %	0.3	33.5	0.6	1.7	0	36.1	0.4	0	0.2	0	0.5	1.1	0.7	57.5	2.1	0.7	0	61	1.3	0	0.5	0	0	1.8	

	S Military Southbound				Horizon Club Westbound				S Military Northbound				Walmart Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**1**	166	2	169	1	0	**1**	2	4	345	9	358	4	0	2	6	535
07:45 AM	1	**228**	2	**231**	2	0	1	3	4	**363**	**16**	**383**	8	0	**3**	11	**628**
08:00 AM	1	209	**5**	215	**4**	0	1	**5**	**7**	324	11	342	6	0	1	7	569
08:15 AM	0	227	3	230	1	0	0	1	1	329	14	344	**15**	0	0	**15**	590
Total Volume	3	830	12	845	8	0	3	11	16	1361	50	1427	33	0	6	39	2322
% App. Total	0.4	98.2	1.4		72.7	0	27.3		1.1	95.4	3.5		84.6	0	15.4		
PHF	.750	.910	.600	.915	.500	.000	.750	.550	.571	.937	.781	.931	.550	.000	.500	.650	.924

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	S Military Southbound						Horizon Club Westbound						S Military Northbound						Walmart Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
04:00 PM	5	225	6	26	0	262	8	0	5	1	0	14	4	180	22	1	0	207	20	0	5	0	0	25	508
04:15 PM	12	229	3	31	0	275	16	0	3	0	0	19	3	167	24	4	0	198	22	0	18	0	0	40	532
04:30 PM	2	268	4	25	0	299	4	0	2	0	5	11	0	223	24	0	0	247	21	0	12	0	0	33	590
04:45 PM	5	269	0	38	0	312	4	0	4	0	1	9	3	169	29	1	0	202	19	0	13	0	0	32	555
Total	24	991	13	120	0	1148	32	0	14	1	6	53	10	739	99	6	0	854	82	0	48	0	0	130	2185
05:00 PM	6	280	0	41	1	328	1	1	2	0	0	4	0	249	24	4	0	277	21	0	7	0	2	30	639
05:15 PM	4	255	7	23	0	289	4	0	3	0	0	7	0	211	31	1	0	243	16	0	7	0	4	27	566
05:30 PM	6	310	0	32	0	348	4	0	3	0	0	7	0	192	29	1	0	222	21	0	6	0	1	28	605
05:45 PM	3	258	1	28	1	291	3	0	1	0	0	4	0	179	22	3	0	204	19	0	5	0	2	26	525
Total	19	1103	8	124	2	1256	12	1	9	0	0	22	0	831	106	9	0	946	77	0	25	0	9	111	2335
Grand Total	43	2094	21	244	2	2404	44	1	23	1	6	75	10	1570	205	15	0	1800	159	0	73	0	9	241	4520
Apprch %	1.8	87.1	0.9	10.1	0.1		58.7	1.3	30.7	1.3	8		0.6	87.2	11.4	0.8	0		66	0	30.3	0	3.7		
Total %	1	46.3	0.5	5.4	0	53.2	1	0	0.5	0	0.1	1.7	0.2	34.7	4.5	0.3	0	39.8	3.5	0	1.6	0	0.2	5.3	

	S Military Southbound				Horizon Club Westbound				S Military Northbound				Walmart Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	5	269	0	274	**4**	0	**4**	**8**	**3**	169	29	201	19	0	**13**	**32**	515
05:00 PM	**6**	280	0	286	1	**1**	2	4	0	**249**	24	**273**	**21**	0	7	28	**591**
05:15 PM	4	255	**7**	266	4	0	3	7	0	211	**31**	242	16	0	7	23	538
05:30 PM	6	**310**	0	**316**	4	0	3	7	0	192	29	221	21	0	6	27	571
Total Volume	21	1114	7	1142	13	1	12	26	3	821	113	937	77	0	33	110	2215
% App. Total	1.8	97.5	0.6		50	3.8	46.2		0.3	87.6	12.1		70	0	30		
PHF	.875	.898	.250	.903	.813	.250	.750	.813	.250	.824	.911	.858	.917	.000	.635	.859	.937

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Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
04:00 PM	1	5	0	0	0	6	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	0	0	1	8
04:15 PM	0	4	0	0	0	4	0	0	0	0	0	0	0	8	0	0	0	8	1	0	0	0	0	1	13
04:30 PM	1	3	1	0	0	5	1	0	0	0	0	1	0	2	0	0	0	2	0	0	1	0	0	1	9
04:45 PM	0	2	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	0	4
Total	2	14	1	0	0	17	1	0	0	0	0	1	0	13	0	0	0	13	1	0	2	0	0	3	34
05:00 PM	0	5	0	0	0	5	0	0	0	0	0	0	0	4	0	0	0	4	2	0	0	0	0	2	11
05:15 PM	0	4	1	0	0	5	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	8
05:30 PM	0	7	0	0	0	7	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	10
05:45 PM	0	5	0	0	0	5	1	0	0	0	0	1	0	4	0	0	0	4	0	0	0	0	0	0	10
Total	0	21	1	0	0	22	1	0	0	0	0	1	0	14	0	0	0	14	2	0	0	0	0	2	39
Grand Total	2	35	2	0	0	39	2	0	0	0	0	2	0	27	0	0	0	27	3	0	2	0	0	5	73
Apprch %	5.1	89.7	5.1	0	0		100	0	0	0	0		0	100	0	0	0		60	0	40	0	0		
Total %	2.7	47.9	2.7	0	0	53.4	2.7	0	0	0	0	2.7	0	37	0	0	0	37	4.1	0	2.7	0	0	6.8	

	S Military Southbound				Horizon Club Westbound				S Military Northbound				Walmart Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	0	5	0	5	0	0	0	0	0	**4**	0	**4**	**2**	0	0	**2**	**11**
05:15 PM	0	4	**1**	5	0	0	0	0	0	3	0	3	0	0	0	0	8
05:30 PM	0	**7**	0	**7**	0	0	0	0	0	3	0	3	0	0	0	0	10
05:45 PM	0	5	0	5	**1**	0	0	**1**	0	4	0	4	0	0	0	0	10
Total Volume	0	21	1	22	1	0	0	1	0	14	0	14	2	0	0	2	39
% App. Total	0	95.5	4.5		100	0	0		0	100	0		100	0	0		
PHF	.000	.750	.250	.786	.250	.000	.000	.250	.000	.875	.000	.875	.250	.000	.000	.250	.886

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	S Military Southbound						Horizon Club Westbound						S Military Northbound						Walmart Eastbound						
Start Time	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Int. Total
04:00 PM	6	230	6	26	0	268	8	0	5	1	0	14	4	181	22	1	0	208	20	0	6	0	0	26	516
04:15 PM	12	233	3	31	0	279	16	0	3	0	0	19	3	175	24	4	0	206	23	0	18	0	0	41	545
04:30 PM	3	271	5	25	0	304	5	0	2	0	5	12	0	225	24	0	0	249	21	0	13	0	0	34	599
04:45 PM	5	271	0	38	0	314	4	0	4	0	1	9	3	171	29	1	0	204	19	0	13	0	0	32	559
Total	26	1005	14	120	0	1165	33	0	14	1	6	54	10	752	99	6	0	867	83	0	50	0	0	133	2219
05:00 PM	6	285	0	41	1	333	1	1	2	0	0	4	0	253	24	4	0	281	23	0	7	0	2	32	650
05:15 PM	4	259	8	23	0	294	4	0	3	0	0	7	0	214	31	1	0	246	16	0	7	0	4	27	574
05:30 PM	6	317	0	32	0	355	4	0	3	0	0	7	0	195	29	1	0	225	21	0	6	0	1	28	615
05:45 PM	3	263	1	28	1	296	4	0	1	0	0	5	0	183	22	3	0	208	19	0	5	0	2	26	535
Total	19	1124	9	124	2	1278	13	1	9	0	0	23	0	845	106	9	0	960	79	0	25	0	9	113	2374
Grand Total	45	2129	23	244	2	2443	46	1	23	1	6	77	10	1597	205	15	0	1827	162	0	75	0	9	246	4593
Apprch %	1.8	87.1	0.9	10	0.1		59.7	1.3	29.9	1.3	7.8		0.5	87.4	11.2	0.8	0		65.9	0	30.5	0	3.7		
Total %	1	46.4	0.5	5.3	0	53.2	1	0	0.5	0	0.1	1.7	0.2	34.8	4.5	0.3	0	39.8	3.5	0	1.6	0	0.2	5.4	

	S Military Southbound				Horizon Club Westbound				S Military Northbound				Walmart Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	5	271	0	276	**4**	0	**4**	**8**	**3**	171	29	203	19	0	**13**	**32**	519
05:00 PM	**6**	285	0	291	1	**1**	2	4	0	**253**	24	**277**	**23**	0	7	30	**602**
05:15 PM	4	259	**8**	271	4	0	3	7	0	214	**31**	245	16	0	7	23	546
05:30 PM	6	**317**	0	**323**	4	0	3	7	0	195	29	224	21	0	6	27	581
Total Volume	21	1132	8	1161	13	1	12	26	3	833	113	949	79	0	33	112	2248
% App. Total	1.8	97.5	0.7		50	3.8	46.2		0.3	87.8	11.9		70.5	0	29.5		
PHF	.875	.893	.250	.899	.813	.250	.750	.813	.250	.823	.911	.856	.859	.000	.635	.875	.934

Peggy Malone & Associates, Inc.
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Groups Printed- Car

	S Military Southbound					no thru Westbound			S Military Northbound				East Dr Eastbound			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Peds	App. Total	Int. Total
07:00 AM	3	0	0	0	3	5	0	5	0	0	0	0	9	0	9	17
07:15 AM	10	0	0	0	10	1	0	1	0	0	0	0	18	0	18	29
07:30 AM	10	0	0	0	10	1	0	1	0	0	0	0	23	0	23	34
07:45 AM	11	0	0	0	11	0	0	0	0	0	0	0	28	0	28	39
Total	34	0	0	0	34	7	0	7	0	0	0	0	78	0	78	119
08:00 AM	16	0	0	0	16	2	0	2	0	0	0	0	32	0	32	50
08:15 AM	18	0	0	0	18	1	0	1	0	0	0	0	25	0	25	44
08:30 AM	14	0	0	0	14	1	0	1	0	0	0	0	21	0	21	36
08:45 AM	11	0	0	0	11	1	0	1	0	0	0	0	24	0	24	36
Total	59	0	0	0	59	5	0	5	0	0	0	0	102	0	102	166
Grand Total	93	0	0	0	93	12	0	12	0	0	0	0	180	0	180	285
Apprch %	100	0	0	0		100	0		0	0	0		100	0		
Total %	32.6	0	0	0	32.6	4.2	0	4.2	0	0	0	0	63.2	0	63.2	

	S Military Southbound				no thru Westbound		S Military Northbound			East Dr Eastbound		
Start Time	Right	Thru	Left	App. Total	Right	App. Total	Thru	Left	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 07:45 AM												
07:45 AM	11	0	0	11	0	0	0	0	0	28	28	39
08:00 AM	16	0	0	16	**2**	**2**	0	0	0	**32**	**32**	**50**
08:15 AM	**18**	0	0	**18**	1	1	0	0	0	25	25	44
08:30 AM	14	0	0	14	1	1	0	0	0	21	21	36
Total Volume	59	0	0	59	4	4	0	0	0	106	106	169
% App. Total	100	0	0		100		0	0		100		
PHF	.819	.000	.000	.819	.500	.500	.000	.000	.000	.828	.828	.845

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	S Military Southbound					no thru Westbound			S Military Northbound				East Dr Eastbound			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	6	0	6	0	0	0	0	1	0	1	7
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	1	0	1	0	0	0	0	1	0	1	2
Grand Total	0	0	0	0	0	7	0	7	0	0	0	0	2	0	2	9
Apprch %	0	0	0	0		100	0		0	0	0		100	0		
Total %	0	0	0	0	0	77.8	0	77.8	0	0	0	0	22.2	0	22.2	

	S Military Southbound				no thru Westbound		S Military Northbound			East Dr Eastbound		
Start Time	Right	Thru	Left	App. Total	Right	App. Total	Thru	Left	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 07:15 AM												
07:15 AM	0	0	0	0	**3**	**3**	0	0	0	0	0	**3**
07:30 AM	0	0	0	0	3	3	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	0	0	**1**	**1**	1
08:00 AM	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	6	6	0	0	0	2	2	8
% App. Total	0	0	0		100		0	0		100		
PHF	.000	.000	.000	.000	.500	.500	.000	.000	.000	.500	.500	.667

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	S Military Southbound					no thru Westbound			S Military Northbound				East Dr Eastbound			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Peds	App. Total	Int. Total
07:00 AM	3	0	0	0	3	5	0	5	0	0	0	0	9	0	9	17
07:15 AM	10	0	0	0	10	4	0	4	0	0	0	0	18	0	18	32
07:30 AM	10	0	0	0	10	4	0	4	0	0	0	0	23	0	23	37
07:45 AM	11	0	0	0	11	0	0	0	0	0	0	0	29	0	29	40
Total	34	0	0	0	34	13	0	13	0	0	0	0	79	0	79	126
08:00 AM	16	0	0	0	16	2	0	2	0	0	0	0	33	0	33	51
08:15 AM	18	0	0	0	18	1	0	1	0	0	0	0	25	0	25	44
08:30 AM	14	0	0	0	14	1	0	1	0	0	0	0	21	0	21	36
08:45 AM	11	0	0	0	11	2	0	2	0	0	0	0	24	0	24	37
Total	59	0	0	0	59	6	0	6	0	0	0	0	103	0	103	168
Grand Total	93	0	0	0	93	19	0	19	0	0	0	0	182	0	182	294
Apprch %	100	0	0	0		100	0		0	0	0		100	0		
Total %	31.6	0	0	0	31.6	6.5	0	6.5	0	0	0	0	61.9	0	61.9	

	S Military Southbound				no thru Westbound		S Military Northbound			East Dr Eastbound		
Start Time	Right	Thru	Left	App. Total	Right	App. Total	Thru	Left	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 07:30 AM												
07:30 AM	10	0	0	10	**4**	**4**	0	0	0	23	23	37
07:45 AM	11	0	0	11	0	0	0	0	0	29	29	40
08:00 AM	16	0	0	16	2	2	0	0	0	**33**	**33**	**51**
08:15 AM	**18**	0	0	**18**	1	1	0	0	0	25	25	44
Total Volume	55	0	0	55	7	7	0	0	0	110	110	172
% App. Total	100	0	0		100		0	0		100		
PHF	.764	.000	.000	.764	.438	.438	.000	.000	.000	.833	.833	.843

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	S Military Southbound					no thru Westbound			S Military Northbound				East Dr Eastbound			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Peds	App. Total	Int. Total
04:00 PM	41	0	0	0	41	2	0	2	0	0	0	0	15	0	15	58
04:15 PM	31	0	0	0	31	0	0	0	0	0	0	0	15	0	15	46
04:30 PM	35	0	0	0	35	5	1	6	0	0	0	0	26	1	27	68
04:45 PM	29	0	0	0	29	2	1	3	0	0	0	0	17	0	17	49
Total	136	0	0	0	136	9	2	11	0	0	0	0	73	1	74	221
05:00 PM	31	0	0	0	31	7	1	8	0	0	0	0	24	1	25	64
05:15 PM	17	0	0	0	17	4	0	4	0	0	0	0	19	0	19	40
05:30 PM	14	0	0	0	14	4	1	5	0	0	0	0	10	0	10	29
05:45 PM	26	0	0	0	26	4	0	4	0	0	0	0	20	0	20	50
Total	88	0	0	0	88	19	2	21	0	0	0	0	73	1	74	183
Grand Total	224	0	0	0	224	28	4	32	0	0	0	0	146	2	148	404
Apprch %	100	0	0	0		87.5	12.5		0	0	0		98.6	1.4		
Total %	55.4	0	0	0	55.4	6.9	1	7.9	0	0	0	0	36.1	0.5	36.6	

	S Military Southbound				no thru Westbound		S Military Northbound			East Dr Eastbound		
Start Time	Right	Thru	Left	App. Total	Right	App. Total	Thru	Left	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 04:15 PM												
04:15 PM	31	0	0	31	0	0	0	0	0	15	15	46
04:30 PM	**35**	0	0	**35**	5	5	0	0	0	**26**	**26**	**66**
04:45 PM	29	0	0	29	2	2	0	0	0	17	17	48
05:00 PM	31	0	0	31	**7**	**7**	0	0	0	24	24	62
Total Volume	126	0	0	126	14	14	0	0	0	82	82	222
% App. Total	100	0	0		100		0	0		100		
PHF	.900	.000	.000	.900	.500	.500	.000	.000	.000	.788	.788	.841

Peggy Malone & Associates, Inc.
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File Name : 12-S Military Trail and East Dr PM
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Groups Printed- Truck

	S Military Southbound					no thru Westbound			S Military Northbound				East Dr Eastbound			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Peds	App. Total	Int. Total
04:00 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Grand Total	1	0	0	0	1	0	0	0	0	0	0	0	2	0	2	3
Apprch %	100	0	0	0		0	0		0	0	0		100	0		
Total %	33.3	0	0	0	33.3	0	0	0	0	0	0	0	66.7	0	66.7	

	S Military Southbound				no thru Westbound		S Military Northbound			East Dr Eastbound		
Start Time	Right	Thru	Left	App. Total	Right	App. Total	Thru	Left	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 04:45 PM												
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	**1**	**1**	**1**
05:30 PM	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	0	0	0	0	2	2	2
% App. Total	0	0	0		0		0	0		100		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.500

Peggy Malone & Associates, Inc.
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File Name : 12-S Military Trail and East Dr PM
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Groups Printed- Combined

	S Military Southbound					no thru Westbound			S Military Northbound				East Dr Eastbound			
Start Time	Right	Thru	Left	Peds	App. Total	Right	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Peds	App. Total	Int. Total
04:00 PM	42	0	0	0	42	2	0	2	0	0	0	0	15	0	15	59
04:15 PM	31	0	0	0	31	0	0	0	0	0	0	0	15	0	15	46
04:30 PM	35	0	0	0	35	5	1	6	0	0	0	0	26	1	27	68
04:45 PM	29	0	0	0	29	2	1	3	0	0	0	0	17	0	17	49
Total	137	0	0	0	137	9	2	11	0	0	0	0	73	1	74	222
05:00 PM	31	0	0	0	31	7	1	8	0	0	0	0	24	1	25	64
05:15 PM	17	0	0	0	17	4	0	4	0	0	0	0	20	0	20	41
05:30 PM	14	0	0	0	14	4	1	5	0	0	0	0	11	0	11	30
05:45 PM	26	0	0	0	26	4	0	4	0	0	0	0	20	0	20	50
Total	88	0	0	0	88	19	2	21	0	0	0	0	75	1	76	185
Grand Total	225	0	0	0	225	28	4	32	0	0	0	0	148	2	150	407
Apprch %	100	0	0	0		87.5	12.5		0	0	0		98.7	1.3		
Total %	55.3	0	0	0	55.3	6.9	1	7.9	0	0	0	0	36.4	0.5	36.9	

	S Military Southbound				no thru Westbound		S Military Northbound			East Dr Eastbound		
Start Time	Right	Thru	Left	App. Total	Right	App. Total	Thru	Left	App. Total	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1												
Peak Hour for Entire Intersection Begins at 04:15 PM												
04:15 PM	31	0	0	31	0	0	0	0	0	15	15	46
04:30 PM	**35**	0	0	**35**	5	5	0	0	0	**26**	**26**	**66**
04:45 PM	29	0	0	29	2	2	0	0	0	17	17	48
05:00 PM	31	0	0	31	**7**	**7**	0	0	0	24	24	62
Total Volume	126	0	0	126	14	14	0	0	0	82	82	222
% App. Total	100	0	0		100		0	0		100		
PHF	.900	.000	.000	.900	.500	.500	.000	.000	.000	.788	.788	.841

Peggy Malone & Associates, Inc.
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File Name : 13-West Service Rd Drways and SW 10th St. AM
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Groups Printed- Car

	Southbound			SW 10th St. Westbound			Service Road (E) Northbound			SW 10th St. Eastbound			Service Road (W) Northeastbound			
Start Time	Thru	Peds	App. Total	Bear Left	Peds	App. Total	Right	Peds	App. Total	Hard Right	Peds	App. Total	Bear Left	Peds	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	0	0	0	5	0	5	0	0	0	6
07:15 AM	0	0	0	1	0	1	2	0	2	9	0	9	0	0	0	12
07:30 AM	0	0	0	5	0	5	4	0	4	3	0	3	0	0	0	12
07:45 AM	0	0	0	18	0	18	5	0	5	6	0	6	0	0	0	29
Total	0	1	1	24	0	24	11	0	11	23	0	23	0	0	0	59
08:00 AM	0	0	0	4	0	4	5	0	5	5	0	5	0	0	0	14
08:15 AM	0	0	0	6	0	6	6	0	6	6	0	6	0	0	0	18
08:30 AM	0	0	0	3	0	3	3	0	3	5	0	5	0	0	0	11
08:45 AM	0	0	0	2	0	2	6	0	6	11	0	11	0	0	0	19
Total	0	0	0	15	0	15	20	0	20	27	0	27	0	0	0	62
Grand Total	0	1	1	39	0	39	31	0	31	50	0	50	0	0	0	121
Apprch %	0	100		100	0		100	0		100	0		0	0		
Total %	0	0.8	0.8	32.2	0	32.2	25.6	0	25.6	41.3	0	41.3	0	0	0	

	Southbound		SW 10th St. Westbound		Service Road (E) Northbound		SW 10th St. Eastbound		Service Road (W) Northeastbound		
Start Time	Thru	App. Total	Bear Left	App. Total	Right	App. Total	Hard Right	App. Total	Bear Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:30 AM											
07:30 AM	0	0	5	5	4	4	3	3	0	0	12
07:45 AM	0	0	**18**	**18**	5	5	**6**	**6**	0	0	**29**
08:00 AM	0	0	4	4	5	5	5	5	0	0	14
08:15 AM	0	0	6	6	**6**	**6**	6	6	0	0	18
Total Volume	0	0	33	33	20	20	20	20	0	0	73
% App. Total	0		100		100		100		0		
PHF	.000	.000	.458	.458	.833	.833	.833	.833	.000	.000	.629

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File Name : 13-West Service Rd Drways and SW 10th St. AM
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Groups Printed- Truck

	Southbound			SW 10th St. Westbound			Service Road (E) Northbound			SW 10th St. Eastbound			Service Road (W) Northeastbound			
Start Time	Thru	Peds	App. Total	Bear Left	Peds	App. Total	Right	Peds	App. Total	Hard Right	Peds	App. Total	Bear Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1
Apprch %	0	0		0	0		100	0		0	0		0	0		
Total %	0	0	0	0	0	0	100	0	100	0	0	0	0	0	0	

	Southbound		SW 10th St. Westbound		Service Road (E) Northbound		SW 10th St. Eastbound		Service Road (W) Northeastbound		
Start Time	Thru	App. Total	Bear Left	App. Total	Right	App. Total	Hard Right	App. Total	Bear Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:00 AM											
07:00 AM	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	**1**	**1**	0	0	0	0	**1**
07:30 AM	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	1	1	0	0	0	0	1
% App. Total	0		0		100		0		0		
PHF	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.250

Peggy Malone & Associates, Inc.
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File Name : 13-West Service Rd Drways and SW 10th St. AM
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Groups Printed- Combined

	Southbound			SW 10th St. Westbound			Service Road (E) Northbound			SW 10th St. Eastbound			Service Road (W) Northeastbound			
Start Time	Thru	Peds	App. Total	Bear Left	Peds	App. Total	Right	Peds	App. Total	Hard Right	Peds	App. Total	Bear Left	Peds	App. Total	Int. Total
07:00 AM	0	1	1	0	0	0	0	0	0	5	0	5	0	0	0	6
07:15 AM	0	0	0	1	0	1	3	0	3	9	0	9	0	0	0	13
07:30 AM	0	0	0	5	0	5	4	0	4	3	0	3	0	0	0	12
07:45 AM	0	0	0	18	0	18	5	0	5	6	0	6	0	0	0	29
Total	0	1	1	24	0	24	12	0	12	23	0	23	0	0	0	60
08:00 AM	0	0	0	4	0	4	5	0	5	5	0	5	0	0	0	14
08:15 AM	0	0	0	6	0	6	6	0	6	6	0	6	0	0	0	18
08:30 AM	0	0	0	3	0	3	3	0	3	5	0	5	0	0	0	11
08:45 AM	0	0	0	2	0	2	6	0	6	11	0	11	0	0	0	19
Total	0	0	0	15	0	15	20	0	20	27	0	27	0	0	0	62
Grand Total	0	1	1	39	0	39	32	0	32	50	0	50	0	0	0	122
Apprch %	0	100		100	0		100	0		100	0		0	0		
Total %	0	0.8	0.8	32	0	32	26.2	0	26.2	41	0	41	0	0	0	

	Southbound		SW 10th St. Westbound		Service Road (E) Northbound		SW 10th St. Eastbound		Service Road (W) Northeastbound		
Start Time	Thru	App. Total	Bear Left	App. Total	Right	App. Total	Hard Right	App. Total	Bear Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:30 AM											
07:30 AM	0	0	5	5	4	4	3	3	0	0	12
07:45 AM	0	0	**18**	**18**	5	5	**6**	**6**	0	0	**29**
08:00 AM	0	0	4	4	5	5	5	5	0	0	14
08:15 AM	0	0	6	6	**6**	**6**	6	6	0	0	18
Total Volume	0	0	33	33	20	20	20	20	0	0	73
% App. Total	0		100		100		100		0		
PHF	.000	.000	.458	.458	.833	.833	.833	.833	.000	.000	.629

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 13-West Service Rd Drways and SW 10th St. PM
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Groups Printed- Car

	Service Rd (E) Southbound			SW 10th St. Westbound			Service Rd (E) Northbound			SW 10th St. Eastbound			Service Rd (W) Northeastbound			
Start Time	Thru	Peds	App. Total	Bear Left	Peds	App. Total	Right	Peds	App. Total	Hard Right	Peds	App. Total	Bear Right	Peds	App. Total	Int. Total
04:00 PM	0	1	1	3	0	3	0	0	0	3	0	3	0	0	0	7
04:15 PM	0	0	0	6	0	6	8	0	8	9	0	9	0	0	0	23
04:30 PM	0	0	0	11	0	11	58	0	58	7	0	7	0	0	0	76
04:45 PM	0	0	0	6	0	6	13	0	13	4	0	4	0	0	0	23
Total	0	1	1	26	0	26	79	0	79	23	0	23	0	0	0	129
05:00 PM	0	0	0	2	0	2	7	0	7	2	0	2	0	0	0	11
05:15 PM	0	0	0	4	0	4	3	0	3	2	0	2	0	0	0	9
05:30 PM	0	0	0	2	0	2	3	0	3	1	0	1	0	0	0	6
05:45 PM	0	0	0	1	0	1	5	0	5	3	0	3	0	0	0	9
Total	0	0	0	9	0	9	18	0	18	8	0	8	0	0	0	35
Grand Total	0	1	1	35	0	35	97	0	97	31	0	31	0	0	0	164
Apprch %	0	100		100	0		100	0		100	0		0	0		
Total %	0	0.6	0.6	21.3	0	21.3	59.1	0	59.1	18.9	0	18.9	0	0	0	

	Service Rd (E) Southbound		SW 10th St. Westbound		Service Rd (E) Northbound		SW 10th St. Eastbound		Service Rd (W) Northeastbound		
Start Time	Thru	App. Total	Bear Left	App. Total	Right	App. Total	Hard Right	App. Total	Bear Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:15 PM											
04:15 PM	0	0	6	6	8	8	**9**	**9**	0	0	23
04:30 PM	0	0	**11**	**11**	**58**	**58**	7	7	0	0	**76**
04:45 PM	0	0	6	6	13	13	4	4	0	0	23
05:00 PM	0	0	2	2	7	7	2	2	0	0	11
Total Volume	0	0	25	25	86	86	22	22	0	0	133
% App. Total	0		100		100		100		0		
PHF	.000	.000	.568	.568	.371	.371	.611	.611	.000	.000	.438

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Groups Printed- Truck

	Service Rd (E) Southbound			SW 10th St. Westbound			Service Rd (E) Northbound			SW 10th St. Eastbound			Service Rd (W) Northeastbound			
Start Time	Thru	Peds	App. Total	Bear Left	Peds	App. Total	Right	Peds	App. Total	Hard Right	Peds	App. Total	Bear Right	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
Apprch %	0	0		100	0		0	0		0	0		0	0		
Total %	0	0	0	100	0	100	0	0	0	0	0	0	0	0	0	

	Service Rd (E) Southbound		SW 10th St. Westbound		Service Rd (E) Northbound		SW 10th St. Eastbound		Service Rd (W) Northeastbound		
Start Time	Thru	App. Total	Bear Left	App. Total	Right	App. Total	Hard Right	App. Total	Bear Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:00 PM											
04:00 PM	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	**1**	**1**	0	0	0	0	0	0	**1**
Total Volume	0	0	1	1	0	0	0	0	0	0	1
% App. Total	0		100		0		0		0		
PHF	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.250

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File Name : 13-West Service Rd Drways and SW 10th St. PM
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Groups Printed- Combined

	Service Rd (E) Southbound			SW 10th St. Westbound			Service Rd (E) Northbound			SW 10th St. Eastbound			Service Rd (W) Northeastbound			
Start Time	Thru	Peds	App. Total	Bear Left	Peds	App. Total	Right	Peds	App. Total	Hard Right	Peds	App. Total	Bear Right	Peds	App. Total	Int. Total
04:00 PM	0	1	1	3	0	3	0	0	0	3	0	3	0	0	0	7
04:15 PM	0	0	0	6	0	6	8	0	8	9	0	9	0	0	0	23
04:30 PM	0	0	0	11	0	11	58	0	58	7	0	7	0	0	0	76
04:45 PM	0	0	0	7	0	7	13	0	13	4	0	4	0	0	0	24
Total	0	1	1	27	0	27	79	0	79	23	0	23	0	0	0	130
05:00 PM	0	0	0	2	0	2	7	0	7	2	0	2	0	0	0	11
05:15 PM	0	0	0	4	0	4	3	0	3	2	0	2	0	0	0	9
05:30 PM	0	0	0	2	0	2	3	0	3	1	0	1	0	0	0	6
05:45 PM	0	0	0	1	0	1	5	0	5	3	0	3	0	0	0	9
Total	0	0	0	9	0	9	18	0	18	8	0	8	0	0	0	35
Grand Total	0	1	1	36	0	36	97	0	97	31	0	31	0	0	0	165
Apprch %	0	100		100	0		100	0		100	0		0	0		
Total %	0	0.6	0.6	21.8	0	21.8	58.8	0	58.8	18.8	0	18.8	0	0	0	

	Service Rd (E) Southbound		SW 10th St. Westbound		Service Rd (E) Northbound		SW 10th St. Eastbound		Service Rd (W) Northeastbound		
Start Time	Thru	App. Total	Bear Left	App. Total	Right	App. Total	Hard Right	App. Total	Bear Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:15 PM											
04:15 PM	0	0	6	6	8	8	**9**	**9**	0	0	23
04:30 PM	0	0	**11**	**11**	**58**	**58**	7	7	0	0	**76**
04:45 PM	0	0	7	7	13	13	4	4	0	0	24
05:00 PM	0	0	2	2	7	7	2	2	0	0	11
Total Volume	0	0	26	26	86	86	22	22	0	0	134
% App. Total	0		100		100		100		0		
PHF	.000	.000	.591	.591	.371	.371	.611	.611	.000	.000	.441

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 14-East Svc Rd Driveways and SW 10th St AM
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Groups Printed- Car

	no thru Southbound						SW 10th Westbound						Svc Rd Exit Northbound						SW 10th Eastbound						Svc Rd In/Out Northeastbound						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	10	1	0	11	5	0	0	0	0	5	7	0	0	0	0	7	0	1	0	0	0	1	24
07:15 AM	0	0	0	0	0	0	0	0	7	0	0	7	11	0	0	0	0	11	3	0	0	0	0	3	0	4	0	0	0	4	25
07:30 AM	0	0	0	0	0	0	0	0	11	0	0	11	12	0	0	0	0	12	1	0	0	0	0	1	0	7	0	0	0	7	31
07:45 AM	0	0	0	0	0	0	0	0	14	0	0	14	3	0	0	0	0	3	1	0	0	0	0	1	0	9	0	0	0	9	27
Total	0	0	0	0	0	0	0	0	42	1	0	43	31	0	0	0	0	31	12	0	0	0	0	12	0	21	0	0	0	21	107
08:00 AM	0	0	0	0	0	0	0	0	14	0	0	14	8	0	0	0	0	8	5	0	0	0	0	5	0	9	0	0	0	9	36
08:15 AM	0	0	0	0	0	0	0	0	13	0	0	13	15	0	0	0	0	15	1	0	0	0	0	1	0	7	0	0	0	7	36
08:30 AM	0	0	0	0	0	0	0	0	7	1	0	8	9	0	0	0	0	9	1	0	0	0	0	1	0	7	0	0	0	7	25
08:45 AM	0	0	0	0	0	0	0	0	8	0	0	8	12	0	0	0	0	12	1	0	0	0	0	1	0	6	0	0	0	6	27
Total	0	0	0	0	0	0	0	0	42	1	0	43	44	0	0	0	0	44	8	0	0	0	0	8	0	29	0	0	0	29	124
Grand Total	0	0	0	0	0	0	0	0	84	2	0	86	75	0	0	0	0	75	20	0	0	0	0	20	0	50	0	0	0	50	231
Apprch %	0	0	0	0	0		0	0	97.7	2.3	0		100	0	0	0	0		100	0	0	0	0		0	100	0	0	0		
Total %	0	0	0	0	0	0	0	0	36.4	0.9	0	37.2	32.5	0	0	0	0	32.5	8.7	0	0	0	0	8.7	0	21.6	0	0	0	21.6	

	no thru Southbound					SW 10th Westbound					Svc Rd Exit Northbound					SW 10th Eastbound					Svc Rd In/Out Northeastbound					
Start Time	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	0	0	0	0	0	0	0	11	0	11	12	0	0	0	12	1	0	0	0	1	0	7	0	0	7	31
07:45 AM	0	0	0	0	0	0	0	**14**	0	**14**	3	0	0	0	3	1	0	0	0	1	0	**9**	0	0	**9**	27
08:00 AM	0	0	0	0	0	0	0	14	0	14	8	0	0	0	8	**5**	0	0	0	**5**	0	9	0	0	9	**36**
08:15 AM	0	0	0	0	0	0	0	13	0	13	**15**	0	0	0	**15**	1	0	0	0	1	0	7	0	0	7	36
Total Volume	0	0	0	0	0	0	0	52	0	52	38	0	0	0	38	8	0	0	0	8	0	32	0	0	32	130
% App. Total	0	0	0	0		0	0	100	0		100	0	0	0		100	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.929	.000	.929	.633	.000	.000	.000	.633	.400	.000	.000	.000	.400	.000	.889	.000	.000	.889	.903

Peggy Malone & Associates, Inc.
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Groups Printed- Truck

	no thru Southbound						SW 10th Westbound						Svc Rd Exit Northbound						SW 10th Eastbound						Svc Rd In/Out Northeastbound						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1	0	0	0	0	1	0	0	0	0	0	0	2
Apprch %	0	0	0	0	0		0	0	0	0	0		100	0	0	0	0		100	0	0	0	0		0	0	0	0	0		
Total %	0	0	0	0	0	0	0	0	0	0	0	0	50	0	0	0	0	50	50	0	0	0	0	50	0	0	0	0	0	0	

	no thru Southbound					SW 10th Westbound					Svc Rd Exit Northbound					SW 10th Eastbound					Svc Rd In/Out Northeastbound					
Start Time	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:00 AM																										
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	0	**1**	0	0	0	0	0	**1**
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	1
% App. Total	0	0	0	0		0	0	0	0		0	0	0	0		100	0	0	0		0	0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.000	.000	.000	.000	.000	.250

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 14-East Svc Rd Driveways and SW 10th St AM
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Groups Printed- Combined

	no thru Southbound						SW 10th Westbound						Svc Rd Exit Northbound						SW 10th Eastbound						Svc Rd In/Out Northeastbound						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	10	1	0	11	5	0	0	0	0	5	8	0	0	0	0	8	0	1	0	0	0	1	25
07:15 AM	0	0	0	0	0	0	0	0	7	0	0	7	11	0	0	0	0	11	3	0	0	0	0	3	0	4	0	0	0	4	25
07:30 AM	0	0	0	0	0	0	0	0	11	0	0	11	12	0	0	0	0	12	1	0	0	0	0	1	0	7	0	0	0	7	31
07:45 AM	0	0	0	0	0	0	0	0	14	0	0	14	3	0	0	0	0	3	1	0	0	0	0	1	0	9	0	0	0	9	27
Total	0	0	0	0	0	0	0	0	42	1	0	43	31	0	0	0	0	31	13	0	0	0	0	13	0	21	0	0	0	21	108
08:00 AM	0	0	0	0	0	0	0	0	14	0	0	14	8	0	0	0	0	8	5	0	0	0	0	5	0	9	0	0	0	9	36
08:15 AM	0	0	0	0	0	0	0	0	13	0	0	13	16	0	0	0	0	16	1	0	0	0	0	1	0	7	0	0	0	7	37
08:30 AM	0	0	0	0	0	0	0	0	7	1	0	8	9	0	0	0	0	9	1	0	0	0	0	1	0	7	0	0	0	7	25
08:45 AM	0	0	0	0	0	0	0	0	8	0	0	8	12	0	0	0	0	12	1	0	0	0	0	1	0	6	0	0	0	6	27
Total	0	0	0	0	0	0	0	0	42	1	0	43	45	0	0	0	0	45	8	0	0	0	0	8	0	29	0	0	0	29	125
Grand Total	0	0	0	0	0	0	0	0	84	2	0	86	76	0	0	0	0	76	21	0	0	0	0	21	0	50	0	0	0	50	233
Apprch %	0	0	0	0	0		0	0	97.7	2.3	0		100	0	0	0	0		100	0	0	0	0		0	100	0	0	0		
Total %	0	0	0	0	0	0	0	0	36.1	0.9	0	36.9	32.6	0	0	0	0	32.6	9	0	0	0	0	9	0	21.5	0	0	0	21.5	

	no thru Southbound					SW 10th Westbound					Svc Rd Exit Northbound					SW 10th Eastbound					Svc Rd In/Out Northeastbound					
Start Time	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30 AM																										
07:30 AM	0	0	0	0	0	0	0	11	0	11	12	0	0	0	12	1	0	0	0	1	0	7	0	0	7	31
07:45 AM	0	0	0	0	0	0	0	**14**	0	**14**	3	0	0	0	3	1	0	0	0	1	0	**9**	0	0	**9**	27
08:00 AM	0	0	0	0	0	0	0	14	0	14	8	0	0	0	8	**5**	0	0	0	**5**	0	9	0	0	9	36
08:15 AM	0	0	0	0	0	0	0	13	0	13	**16**	0	0	0	**16**	1	0	0	0	1	0	7	0	0	7	**37**
Total Volume	0	0	0	0	0	0	0	52	0	52	39	0	0	0	39	8	0	0	0	8	0	32	0	0	32	131
% App. Total	0	0	0	0		0	0	100	0		100	0	0	0		100	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.929	.000	.929	.609	.000	.000	.000	.609	.400	.000	.000	.000	.400	.000	.889	.000	.000	.889	.885

Peggy Malone & Associates, Inc.
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File Name : 14-East Svc Rd Driveways and SW 10th St PM
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Groups Printed- Car

	no thru Southbound						SW 10th Westbound						Svc Rd Exit Northbound						SW 10th Eastbound						Svc Rd In/Out Northeastbound						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	5	0	1	6	24	0	0	0	0	24	16	0	0	0	0	16	0	4	0	0	0	4	50
04:15 PM	0	0	0	0	0	0	0	0	20	0	0	20	26	0	0	0	0	26	17	0	0	0	0	17	0	2	0	0	0	2	65
04:30 PM	0	0	0	0	0	0	0	0	11	4	0	15	29	0	0	0	0	29	15	0	0	0	0	15	0	7	0	0	0	7	66
04:45 PM	0	0	0	0	0	0	0	0	15	2	0	17	31	0	0	0	0	31	14	0	0	0	0	14	0	1	0	0	0	1	63
Total	0	0	0	0	0	0	0	0	51	6	1	58	110	0	0	0	0	110	62	0	0	0	0	62	0	14	0	0	0	14	244
05:00 PM	0	0	0	0	0	0	0	0	15	0	0	15	33	0	0	0	0	33	17	0	0	0	0	17	0	5	0	0	0	5	70
05:15 PM	0	0	0	0	0	0	0	0	2	1	0	3	21	0	0	0	0	21	11	0	0	0	0	11	0	3	0	0	0	3	38
05:30 PM	0	0	0	0	0	0	0	0	10	0	0	10	28	0	0	0	0	28	21	0	0	0	0	21	0	2	0	0	0	2	61
05:45 PM	0	0	0	0	0	0	0	0	9	0	0	9	32	0	0	0	0	32	12	0	0	0	0	12	0	2	0	0	0	2	55
Total	0	0	0	0	0	0	0	0	36	1	0	37	114	0	0	0	0	114	61	0	0	0	0	61	0	12	0	0	0	12	224
Grand Total	0	0	0	0	0	0	0	0	87	7	1	95	224	0	0	0	0	224	123	0	0	0	0	123	0	26	0	0	0	26	468
Apprch %	0	0	0	0	0		0	0	91.6	7.4	1.1		100	0	0	0	0		100	0	0	0	0		0	100	0	0	0		
Total %	0	0	0	0	0	0	0	0	18.6	1.5	0.2	20.3	47.9	0	0	0	0	47.9	26.3	0	0	0	0	26.3	0	5.6	0	0	0	5.6	

	no thru Southbound					SW 10th Westbound					Svc Rd Exit Northbound					SW 10th Eastbound					Svc Rd In/Out Northeastbound					
Start Time	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:15 PM																										
04:15 PM	0	0	0	0	0	0	0	**20**	0	**20**	26	0	0	0	26	**17**	0	0	0	**17**	0	2	0	0	2	65
04:30 PM	0	0	0	0	0	0	0	11	**4**	15	29	0	0	0	29	15	0	0	0	15	0	**7**	0	0	**7**	66
04:45 PM	0	0	0	0	0	0	0	15	2	17	31	0	0	0	31	14	0	0	0	14	0	1	0	0	1	63
05:00 PM	0	0	0	0	0	0	0	15	0	15	**33**	0	0	0	**33**	17	0	0	0	17	0	5	0	0	5	**70**
Total Volume	0	0	0	0	0	0	0	61	6	67	119	0	0	0	119	63	0	0	0	63	0	15	0	0	15	264
% App. Total	0	0	0	0		0	0	91	9		100	0	0	0		100	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.763	.375	.838	.902	.000	.000	.000	.902	.926	.000	.000	.000	.926	.000	.536	.000	.000	.536	.943

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File Name : 14-East Svc Rd Driveways and SW 10th St PM
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Groups Printed- Truck

	no thru Southbound						SW 10th Westbound						Svc Rd Exit Northbound						SW 10th Eastbound						Svc Rd In/Out Northeastbound						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
Apprch %	0	0	0	0	0		0	0	100	0	0		0	0	0	0	0		0	0	0	0	0		0	100	0	0	0		
Total %	0	0	0	0	0	0	0	0	50	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	50	0	0	0	50	

	no thru Southbound					SW 10th Westbound					Svc Rd Exit Northbound					SW 10th Eastbound					Svc Rd In/Out Northeastbound					
Start Time	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:45 PM																										
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	0	0	**1**	**1**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
% App. Total	0	0	0	0		0	0	100	0		0	0	0	0		0	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.000	.250	.500

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 14-East Svc Rd Driveways and SW 10th St PM
Site Code :
Start Date : 10/20/2016
Page No : 1

Groups Printed- Combined

	no thru Southbound						SW 10th Westbound						Svc Rd Exit Northbound						SW 10th Eastbound						Svc Rd In/Out Northeastbound						
Start Time	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	5	0	1	6	24	0	0	0	0	24	16	0	0	0	0	16	0	4	0	0	0	4	50
04:15 PM	0	0	0	0	0	0	0	0	20	0	0	20	26	0	0	0	0	26	17	0	0	0	0	17	0	2	0	0	0	2	65
04:30 PM	0	0	0	0	0	0	0	0	11	4	0	15	29	0	0	0	0	29	15	0	0	0	0	15	0	7	0	0	0	7	66
04:45 PM	0	0	0	0	0	0	0	0	15	2	0	17	31	0	0	0	0	31	14	0	0	0	0	14	0	2	0	0	0	2	64
Total	0	0	0	0	0	0	0	0	51	6	1	58	110	0	0	0	0	110	62	0	0	0	0	62	0	15	0	0	0	15	245
05:00 PM	0	0	0	0	0	0	0	0	15	0	0	15	33	0	0	0	0	33	17	0	0	0	0	17	0	5	0	0	0	5	70
05:15 PM	0	0	0	0	0	0	0	0	2	1	0	3	21	0	0	0	0	21	11	0	0	0	0	11	0	3	0	0	0	3	38
05:30 PM	0	0	0	0	0	0	0	0	11	0	0	11	28	0	0	0	0	28	21	0	0	0	0	21	0	2	0	0	0	2	62
05:45 PM	0	0	0	0	0	0	0	0	9	0	0	9	32	0	0	0	0	32	12	0	0	0	0	12	0	2	0	0	0	2	55
Total	0	0	0	0	0	0	0	0	37	1	0	38	114	0	0	0	0	114	61	0	0	0	0	61	0	12	0	0	0	12	225
Grand Total	0	0	0	0	0	0	0	0	88	7	1	96	224	0	0	0	0	224	123	0	0	0	0	123	0	27	0	0	0	27	470
Apprch %	0	0	0	0	0		0	0	91.7	7.3	1		100	0	0	0	0		100	0	0	0	0		0	100	0	0	0		
Total %	0	0	0	0	0	0	0	0	18.7	1.5	0.2	20.4	47.7	0	0	0	0	47.7	26.2	0	0	0	0	26.2	0	5.7	0	0	0	5.7	

	no thru Southbound					SW 10th Westbound					Svc Rd Exit Northbound					SW 10th Eastbound					Svc Rd In/Out Northeastbound					
Start Time	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	App. Total	Right	Thru	Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 04:15 PM																										
04:15 PM	0	0	0	0	0	0	0	**20**	0	**20**	26	0	0	0	26	**17**	0	0	0	**17**	0	2	0	0	2	65
04:30 PM	0	0	0	0	0	0	0	11	**4**	15	29	0	0	0	29	15	0	0	0	15	0	**7**	0	0	**7**	66
04:45 PM	0	0	0	0	0	0	0	15	2	17	31	0	0	0	31	14	0	0	0	14	0	2	0	0	2	64
05:00 PM	0	0	0	0	0	0	0	15	0	15	**33**	0	0	0	**33**	17	0	0	0	17	0	5	0	0	5	**70**
Total Volume	0	0	0	0	0	0	0	61	6	67	119	0	0	0	119	63	0	0	0	63	0	16	0	0	16	265
% App. Total	0	0	0	0		0	0	91	9		100	0	0	0		100	0	0	0		0	100	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.763	.375	.838	.902	.000	.000	.000	.902	.926	.000	.000	.000	.926	.000	.571	.000	.000	.571	.946

Peggy Malone & Associates

File Name : 15-Powerline Rd and SW 10th St AM
Site Code :
Start Date : 10/20/2016
Page No : 1

Groups Printed- Car

	Powerline Rd. Southbound					SW 10th St. Westbound					Powerline Rd. Northbound					SW 10th St. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	40	192	44	0	276	33	130	48	0	211	45	145	30	0	220	57	436	83	0	576	1283
07:15 AM	55	254	33	0	342	61	148	49	0	258	78	231	38	0	347	77	480	118	0	675	1622
07:30 AM	67	263	42	0	372	72	218	46	0	336	67	264	47	0	378	79	472	163	0	714	1800
07:45 AM	79	288	46	0	413	67	190	62	0	319	77	279	61	0	417	79	412	189	0	680	1829
Total	241	997	165	0	1403	233	686	205	0	1124	267	919	176	0	1362	292	1800	553	0	2645	6534
08:00 AM	75	310	48	0	433	45	170	49	0	264	70	251	67	0	388	89	450	175	0	714	1799
08:15 AM	90	306	37	0	433	46	190	65	0	301	51	242	44	1	338	88	431	158	2	679	1751
08:30 AM	77	266	31	0	374	47	182	49	0	278	51	227	54	1	333	104	434	157	0	695	1680
08:45 AM	64	231	38	0	333	51	174	40	0	265	53	215	51	1	320	71	416	162	0	649	1567
Total	306	1113	154	0	1573	189	716	203	0	1108	225	935	216	3	1379	352	1731	652	2	2737	6797
Grand Total	547	2110	319	0	2976	422	1402	408	0	2232	492	1854	392	3	2741	644	3531	1205	2	5382	13331
Apprch %	18.4	70.9	10.7	0		18.9	62.8	18.3	0		17.9	67.6	14.3	0.1		12	65.6	22.4	0		
Total %	4.1	15.8	2.4	0	22.3	3.2	10.5	3.1	0	16.7	3.7	13.9	2.9	0	20.6	4.8	26.5	9	0	40.4	

	Powerline Rd. Southbound				SW 10th St. Westbound				Powerline Rd. Northbound				SW 10th St. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	67	263	42	372	**72**	**218**	46	**336**	67	264	47	378	79	**472**	163	**714**	1800
07:45 AM	79	288	46	413	67	190	62	319	**77**	**279**	61	**417**	79	412	**189**	680	**1829**
08:00 AM	75	**310**	**48**	**433**	45	170	49	264	70	251	**67**	388	**89**	450	175	714	1799
08:15 AM	**90**	306	37	433	46	190	**65**	301	51	242	44	337	88	431	158	677	1748
Total Volume	311	1167	173	1651	230	768	222	1220	265	1036	219	1520	335	1765	685	2785	7176
% App. Total	18.8	70.7	10.5		18.9	63	18.2		17.4	68.2	14.4		12	63.4	24.6		
PHF	.864	.941	.901	.953	.799	.881	.854	.908	.860	.928	.817	.911	.941	.935	.906	.975	.981

Peggy Malone & Associates

File Name : 15-Powerline Rd and SW 10th St AM
Site Code :
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Groups Printed- Truck

	Powerline Rd. Southbound					SW 10th St. Westbound					Powerline Rd. Northbound					SW 10th St. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	3	0	0	5	2	4	6	0	12	5	1	4	0	10	1	7	1	0	9	36
07:15 AM	2	2	0	0	4	2	4	12	0	18	9	12	6	0	27	2	7	5	0	14	63
07:30 AM	1	8	2	0	11	3	11	8	0	22	5	8	11	0	24	2	13	2	0	17	74
07:45 AM	5	9	1	0	15	5	6	7	0	18	8	14	8	0	30	3	14	6	0	23	86
Total	10	22	3	0	35	12	25	33	0	70	27	35	29	0	91	8	41	14	0	63	259
08:00 AM	2	9	1	0	12	4	8	12	0	24	7	21	10	0	38	5	7	5	0	17	91
08:15 AM	0	14	1	0	15	1	11	5	0	17	9	21	6	0	36	5	11	1	0	17	85
08:30 AM	2	11	1	0	14	1	4	2	0	7	7	12	5	0	24	6	12	1	0	19	64
08:45 AM	0	7	2	0	9	1	9	6	0	16	6	14	3	0	23	4	11	7	0	22	70
Total	4	41	5	0	50	7	32	25	0	64	29	68	24	0	121	20	41	14	0	75	310
Grand Total	14	63	8	0	85	19	57	58	0	134	56	103	53	0	212	28	82	28	0	138	569
Apprch %	16.5	74.1	9.4	0		14.2	42.5	43.3	0		26.4	48.6	25	0		20.3	59.4	20.3	0		
Total %	2.5	11.1	1.4	0	14.9	3.3	10	10.2	0	23.6	9.8	18.1	9.3	0	37.3	4.9	14.4	4.9	0	24.3	

	Powerline Rd. Southbound				SW 10th St. Westbound				Powerline Rd. Northbound				SW 10th St. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	1	8	**2**	11	3	**11**	8	22	5	8	**11**	24	2	13	2	17	74
07:45 AM	**5**	9	1	**15**	**5**	6	7	18	8	14	8	30	3	**14**	**6**	**23**	86
08:00 AM	2	9	1	12	4	8	**12**	**24**	7	**21**	10	**38**	**5**	7	5	17	**91**
08:15 AM	0	**14**	1	15	1	11	5	17	**9**	21	6	36	5	11	1	17	85
Total Volume	8	40	5	53	13	36	32	81	29	64	35	128	15	45	14	74	336
% App. Total	15.1	75.5	9.4		16	44.4	39.5		22.7	50	27.3		20.3	60.8	18.9		
PHF	.400	.714	.625	.883	.650	.818	.667	.844	.806	.762	.795	.842	.750	.804	.583	.804	.923

Peggy Malone & Associates

File Name : 15-Powerline Rd and SW 10th St AM
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Groups Printed- Combined

	Powerline Rd. Southbound					SW 10th St. Westbound					Powerline Rd. Northbound					SW 10th St. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	42	195	44	0	281	35	134	54	0	223	50	146	34	0	230	58	443	84	0	585	1319
07:15 AM	57	256	33	0	346	63	152	61	0	276	87	243	44	0	374	79	487	123	0	689	1685
07:30 AM	68	271	44	0	383	75	229	54	0	358	72	272	58	0	402	81	485	165	0	731	1874
07:45 AM	84	297	47	0	428	72	196	69	0	337	85	293	69	0	447	82	426	195	0	703	1915
Total	251	1019	168	0	1438	245	711	238	0	1194	294	954	205	0	1453	300	1841	567	0	2708	6793
08:00 AM	77	319	49	0	445	49	178	61	0	288	77	272	77	0	426	94	457	180	0	731	1890
08:15 AM	90	320	38	0	448	47	201	70	0	318	60	263	50	1	374	93	442	159	2	696	1836
08:30 AM	79	277	32	0	388	48	186	51	0	285	58	239	59	1	357	110	446	158	0	714	1744
08:45 AM	64	238	40	0	342	52	183	46	0	281	59	229	54	1	343	75	427	169	0	671	1637
Total	310	1154	159	0	1623	196	748	228	0	1172	254	1003	240	3	1500	372	1772	666	2	2812	7107
Grand Total	561	2173	327	0	3061	441	1459	466	0	2366	548	1957	445	3	2953	672	3613	1233	2	5520	13900
Apprch %	18.3	71	10.7	0		18.6	61.7	19.7	0		18.6	66.3	15.1	0.1		12.2	65.5	22.3	0		
Total %	4	15.6	2.4	0	22	3.2	10.5	3.4	0	17	3.9	14.1	3.2	0	21.2	4.8	26	8.9	0	39.7	

	Powerline Rd. Southbound				SW 10th St. Westbound				Powerline Rd. Northbound				SW 10th St. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	68	271	44	383	**75**	**229**	54	**358**	72	272	58	402	81	**485**	165	**731**	1874
07:45 AM	84	297	47	428	72	196	69	337	**85**	**293**	69	**447**	82	426	**195**	703	**1915**
08:00 AM	77	319	**49**	445	49	178	61	288	77	272	**77**	426	**94**	457	180	731	1890
08:15 AM	**90**	**320**	38	**448**	47	201	**70**	318	60	263	50	373	93	442	159	694	1833
Total Volume	319	1207	178	1704	243	804	254	1301	294	1100	254	1648	350	1810	699	2859	7512
% App. Total	18.7	70.8	10.4		18.7	61.8	19.5		17.8	66.7	15.4		12.2	63.3	24.4		
PHF	.886	.943	.908	.951	.810	.878	.907	.909	.865	.939	.825	.922	.931	.933	.896	.978	.981

Peggy Malone & Associates

File Name : 15-Powerline Rd and SW 10th St PM
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Groups Printed- Car

	Powerline Rd. Southbound					SW 10th St. Westbound					Powerline Rd. Northbound					SW 10th St. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	104	213	47	0	364	65	297	52	0	414	46	205	86	0	337	32	213	75	0	320	1435
04:15 PM	91	218	45	0	354	64	316	62	0	442	48	228	64	0	340	37	236	76	0	349	1485
04:30 PM	124	186	67	0	377	60	353	59	0	472	60	228	84	0	372	21	239	69	0	329	1550
04:45 PM	142	249	57	0	448	52	376	75	0	503	42	225	81	0	348	45	203	81	0	329	1628
Total	461	866	216	0	1543	241	1342	248	0	1831	196	886	315	0	1397	135	891	301	0	1327	6098
05:00 PM	161	235	58	0	454	46	434	66	0	546	73	211	114	0	398	36	207	70	0	313	1711
05:15 PM	166	230	62	0	458	53	439	68	0	560	69	273	119	0	461	44	283	86	0	413	1892
05:30 PM	172	243	62	0	477	53	422	69	0	544	74	306	108	0	488	35	225	96	0	356	1865
05:45 PM	166	234	36	0	436	47	441	39	0	527	54	298	125	0	477	40	292	86	0	418	1858
Total	665	942	218	0	1825	199	1736	242	0	2177	270	1088	466	0	1824	155	1007	338	0	1500	7326
Grand Total	1126	1808	434	0	3368	440	3078	490	0	4008	466	1974	781	0	3221	290	1898	639	0	2827	13424
Apprch %	33.4	53.7	12.9	0		11	76.8	12.2	0		14.5	61.3	24.2	0		10.3	67.1	22.6	0		
Total %	8.4	13.5	3.2	0	25.1	3.3	22.9	3.7	0	29.9	3.5	14.7	5.8	0	24	2.2	14.1	4.8	0	21.1	

	Powerline Rd. Southbound				SW 10th St. Westbound				Powerline Rd. Northbound				SW 10th St. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	161	235	58	454	46	434	66	546	73	211	114	398	36	207	70	313	1711
05:15 PM	166	230	**62**	458	**53**	439	68	**560**	69	273	119	461	**44**	283	86	413	**1892**
05:30 PM	**172**	**243**	62	**477**	53	422	**69**	544	**74**	**306**	108	**488**	35	225	**96**	356	1865
05:45 PM	166	234	36	436	47	**441**	39	527	54	298	**125**	477	40	**292**	86	**418**	1858
Total Volume	665	942	218	1825	199	1736	242	2177	270	1088	466	1824	155	1007	338	1500	7326
% App. Total	36.4	51.6	11.9		9.1	79.7	11.1		14.8	59.6	25.5		10.3	67.1	22.5		
PHF	.967	.969	.879	.956	.939	.984	.877	.972	.912	.889	.932	.934	.881	.862	.880	.897	.968

Peggy Malone & Associates

File Name : 15-Powerline Rd and SW 10th St PM
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Groups Printed- Truck

	Powerline Rd. Southbound					SW 10th St. Westbound					Powerline Rd. Northbound					SW 10th St. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	6	8	0	0	14	1	7	7	0	15	6	6	0	0	12	6	12	2	0	20	61
04:15 PM	4	5	1	0	10	1	14	8	0	23	5	10	1	0	16	8	7	2	0	17	66
04:30 PM	2	15	1	0	18	3	7	4	0	14	3	6	0	0	9	9	17	1	0	27	68
04:45 PM	2	7	0	0	9	4	10	7	0	21	3	5	2	0	10	11	5	0	0	16	56
Total	14	35	2	0	51	9	38	26	0	73	17	27	3	0	47	34	41	5	0	80	251
05:00 PM	1	6	0	0	7	1	8	2	0	11	8	1	4	0	13	5	13	2	0	20	51
05:15 PM	2	11	1	0	14	2	8	4	0	14	1	5	1	0	7	4	6	2	0	12	47
05:30 PM	1	4	3	0	8	1	6	2	0	9	3	5	3	0	11	5	12	0	0	17	45
05:45 PM	1	6	1	0	8	0	3	1	0	4	2	2	6	0	10	2	10	1	0	13	35
Total	5	27	5	0	37	4	25	9	0	38	14	13	14	0	41	16	41	5	0	62	178
Grand Total	19	62	7	0	88	13	63	35	0	111	31	40	17	0	88	50	82	10	0	142	429
Apprch %	21.6	70.5	8	0		11.7	56.8	31.5	0		35.2	45.5	19.3	0		35.2	57.7	7	0		
Total %	4.4	14.5	1.6	0	20.5	3	14.7	8.2	0	25.9	7.2	9.3	4	0	20.5	11.7	19.1	2.3	0	33.1	

	Powerline Rd. Southbound				SW 10th St. Westbound				Powerline Rd. Northbound				SW 10th St. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**6**	8	0	14	1	7	7	15	**6**	6	0	12	6	12	**2**	20	61
04:15 PM	4	5	**1**	10	1	**14**	**8**	**23**	5	**10**	1	**16**	8	7	2	17	66
04:30 PM	2	**15**	1	**18**	3	7	4	14	3	6	0	9	9	**17**	1	**27**	**68**
04:45 PM	2	7	0	9	**4**	10	7	21	3	5	**2**	10	**11**	5	0	16	56
Total Volume	14	35	2	51	9	38	26	73	17	27	3	47	34	41	5	80	251
% App. Total	27.5	68.6	3.9		12.3	52.1	35.6		36.2	57.4	6.4		42.5	51.2	6.2		
PHF	.583	.583	.500	.708	.563	.679	.813	.793	.708	.675	.375	.734	.773	.603	.625	.741	.923

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	Powerline Rd. Southbound					SW 10th St. Westbound					Powerline Rd. Northbound					SW 10th St. Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	110	221	47	0	378	66	304	59	0	429	52	211	86	0	349	38	225	77	0	340	1496
04:15 PM	95	223	46	0	364	65	330	70	0	465	53	238	65	0	356	45	243	78	0	366	1551
04:30 PM	126	201	68	0	395	63	360	63	0	486	63	234	84	0	381	30	256	70	0	356	1618
04:45 PM	144	256	57	0	457	56	386	82	0	524	45	230	83	1	359	56	208	81	0	345	1685
Total	475	901	218	0	1594	250	1380	274	0	1904	213	913	318	1	1445	169	932	306	0	1407	6350
05:00 PM	162	241	58	0	461	47	442	68	0	557	81	212	118	0	411	41	220	72	0	333	1762
05:15 PM	168	241	63	0	472	55	447	72	0	574	70	278	120	1	469	48	289	88	0	425	1940
05:30 PM	173	247	65	1	486	54	428	71	1	554	77	311	111	1	500	40	237	96	0	373	1913
05:45 PM	167	240	37	0	444	47	444	40	0	531	56	300	131	0	487	42	302	87	0	431	1893
Total	670	969	223	1	1863	203	1761	251	1	2216	284	1101	480	2	1867	171	1048	343	0	1562	7508
Grand Total	1145	1870	441	1	3457	453	3141	525	1	4120	497	2014	798	3	3312	340	1980	649	0	2969	13858
Apprch %	33.1	54.1	12.8	0		11	76.2	12.7	0		15	60.8	24.1	0.1		11.5	66.7	21.9	0		
Total %	8.3	13.5	3.2	0	24.9	3.3	22.7	3.8	0	29.7	3.6	14.5	5.8	0	23.9	2.5	14.3	4.7	0	21.4	

	Powerline Rd. Southbound				SW 10th St. Westbound				Powerline Rd. Northbound				SW 10th St. Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	162	241	58	461	47	442	68	557	**81**	212	118	411	41	220	72	333	1762
05:15 PM	168	241	63	472	**55**	**447**	**72**	**574**	70	278	120	468	**48**	289	88	425	**1939**
05:30 PM	**173**	**247**	**65**	**485**	54	428	71	553	77	**311**	111	**499**	40	237	**96**	373	1910
05:45 PM	167	240	37	444	47	444	40	531	56	300	**131**	487	42	**302**	87	**431**	1893
Total Volume	670	969	223	1862	203	1761	251	2215	284	1101	480	1865	171	1048	343	1562	7504
% App. Total	36	52	12		9.2	79.5	11.3		15.2	59	25.7		10.9	67.1	22		
PHF	.968	.981	.858	.960	.923	.985	.872	.965	.877	.885	.916	.934	.891	.868	.893	.906	.968

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Groups Printed- Car

	S Military Southbound					SW 10th Westbound					S Military Northbound					SW 10th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	17	58	46	0	121	45	220	56	0	321	121	111	15	0	247	13	430	59	0	502	1191
07:15 AM	27	88	72	0	187	51	201	52	1	305	148	142	33	1	324	11	452	60	1	524	1340
07:30 AM	52	94	94	0	240	64	247	64	0	375	161	179	39	0	379	11	458	73	0	542	1536
07:45 AM	45	144	106	0	295	80	283	85	2	450	145	183	47	0	375	12	390	66	0	468	1588
Total	141	384	318	0	843	240	951	257	3	1451	575	615	134	1	1325	47	1730	258	1	2036	5655
08:00 AM	55	150	106	0	311	84	226	59	1	370	152	184	15	0	351	6	439	58	0	503	1535
08:15 AM	69	147	103	0	319	61	241	65	0	367	120	191	22	0	333	10	455	64	1	530	1549
08:30 AM	58	136	108	0	302	73	227	41	2	343	121	160	31	1	313	11	409	58	0	478	1436
08:45 AM	59	124	109	0	292	67	253	46	1	367	116	193	24	1	334	8	433	46	1	488	1481
Total	241	557	426	0	1224	285	947	211	4	1447	509	728	92	2	1331	35	1736	226	2	1999	6001
Grand Total	382	941	744	0	2067	525	1898	468	7	2898	1084	1343	226	3	2656	82	3466	484	3	4035	11656
Apprch %	18.5	45.5	36	0		18.1	65.5	16.1	0.2		40.8	50.6	8.5	0.1		2	85.9	12	0.1		
Total %	3.3	8.1	6.4	0	17.7	4.5	16.3	4	0.1	24.9	9.3	11.5	1.9	0	22.8	0.7	29.7	4.2	0	34.6	

	S Military Southbound				SW 10th Westbound				S Military Northbound				SW 10th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	52	94	94	240	64	247	64	375	**161**	179	39	**379**	11	**458**	**73**	**542**	1536
07:45 AM	45	144	**106**	295	80	**283**	**85**	**448**	145	183	**47**	375	**12**	390	66	468	**1586**
08:00 AM	55	**150**	106	311	**84**	226	59	369	152	184	15	351	6	439	58	503	1534
08:15 AM	**69**	147	103	**319**	61	241	65	367	120	**191**	22	333	10	455	64	529	1548
Total Volume	221	535	409	1165	289	997	273	1559	578	737	123	1438	39	1742	261	2042	6204
% App. Total	19	45.9	35.1		18.5	64	17.5		40.2	51.3	8.6		1.9	85.3	12.8		
PHF	.801	.892	.965	.913	.860	.881	.803	.870	.898	.965	.654	.949	.813	.951	.894	.942	.978

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Groups Printed- Truck

	S Military Southbound					SW 10th Westbound					S Military Northbound					SW 10th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	2	0	0	3	2	6	3	0	11	2	0	0	0	2	0	14	0	0	14	30
07:15 AM	4	2	1	0	7	2	9	1	0	12	1	6	0	0	7	0	15	3	0	18	44
07:30 AM	6	1	1	0	8	3	17	4	0	24	3	2	2	0	7	0	12	0	0	12	51
07:45 AM	5	2	0	0	7	0	8	0	0	8	4	3	0	0	7	2	22	0	0	24	46
Total	16	7	2	0	25	7	40	8	0	55	10	11	2	0	23	2	63	3	0	68	171
08:00 AM	0	3	2	0	5	3	17	1	0	21	2	6	2	0	10	0	17	3	0	20	56
08:15 AM	4	3	1	0	8	1	9	4	0	14	0	5	1	0	6	0	16	3	0	19	47
08:30 AM	2	3	1	0	6	2	8	2	0	12	5	5	3	0	13	0	21	2	0	23	54
08:45 AM	4	1	0	0	5	0	15	1	0	16	1	3	0	0	4	1	19	0	0	20	45
Total	10	10	4	0	24	6	49	8	0	63	8	19	6	0	33	1	73	8	0	82	202
Grand Total	26	17	6	0	49	13	89	16	0	118	18	30	8	0	56	3	136	11	0	150	373
Apprch %	53.1	34.7	12.2	0		11	75.4	13.6	0		32.1	53.6	14.3	0		2	90.7	7.3	0		
Total %	7	4.6	1.6	0	13.1	3.5	23.9	4.3	0	31.6	4.8	8	2.1	0	15	0.8	36.5	2.9	0	40.2	

	S Military Southbound				SW 10th Westbound				S Military Northbound				SW 10th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	**5**	2	0	7	0	8	0	8	4	3	0	7	**2**	**22**	0	**24**	46
08:00 AM	0	**3**	**2**	5	**3**	**17**	1	**21**	2	**6**	2	10	0	17	**3**	20	**56**
08:15 AM	4	3	1	**8**	1	9	**4**	14	0	5	1	6	0	16	3	19	47
08:30 AM	2	3	1	6	2	8	2	12	**5**	5	**3**	**13**	0	21	2	23	54
Total Volume	11	11	4	26	6	42	7	55	11	19	6	36	2	76	8	86	203
% App. Total	42.3	42.3	15.4		10.9	76.4	12.7		30.6	52.8	16.7		2.3	88.4	9.3		
PHF	.550	.917	.500	.813	.500	.618	.438	.655	.550	.792	.500	.692	.250	.864	.667	.896	.906

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Groups Printed- Combined

	S Military Southbound					SW 10th Westbound					S Military Northbound					SW 10th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	18	60	46	0	124	47	226	59	0	332	123	111	15	0	249	13	444	59	0	516	1221
07:15 AM	31	90	73	0	194	53	210	53	1	317	149	148	33	1	331	11	467	63	1	542	1384
07:30 AM	58	95	95	0	248	67	264	68	0	399	164	181	41	0	386	11	470	73	0	554	1587
07:45 AM	50	146	106	0	302	80	291	85	2	458	149	186	47	0	382	14	412	66	0	492	1634
Total	157	391	320	0	868	247	991	265	3	1506	585	626	136	1	1348	49	1793	261	1	2104	5826
08:00 AM	55	153	108	0	316	87	243	60	1	391	154	190	17	0	361	6	456	61	0	523	1591
08:15 AM	73	150	104	0	327	62	250	69	0	381	120	196	23	0	339	10	471	67	1	549	1596
08:30 AM	60	139	109	0	308	75	235	43	2	355	126	165	34	1	326	11	430	60	0	501	1490
08:45 AM	63	125	109	0	297	67	268	47	1	383	117	196	24	1	338	9	452	46	1	508	1526
Total	251	567	430	0	1248	291	996	219	4	1510	517	747	98	2	1364	36	1809	234	2	2081	6203
Grand Total	408	958	750	0	2116	538	1987	484	7	3016	1102	1373	234	3	2712	85	3602	495	3	4185	12029
Apprch %	19.3	45.3	35.4	0		17.8	65.9	16	0.2		40.6	50.6	8.6	0.1		2	86.1	11.8	0.1		
Total %	3.4	8	6.2	0	17.6	4.5	16.5	4	0.1	25.1	9.2	11.4	1.9	0	22.5	0.7	29.9	4.1	0	34.8	

	S Military Southbound				SW 10th Westbound				S Military Northbound				SW 10th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	58	95	95	248	67	264	68	399	**164**	181	41	**386**	11	470	**73**	**554**	1587
07:45 AM	50	146	106	302	80	**291**	**85**	**456**	149	186	**47**	382	**14**	412	66	492	**1632**
08:00 AM	55	**153**	**108**	316	**87**	243	60	390	154	190	17	361	6	456	61	523	1590
08:15 AM	**73**	150	104	**327**	62	250	69	381	120	**196**	23	339	10	**471**	67	548	1595
Total Volume	236	544	413	1193	296	1048	282	1626	587	753	128	1468	41	1809	267	2117	6404
% App. Total	19.8	45.6	34.6		18.2	64.5	17.3		40	51.3	8.7		1.9	85.5	12.6		
PHF	.808	.889	.956	.912	.851	.900	.829	.891	.895	.960	.681	.951	.732	.960	.914	.955	.981

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	S Military Southbound					SW 10th Westbound					S Military Northbound					SW 10th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	62	166	57	0	285	73	365	72	0	510	60	125	27	2	214	22	256	46	1	325	1334
04:15 PM	76	158	49	0	283	69	344	83	0	496	91	107	39	0	237	33	269	65	0	367	1383
04:30 PM	77	179	70	0	326	89	361	80	0	530	92	114	35	0	241	31	343	53	1	428	1525
04:45 PM	90	184	50	2	326	98	377	81	1	557	75	121	38	0	234	28	280	60	1	369	1486
Total	305	687	226	2	1220	329	1447	316	1	2093	318	467	139	2	926	114	1148	224	3	1489	5728
05:00 PM	116	184	60	0	360	117	393	92	0	602	91	137	35	0	263	34	302	71	0	407	1632
05:15 PM	91	174	56	0	321	115	414	75	1	605	65	134	39	1	239	40	325	71	0	436	1601
05:30 PM	106	197	47	0	350	125	394	99	3	621	77	150	35	0	262	39	292	70	0	401	1634
05:45 PM	94	187	43	0	324	98	397	79	0	574	61	108	42	0	211	24	349	55	0	428	1537
Total	407	742	206	0	1355	455	1598	345	4	2402	294	529	151	1	975	137	1268	267	0	1672	6404
Grand Total	712	1429	432	2	2575	784	3045	661	5	4495	612	996	290	3	1901	251	2416	491	3	3161	12132
Apprch %	27.7	55.5	16.8	0.1		17.4	67.7	14.7	0.1		32.2	52.4	15.3	0.2		7.9	76.4	15.5	0.1		
Total %	5.9	11.8	3.6	0	21.2	6.5	25.1	5.4	0	37.1	5	8.2	2.4	0	15.7	2.1	19.9	4	0	26.1	

	S Military Southbound				SW 10th Westbound				S Military Northbound				SW 10th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**116**	184	**60**	**360**	117	393	92	602	**91**	137	35	**263**	34	302	**71**	407	**1632**
05:15 PM	91	174	56	321	115	**414**	75	604	65	134	39	238	**40**	325	71	**436**	1599
05:30 PM	106	**197**	47	350	**125**	394	**99**	**618**	77	**150**	35	262	39	292	70	401	1631
05:45 PM	94	187	43	324	98	397	79	574	61	108	**42**	211	24	**349**	55	428	1537
Total Volume	407	742	206	1355	455	1598	345	2398	294	529	151	974	137	1268	267	1672	6399
% App. Total	30	54.8	15.2		19	66.6	14.4		30.2	54.3	15.5		8.2	75.8	16		
PHF	.877	.942	.858	.941	.910	.965	.871	.970	.808	.882	.899	.926	.856	.908	.940	.959	.980

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Groups Printed- Truck

	S Military Southbound					SW 10th Westbound					S Military Northbound					SW 10th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	3	6	3	0	12	4	12	2	0	18	1	0	1	0	2	0	17	1	0	18	50
04:15 PM	4	3	2	0	9	3	18	0	0	21	2	5	0	0	7	0	12	1	0	13	50
04:30 PM	3	4	2	0	9	2	12	1	0	15	1	1	1	0	3	0	16	2	0	18	45
04:45 PM	5	1	1	0	7	0	18	2	0	20	0	0	1	0	1	0	3	2	0	5	33
Total	15	14	8	0	37	9	60	5	0	74	4	6	3	0	13	0	48	6	0	54	178
05:00 PM	3	1	1	0	5	3	11	2	0	16	3	0	1	0	4	2	13	4	0	19	44
05:15 PM	7	5	0	0	12	1	5	0	0	6	0	1	1	0	2	1	9	5	0	15	35
05:30 PM	3	3	0	0	6	1	10	2	0	13	0	3	0	0	3	2	14	0	0	16	38
05:45 PM	0	4	0	0	4	0	11	1	0	12	2	4	0	0	6	0	9	4	0	13	35
Total	13	13	1	0	27	5	37	5	0	47	5	8	2	0	15	5	45	13	0	63	152
Grand Total	28	27	9	0	64	14	97	10	0	121	9	14	5	0	28	5	93	19	0	117	330
Apprch %	43.8	42.2	14.1	0		11.6	80.2	8.3	0		32.1	50	17.9	0		4.3	79.5	16.2	0		
Total %	8.5	8.2	2.7	0	19.4	4.2	29.4	3	0	36.7	2.7	4.2	1.5	0	8.5	1.5	28.2	5.8	0	35.5	

	S Military Southbound				SW 10th Westbound				S Military Northbound				SW 10th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	3	**6**	**3**	**12**	**4**	12	**2**	18	1	0	**1**	2	0	**17**	1	**18**	**50**
04:15 PM	4	3	2	9	3	**18**	0	**21**	**2**	**5**	0	**7**	0	12	1	13	50
04:30 PM	3	4	2	9	2	12	1	15	1	1	1	3	0	16	**2**	18	45
04:45 PM	**5**	1	1	7	0	18	2	20	0	0	1	1	0	3	2	5	33
Total Volume	15	14	8	37	9	60	5	74	4	6	3	13	0	48	6	54	178
% App. Total	40.5	37.8	21.6		12.2	81.1	6.8		30.8	46.2	23.1		0	88.9	11.1		
PHF	.750	.583	.667	.771	.563	.833	.625	.881	.500	.300	.750	.464	.000	.706	.750	.750	.890

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 16-S Military Trail and SW 10th St PM
Site Code :
Start Date : 10/20/2016
Page No : 1

Groups Printed- Combined

	S Military Southbound					SW 10th Westbound					S Military Northbound					SW 10th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:00 PM	65	172	60	0	297	77	377	74	0	528	61	125	28	2	216	22	273	47	1	343	1384
04:15 PM	80	161	51	0	292	72	362	83	0	517	93	112	39	0	244	33	281	66	0	380	1433
04:30 PM	80	183	72	0	335	91	373	81	0	545	93	115	36	0	244	31	359	55	1	446	1570
04:45 PM	95	185	51	2	333	98	395	83	1	577	75	121	39	0	235	28	283	62	1	374	1519
Total	320	701	234	2	1257	338	1507	321	1	2167	322	473	142	2	939	114	1196	230	3	1543	5906
05:00 PM	119	185	61	0	365	120	404	94	0	618	94	137	36	0	267	36	315	75	0	426	1676
05:15 PM	98	179	56	0	333	116	419	75	1	611	65	135	40	1	241	41	334	76	0	451	1636
05:30 PM	109	200	47	0	356	126	404	101	3	634	77	153	35	0	265	41	306	70	0	417	1672
05:45 PM	94	191	43	0	328	98	408	80	0	586	63	112	42	0	217	24	358	59	0	441	1572
Total	420	755	207	0	1382	460	1635	350	4	2449	299	537	153	1	990	142	1313	280	0	1735	6556
Grand Total	740	1456	441	2	2639	798	3142	671	5	4616	621	1010	295	3	1929	256	2509	510	3	3278	12462
Apprch %	28	55.2	16.7	0.1		17.3	68.1	14.5	0.1		32.2	52.4	15.3	0.2		7.8	76.5	15.6	0.1		
Total %	5.9	11.7	3.5	0	21.2	6.4	25.2	5.4	0	37	5	8.1	2.4	0	15.5	2.1	20.1	4.1	0	26.3	

	S Military Southbound				SW 10th Westbound				S Military Northbound				SW 10th Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**119**	185	**61**	**365**	120	404	94	618	**94**	137	36	**267**	36	315	75	426	**1676**
05:15 PM	98	179	56	333	116	**419**	75	610	65	135	40	240	**41**	334	**76**	**451**	1634
05:30 PM	109	**200**	47	356	**126**	404	**101**	**631**	77	**153**	35	265	41	306	70	417	1669
05:45 PM	94	191	43	328	98	408	80	586	63	112	**42**	217	24	**358**	59	441	1572
Total Volume	420	755	207	1382	460	1635	350	2445	299	537	153	989	142	1313	280	1735	6551
% App. Total	30.4	54.6	15		18.8	66.9	14.3		30.2	54.3	15.5		8.2	75.7	16.1		
PHF	.882	.944	.848	.947	.913	.976	.866	.969	.795	.877	.911	.926	.866	.917	.921	.962	.977

SW 10th Street 24 hour Counts (October 2016)

Station #: H1-EB
Site ID: 000000010748
Location: SW 10th St., E of Powerline Rd.
Direction: EAST

File: Rd_EB.prn
City: 16-324 AW Max
County: 26.30425, -80.15065

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	24		18		19		20		21		22		23					
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15	37	291	35	340	44	339	41	350	52	324	71	316	84	254	364	2214	52	316
00:30	30	332	33	298	32	314	39	313	35	373	50	349	71	280	290	2259	41	322
00:45	30	269	20	319	20	296	30	292	18	320	54	344	63	297	235	2137	33	305
01:00	16	298	18	330	18	315	23	316	32	328	32	344	61	275	200	2206	28	315
01:15	14	319	19	303	11	325	23	307	30	348	37	331	41	308	175	2241	25	320
01:30	13	334	15	336	25	325	22	325	26	300	28	285	52	278	181	2183	25	311
01:45	10	306	14	340	21	335	25	335	22	371	30	349	39	253	161	2289	23	327
02:00	16	302	11	291	16	305	13	294	17	323	23	308	26	256	122	2079	17	297
02:15	9	266	10	305	12	322	7	297	15	299	28	314	36	234	117	2037	16	291
02:30	12	323	12	324	14	350	9	308	22	415	27	313	34	266	130	2299	18	328
02:45	11	313	9	304	14	362	22	295	7	361	21	337	28	252	112	2224	16	317
03:00	14	319	22	437	17	335	14	305	16	315	20	301	26	264	129	2276	18	325
03:15	12	317	16	378	24	337	22	319	24	361	34	291	13	260	145	2263	20	323
03:30	13	359	15	441	31	354	16	313	13	367	18	280	21	219	127	2333	18	333
03:45	14	335	16	366	21	336	18	330	19	345	15	315	26	244	129	2271	18	324
04:00	29	318	16	386	22	328	18	314	22	363	11	287	19	236	137	2232	19	318
04:15	18	296	25	373	22	324	26	328	14	380	26	251	22	241	153	2193	21	313
04:30	26	387	21	409	25	346	22	340	39	398	22	291	20	218	175	2389	25	341
04:45	39	363	49	400	45	369	38	387	49	395	32	311	17	241	269	2466	38	352
05:00	54	357	42	397	54	333	26	295	43	423	17	291	23	221	259	2317	37	331
05:15	43	346	39	388	45	405	45	354	52	345	34	329	20	238	278	2405	39	343
05:30	86	390	69	430	75	368	67	399	72	423	32	299	26	255	427	2564	61	366
05:45	95	426	106	380	111	411	108	387	113	431	51	344	36	234	620	2613	88	373
06:00	131	343	142	369	124	388	129	380	157	439	70	316	41	254	794	2489	113	355
06:15	178	339	143	359	180	374	158	359	182	458	89	275	42	258	972	2422	138	346
06:30	252	341	216	345	234	386	225	349	216	410	111	313	71	243	1325	2387	189	341
06:45	350	329	348	376	328	289	323	334	354	420	156	316	58	215	1917	2279	273	325
07:00	439	268	489	283	438	291	452	330	425	386	181	271	85	215	2509	2044	358	292
07:15	532	271	529	266	525	261	529	269	499	349	181	277	73	229	2868	1922	409	274
07:30	596	255	575	269	569	282	583	257	549	356	227	335	73	181	3172	1935	453	276
07:45	548	239	588	233	554	217	579	220	553	314	231	283	91	191	3144	1697	449	242
08:00	574	195	557	204	564	219	537	222	570	313	232	232	113	211	3147	1596	449	228
08:15	583	203	538	199	578	192	569	206	570	253	217	196	108	178	3163	1427	451	203
08:30	561	156	552	180	571	194	535	179	568	230	244	208	128	155	3159	1302	451	186
08:45	525	138	526	139	547	179	513	181	508	202	275	174	167	152	3061	1165	437	166
09:00	419	130	504	133	528	165	518	128	503	190	283	206	205	134	2960	1086	422	155
09:15	441	125	480	155	462	153	444	146	438	199	270	194	171	122	2706	1094	386	156
09:30	426	117	472	149	449	132	476	148	419	151	277	155	225	113	2744	965	392	137
09:45	456	109	409	126	423	117	441	131	464	164	300	142	231	89	2724	878	389	125
10:00	450	122	358	119	379	108	365	147	389	167	297	155	256	77	2494	895	356	127
10:15	327	102	364	113	366	110	356	121	330	132	260	194	261	99	2264	871	323	124
10:30	397	85	346	128	331	116	382	155	399	143	301	250	259	92	2415	969	345	138
10:45	335	85	352	84	335	117	366	192	414	131	331	170	238	93	2371	872	338	124
11:00	291	65	334	75	354	90	351	209	332	107	273	125	250	77	2185	748	312	106
11:15	346	68	339	61	274	69	296	89	326	117	288	141	256	58	2125	603	303	86
11:30	285	54	335	55	315	73	292	74	323	100	355	131	247	49	2152	536	307	76
11:45	320	48	371	54	384	48	329	76	358	100	326	107	265	52	2353	485	336	69
12:00	317	35	306	46	304	44	268	62	342	83	346	98	278	35	2161	403	308	57

TOTALS	22508	23600	23283	23157	25162	19278	14392	151380	21588
AM Times	7:30	7:30	7:45	7:30	7:45	11:15	11:15	7:30	7:30
AM Peaks	2301	2258	2267	2268	2261	1315	1046	12626	1802
AM PHF	0.97	0.96	0.98	0.97	0.99	0.93	0.94	1.00	0.99
PM Times	17:00	15:00	17:15	17:30	17:30	12:30	12:30	17:30	17:30
PM Peaks	1519	1622	1572	1525	1751	1368	1160	10088	1440
PM PHF	0.89	0.92	0.96	0.96	0.96	0.98	0.94	0.97	0.97

Station #: H1-WB
Site ID: 000000010647
Location: SW 10th St., E of Powerline Rd.
Direction: WEST

File: Rd_WB.prn
City: 16-324 AW Max
County: 26.30422, -80.14954

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	24		18		19		20		21		22		23					
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15	51	314	30	287	52	283	57	319	64	328	107	273	140	212	501	2016	71	288
00:30	38	276	49	326	44	331	44	308	59	317	97	319	117	226	448	2103	64	300
00:45	46	301	31	290	48	313	45	325	51	334	90	326	102	281	413	2170	59	310
01:00	23	292	41	292	44	296	45	315	50	318	86	285	87	281	376	2079	53	297
01:15	34	298	36	314	25	308	36	327	50	405	109	324	78	294	368	2270	52	324
01:30	27	311	53	305	36	297	57	328	53	350	62	328	82	260	370	2179	52	311
01:45	23	288	24	349	24	368	29	342	35	336	42	281	57	275	234	2239	33	319
02:00	21	298	19	304	27	306	25	342	32	385	51	344	47	265	222	2244	31	320
02:15	22	309	25	316	23	336	21	334	27	359	37	293	55	253	210	2200	30	314
02:30	10	323	17	355	19	353	25	337	26	369	55	306	51	277	203	2320	29	331
02:45	17	342	26	326	15	340	29	336	30	412	39	308	42	243	198	2307	28	329
03:00	12	344	7	374	7	371	15	375	18	388	36	309	43	258	138	2419	19	345
03:15	20	350	9	355	18	340	23	395	21	383	51	313	41	285	183	2421	26	345
03:30	19	377	16	383	14	365	19	388	13	431	32	330	33	280	146	2554	20	364
03:45	16	343	23	419	12	377	19	390	12	426	23	274	29	206	134	2435	19	347
04:00	12	415	17	405	20	396	9	434	17	404	25	330	31	274	131	2658	18	379
04:15	8	419	9	385	10	452	13	451	13	479	29	313	29	253	111	2752	15	393
04:30	15	412	28	443	16	424	19	470	29	451	21	292	23	252	151	2744	21	392
04:45	22	460	17	479	23	469	22	488	28	512	25	337	26	280	163	3025	23	432
05:00	38	454	28	497	23	520	38	531	25	481	23	306	18	286	193	3075	27	439
05:15	27	555	33	536	34	550	26	566	33	494	30	359	22	330	205	3390	29	484
05:30	51	533	52	536	51	562	51	562	40	516	17	343	20	286	282	3338	40	476
05:45	56	521	53	564	58	564	48	547	53	555	36	286	30	312	334	3349	47	478
06:00	78	502	49	520	70	546	77	519	69	506	46	321	30	272	419	3186	59	455
06:15	96	501	88	532	97	532	84	527	107	457	48	321	31	291	551	3161	78	451
06:30	157	431	150	475	135	520	133	488	125	483	77	348	32	265	809	3010	115	430
06:45	180	395	178	457	169	430	184	464	159	377	97	323	37	278	1004	2724	143	389
07:00	238	349	240	419	249	401	222	388	218	371	80	272	44	218	1291	2418	184	345
07:15	284	345	248	371	243	310	224	307	260	315	85	248	33	220	1377	2116	196	302
07:30	280	252	307	317	303	309	283	324	329	312	125	285	69	214	1696	2013	242	287
07:45	303	241	338	248	358	284	383	290	306	319	156	231	62	215	1906	1828	272	261
08:00	330	268	335	247	288	259	344	284	333	295	173	236	64	226	1867	1815	266	259
08:15	312	257	299	278	284	268	298	229	288	291	170	207	83	199	1734	1729	247	247
08:30	276	221	313	246	313	261	342	232	292	268	179	228	88	183	1803	1639	257	234
08:45	288	165	257	188	264	233	289	210	322	231	181	194	116	186	1717	1407	245	201
09:00	224	168	279	209	269	229	307	222	272	225	216	243	110	171	1677	1467	239	209
09:15	221	171	236	182	239	234	259	213	248	207	215	173	116	149	1534	1329	219	189
09:30	262	164	283	181	279	187	288	210	289	260	199	228	129	137	1729	1367	247	195
09:45	263	169	277	160	312	167	311	179	256	211	187	181	161	132	1767	1199	252	171
10:00	259	127	257	185	261	174	260	183	241	243	236	196	162	122	1676	1230	239	175
10:15	232	132	261	172	260	148	238	159	235	220	238	213	157	122	1621	1166	231	166
10:30	235	116	275	151	263	120	273	163	251	182	243	196	186	103	1726	1031	246	147
10:45	265	105	255	116	285	134	272	131	251	174	232	234	180	95	1740	989	248	141
11:00	238	86	205	109	253	114	261	131	242	167	293	180	201	95	1693	882	241	126
11:15	274	87	289	87	287	91	299	80	261	173	262	178	170	84	1842	780	263	111
11:30	269	74	226	91	258	108	242	99	312	156	269	182	229	63	1805	773	257	110
11:45	262	60	281	92	242	68	283	77	278	144	277	151	225	67	1848	659	264	94
12:00	269	58	288	44	316	68	271	87	305	140	284	126	248	54	1981	577	283	82
TOTALS	20682		21774		22056		22548		23188		18565		14496		143309		20433	
AM Times	7:30		7:45		7:45		7:45		7:30		11:00		11:15		11:15		11:15	
AM Peaks	1225		1285		1243		1367		1256		1101		872		7476		1067	
AM PHF	0.93		0.95		0.87		0.89		0.94		0.94		0.88		0.94		0.94	
PM Times	17:15		17:15		17:15		17:00		17:15		16:45		17:00		17:15		17:15	
PM Peaks	2111		2156		2222		2206		2071		1345		1214		13263		1893	
PM PHF	0.95		0.96		0.98		0.97		0.93		0.94		0.92		0.98		0.98	

Station #: H2-EB
Site ID: 000000010645
Location: SW 10th St, W of Military Trail
Direction: EAST

File: Trail_EB.prn
City: 16-324 AW Min
County: 26.30425, -80.13148

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	24		18		19		20		21		22		23					
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15	33	374	37	336	54	375	46	364	60	390	66	359	86	289	382	2487	54	355
00:30	36	357	39	381	32	335	40	369	32	410	57	332	70	292	306	2476	43	353
00:45	30	349	25	359	20	386	35	372	20	391	46	367	61	297	237	2521	33	360
01:00	19	364	15	337	21	334	25	334	38	388	45	371	59	304	222	2432	31	347
01:15	18	332	20	369	11	389	24	361	38	403	79	346	53	310	243	2510	34	358
01:30	17	369	67	382	72	369	87	357	77	357	52	316	53	288	425	2438	60	348
01:45	10	370	19	377	17	372	38	350	34	389	29	380	34	301	181	2539	25	362
02:00	13	341	15	365	17	394	16	347	21	347	23	325	36	257	141	2376	20	339
02:15	13	319	15	315	17	312	17	325	24	351	34	337	36	268	156	2227	22	318
02:30	11	328	12	363	14	379	6	330	23	392	24	278	31	264	121	2334	17	333
02:45	12	348	6	366	14	417	22	343	14	408	27	372	29	274	124	2528	17	361
03:00	15	369	18	423	14	344	17	299	12	346	23	324	28	305	127	2410	18	344
03:15	15	310	18	437	25	387	23	350	24	408	31	302	15	261	151	2455	21	350
03:30	13	355	19	471	24	392	17	367	14	369	16	295	19	235	122	2484	17	354
03:45	15	409	20	432	22	404	17	419	14	415	16	351	29	266	133	2696	19	385
04:00	21	352	15	437	22	350	23	330	27	380	13	293	23	248	144	2390	20	341
04:15	22	345	26	409	20	366	24	348	17	402	29	305	19	249	157	2424	22	346
04:30	28	399	24	429	23	375	20	354	40	424	18	299	22	229	175	2509	25	358
04:45	32	447	42	485	47	467	31	449	54	508	33	324	18	241	257	2921	36	417
05:00	50	376	45	433	48	369	31	360	39	464	18	158	25	260	256	2420	36	345
05:15	43	428	43	458	53	464	53	428	46	392	37	0	18	239	293	2409	41	344
05:30	94	417	69	439	71	414	66	428	71	427	37	0	25	274	433	2399	61	342
05:45	82	441	98	417	105	441	89	407	102	461	46	151	41	244	563	2562	80	366
06:00	126	403	137	387	122	414	138	423	144	482	72	346	45	231	784	2686	112	383
06:15	159	387	138	391	164	391	150	366	150	473	82	304	35	265	878	2577	125	368
06:30	246	350	230	365	231	412	228	381	233	442	114	328	71	271	1353	2549	193	364
06:45	317	372	361	419	347	314	318	386	318	419	138	314	57	213	1856	2437	265	348
07:00	412	311	471	324	418	309	426	357	406	438	193	305	80	248	2406	2292	343	327
07:15	536	319	519	313	519	310	514	304	500	366	190	286	88	253	2866	2151	409	307
07:30	574	275	529	303	532	318	524	298	570	422	224	330	74	210	3027	2156	432	308
07:45	513	283	516	265	495	260	519	260	506	342	264	326	93	223	2906	1959	415	279
08:00	519	217	534	219	531	228	473	238	491	306	223	245	120	227	2891	1680	413	240
08:15	514	243	513	206	518	234	512	228	508	298	230	222	114	189	2909	1620	415	231
08:30	532	188	520	199	505	220	511	205	527	222	239	212	129	185	2963	1431	423	204
08:45	502	152	490	182	513	199	496	201	513	225	286	194	157	153	2957	1306	422	186
09:00	501	129	503	159	517	187	517	151	489	214	305	225	196	143	3028	1208	432	172
09:15	445	159	450	169	489	172	479	148	471	209	241	206	179	124	2754	1187	393	169
09:30	440	136	513	178	460	148	486	169	449	164	289	159	220	131	2857	1085	408	155
09:45	460	130	403	139	414	138	397	127	461	174	314	155	270	105	2719	968	388	138
10:00	447	116	404	119	419	133	414	158	412	169	278	169	246	95	2620	959	374	137
10:15	381	113	357	141	349	123	331	148	369	165	301	215	267	105	2355	1010	336	144
10:30	374	106	363	138	354	125	391	151	378	146	296	240	269	103	2425	1009	346	144
10:45	354	92	366	97	369	131	413	218	431	139	352	181	253	99	2538	957	362	136
11:00	343	64	336	82	347	93	339	213	367	107	302	130	277	71	2311	760	330	108
11:15	321	83	366	78	307	82	323	94	319	136	272	144	257	71	2165	688	309	98
11:30	318	58	354	54	334	80	318	94	370	112	359	140	259	65	2312	603	330	86
11:45	350	63	372	70	388	64	352	95	389	123	353	135	302	54	2506	604	358	86
12:00	357	40	384	50	399	53	321	59	352	92	360	99	292	42	2465	435	352	62
TOTALS	23971		25103		24777		24520		26571		19271		15251		159464		22743	
AM Times	7:15		7:15		7:15		8:15		7:30		11:15		11:15		8:15		8:15	
AM Peaks	2142		2098		2077		2036		2075		1344		1110		11857		1692	
AM PHF	0.93		0.98		0.98		0.98		0.91		0.93		0.92		0.98		0.98	
PM Times	17:15		16:45		17:15		17:15		17:45		12:15		12:30		17:45		17:45	
PM Peaks	1689		1815		1733		1686		1858		1429		1203		10374		1481	
PM PHF	0.96		0.94		0.93		0.98		0.96		0.96		0.97		0.97		0.97	

Station #: H2-WB
Site ID: 000000010650
Location: SW 10th St, W of Military Trail
Direction: WEST

File: Trail_WB.prn
City: 16-324 AW Min
County: 26.30442, -80.13084

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	24		18		19		20		21		22		23					
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15	53	319	39	332	55	342	61	328	66	349	105	300	150	232	529	2202	75	314
00:30	42	342	44	300	48	302	56	323	59	356	98	305	125	237	472	2165	67	309
00:45	39	280	35	348	49	373	46	352	55	333	91	316	100	245	415	2247	59	321
01:00	25	322	45	312	40	329	49	338	56	384	90	319	85	316	390	2320	55	331
01:15	30	333	31	325	25	319	34	340	40	406	104	318	72	253	336	2294	48	327
01:30	35	300	44	344	25	361	37	384	37	373	54	290	94	286	326	2338	46	334
01:45	20	350	22	343	25	368	26	331	42	380	37	314	50	295	222	2381	31	340
02:00	22	329	17	354	25	321	25	364	25	345	51	287	58	245	223	2245	31	320
02:15	21	351	23	353	20	382	20	347	35	405	40	321	47	293	206	2452	29	350
02:30	11	359	15	360	18	349	24	302	25	393	52	315	61	263	206	2341	29	334
02:45	15	325	24	396	17	396	26	382	29	377	41	292	40	228	192	2396	27	342
03:00	10	388	9	379	6	367	21	370	18	460	37	353	37	271	138	2588	19	369
03:15	24	362	11	379	15	366	23	394	20	405	39	307	42	256	174	2469	24	352
03:30	22	388	18	397	12	374	17	402	15	441	35	321	32	288	151	2611	21	373
03:45	14	370	20	405	12	381	14	410	8	385	26	311	39	247	133	2509	19	358
04:00	14	397	18	405	18	396	9	425	19	423	35	284	30	250	143	2580	20	368
04:15	9	437	7	402	18	448	15	450	18	476	27	325	31	247	125	2785	17	397
04:30	24	429	28	461	16	451	23	480	30	465	18	299	23	284	162	2869	23	409
04:45	20	466	20	487	31	476	25	475	28	507	28	305	25	254	177	2970	25	424
05:00	32	455	28	460	29	487	34	517	35	478	29	354	22	312	209	3063	29	437
05:15	32	522	47	488	41	521	33	535	31	467	30	334	19	295	233	3162	33	451
05:30	51	525	55	539	59	528	55	519	53	483	22	318	25	318	320	3230	45	461
05:45	67	501	57	520	60	543	59	521	54	522	39	309	29	310	365	3226	52	460
06:00	95	475	84	513	101	535	96	528	92	480	51	281	34	252	553	3064	79	437
06:15	105	471	96	505	109	500	94	499	113	432	61	323	30	298	608	3028	86	432
06:30	166	426	169	456	146	504	161	461	137	454	85	350	38	262	902	2913	128	416
06:45	210	415	225	457	225	419	209	483	201	357	118	283	41	266	1229	2680	175	382
07:00	271	326	277	425	260	419	247	377	258	371	108	299	54	233	1475	2450	210	350
07:15	296	341	282	347	293	333	294	318	287	313	102	263	50	230	1604	2145	229	306
07:30	290	248	300	298	318	284	288	326	306	329	116	257	65	219	1683	1961	240	280
07:45	323	257	344	283	339	315	382	265	339	310	173	253	73	258	1973	1941	281	277
08:00	367	258	338	264	342	255	383	311	350	273	167	226	77	190	2024	1777	289	253
08:15	319	251	319	264	297	274	313	223	292	287	178	222	81	221	1799	1742	257	248
08:30	294	233	332	232	315	254	339	223	314	295	186	240	103	205	1883	1682	269	240
08:45	271	178	266	203	301	251	304	244	315	217	166	193	107	177	1730	1463	247	209
09:00	237	175	285	226	257	268	349	215	290	225	208	228	116	194	1742	1531	248	218
09:15	238	187	229	190	222	220	280	204	264	237	217	191	104	167	1554	1396	222	199
09:30	243	171	316	190	340	206	303	237	310	250	195	201	128	127	1835	1382	262	197
09:45	293	197	266	179	294	172	303	172	301	250	211	209	166	135	1834	1314	262	187
10:00	262	153	263	179	277	184	287	197	243	246	244	206	148	137	1724	1302	246	186
10:15	223	139	308	202	292	160	246	192	248	234	221	199	168	115	1706	1241	243	177
10:30	281	130	259	159	260	141	250	170	252	182	262	220	181	123	1745	1125	249	160
10:45	266	125	275	130	310	143	292	141	233	181	208	218	164	93	1748	1031	249	147
11:00	247	111	231	129	261	127	283	145	285	175	319	197	216	107	1842	991	263	141
11:15	289	96	265	87	274	96	285	96	268	191	244	184	161	90	1786	840	255	120
11:30	240	86	266	92	281	116	272	110	309	146	259	190	233	61	1860	801	265	114
11:45	286	58	260	96	262	67	259	80	322	158	285	153	255	70	1929	682	275	97
12:00	300	53	308	44	331	71	278	89	303	134	255	132	213	56	1988	579	284	82
TOTALS	21454		22459		22865		23124		23770		18682		14753		147107		20973	
AM Times	7:45		7:45		7:30		7:45		7:45		11:00		11:00		7:45		7:45	
AM Peaks	1303		1333		1296		1417		1295		1107		865		7679		1096	
AM PHF	0.89		0.97		0.95		0.92		0.93		0.87		0.85		0.95		0.95	
PM Times	17:15		17:30		17:15		17:15		17:15		17:00		17:00		17:15		17:00	
PM Peaks	2023		2077		2127		2103		1952		1315		1235		12682		1809	
PM PHF	0.96		0.96		0.98		0.98		0.93		0.93		0.97		0.98		0.98	

Peggy Malone & Associates
WEEKLY SUMMARY
Starting:10/18/2016

Station #: H3
Site ID: 000000010621
Location: SW 24th Ave., N of S. Military Trail
Direction: NORTH

File: Trail.prn
City: 16-324 AW Min
County: 26.29998, -80.13617

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
			18		19		20											
Lane 1	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			0	5	0	8	0	4							0	17	0	5
00:30			0	4	0	7	0	2							0	13	0	4
00:45			0	7	0	3	0	8							0	18	0	6
01:00			0	8	1	6	1	5							2	19	0	6
01:15			0	3	0	4	0	3							0	10	0	3
01:30			0	5	0	2	4	5							4	12	1	4
01:45			0	2	0	3	1	7							1	12	0	4
02:00			0	3	0	5	0	2							0	10	0	3
02:15			0	1	0	2	0	2							0	5	0	1
02:30			0	7	0	1	0	2							0	10	0	3
02:45			0	2	0	0	0	4							0	6	0	2
03:00			0	4	0	4	0	1							0	9	0	3
03:15			0	4	0	2	0	3							0	9	0	3
03:30			0	1	0	5	0	2							0	8	0	2
03:45			0	2	0	5	0	0							0	7	0	2
04:00			0	3	0	6	0	4							0	13	0	4
04:15			0	6	0	3	0	6							0	15	0	5
04:30			0	6	1	9	0	6							1	21	0	7
04:45			0	5	0	1	0	4							0	10	0	3
05:00			1	4	2	2	2	3							5	9	1	3
05:15			0	3	0	5	0	4							0	12	0	4
05:30			0	5	1	4	0	5							1	14	0	4
05:45			1	4	0	4	0	2							1	10	0	3
06:00			1	8	0	4	0	5							1	17	0	5
06:15			3	1	0	2	1	4							4	7	1	2
06:30			1	5	2	3	2	3							5	11	1	3
06:45			0	4	2	4	0	3							2	11	0	3
07:00			5	3	4	1	1	5							10	9	3	3
07:15			3	0	1	4	6	8							10	12	3	4
07:30			3	3	3	3	1	4							7	10	2	3
07:45			8	4	2	3	13	3							23	10	7	3
08:00			8	1	6	3	7	2							21	6	7	2
08:15			2	4	7	1	4	4							13	9	4	3
08:30			6	3	3	3	6	2							15	8	5	2
08:45			4	6	4	1	0	6							8	13	2	4
09:00			2	4	4	3	2	1							8	8	2	2
09:15			0	0	3	0	2	2							5	2	1	0
09:30			7	0	1	0	4	4							12	4	4	1
09:45			3	3	6	1	2	3							11	7	3	2
10:00			2	1	2	4	2	4							6	9	2	3
10:15			1	3	3	1	3	1							7	5	2	1
10:30			2	1	1	0	1	2							4	3	1	1
10:45			2	0	6	0	1	0							9	0	3	0
11:00			4	0	1	1	4	0							9	1	3	0
11:15			2	0	2	1	4	0							8	1	2	0
11:30			4	0	1	0	4	0							9	0	3	0
11:45			4	0	3	0	4	1							11	1	3	0
12:00			4	0	2	0	4	0							10	0	3	0
TOTALS	0		231		208		237		0		0		0		676		200	
AM Times			7:45		8:00		7:45								7:45		7:45	
AM Peaks			24		20		30								72		23	
AM PHF			0.75		0.71		0.58								0.78		0.82	
PM Times			12:15		12:15		12:45								12:15		12:15	
PM Peaks			24		24		21								67		21	
PM PHF			0.75		0.75		0.66								0.88		0.88	

Station #: H3
Site ID: 000000010621
Location: SW 24th Ave., N of S. Military Trail
Direction: SOUTH

File: Trail.prn
City: 16-324 AW Min
County: 26.29998, -80.13617

TIME	MON		TUE 18		WED 19		THU 20		FRI		SAT		SUN		WK TOT		WK AVG	
Lane 2	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm	am	pm
00:15			1	24	5	25	2	27							8	76	2	25
00:30			0	10	1	22	3	15							4	47	1	15
00:45			2	18	1	28	2	22							5	68	1	22
01:00			1	23	0	26	1	31							2	80	0	26
01:15			0	33	2	21	1	32							3	86	1	28
01:30			2	16	2	25	3	19							7	60	2	20
01:45			0	19	0	19	0	21							0	59	0	19
02:00			0	16	0	27	0	20							0	63	0	21
02:15			1	33	0	29	0	35							1	97	0	32
02:30			0	26	0	19	0	23							0	68	0	22
02:45			0	24	0	24	0	19							0	67	0	22
03:00			0	27	0	35	1	32							1	94	0	31
03:15			1	25	2	29	0	24							3	78	1	26
03:30			0	20	0	28	1	23							1	71	0	23
03:45			0	21	0	24	0	34							0	79	0	26
04:00			0	30	0	29	0	25							0	84	0	28
04:15			0	31	0	27	0	32							0	90	0	30
04:30			0	37	0	31	0	42							0	110	0	36
04:45			0	57	0	55	0	63							0	175	0	58
05:00			0	30	0	40	0	33							0	103	0	34
05:15			0	48	2	39	0	53							2	140	0	46
05:30			0	45	1	50	2	39							3	134	1	44
05:45			2	47	3	43	3	34							8	124	2	41
06:00			4	46	1	35	2	34							7	115	2	38
06:15			6	45	3	38	2	43							11	126	3	42
06:30			4	26	3	37	4	32							11	95	3	31
06:45			4	30	3	32	9	28							16	90	5	30
07:00			6	30	7	34	3	38							16	102	5	34
07:15			13	30	15	21	11	27							39	78	13	26
07:30			10	27	16	35	16	22							42	84	14	28
07:45			18	23	16	27	16	35							50	85	16	28
08:00			17	21	21	29	22	18							60	68	20	22
08:15			17	22	20	14	10	21							47	57	15	19
08:30			17	14	17	21	15	23							49	58	16	19
08:45			13	13	14	16	12	13							39	42	13	14
09:00			10	16	18	23	11	15							39	54	13	18
09:15			26	13	22	15	17	14							65	42	21	14
09:30			13	9	13	11	20	11							46	31	15	10
09:45			20	11	10	10	19	10							49	31	16	10
10:00			17	14	14	15	16	14							47	43	15	14
10:15			15	10	14	12	22	13							51	35	17	11
10:30			20	6	17	16	12	6							49	28	16	9
10:45			12	11	12	13	12	10							36	34	12	11
11:00			14	5	11	4	19	10							44	19	14	6
11:15			21	9	14	11	17	8							52	28	17	9
11:30			22	8	17	5	14	3							53	16	17	5
11:45			19	8	13	3	27	3							59	14	19	4
12:00			18	4	18	2	15	5							51	11	17	3
TOTALS	0		1477		1522		1516		0		0		0		4515		1475	
AM Times			11:15		7:45		9:30								11:15		11:15	
AM Peaks			80		74		77								215		70	
AM PHF			0.91		0.88		0.88								0.91		0.92	
PM Times			17:15		16:45		16:30								16:45		16:45	
PM Peaks			186		184		191								552		182	
PM PHF			0.97		0.84		0.76								0.79		0.78	

FTE Data from Other Document Efforts

FACILITY_ID	(All)
LANE_NO	(All)

Cypress Creek Plaza

Sum of COUNT(*)	Column Labels								
	NE			NE Total	SW			SW Total	Grand Total
Row Labels	3/1/2016	3/2/2016	3/3/2016		3/1/2016	3/2/2016	3/3/2016		
00:00	15	12	13	40	20	22	18	60	100
00:15	14	10	15	39	14	13	14	41	80
00:30	16	20	13	49	24	15	15	54	103
00:45	8	10	6	24	8	14	6	28	52
01:00	12	10	11	33	11	15	11	37	70
01:15	8	9	9	26	11	11	14	36	62
01:30	6	6	7	19	8	9	6	23	42
01:45	4	9	9	22	12	10	13	35	57
02:00	5	7	8	20	13	16	10	39	59
02:15	6	5	7	18	11	10	8	29	47
02:30	7	13	3	23	1	6	11	18	41
02:45	6	7	9	22	6	6	14	26	48
03:00	9	6	10	25	8	9	10	27	52
03:15	2	10	10	22	8	9	6	23	45
03:30	7	7	11	25	9	4	4	17	42
03:45	7	8	8	23	10	8	7	25	48
04:00	6	11	9	26	9	7	4	20	46
04:15	15	5	11	31	7	11	8	26	57
04:30	13	16	12	41	13	9	8	30	71
04:45	16	20	13	49	10	13	10	33	82
05:00	18	13	9	40	7	5	18	30	70
05:15	21	26	23	70	14	12	13	39	109
05:30	23	28	30	81	13	23	19	55	136
05:45	49	41	35	125	23	22	17	62	187
06:00	40	28	42	110	33	20	24	77	187
06:15	55	51	47	153	26	36	36	98	251
06:30	85	83	78	246	38	42	54	134	380
06:45	99	96	109	304	43	44	48	135	439
07:00	87	97	76	260	70	65	61	196	456
07:15	106	111	118	335	69	66	76	211	546
07:30	129	131	133	393	78	85	83	246	639
07:45	111	113	118	342	71	77	68	216	558
08:00	116	103	109	328	64	90	89	243	571
08:15	125	114	111	350	82	94	106	282	632
08:30	113	104	109	326	75	79	84	238	564
08:45	88	92	90	270	88	94	92	274	544
09:00	88	67	73	228	87	87	80	254	482
09:15	95	79	91	265	84	71	75	230	495
09:30	90	62	95	247	68	82	77	227	474
09:45	81	81	80	242	82	85	76	243	485
10:00	72	63	63	198	77	53	64	194	392
10:15	69	68	70	207	76	60	66	202	409
10:30	83	93	104	280	79	67	73	219	499
10:45	77	77	87	241	85	85	75	245	486
11:00	77	83	88	248	82	73	75	230	478
11:15	90	85	97	272	65	71	62	198	470
11:30	79	86	100	265	87	74	75	236	501

11:45	76	80	91	247	83	67	76	226	473
12:00	77	77	89	243	75	71	69	215	458
12:15	75	65	87	227	70	67	86	223	450
12:30	95	101	84	280	86	74	78	238	518
12:45	83	69	84	236	97	74	71	242	478
13:00	71	60	81	212	81	61	91	233	445
13:15	64	73	87	224	78	95	87	260	484
13:30	84	80	75	239	78	90	93	261	500
13:45	59	73	94	226	73	67	81	221	447
14:00	95	72	73	240	74	89	84	247	487
14:15	66	79	79	224	85	98	96	279	503
14:30	89	90	95	274	75	90	94	259	533
14:45	85	80	79	244	77	101	96	274	518
15:00	76	81	87	244	93	119	89	301	545
15:15	72	87	89	248	91	89	96	276	524
15:30	92	94	35	221	111	97	49	257	478
15:45	101	119	97	317	118	130	128	376	693
16:00	104	102	122	328	106	121	121	348	676
16:15	96	98	110	304	112	126	121	359	663
16:30	108	110	100	318	140	135	148	423	741
16:45	131	123	105	359	142	149	139	430	789
17:00	106	104	112	322	135	149	155	439	761
17:15	89	105	87	281	167	156	151	474	755
17:30	132	100	89	321	168	175	157	500	821
17:45	99	123	106	328	135	161	182	478	806
18:00	78	97	104	279	124	181	139	444	723
18:15	104	97	84	285	125	123	141	389	674
18:30	103	104	109	316	100	108	130	338	654
18:45	98	91	76	265	100	76	114	290	555
19:00	80	81	72	233	86	65	113	264	497
19:15	69	61	78	208	79	59	74	212	420
19:30	69	69	94	232	60	56	67	183	415
19:45	55	70	69	194	68	66	67	201	395
20:00	47	56	78	181	55	50	53	158	339
20:15	47	61	64	172	43	61	59	163	335
20:30	33	47	55	135	55	45	48	148	283
20:45	40	31	45	116	47	32	49	128	244
21:00	31	39	48	118	40	36	52	128	246
21:15	31	39	35	105	39	46	51	136	241
21:30	33	42	43	118	39	34	44	117	235
21:45	37	37	35	109	34	40	38	112	221
22:00	36	33	36	105	42	45	38	125	230
22:15	32	36	44	112	40	33	43	116	228
22:30	33	39	31	103	23	32	29	84	187
22:45	25	22	26	73	24	29	27	80	153
23:00	30	27	27	84	24	30	36	90	174
23:15	21	28	37	86	26	21	19	66	152
23:30	12	16	25	53	18	15	29	62	115
23:45	15	20	19	54	16	19	22	57	111
Grand Total	**5732**	**5764**	**5950**	**17446**	**5736**	**5832**	**6003**	**17571**	**35017**

Peggy Malone & Associates
WEEKLY SUMMARY
Starting: 2/26/2016

Station #:	M66A	File:	M66A_970661_2016.prn
Site ID:	10677	City:	16-023 AW Max
Location:	Tpk NB Off to Atlantic	County:	26.22651 -81.1816
Direction:	NORTH		

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	29		1		2		3		26		27		28					
Lane 1	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
0:15	37	105	20	112	27	109	35	164	22	136	48	91	43	75	232	792	33	113
0:30	36	101	26	107	19	121	27	155	25	127	32	122	55	91	220	824	31	117
0:45	26	113	16	120	20	122	18	155	27	162	42	155	43	85	192	912	27	130
1:00	19	121	13	111	22	132	15	124	29	169	27	106	31	114	156	877	22	125
1:15	13	131	13	151	20	130	9	124	21	140	36	101	23	97	135	874	19	124
1:30	18	141	15	132	22	130	24	119	28	158	26	119	30	93	163	892	23	127
1:45	12	128	13	160	10	128	11	142	14	147	20	134	36	96	116	935	16	133
2:00	11	144	11	139	8	153	11	139	18	138	15	124	15	98	89	935	12	133
2:15	6	109	7	122	12	134	10	133	10	146	22	133	31	110	98	887	14	126
2:30	13	155	9	147	7	165	9	138	22	160	21	124	18	117	99	1006	14	143
2:45	8	178	7	156	12	176	11	144	12	169	10	136	16	106	76	1065	10	152
3:00	10	161	14	156	11	148	17	141	17	199	16	134	21	123	106	1062	15	151
3:15	6	159	8	170	12	163	6	169	16	169	13	114	18	93	79	1037	11	148
3:30	10	154	6	188	11	199	12	197	8	163	12	119	8	90	67	1110	9	158
3:45	7	180	6	210	9	185	8	172	11	201	17	109	19	110	77	1167	11	166
4:00	10	196	9	217	6	226	8	191	17	212	14	133	11	117	75	1292	10	184
4:15	6	188	12	202	15	215	8	231	11	243	11	114	14	83	77	1276	11	182
4:30	16	238	3	254	21	238	20	232	8	223	11	119	20	101	99	1405	14	200
4:45	25	200	11	232	19	236	11	218	11	211	9	110	15	96	101	1303	14	186
5:00	20	252	24	230	17	233	17	232	30	207	11	114	15	110	134	1378	19	196
5:15	24	270	20	250	16	266	11	244	20	240	25	102	16	89	132	1461	18	208
5:30	22	261	29	244	18	270	36	235	23	352	17	101	19	106	164	1569	23	224
5:45	35	210	44	243	41	257	37	193	42	325	36	135	32	110	267	1473	38	210
6:00	49	181	57	240	67	243	62	218	64	300	35	103	32	120	366	1405	52	200
6:15	77	193	69	222	79	217	65	219	54	350	32	124	22	111	398	1436	56	205
6:30	102	196	113	224	91	182	99	176	99	357	36	146	21	86	561	1367	80	195
6:45	181	221	172	214	161	192	160	186	150	288	61	115	28	97	913	1313	130	187
7:00	214	163	221	171	233	174	251	180	216	174	60	124	25	106	1220	1092	174	156
7:15	205	133	228	134	198	126	207	165	182	173	58	128	26	92	1104	951	157	135
7:30	260	95	284	133	263	165	267	159	258	142	63	119	30	103	1425	916	203	130
7:45	303	119	352	111	311	135	310	165	310	154	88	105	35	81	1709	870	244	124
8:00	348	122	345	99	377	92	366	119	338	120	88	106	36	70	1898	728	271	104
8:15	348	92	326	97	307	87	324	91	317	118	78	104	34	72	1734	661	247	94
8:30	376	98	347	66	337	86	311	110	294	89	93	92	36	73	1794	614	256	87
8:45	272	85	318	88	282	78	260	89	266	74	82	104	42	71	1522	589	217	84
9:00	261	75	233	76	268	86	246	74	253	93	108	81	42	53	1411	538	201	76
9:15	184	73	213	56	204	80	185	74	169	86	59	82	62	72	1076	523	153	74
9:30	199	65	196	59	133	87	159	60	160	80	97	82	59	43	1003	476	143	68
9:45	161	56	179	63	163	67	157	69	151	79	99	70	57	50	967	454	138	64
10:00	140	52	153	60	132	57	158	70	135	75	100	72	62	58	880	444	125	63
10:15	125	46	103	55	102	53	132	59	131	69	89	71	71	63	753	416	107	59
10:30	117	42	106	43	118	42	127	62	128	67	109	55	90	58	795	369	113	52
10:45	124	41	96	47	104	46	119	54	144	67	123	59	74	62	784	376	112	53
11:00	115	49	130	41	119	49	123	56	130	72	128	64	111	44	856	375	122	53
11:15	115	31	123	29	120	34	119	53	134	66	120	61	83	37	814	311	116	44
11:30	97	31	146	35	138	43	131	49	105	61	107	61	89	35	813	315	116	45
11:45	115	28	119	36	133	39	180	37	142	52	106	62	84	35	879	289	125	41
12:00	128	29	95	23	123	25	148	34	149	54	115	68	86	33	844	266	120	38
TOTALS	11217		11535		11559		11657		12578		7632		5921		72099		10259	
AM Times	7:45		7:45		7:45		7:45		7:45		10:30		11:00		7:45		7:45	
AM Peaks	1375		1370		1332		1311		1259		480		367		7135		1018	
AM PHF	0.91		0.97		0.88		0.9		0.93		0.94		0.83		0.94		0.94	
PM Times	17:00		17:15		17:15		16:45		17:45		14:15		14:15		17:15		17:15	
PM Peaks	993		977		1036		929		1332		527		456		5908		842	
PM PHF	0.92		0.98		0.96		0.95		0.93		0.97		0.93		0.94		0.94	

Peggy Malone & Associates
WEEKLY SUMMARY
Starting: 2/26/2016

Station #:	M66B	File:	M66B_970662_2016.prn
Site ID:	10638	City:	16-023 AW Max
Location:	Tpk SB On from Atalntic Blvd.	County:	26.22885 -80.1816
Direction:	SOUTH		

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	29		1		2		3		26		27		28					
Lane 1	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
0:15	27	119	19	123	20	132	20	133	25	150	43	135	43	92	197	884	28	126
0:30	23	120	20	135	17	134	20	124	14	150	26	138	38	68	158	869	22	124
0:45	26	127	21	131	18	142	14	126	17	110	40	146	39	103	175	885	25	126
1:00	14	128	16	146	18	134	15	130	14	139	21	101	29	116	127	894	18	127
1:15	17	137	13	137	8	120	15	136	11	130	24	128	31	106	119	894	17	127
1:30	30	123	9	115	15	132	15	126	9	127	34	128	24	120	136	871	19	124
1:45	24	142	16	144	22	115	17	176	20	137	17	140	26	101	142	955	20	136
2:00	13	127	9	127	13	129	13	126	14	151	19	107	28	91	109	858	15	122
2:15	10	141	11	153	16	140	19	116	20	155	17	115	11	86	104	906	14	129
2:30	5	142	4	161	10	144	6	160	11	143	23	110	21	116	80	976	11	139
2:45	7	130	9	170	9	167	16	153	11	175	10	132	17	122	79	1049	11	149
3:00	15	161	12	135	15	160	9	149	11	169	13	129	15	88	90	991	12	141
3:15	10	151	13	138	9	164	10	162	16	165	18	129	11	109	87	1018	12	145
3:30	12	168	14	171	11	151	8	179	9	181	13	98	13	110	80	1058	11	151
3:45	5	166	6	170	8	177	10	158	5	222	18	120	12	104	64	1117	9	159
4:00	6	187	9	201	9	211	11	197	5	196	15	141	18	128	73	1261	10	180
4:15	9	215	13	224	11	281	14	270	7	262	13	149	12	80	79	1481	11	211
4:30	14	269	21	203	22	250	11	251	10	281	13	128	15	100	106	1482	15	211
4:45	18	250	24	264	19	265	17	288	18	263	16	163	16	126	128	1619	18	231
5:00	27	235	14	290	20	292	29	287	20	308	16	120	15	86	141	1618	20	231
5:15	34	347	40	346	31	349	37	382	29	334	33	108	31	109	235	1975	33	282
5:30	33	312	36	364	43	406	48	350	30	306	16	167	35	103	241	2008	34	286
5:45	60	298	58	339	64	294	46	341	45	337	32	124	21	104	326	1837	46	262
6:00	48	252	71	324	50	254	75	312	66	280	26	119	19	101	355	1642	50	234
6:15	84	235	86	272	80	266	80	242	68	232	35	140	19	113	452	1500	64	214
6:30	115	208	127	219	130	208	120	232	108	280	46	127	22	134	668	1408	95	201
6:45	159	169	163	197	157	211	169	229	147	239	54	112	36	80	885	1237	126	176
7:00	154	156	189	169	166	162	157	155	146	178	70	124	30	84	912	1028	130	146
7:15	245	115	232	143	222	149	225	122	184	166	70	109	48	88	1226	892	175	127
7:30	258	124	238	148	269	92	241	165	219	133	76	101	37	84	1338	847	191	121
7:45	234	92	232	110	239	119	244	119	259	134	94	98	51	81	1353	753	193	107
8:00	241	96	250	88	264	106	248	72	222	109	90	86	38	81	1353	638	193	91
8:15	275	86	255	96	265	95	263	82	275	95	101	113	36	62	1470	629	210	89
8:30	248	66	268	67	266	83	243	69	251	112	85	63	50	84	1411	544	201	77
8:45	238	64	264	65	225	72	254	60	227	73	142	97	55	55	1405	486	200	69
9:00	191	51	216	81	183	46	164	60	176	70	118	93	66	60	1114	461	159	65
9:15	135	60	200	56	151	69	191	72	155	78	100	72	75	47	1007	454	143	64
9:30	143	52	164	57	159	65	175	73	145	76	125	88	78	58	989	469	141	67
9:45	134	61	178	47	137	64	175	53	141	88	112	75	83	55	960	443	137	63
10:00	135	46	144	52	145	49	127	39	138	63	123	93	87	44	899	386	128	55
10:15	125	44	141	50	132	45	134	67	148	66	90	65	70	38	840	375	120	53
10:30	121	40	137	40	139	54	130	43	128	57	111	71	86	44	852	349	121	49
10:45	129	40	136	39	122	27	128	36	130	69	115	74	96	43	856	328	122	46
11:00	112	29	106	36	121	35	108	32	107	50	93	77	87	44	734	303	104	43
11:15	118	35	140	36	127	18	173	35	125	47	117	63	114	32	914	266	130	38
11:30	146	29	121	26	118	31	113	36	119	48	143	69	83	35	843	274	120	39
11:45	139	19	119	27	135	39	116	33	130	48	113	45	84	21	836	232	119	33
12:00	101	21	132	29	115	31	133	27	127	48	113	51	65	18	786	225	112	32
TOTALS	10852		11577		11424		11591		11742		8033		5990		71209		10133	
AM Times	7:30		8:00		7:30		8:00		7:45		11:15		10:30		8:00		8:00	
AM Peaks	1008		1037		1037		1008		1007		486		383		5639		804	
AM PHF	0.92		0.97		0.96		0.96		0.92		0.85		0.84		0.96		0.96	
PM Times	17:15		17:15		17:00		17:15		17:00		16:00		17:45		17:15		17:15	
PM Peaks	1209		1373		1341		1385		1285		581		452		7462		1064	
PM PHF	0.87		0.94		0.83		0.91		0.95		0.89		0.84		0.93		0.93	

Peggy Malone & Associates
WEEKLY SUMMARY
Starting: 2/26/2016

Station #:	M67A	File:	M67A_970671_2016.prn
Site ID:	10639	City:	16-023 AW Max
Location:	Tpk NB Off to Coconut Creek	County:	26.6485 -81.1666
Direction:	NORTH		

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	29		1		2		3		26		27		28					
Lane 1	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
0:15	8	82	6	90	18	82	8	76	11	75	15	58	22	42	88	505	12	72
0:30	4	83	4	73	9	82	8	92	9	77	8	69	19	36	61	512	8	73
0:45	11	100	3	103	5	94	5	95	13	81	5	74	13	38	55	585	7	83
1:00	12	73	14	103	10	81	8	105	11	95	4	75	9	46	68	578	9	82
1:15	6	66	7	82	9	90	2	78	8	88	15	59	11	43	58	506	8	72
1:30	6	82	5	84	9	82	7	70	11	96	9	68	6	47	53	529	7	75
1:45	2	83	10	86	7	92	9	72	7	84	8	55	5	27	48	499	6	71
2:00	5	86	6	83	9	88	11	93	10	81	12	81	11	52	64	564	9	80
2:15	7	84	2	75	5	64	5	85	7	91	5	73	7	40	38	512	5	73
2:30	3	98	7	103	3	97	10	110	6	103	5	65	6	48	40	624	5	89
2:45	2	94	6	93	3	89	5	102	9	110	2	84	3	44	30	616	4	88
3:00	10	91	9	91	3	83	6	91	6	89	3	72	4	51	41	568	5	81
3:15	4	86	5	77	10	91	3	88	9	97	6	75	2	36	39	550	5	78
3:30	9	92	9	90	12	100	6	83	7	102	2	70	1	42	46	579	6	82
3:45	11	100	4	87	7	100	13	120	4	79	12	59	5	38	56	583	8	83
4:00	3	97	7	81	10	111	8	97	7	111	3	53	2	62	40	612	5	87
4:15	10	84	7	107	8	89	14	113	9	108	12	58	2	44	62	603	8	86
4:30	15	92	18	110	26	101	13	100	16	102	6	48	8	41	102	594	14	84
4:45	17	102	23	90	20	122	18	92	27	119	13	64	2	44	120	633	17	90
5:00	31	119	32	121	36	101	25	86	26	121	17	52	3	26	170	626	24	89
5:15	24	91	27	117	33	94	23	129	24	117	16	56	5	33	152	637	21	91
5:30	29	115	29	120	23	99	26	121	29	65	15	60	7	34	158	614	22	87
5:45	42	125	37	112	40	115	31	101	44	90	17	61	9	44	220	648	31	92
6:00	41	91	58	108	56	95	51	115	47	81	20	58	12	37	285	585	40	83
6:15	71	108	67	117	61	104	58	107	66	87	24	52	14	32	361	607	51	86
6:30	89	95	87	89	90	106	78	89	82	72	40	50	30	35	496	536	70	76
6:45	179	90	155	108	146	93	154	86	130	110	61	50	58	34	883	571	126	81
7:00	148	79	193	60	164	60	158	70	164	122	70	45	54	39	951	475	135	67
7:15	133	65	142	58	152	65	156	54	157	69	49	67	41	37	830	415	118	59
7:30	186	57	206	57	195	48	207	74	163	52	60	49	25	26	1042	363	148	51
7:45	192	58	197	51	203	54	220	46	200	66	59	55	23	22	1094	352	156	50
8:00	186	36	190	44	199	40	184	41	190	39	69	51	34	39	1052	290	150	41
8:15	194	25	196	30	173	31	184	37	150	40	50	33	22	31	969	227	138	32
8:30	167	36	213	23	179	32	161	45	159	33	45	25	30	24	954	218	136	31
8:45	174	20	166	21	169	26	152	34	116	33	52	30	22	20	851	184	121	26
9:00	156	25	202	18	140	28	153	37	128	28	62	27	26	23	867	186	123	26
9:15	119	39	99	23	155	29	117	37	105	31	52	28	30	19	677	206	96	29
9:30	121	22	115	24	111	24	119	20	85	36	46	29	31	11	628	166	89	23
9:45	95	34	119	24	101	30	101	29	74	28	53	20	23	9	566	174	80	24
10:00	96	10	91	20	65	21	95	22	82	32	60	15	33	18	522	138	74	19
10:15	90	16	100	20	93	24	70	20	80	26	50	19	30	18	513	143	73	20
10:30	70	30	76	22	85	33	76	42	68	26	32	28	33	20	440	201	62	28
10:45	102	37	87	41	94	32	99	37	67	47	38	44	32	31	519	269	74	38
11:00	95	16	83	23	107	14	99	22	55	23	57	23	36	19	532	140	76	20
11:15	93	19	67	14	59	8	74	22	71	25	45	21	33	15	442	124	63	17
11:30	57	15	73	11	71	10	63	15	69	12	54	19	31	10	418	92	59	13
11:45	83	15	66	15	80	15	76	21	53	11	48	20	26	15	432	112	61	16
12:00	75	3	79	8	76	11	97	16	91	15	58	14	29	9	505	76	72	10
TOTALS	6449		6611		6519		6603		6287		3825		2471		38765		5491	
AM Times	7:30		7:45		7:30		7:30		7:15		6:45		6:30		7:30		7:30	
AM Peaks	758		796		770		795		710		240		183		4157		592	
AM PHF	0.98		0.93		0.95		0.9		0.89		0.86		0.79		0.95		0.95	
PM Times	17:00		17:00		16:00		17:15		16:30		14:00		16:00		17:00		17:00	
PM Peaks	450		470		423		466		459		303		191		2525		359	
PM PHF	0.9		0.97		0.87		0.9		0.95		0.9		0.77		0.97		0.98	

Peggy Malone & Associates
WEEKLY SUMMARY
Starting: 2/26/2016

Station #:	M67D	File:	M67D_970674_2016.prn
Site ID:	10719	City:	16-023 AW Max
Location:	Tpk SB On from Coconut Creek	County:	26.25031 -80.1666
Direction:	SOUTH		

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	29		1		2		3		26		27		28					
Lane 1	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
0:15	17	83	28	91	34	76	18	79	30	76	20	50	115	49	262	504	37	72
0:30	4	99	10	86	6	80	21	89	18	67	26	51	151	20	236	492	33	70
0:45	3	87	19	80	26	76	21	83	14	78	16	42	23	34	122	480	17	68
1:00	5	60	5	63	5	65	10	63	4	95	12	40	10	33	51	419	7	59
1:15	4	57	1	83	8	97	7	92	10	79	16	63	7	37	53	508	7	72
1:30	13	91	16	79	6	79	3	97	6	112	13	53	9	46	66	557	9	79
1:45	10	99	10	97	13	73	16	83	12	90	10	55	5	49	76	546	10	78
2:00	16	86	10	88	14	90	5	82	15	76	21	45	17	56	98	523	14	74
2:15	6	105	12	99	7	101	17	117	16	101	22	42	17	45	97	610	13	87
2:30	8	101	8	102	5	107	5	108	12	97	10	52	9	32	57	599	8	85
2:45	6	95	3	78	10	94	9	99	18	127	11	61	6	44	63	598	9	85
3:00	9	94	5	72	15	104	14	113	7	87	12	54	1	54	63	578	9	82
3:15	8	154	6	130	11	144	3	138	6	129	5	74	3	57	42	826	6	118
3:30	10	149	6	132	14	113	9	125	4	112	6	52	2	47	51	730	7	104
3:45	7	130	9	146	8	135	17	154	7	152	2	62	3	38	53	817	7	116
4:00	7	128	6	130	14	164	9	101	9	154	6	67	2	23	53	767	7	109
4:15	15	147	11	144	15	138	10	166	12	161	5	47	2	32	70	835	10	119
4:30	15	132	18	154	13	168	10	154	18	166	6	48	8	30	88	852	12	121
4:45	15	162	17	178	12	164	16	168	14	168	12	61	3	28	89	929	12	132
5:00	13	161	25	159	15	158	14	160	23	157	10	51	6	32	106	878	15	125
5:15	25	206	21	198	26	195	16	199	39	154	17	52	7	32	151	1036	21	148
5:30	41	190	34	195	27	202	27	231	27	181	13	49	5	28	174	1076	24	153
5:45	36	141	42	145	62	152	49	177	52	170	22	59	7	81	270	925	38	132
6:00	53	137	42	133	51	138	50	142	45	137	17	44	9	45	267	776	38	110
6:15	50	99	46	145	49	141	47	153	55	140	21	43	13	34	281	755	40	107
6:30	70	90	58	119	59	128	78	122	65	112	16	50	8	33	354	654	50	93
6:45	58	96	68	86	76	83	79	84	72	110	32	38	10	25	395	522	56	74
7:00	82	78	103	108	121	90	98	79	79	75	35	44	20	27	538	501	76	71
7:15	131	68	114	84	105	86	109	63	116	65	42	33	30	27	647	426	92	60
7:30	112	66	96	71	97	61	106	73	97	58	48	25	17	28	573	382	81	54
7:45	102	69	104	64	119	55	133	63	116	56	53	92	15	31	642	430	91	61
8:00	85	51	117	46	101	57	107	57	110	47	27	50	13	22	560	330	80	47
8:15	94	59	102	63	103	67	105	47	100	74	47	43	25	21	576	374	82	53
8:30	104	62	103	43	126	60	81	54	93	51	39	29	18	26	564	325	80	46
8:45	110	43	96	49	93	44	95	50	109	28	28	30	15	22	546	266	78	38
9:00	104	39	95	52	72	26	67	31	71	49	42	33	14	18	465	248	66	35
9:15	99	45	75	55	74	34	104	46	84	32	44	26	18	21	498	259	71	37
9:30	63	37	96	40	91	29	94	46	87	32	30	15	24	18	485	217	69	31
9:45	72	36	99	35	107	41	96	65	93	36	41	26	27	14	535	253	76	36
10:00	64	21	89	32	83	26	86	43	85	36	46	23	15	19	468	200	66	28
10:15	66	52	107	48	46	31	90	58	61	43	45	29	25	22	440	283	62	40
10:30	69	34	74	31	90	24	78	25	78	107	42	28	24	15	455	264	65	37
10:45	72	9	85	13	71	27	80	25	71	27	37	35	27	70	443	206	63	29
11:00	56	23	89	26	83	19	73	23	90	36	44	37	23	36	458	200	65	28
11:15	95	34	75	39	71	44	70	56	72	45	38	60	21	38	442	316	63	45
11:30	55	21	75	17	74	15	96	26	68	20	40	44	35	10	443	153	63	21
11:45	83	14	72	18	64	10	77	8	61	20	43	54	24	10	424	134	60	19
12:00	67	13	99	7	69	15	69	14	63	14	57	20	45	9	469	92	67	13
TOTALS	6362		6654		6587		6825		6653		3428		2501		39010		5533	
AM Times	7:15		7:15		7:45		7:15		7:15		7:00		0:15		7:15		7:15	
AM Peaks	430		431		449		455		439		178		299		2422		344	
AM PHF	0.82		0.92		0.89		0.86		0.95		0.84		0.5		0.94		0.93	
PM Times	16:45		16:45		16:45		17:00		17:00		15:15		14:45		16:45		16:45	
PM Peaks	719		730		719		767		662		255		202		3919		558	
PM PHF	0.87		0.92		0.89		0.83		0.91		0.86		0.89		0.91		0.91	

FACILITY_ID	5150
LANE_NO	(All)

Coconut Creek Tolled Ramps

Sum of COUNT(*)	Column Labels								
	NE				SW				
Row Labels	3/1/2016	3/2/2016	3/3/2016	NE Total	3/1/2016	3/2/2016	3/3/2016	SW Total	Grand Total
00:00	9	15	24	48	8	14	13	35	83
00:15	6	19	13	38	10	10	9	29	67
00:30	14	22	15	51	6	10	4	20	71
00:45	15	10	10	35	6	4	14	24	59
01:00	9	15	15	39	4	10	4	18	57
01:15	7	5	10	22	3	7	3	13	35
01:30	7	15	12	34	10	5	6	21	55
01:45	15	18	20	53	6	6	1	13	66
02:00	7	8	12	27	4	10	8	22	49
02:15	11	8	13	32	6	3	6	15	47
02:30	9	9	7	25	8	3	6	17	42
02:45	7	11	8	26	8	8	11	27	53
03:00	13	8	16	37	6	10	8	24	61
03:15	8	5	9	22	2	7	8	17	39
03:30	5	6	5	16	9	8	4	21	37
03:45	6	10	8	24	5	4	5	14	38
04:00	15	8	8	31	8	4	5	17	48
04:15	12	13	5	30	5	5	7	17	47
04:30	7	5	10	22	7	8	10	25	47
04:45	9	10	15	34	16	9	10	35	69
05:00	10	13	8	31	13	8	16	37	68
05:15	17	15	15	47	28	22	23	73	120
05:30	20	28	23	71	28	47	33	108	179
05:45	32	28	37	97	39	44	50	133	230
06:00	43	29	32	104	47	49	44	140	244
06:15	48	40	46	134	79	81	80	240	374
06:30	76	83	78	237	125	137	143	405	642
06:45	107	82	104	293	146	178	171	495	788
07:00	130	138	136	404	194	176	190	560	964
07:15	155	138	145	438	300	309	282	891	1329
07:30	152	160	168	480	342	320	324	986	1466
07:45	172	164	149	485	281	357	288	926	1411
08:00	160	167	184	511	320	298	340	958	1469
08:15	182	164	179	525	223	322	306	851	1376
08:30	128	117	105	350	287	355	333	975	1325
08:45	129	121	124	374	284	279	235	798	1172
09:00	94	134	112	340	205	197	233	635	975
09:15	100	113	108	321	188	206	204	598	919
09:30	114	96	118	328	163	126	170	459	787
09:45	79	108	81	268	122	123	118	363	631
10:00	88	80	80	248	106	119	105	330	578
10:15	93	93	105	291	89	100	120	309	600
10:30	113	105	89	307	110	106	86	302	609
10:45	104	102	74	280	99	108	97	304	584
11:00	90	106	100	296	73	88	82	243	539
11:15	81	81	102	264	93	72	103	268	532
11:30	71	102	95	268	93	109	96	298	566

11:45	84	108	96	288	75	88	127	290	578
12:00	92	108	100	300	109	73	102	284	584
12:15	92	109	99	300	105	74	105	284	584
12:30	108	82	108	298	91	101	92	284	582
12:45	97	99	106	302	91	114	113	318	620
13:00	76	106	112	294	94	117	74	285	579
13:15	102	121	95	318	69	108	89	266	584
13:30	109	126	116	351	80	98	104	282	633
13:45	102	99	110	311	87	95	101	283	594
14:00	113	120	130	363	87	113	104	304	667
14:15	123	101	126	350	115	92	102	309	659
14:30	117	124	104	345	106	116	70	292	637
14:45	116	130	47	293	104	106	36	246	539
15:00	150	157	166	473	105	125	106	336	809
15:15	162	163	154	479	111	117	104	332	811
15:30	200	206	209	615	110	142	132	384	999
15:45	186	184	199	569	137	130	128	395	964
16:00	221	203	199	623	145	118	139	402	1025
16:15	261	250	256	767	141	128	153	422	1189
16:30	229	229	245	703	146	162	154	462	1165
16:45	275	263	286	824	143	135	153	431	1255
17:00	299	296	315	910	138	142	143	423	1333
17:15	287	279	299	865	183	179	168	530	1395
17:30	274	285	275	834	177	159	169	505	1339
17:45	287	244	268	799	150	167	162	479	1278
18:00	250	211	201	662	151	168	149	468	1130
18:15	255	218	222	695	155	149	143	447	1142
18:30	173	147	148	468	136	114	139	389	857
18:45	140	131	127	398	109	102	103	314	712
19:00	129	136	124	389	72	79	94	245	634
19:15	84	96	73	253	44	76	93	213	466
19:30	95	99	88	282	51	65	51	167	449
19:45	87	74	62	223	46	40	45	131	354
20:00	86	70	70	226	41	44	35	120	346
20:15	53	76	73	202	37	45	44	126	328
20:30	54	73	52	179	40	39	39	118	297
20:45	68	40	54	162	33	33	29	95	257
21:00	34	50	61	145	38	23	48	109	254
21:15	40	52	55	147	38	28	29	95	242
21:30	47	60	53	160	22	21	26	69	229
21:45	38	32	32	102	30	25	29	84	186
22:00	39	48	29	116	26	24	29	79	195
22:15	41	28	40	109	21	19	19	59	168
22:30	18	35	31	84	21	23	14	58	142
22:45	37	33	26	96	22	14	17	53	149
23:00	39	33	35	107	16	11	13	40	147
23:15	31	21	30	82	16	16	14	46	128
23:30	17	26	30	73	11	10	6	27	100
23:45	23	11	14	48	7	16	13	36	84
Grand Total	**8819**	**8819**	**8782**	**26420**	**8296**	**8664**	**8565**	**25525**	**51945**

Peggy Malone & Associates
WEEKLY SUMMARY
Starting: 2/26/2016

Station #:	M69A	File:	M69A_970691_2016.prn
Site ID:	10622	City:	16-023 AW Max
Location:	Tpk NB Off to Sample Rd.	County:	26.26901 -80.1687
Direction:	NORTH		

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	29		1		2		3		26		27		28					
Lane 1	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
0:15	30	158	21	136	22	138	29	161	41	176	49	156	42	144	234	1069	33	152
0:30	29	117	28	129	19	129	28	177	39	175	44	191	52	131	239	1049	34	149
0:45	27	146	15	177	28	169	18	199	29	192	46	181	43	145	206	1209	29	172
1:00	25	177	10	149	18	132	23	184	21	165	43	149	45	141	185	1097	26	156
1:15	18	149	19	146	18	190	14	182	24	149	32	154	39	133	164	1103	23	157
1:30	13	137	21	160	11	164	15	153	22	167	34	179	26	125	142	1085	20	155
1:45	10	156	10	169	10	190	8	164	30	179	24	178	37	126	129	1162	18	166
2:00	13	165	17	166	22	137	18	168	10	147	43	147	27	125	150	1055	21	150
2:15	8	148	14	145	19	155	12	177	10	144	16	176	26	131	105	1076	15	153
2:30	7	177	16	170	8	166	14	183	12	186	25	166	26	127	108	1175	15	167
2:45	13	176	7	163	12	204	8	179	20	193	20	164	28	133	108	1212	15	173
3:00	10	178	17	190	19	187	10	151	9	206	34	162	21	128	120	1202	17	171
3:15	12	186	11	195	14	220	18	193	11	238	14	157	20	123	100	1312	14	187
3:30	18	189	22	243	11	209	15	197	13	211	32	156	28	127	139	1332	19	190
3:45	28	193	22	194	25	213	21	219	25	231	28	152	27	104	176	1306	25	186
4:00	28	249	24	263	31	247	27	222	24	246	27	177	17	113	178	1517	25	216
4:15	20	225	16	246	13	266	20	263	28	260	20	146	14	103	131	1509	18	215
4:30	11	257	19	242	20	247	13	244	27	280	31	153	20	99	141	1522	20	217
4:45	29	296	39	287	35	253	21	276	32	237	37	148	18	93	211	1590	30	227
5:00	37	304	38	264	25	317	25	299	33	242	28	129	14	110	200	1665	28	237
5:15	32	307	31	288	40	274	42	297	40	211	34	149	14	101	233	1627	33	232
5:30	33	312	46	292	50	277	53	273	58	205	42	133	17	84	299	1576	42	225
5:45	65	283	66	303	76	305	47	261	65	217	45	150	11	97	375	1616	53	230
6:00	99	269	111	307	95	294	120	261	106	203	58	131	22	112	611	1577	87	225
6:15	80	219	95	254	93	276	92	256	109	205	45	132	26	96	540	1438	77	205
6:30	120	246	129	246	124	248	129	220	133	208	59	111	26	105	720	1384	102	197
6:45	193	265	190	211	176	216	190	230	166	236	74	133	40	101	1029	1392	147	198
7:00	253	215	237	197	239	215	256	215	226	201	93	107	35	104	1339	1254	191	179
7:15	292	177	274	184	279	195	288	160	263	169	61	129	25	89	1482	1103	211	157
7:30	305	164	343	161	344	156	339	174	332	183	83	106	34	114	1780	1058	254	151
7:45	363	130	336	159	351	135	348	168	373	135	108	128	58	84	1937	939	276	134
8:00	310	118	338	113	308	131	322	158	317	97	116	128	44	94	1755	839	250	119
8:15	331	91	344	110	332	109	309	156	337	111	98	73	47	82	1798	732	256	104
8:30	317	98	293	90	326	113	309	111	296	107	98	106	40	91	1679	716	239	102
8:45	348	88	290	80	342	98	318	99	287	108	100	94	51	80	1736	647	248	92
9:00	274	73	268	96	304	92	288	63	276	82	128	81	60	67	1598	554	228	79
9:15	234	72	346	81	230	87	222	83	275	96	107	70	52	50	1466	539	209	77
9:30	303	75	211	72	217	81	211	87	221	108	118	78	74	57	1355	558	193	79
9:45	239	71	209	70	205	70	212	80	205	58	131	79	102	68	1303	496	186	70
10:00	181	57	179	79	176	57	167	70	177	65	165	54	99	57	1144	439	163	62
10:15	158	51	171	53	153	54	150	63	130	97	144	76	77	55	983	449	140	64
10:30	163	55	138	50	131	68	150	66	182	72	136	63	99	50	999	424	142	60
10:45	130	47	187	56	160	59	161	68	141	80	136	85	124	43	1039	438	148	62
11:00	144	43	143	66	149	52	160	65	165	59	155	74	114	43	1030	402	147	57
11:15	123	37	138	44	149	43	144	76	148	51	144	75	142	43	988	369	141	52
11:30	133	42	146	37	169	43	177	54	159	58	160	55	133	35	1077	324	153	46
11:45	140	26	149	28	163	30	200	41	169	65	177	59	141	50	1139	299	162	42
12:00	134	30	155	28	157	31	180	29	151	53	172	53	117	28	1066	252	152	36
TOTALS	13327		13538		13660		13816		13531		9547		6935		84354		12007	
AM Times	7:45		7:30		7:30		7:30		7:30		11:15		11:15		7:30		7:30	
AM Peaks	1321		1361		1335		1318		1359		653		533		7270		1036	
AM PHF	0.91		0.99		0.95		0.95		0.91		0.92		0.94		0.94		0.94	
PM Times	16:45		17:15		17:00		16:45		16:00		12:00		12:15		17:00		17:00	
PM Peaks	1219		1190		1173		1145		1023		700		561		6484		924	
PM PHF	0.98		0.97		0.93		0.96		0.91		0.92		0.97		0.97		0.97	

Peggy Malone & Associates
WEEKLY SUMMARY
Starting: 2/26/2016

Station #:	M69D	File:	M69D_2016.prn
Site ID:	10679	City:	16-023 AW Max
Location:	Tpk SB On from Sample Rd.	County:	26.2721 -80.169
Direction:	SOUTH		

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	29		1		2		3		26		27		28					
Lane 1	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
0:15	12	116	22	119	16	106	23	143	17	120	33	128	38	72	161	804	23	114
0:30	14	138	14	132	19	137	14	141	12	127	27	106	46	83	146	864	20	123
0:45	14	100	9	146	18	127	16	126	16	134	36	102	40	95	149	830	21	118
1:00	8	111	11	110	6	121	8	116	19	165	26	116	25	89	103	828	14	118
1:15	13	143	13	147	11	131	16	148	13	142	15	121	34	89	115	921	16	131
1:30	10	129	7	142	15	133	10	140	14	115	18	97	21	104	95	860	13	122
1:45	14	124	14	138	13	113	7	131	12	132	11	133	22	112	93	883	13	126
2:00	7	102	8	131	14	137	8	142	9	143	8	118	19	86	73	859	10	122
2:15	7	133	16	111	15	122	5	112	10	155	14	132	13	102	80	867	11	123
2:30	8	153	4	136	3	131	14	136	10	164	14	118	16	73	69	911	9	130
2:45	6	152	7	136	12	155	8	134	9	140	16	128	15	104	73	949	10	135
3:00	4	133	6	170	5	145	11	130	8	176	11	116	19	90	64	960	9	137
3:15	14	171	5	146	8	178	8	186	8	173	17	125	9	99	69	1078	9	154
3:30	9	157	16	179	8	173	9	182	4	191	5	157	12	73	63	1112	9	158
3:45	11	187	8	189	8	207	12	188	16	168	10	152	7	101	72	1192	10	170
4:00	11	198	14	193	11	225	7	232	9	192	14	130	11	112	77	1282	11	183
4:15	15	189	12	229	11	188	17	212	15	245	21	144	16	116	107	1323	15	189
4:30	27	213	32	209	25	212	15	235	32	223	29	150	17	106	177	1348	25	192
4:45	31	222	31	222	38	239	15	262	29	252	22	135	12	83	178	1415	25	202
5:00	21	268	30	229	14	271	41	266	13	273	12	131	13	95	144	1533	20	219
5:15	18	264	30	292	36	318	28	286	23	271	34	119	15	120	184	1670	26	238
5:30	41	294	55	287	34	303	60	307	41	268	20	161	14	72	265	1692	37	241
5:45	91	247	80	259	77	258	53	278	78	300	27	130	16	105	422	1577	60	225
6:00	52	260	89	251	79	244	92	270	69	234	35	120	29	93	445	1472	63	210
6:15	98	195	83	241	81	206	86	217	90	231	55	138	21	110	514	1338	73	191
6:30	137	235	138	228	125	209	113	237	126	217	45	124	22	121	706	1371	100	195
6:45	163	145	144	156	169	154	168	179	136	179	57	108	33	84	870	1005	124	143
7:00	176	117	177	141	191	144	208	140	163	170	47	127	18	89	980	928	140	132
7:15	197	125	238	117	230	145	206	141	184	141	74	123	43	90	1172	882	167	126
7:30	249	99	256	108	223	94	262	105	210	120	83	106	43	66	1326	698	189	99
7:45	254	92	245	91	255	95	270	75	263	114	107	105	31	77	1425	649	203	92
8:00	260	85	257	100	257	79	279	110	264	91	82	58	47	76	1446	599	206	85
8:15	281	75	250	78	298	71	263	94	283	75	90	94	40	59	1505	546	215	78
8:30	245	84	249	72	261	78	266	73	244	76	89	64	42	59	1396	506	199	72
8:45	214	48	244	47	268	59	221	85	210	78	83	58	45	48	1285	423	183	60
9:00	163	42	196	56	183	49	214	55	180	75	82	67	56	42	1074	386	153	55
9:15	146	43	174	58	173	68	190	66	153	84	89	79	58	56	983	454	140	64
9:30	153	54	155	49	155	59	164	48	149	67	83	52	48	54	907	383	129	54
9:45	127	45	149	40	131	51	135	68	136	61	104	75	54	42	836	382	119	54
10:00	90	42	123	40	122	50	134	56	144	73	99	56	75	37	787	354	112	50
10:15	112	41	115	37	106	40	110	45	106	53	95	41	62	37	706	294	100	42
10:30	124	34	132	43	125	44	130	38	109	55	74	51	71	42	765	307	109	43
10:45	117	34	113	37	122	40	130	35	124	59	116	54	71	36	793	295	113	42
11:00	122	18	107	22	143	33	99	24	122	40	93	57	81	17	767	211	109	30
11:15	106	31	100	29	126	33	127	33	119	40	122	53	60	20	760	239	108	34
11:30	89	23	103	24	84	16	92	19	106	37	117	48	74	22	665	189	95	27
11:45	122	19	124	20	123	24	110	28	117	37	93	37	86	21	775	186	110	26
12:00	99	14	133	15	107	21	98	25	106	28	124	37	89	4	756	144	108	20
TOTALS	10246		10690		10790		11071		11034		7459		5332		66622		9477	
AM Times	7:30		7:30		8:00		7:45		7:45		11:15		11:15		7:45		7:45	
AM Peaks	1044		1008		1084		1078		1054		456		309		5772		823	
AM PHF	0.93		0.98		0.91		0.97		0.93		0.92		0.87		0.96		0.96	
PM Times	17:00		17:15		17:00		17:15		17:00		15:30		15:45		17:00		17:00	
PM Peaks	1073		1089		1150		1141		1112		583		435		6472		923	
PM PHF	0.91		0.93		0.9		0.93		0.93		0.93		0.94		0.96		0.96	

FACILITY_ID	5140	
LANE_NO	(All)	Sample Road Tolled Ramps

Sum of COUNT(*)	Column Labels								
	NE				SW				
Row Labels	3/1/2016	3/2/2016	3/3/2016	NE Total	3/1/2016	3/2/2016	3/3/2016	SW Total	Grand Total
00:00	7	6	7	20	8	11	11	30	50
00:15	2	6	9	17	8	14	11	33	50
00:30	2	6	7	15	9	4	13	26	41
00:45	3	8	6	17	2	12	5	19	36
01:00	8	4	6	18	10	6	10	26	44
01:15	5	2	5	12	10	7	10	27	39
01:30	4	2	2	8	7	3	4	14	22
01:45	4	5	5	14	8	5	4	17	31
02:00	2	6	3	11	5	5	4	14	25
02:15	2	3	3	8	2	6	8	16	24
02:30	3	6	5	14	2	4	7	13	27
02:45	4	1	3	8	3	2	6	11	19
03:00	3	9	2	14	7	8	4	19	33
03:15	4	2	7	13	5	5	9	19	32
03:30	3	3	3	9	3	3	6	12	21
03:45	9	7	4	20	3	4	7	14	34
04:00	3	4	2	9	9	7	7	23	32
04:15	10	7	7	24	8	4	7	19	43
04:30	6	9	7	22	6	7	8	21	43
04:45	8	9	14	31	10	11	8	29	60
05:00	15	9	11	35	10	7	12	29	64
05:15	15	20	13	48	13	13	15	41	89
05:30	18	16	23	57	14	16	21	51	108
05:45	26	25	35	86	23	12	24	59	145
06:00	39	24	41	104	29	22	23	74	178
06:15	44	62	49	155	42	47	50	139	294
06:30	70	67	61	198	64	42	61	167	365
06:45	123	117	110	350	70	71	73	214	564
07:00	117	117	111	345	98	105	113	316	661
07:15	132	131	140	403	128	107	106	341	744
07:30	161	171	156	488	131	150	146	427	915
07:45	176	188	186	550	141	149	142	432	982
08:00	179	180	183	542	110	131	138	379	921
08:15	164	165	193	522	148	123	152	423	945
08:30	158	148	146	452	132	113	112	357	809
08:45	173	139	129	441	88	96	80	264	705
09:00	116	123	118	357	70	95	89	254	611
09:15	110	104	119	333	70	86	103	259	592
09:30	88	79	105	272	71	94	75	240	512
09:45	86	84	87	257	68	70	77	215	472
10:00	77	88	76	241	63	59	60	182	423
10:15	84	87	86	257	64	76	66	206	463
10:30	83	74	76	233	59	74	65	198	431
10:45	85	76	96	257	56	78	59	193	450
11:00	75	75	79	229	52	89	65	206	435
11:15	84	84	83	251	53	62	68	183	434
11:30	93	71	80	244	54	65	49	168	412
11:45	73	103	82	258	51	83	69	203	461
12:00	77	69	87	233	56	73	46	175	408
12:15	73	70	97	240	56	78	70	204	444
12:30	65	79	94	238	65	80	73	218	456
12:45	92	62	78	232	56	77	61	194	426
13:00	69	88	87	244	82	85	73	240	484
13:15	79	81	82	242	78	84	68	230	472
13:30	76	74	85	235	85	64	81	230	465
13:45	74	68	88	230	86	70	95	251	481
14:00	79	81	69	229	71	80	80	231	460

14:15	99	81	77	257	85	102	90	277	534
14:30	89	90	82	261	104	84	83	271	532
14:45	74	87	93	254	92	77	97	266	520
15:00	69	97	86	252	135	112	121	368	620
15:15	83	75	92	250	97	90	111	298	548
15:30	96	101	102	299	111	128	123	362	661
15:45	94	81	101	276	106	105	151	362	638
16:00	98	85	100	283	141	138	147	426	709
16:15	95	106	82	283	154	156	197	507	790
16:30	88	98	116	302	155	147	176	478	780
16:45	96	108	112	316	159	161	165	485	801
17:00	93	98	105	296	189	177	183	549	845
17:15	102	84	100	286	163	149	151	463	749
17:30	106	95	104	305	155	153	148	456	761
17:45	90	109	98	297	139	122	149	410	707
18:00	94	103	87	284	138	88	105	331	615
18:15	65	105	101	271	119	103	98	320	591
18:30	86	81	99	266	81	73	97	251	517
18:45	78	66	103	247	76	64	65	205	452
19:00	52	56	69	177	66	73	87	226	403
19:15	47	51	55	153	51	57	67	175	328
19:30	57	47	25	129	60	47	47	154	283
19:45	33	26	45	104	46	33	43	122	226
20:00	22	29	34	85	34	43	59	136	221
20:15	36	29	24	89	43	38	58	139	228
20:30	26	23	27	76	34	32	31	97	173
20:45	27	31	23	81	45	35	34	114	195
21:00	22	21	22	65	40	35	39	114	179
21:15	16	21	23	60	27	31	39	97	157
21:30	12	19	22	53	29	25	49	103	156
21:45	15	21	14	50	29	30	38	97	147
22:00	13	16	14	43	28	25	32	85	128
22:15	12	17	21	50	30	29	19	78	128
22:30	15	17	13	45	15	26	24	65	110
22:45	16	17	6	39	22	23	35	80	119
23:00	10	11	9	30	12	16	27	55	85
23:15	5	10	8	23	22	16	20	58	81
23:30	7	7	4	18	17	14	16	47	65
23:45	7	12	8	27	7	12	11	30	57
Grand Total	**5585**	**5635**	**5854**	**17074**	**5788**	**5823**	**6141**	**17752**	**34826**

Peggy Malone & Associates
WEEKLY SUMMARY
Starting: 2/26/2016

Station #: M71G File: M71G_2016.prn
Site ID: 12821 City: 16-023 MG Loop
Location: Tpk NB MI S of Sawgrass Xway (O/M/I) County: 26.27815 -80.1687
Direction: NORTH

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	29		1		2		3		26		27		28					
Lane 1	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
0:15	118	545	102	558	96	607	126	621	169	713	246	671	217	580	1074	4295	153	613
0:30	94	579	78	539	108	531	110	646	132	706	215	660	204	644	941	4305	134	615
0:45	106	558	75	560	81	698	91	628	122	797	197	658	200	592	872	4491	124	641
1:00	83	575	64	556	73	635	56	631	88	774	142	686	148	696	654	4553	93	650
1:15	66	527	68	557	57	601	79	611	84	770	138	666	139	651	631	4383	90	626
1:30	83	622	46	584	55	598	61	728	78	862	117	643	132	596	572	4633	81	661
1:45	48	601	51	591	55	588	51	684	85	807	101	652	123	579	514	4502	73	643
2:00	45	587	54	570	42	584	51	691	70	730	101	661	131	597	494	4420	70	631
2:15	50	626	34	601	51	619	66	723	55	766	102	586	115	570	473	4491	67	641
2:30	54	658	32	629	46	718	66	732	65	920	87	614	83	587	433	4858	61	694
2:45	56	592	40	669	36	675	39	767	68	920	95	611	84	637	418	4871	59	695
3:00	33	695	40	696	44	757	47	794	69	940	70	700	85	633	388	5215	55	745
3:15	58	726	45	802	44	800	47	822	61	1029	74	736	65	636	394	5551	56	793
3:30	42	820	39	843	37	817	62	912	77	1108	63	706	78	652	398	5858	56	836
3:45	61	900	39	897	43	975	48	1023	68	1157	61	690	65	675	385	6317	55	902
4:00	59	947	36	973	54	986	46	1082	56	1176	71	720	72	657	394	6541	56	934
4:15	69	977	56	1079	58	1087	48	1127	59	1180	81	694	71	687	442	6831	63	975
4:30	80	1161	70	1178	49	1221	50	1342	101	1231	89	722	76	639	515	7494	73	1070
4:45	66	1205	60	1179	75	1167	76	1313	88	1111	79	658	77	728	521	7361	74	1051
5:00	110	1212	114	1304	101	1264	83	1204	116	1150	103	673	83	624	710	7431	101	1061
5:15	120	1315	111	1330	109	1272	115	1351	147	1132	116	638	87	630	805	7668	115	1095
5:30	141	1332	155	1337	144	1257	160	1378	177	1150	139	677	87	619	1003	7750	143	1107
5:45	212	1228	182	1295	189	1247	185	1139	221	1129	164	645	113	567	1266	7250	180	1035
6:00	248	1104	271	1164	243	1144	266	1173	245	996	218	651	105	572	1596	6804	228	972
6:15	339	1076	325	1100	291	1199	307	1110	334	1074	234	671	129	637	1959	6867	279	981
6:30	392	1100	434	1112	411	985	443	1000	424	911	312	650	149	622	2565	6380	366	911
6:45	526	1013	542	995	523	930	517	872	607	980	358	608	174	523	3247	5921	463	845
7:00	623	789	662	847	627	738	632	804	663	902	388	569	219	491	3814	5140	544	734
7:15	796	675	799	711	795	730	813	689	791	913	422	574	220	538	4636	4830	662	690
7:30	948	602	997	604	959	622	959	693	959	668	436	515	228	521	5486	4225	783	603
7:45	1018	540	1044	560	1101	567	1036	632	1087	643	527	484	257	458	6070	3884	867	554
8:00	1071	500	1041	534	1035	483	1073	571	1015	583	506	451	295	429	6036	3551	862	507
8:15	1094	435	1046	425	1016	467	1114	560	1151	589	517	416	251	421	6189	3313	884	473
8:30	1097	451	1103	447	1112	514	1087	500	1075	540	530	459	302	424	6306	3335	900	476
8:45	919	335	889	363	983	433	927	402	1033	558	606	437	345	361	5702	2889	814	412
9:00	747	328	853	341	789	354	790	380	808	467	622	378	314	347	4923	2595	703	370
9:15	612	316	762	302	752	417	715	388	768	453	622	333	416	301	4647	2510	663	358
9:30	629	300	668	302	644	336	747	367	787	448	616	412	441	286	4532	2451	647	350
9:45	735	297	636	286	663	333	697	373	765	423	612	390	469	287	4577	2389	653	341
10:00	556	255	616	273	649	316	689	309	667	394	663	375	496	261	4336	2183	619	311
10:15	497	239	568	274	591	286	588	302	778	367	634	378	494	266	4150	2112	592	301
10:30	536	193	565	295	630	231	636	304	733	337	664	359	516	234	4280	1953	611	279
10:45	586	211	640	256	591	229	600	344	690	328	641	396	616	192	4364	1956	623	279
11:00	528	163	565	285	636	206	556	370	677	320	636	390	616	191	4214	1925	602	275
11:15	517	161	524	217	628	195	595	329	615	296	682	385	564	176	4125	1759	589	251
11:30	586	170	534	185	550	163	691	253	669	330	620	356	626	173	4276	1630	610	232
11:45	577	150	566	133	544	147	648	181	704	283	674	311	623	130	4336	1335	619	190
12:00	565	105	517	118	592	117	644	161	636	282	618	286	605	124	4177	1193	596	170
TOTALS	49092		50214		50848		53549		57280		42610		35446		339039		48390	
AM Times	7:45		7:45		7:45		7:45		7:45		10:30		11:00		7:45		7:45	
AM Peaks	4280		4234		4264		4310		4328		2623		2429		24601		3513	
AM PHF	0.98		0.96		0.96		0.97		0.94		0.96		0.97		0.98		0.98	
PM Times	17:00		17:00		17:00		16:45		15:45		15:15		16:00		16:45		16:45	
PM Peaks	5087		5266		5040		5246		4744		2852		2711		30210		4314	
PM PHF	0.95		0.98		0.99		0.95		0.96		0.97		0.93		0.97		0.97	

Peggy Malone & Associates
WEEKLY SUMMARY
Starting: 2/26/2016

Station #: M71H File: M71H_2016.prn
Site ID: 12823 City: 16-023 MG Loop
Location: Tpk SB ML S of Sawgrass Xway (O/M/I) County: 26.2778 -80.1693
Direction: SOUTH

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	29		1		2		3		26		27		28					
Lane 1	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
0:15	119	633	87	585	92	514	98	650	116	670	137	699	158	603	807	4354	115	622
0:30	121	632	73	562	64	539	100	661	88	647	155	716	152	603	753	4360	107	622
0:45	127	617	66	624	73	590	67	594	82	718	125	688	122	664	662	4495	94	642
1:00	101	580	60	541	54	581	54	589	79	714	103	617	116	681	567	4303	81	614
1:15	67	572	61	583	43	577	65	599	60	688	102	658	108	667	506	4344	72	620
1:30	64	588	49	580	58	623	47	587	76	689	87	752	80	656	461	4475	65	639
1:45	71	627	51	582	44	621	53	621	56	694	73	737	80	683	428	4565	61	652
2:00	59	558	50	575	41	612	37	701	57	705	59	665	61	589	364	4405	52	629
2:15	55	628	46	585	57	663	42	629	46	737	69	618	58	636	373	4496	53	642
2:30	39	668	34	720	37	668	41	650	46	781	63	735	53	689	313	4911	44	701
2:45	51	610	46	628	31	625	47	620	50	790	54	703	46	658	325	4634	46	662
3:00	37	588	49	600	41	735	54	671	49	784	43	705	52	631	325	4714	46	673
3:15	43	660	43	666	55	715	47	702	53	785	45	626	42	646	328	4800	46	685
3:30	41	670	45	700	40	779	53	689	53	889	41	672	43	717	316	5116	45	730
3:45	44	802	54	817	50	885	51	844	62	911	57	699	39	708	357	5666	51	809
4:00	53	848	51	813	47	783	55	854	81	986	44	703	47	758	378	5745	54	820
4:15	61	845	49	913	61	858	58	865	70	980	48	704	50	761	397	5926	56	846
4:30	85	799	84	905	77	927	67	947	92	1007	59	671	36	766	500	6022	71	860
4:45	95	856	108	896	103	940	90	1046	106	1019	54	747	59	699	615	6203	87	886
5:00	134	944	108	1008	105	958	123	986	120	1010	80	766	44	688	714	6360	102	908
5:15	155	1054	148	990	132	987	166	1043	152	1000	88	702	61	689	902	6465	128	923
5:30	244	863	198	1113	219	1033	219	1043	214	1067	102	707	73	777	1269	6603	181	943
5:45	289	842	256	1022	266	1021	276	980	261	1022	141	770	78	687	1567	6344	223	906
6:00	366	781	312	998	315	943	336	956	336	1065	139	726	94	612	1898	6081	271	868
6:15	416	814	439	927	396	938	444	943	416	975	175	759	104	708	2390	6064	341	866
6:30	584	784	559	990	602	929	586	1038	536	993	222	668	123	648	3212	6050	458	864
6:45	782	866	770	860	759	773	714	949	648	956	244	630	160	702	4077	5736	582	819
7:00	992	755	941	696	860	656	944	908	900	729	316	657	167	676	5120	5077	731	725
7:15	1046	670	1059	525	1104	518	1066	612	1044	701	267	552	171	673	5757	4251	822	607
7:30	1303	509	1330	461	1356	468	1330	559	1152	866	372	567	203	618	7046	4048	1006	578
7:45	1496	383	1430	377	1463	414	1372	403	1285	743	427	519	249	565	7722	3404	1103	486
8:00	1465	383	1410	325	1367	328	1324	389	1247	455	456	429	250	533	7519	2842	1074	406
8:15	1495	352	1187	292	1319	306	1325	328	1403	421	444	481	216	509	7389	2689	1055	384
8:30	1432	417	1089	291	1386	307	1335	333	1348	464	480	426	283	465	7353	2703	1050	386
8:45	1424	369	1250	303	1381	275	1346	308	1235	398	486	385	269	457	7391	2495	1055	356
9:00	1200	323	1226	276	1117	253	1065	285	1068	379	562	383	305	467	6543	2366	934	338
9:15	1000	258	906	262	981	238	1098	274	986	376	509	346	318	389	5798	2143	828	306
9:30	861	271	919	220	942	254	1056	292	843	404	575	374	398	436	5594	2251	799	321
9:45	806	237	827	200	801	224	912	266	790	380	555	386	494	383	5185	2076	740	296
10:00	743	184	709	226	733	220	729	253	679	300	663	358	430	312	4686	1853	669	264
10:15	682	167	656	200	659	195	674	193	668	308	570	403	465	352	4374	1818	624	259
10:30	650	181	616	179	606	215	700	218	714	295	601	341	510	309	4397	1738	628	248
10:45	683	147	666	144	636	174	656	165	684	270	634	370	550	229	4509	1499	644	214
11:00	644	131	593	146	631	174	672	184	650	272	655	297	569	255	4414	1459	630	208
11:15	573	127	629	125	569	115	637	138	664	251	646	245	561	203	4279	1204	611	172
11:30	575	122	567	96	571	127	568	136	726	238	715	233	593	210	4315	1162	616	166
11:45	640	104	641	90	585	107	596	105	660	181	687	214	615	164	4424	965	632	137
12:00	548	89	508	77	611	115	661	125	633	148	708	182	605	162	4274	898	610	128
TOTALS	50469		49349		50040		51987		55245		40928		37053		335071		47829	
AM Times	7:45		7:30		7:45		7:45		7:45		11:15		11:15		7:45		7:45	
AM Peaks	5888		5357		5535		5356		5283		2756		2374		29983		4282	
AM PHF	0.98		0.94		0.95		0.98		0.94		0.96		0.97		0.97		0.97	
PM Times	16:45		17:00		17:00		16:45		17:15		17:30		15:45		17:00		17:00	
PM Peaks	3717		4133		3999		4118		4154		2962		2993		25772		3680	
PM PHF	0.88		0.93		0.97		0.98		0.97		0.96		0.98		0.98		0.98	

Peggy Malone & Associates
WEEKLY SUMMARY
Starting:

Station #:	No #	File:	M71A_2014.prn
Site ID:	M71A	City:	14-200 AW Max
Location:	NB on from EB	County:	26.30524 -80.1671
Direction:	NORTH		

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	3		28		29		30		31		1		2					
Lane 1	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
0:15	5	147	20	154	22	141	20	196	45	211	38	186	37	157	187	1192	26	170
0:30	21	150	9	129	26	156	25	166	19	212	39	168	40	170	179	1151	25	164
0:45	14	141	28	185	22	172	21	217	29	209	25	198	38	169	177	1291	25	184
1:00	16	167	10	163	20	146	9	204	10	184	28	178	31	163	124	1205	17	172
1:15	10	174	18	162	13	151	21	160	17	214	22	191	29	196	130	1248	18	178
1:30	8	163	14	168	16	165	13	191	9	192	37	201	28	191	125	1271	17	181
1:45	4	155	15	152	14	161	10	189	16	217	17	201	20	190	96	1265	13	180
2:00	5	160	19	182	17	170	11	163	14	179	26	185	25	144	117	1183	16	169
2:15	4	144	3	155	12	161	10	159	13	198	14	196	7	149	63	1162	9	166
2:30	14	169	19	146	12	161	10	198	13	212	14	201	11	175	93	1262	13	180
2:45	13	205	16	187	9	189	16	191	13	252	14	164	15	143	96	1331	13	190
3:00	15	210	8	181	18	191	3	212	6	248	12	177	9	199	71	1418	10	202
3:15	7	196	13	204	19	220	12	234	12	221	13	204	7	166	83	1445	11	206
3:30	12	205	10	195	6	201	15	237	9	265	20	197	7	163	79	1463	11	209
3:45	27	241	9	250	10	268	13	236	11	283	10	169	12	225	92	1672	13	238
4:00	20	242	15	215	16	250	13	267	16	318	11	158	12	160	103	1610	14	230
4:15	11	231	14	237	15	280	14	289	18	308	10	195	12	177	94	1717	13	245
4:30	13	275	18	237	14	282	11	314	14	334	16	148	7	168	93	1758	13	251
4:45	14	254	20	293	27	280	20	336	16	396	15	210	10	179	122	1948	17	278
5:00	21	287	18	310	17	306	24	375	15	388	26	210	6	212	127	2088	18	298
5:15	29	327	35	309	25	346	38	340	32	354	16	196	6	164	181	2036	25	290
5:30	43	391	29	372	49	347	44	393	51	414	27	198	14	164	257	2279	36	325
5:45	56	305	62	304	48	335	53	379	63	357	51	212	30	173	363	2065	51	295
6:00	80	364	48	337	55	341	60	311	69	283	44	166	29	138	385	1940	55	277
6:15	113	274	107	207	95	282	96	338	90	267	34	197	30	159	565	1724	80	246
6:30	162	224	129	217	108	245	145	312	114	241	61	169	45	171	764	1579	109	225
6:45	192	197	174	201	200	210	176	246	152	212	101	203	49	172	1044	1441	149	205
7:00	208	175	200	188	213	184	211	215	191	175	95	142	49	125	1167	1204	166	172
7:15	348	131	297	130	284	166	265	173	258	148	110	151	44	131	1606	1030	229	147
7:30	457	118	425	121	427	145	440	171	387	156	120	155	50	117	2306	983	329	140
7:45	532	83	493	112	518	116	497	142	493	127	153	127	65	143	2751	850	393	121
8:00	523	60	464	100	500	98	517	107	467	119	159	120	72	119	2702	723	386	103
8:15	475	81	502	108	470	99	532	127	408	100	144	104	91	93	2622	712	374	101
8:30	459	55	461	109	358	98	378	96	429	86	162	114	103	90	2350	648	335	92
8:45	363	69	471	79	323	91	383	83	357	86	177	94	100	78	2174	580	310	82
9:00	308	77	380	73	328	86	414	92	314	87	185	83	114	58	2043	556	291	79
9:15	272	64	335	69	360	79	375	90	288	109	182	82	104	62	1916	555	273	79
9:30	249	63	296	65	345	80	314	92	290	113	164	84	136	56	1794	553	256	79
9:45	229	66	249	78	224	55	223	84	274	95	206	82	144	47	1549	507	221	72
10:00	214	56	197	71	205	70	215	78	205	97	190	120	165	43	1391	535	198	76
10:15	183	36	200	47	180	56	218	60	207	98	157	202	115	31	1260	530	180	75
10:30	179	52	190	45	186	71	213	95	216	113	173	224	145	44	1302	644	186	92
10:45	190	54	195	67	170	70	204	128	196	77	179	152	142	39	1276	587	182	83
11:00	173	46	216	61	157	43	176	131	201	72	185	96	154	34	1262	483	180	69
11:15	153	35	149	42	164	39	166	111	182	71	168	65	192	18	1174	381	167	54
11:30	161	29	151	47	161	35	181	44	206	52	198	78	164	22	1222	307	174	43
11:45	143	34	172	26	161	31	167	44	194	45	198	47	206	17	1241	244	177	34
12:00	155	24	168	28	163	33	190	36	186	49	209	56	211	15	1282	241	183	34
TOTALS	14309		14609		14704		16234		16079		11711		9151		96797		13788	
AM Times	7:45		7:45		7:30		7:30		7:45		11:15		11:15		7:45		7:45	
AM Peaks	1989		1920		1915		1986		1797		773		773		10425		1488	
AM PHF	0.93		0.96		0.92		0.93		0.91		0.92		0.92		0.95		0.95	
PM Times	17:15		17:15		17:15		17:00		16:45		17:00		15:00		17:00		17:00	
PM Peaks	1387		1322		1369		1487		1552		816		753		8468		1208	
PM PHF	0.89		0.89		0.99		0.95		0.94		0.96		0.84		0.93		0.93	

Peggy Malone & Associates
WEEKLY SUMMARY
Starting: 3/3/2016

Station #: M71C
Site ID: 10738
Location: Tpk NB Off to WB Sawgrass
Direction: NORTH

File: M71C_970713_2016.prn
City:
County:

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	7		8		9		3		4		5		6					
Lane 1	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
0:15	27	75	26	71	19	62	21	76	24	76	45	70	34	60	196	490	28	70
0:30	15	83	28	66	14	69	27	96	33	89	34	73	30	61	181	537	25	76
0:45	28	72	12	73	18	72	14	93	22	80	26	77	29	82	149	549	21	78
1:00	13	67	23	91	19	73	13	89	18	94	20	83	25	63	131	560	18	80
1:15	13	90	19	84	9	80	10	107	20	102	27	69	29	72	127	604	18	86
1:30	16	84	14	111	10	96	13	82	18	103	23	76	22	70	116	622	16	88
1:45	8	104	8	111	18	83	5	110	21	126	18	86	31	69	109	689	15	98
2:00	6	101	19	110	11	91	18	105	17	127	23	78	29	74	123	686	17	98
2:15	6	96	12	86	8	96	10	113	7	99	23	72	27	53	93	615	13	87
2:30	6	87	8	102	11	78	7	120	9	114	17	84	24	66	82	651	11	93
2:45	7	108	3	103	7	106	15	117	8	123	12	83	18	74	70	714	10	102
3:00	5	116	5	124	5	133	8	116	9	127	23	105	10	72	65	793	9	113
3:15	7	129	11	117	7	127	7	144	4	118	16	85	13	85	65	805	9	115
3:30	8	128	8	134	13	139	7	138	7	164	13	81	19	86	75	870	10	124
3:45	4	142	4	176	9	131	7	156	12	149	12	82	8	99	56	935	8	133
4:00	8	160	4	154	4	164	8	182	6	158	9	95	15	81	54	994	7	142
4:15	9	154	6	164	6	187	9	163	10	180	14	79	11	83	65	1010	9	144
4:30	8	189	6	192	3	182	13	202	11	187	16	91	10	62	67	1105	9	157
4:45	5	203	7	194	6	204	8	191	2	177	12	87	11	78	51	1134	7	162
5:00	8	205	13	216	10	226	13	216	9	144	15	97	12	81	80	1185	11	169
5:15	12	262	11	250	17	245	8	244	19	150	13	111	14	88	94	1350	13	192
5:30	15	269	9	264	18	275	11	241	15	169	17	107	8	78	93	1403	13	200
5:45	14	263	18	277	20	282	16	259	17	185	19	93	9	63	113	1422	16	203
6:00	20	250	19	255	20	231	25	253	28	154	12	73	18	62	142	1278	20	182
6:15	25	217	21	220	24	222	35	244	20	171	15	77	18	66	158	1217	22	173
6:30	45	205	58	211	42	214	37	233	39	113	25	85	13	63	259	1124	37	160
6:45	46	166	40	179	52	163	53	166	47	132	33	67	11	80	282	953	40	136
7:00	85	175	74	152	78	184	65	155	86	129	29	84	18	70	435	949	62	135
7:15	75	119	88	141	97	151	110	136	80	108	32	80	13	64	495	799	70	114
7:30	105	116	103	136	99	139	92	135	87	114	30	77	22	69	538	786	76	112
7:45	111	100	124	127	128	100	141	129	130	108	55	81	27	70	716	715	102	102
8:00	138	84	111	93	140	98	143	129	134	85	52	66	27	60	745	615	106	87
8:15	128	88	120	81	124	67	110	85	118	63	47	76	30	61	677	521	96	74
8:30	118	86	136	68	142	84	129	80	136	80	50	57	24	54	735	509	105	72
8:45	127	65	121	70	101	77	129	65	139	52	72	52	25	55	714	436	102	62
9:00	98	52	100	64	87	56	119	71	116	53	55	51	25	50	600	397	85	56
9:15	80	57	84	74	92	70	82	67	92	58	43	65	28	70	501	461	71	65
9:30	66	50	79	74	84	57	86	66	86	69	64	51	22	62	487	429	69	61
9:45	75	50	74	63	72	75	74	63	65	65	48	56	45	71	453	443	64	63
10:00	72	32	79	55	61	59	81	54	81	46	67	49	30	57	471	352	67	50
10:15	52	24	74	49	56	52	60	52	70	47	51	48	27	51	390	323	55	46
10:30	69	30	59	43	76	48	74	58	68	50	69	42	38	38	453	309	64	44
10:45	84	23	74	46	51	49	88	65	61	51	50	47	56	27	464	308	66	44
11:00	77	27	67	33	61	35	63	55	62	61	59	47	48	31	437	289	62	41
11:15	64	26	81	26	71	30	87	53	67	46	73	42	57	29	500	252	71	36
11:30	67	34	67	20	50	37	73	44	75	43	70	56	53	30	455	264	65	37
11:45	83	22	94	29	73	36	64	33	70	38	74	53	64	21	522	232	74	33
12:00	71	21	61	24	70	22	96	28	102	42	87	48	46	25	533	210	76	30
TOTALS	7535		7885		7770		8263		7396		5203		4259		48311		6865	
AM Times	8:00		7:45		7:45		7:45		8:00		11:15		11:00		7:45		7:45	
AM Peaks	511		491		534		523		527		304		222		2873		409	
AM PHF	0.93		0.9		0.94		0.91		0.95		0.87		0.87		0.96		0.96	
PM Times		17:15		17:15		17:15		17:15		16:00		17:00		15:15		17:15		17:15
PM Peaks		1044		1046		1033		997		702		408		351		5453		777
PM PHF		0.97		0.94		0.92		0.96		0.94		0.92		0.89		0.96		0.96

Peggy Malone & Associates
WEEKLY SUMMARY
Starting: 2/26/2016

Station #:	M71D	File:	M71D_970714_2016.prn
Site ID:	10705	City:	16-023 AW max
Location:	Tpk SB Off to WB Sawgrass	County:	26.30916 -80.17
Direction:	SOUTH		

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	29		1		2		3		26		27		28					
Lane 1	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
0:15	24	184	24	207	21	223	37	192	32	222	47	216	72	214	257	1458	36	208
0:30	44	220	20	213	34	195	21	195	27	224	39	237	58	231	243	1515	34	216
0:45	16	191	19	220	13	196	19	216	18	243	42	271	51	240	178	1577	25	225
1:00	31	188	21	223	23	212	21	197	27	263	33	258	54	231	210	1572	30	224
1:15	23	232	14	219	11	200	19	205	17	248	29	200	35	191	148	1495	21	213
1:30	15	188	17	230	19	226	14	214	15	255	17	233	41	222	138	1568	19	224
1:45	18	230	15	225	16	199	17	213	21	288	31	300	21	236	139	1691	19	241
2:00	17	236	8	199	11	270	7	230	9	256	21	299	28	264	101	1754	14	250
2:15	14	231	9	243	20	252	20	238	13	263	22	277	26	258	124	1762	17	251
2:30	9	231	24	244	19	294	23	261	18	308	24	326	14	267	131	1931	18	275
2:45	10	254	17	237	14	228	22	223	23	296	23	278	19	269	128	1785	18	255
3:00	15	216	15	249	20	281	21	295	16	312	17	291	15	233	119	1877	17	268
3:15	9	293	9	248	23	274	9	280	11	343	13	273	14	260	88	1971	12	281
3:30	21	286	27	270	13	304	17	311	20	378	9	345	13	277	120	2171	17	310
3:45	20	280	7	342	11	388	9	379	24	404	15	357	13	265	99	2415	14	345
4:00	8	321	8	361	26	378	7	398	7	421	4	396	8	300	68	2575	9	367
4:15	33	314	28	378	10	389	25	426	24	415	20	417	8	280	148	2619	21	374
4:30	8	384	11	386	22	443	24	469	17	430	17	391	15	267	114	2770	16	395
4:45	18	379	21	483	36	435	36	493	39	443	24	356	19	303	193	2892	27	413
5:00	22	438	28	432	40	506	22	489	32	475	16	313	8	324	168	2977	24	425
5:15	37	422	39	520	40	467	43	495	39	434	28	289	14	265	240	2892	34	413
5:30	53	394	37	533	45	479	61	452	42	473	24	279	14	299	276	2909	39	415
5:45	73	381	62	528	60	478	68	478	74	494	35	271	12	271	384	2901	54	414
6:00	90	417	71	497	86	539	80	494	85	492	33	259	18	321	463	3019	66	431
6:15	76	380	112	424	112	472	96	492	94	453	38	231	21	285	549	2737	78	391
6:30	155	387	158	400	150	434	170	465	160	464	62	244	26	284	881	2678	125	382
6:45	212	435	199	388	222	374	229	464	181	416	87	217	31	304	1161	2598	165	371
7:00	234	409	258	305	240	294	266	447	205	326	74	262	40	245	1317	2288	188	326
7:15	283	295	277	248	268	211	310	247	267	305	104	237	41	244	1550	1787	221	255
7:30	295	189	322	184	316	205	311	226	311	352	121	201	43	248	1719	1605	245	229
7:45	378	182	338	159	351	173	389	174	339	279	125	191	62	186	1982	1344	283	192
8:00	380	157	434	145	369	147	409	158	367	201	147	160	66	204	2172	1172	310	167
8:15	405	131	401	102	367	130	406	167	389	157	125	138	64	186	2157	1011	308	144
8:30	376	151	411	124	429	159	411	142	406	151	140	159	74	161	2247	1047	321	149
8:45	353	134	466	131	413	140	333	161	362	157	177	170	79	172	2183	1065	311	152
9:00	323	132	365	105	344	96	373	137	299	153	163	150	97	148	1964	921	280	131
9:15	248	135	314	119	271	130	349	127	276	144	180	168	109	147	1747	970	249	138
9:30	272	106	247	115	287	107	278	109	258	151	178	138	88	164	1608	890	229	127
9:45	243	107	222	97	258	89	212	115	284	138	239	156	130	117	1588	819	226	117
10:00	241	79	217	84	231	99	290	98	208	131	194	126	118	104	1499	721	214	103
10:15	217	77	181	79	193	76	239	86	205	110	170	132	136	112	1341	672	191	96
10:30	224	64	210	68	194	61	197	84	214	115	186	186	156	101	1381	679	197	97
10:45	221	38	191	69	217	61	207	57	182	106	191	122	163	93	1372	546	196	78
11:00	190	51	223	59	200	50	203	60	213	97	187	101	154	67	1370	485	195	69
11:15	225	42	201	51	191	48	188	60	188	85	202	115	164	54	1359	455	194	65
11:30	225	36	189	43	190	59	173	61	250	76	225	82	196	55	1448	412	206	58
11:45	206	31	221	25	200	26	196	53	224	53	227	88	221	50	1495	326	213	46
12:00	192	21	174	22	183	28	211	24	216	60	265	71	189	51	1430	277	204	39
TOTALS	17481		18115		18354		19145		19808		15367		13128		121398		17305	
AM Times	7:45		8:00		8:00		7:45		8:00		11:15		11:15		8:00		8:00	
AM Peaks	1539		1712		1578		1615		1524		919		770		8759		1250	
AM PHF	0.95		0.92		0.92		0.98		0.94		0.87		0.87		0.97		0.97	
PM Times	17:00		17:15		17:30		16:30		17:30		15:45		18:00		17:15		17:15	
PM Peaks	1635		2078		1968		1946		1912		1561		1194		11721		1673	
PM PHF	0.93		0.97		0.91		0.98		0.97		0.94		0.93		0.97		0.97	

Peggy Malone & Associates
WEEKLY SUMMARY
Starting:

Station #:	No #	File:	M71E_2014.prn
Site ID:	M71E	City:	14-200 AW Max
Location:	Tpk SB On from EB Sawgrass	County:	26.30498 -80.1715
Direction:	SOUTH		

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	3		28		29		30		31		1		2					
Lane 1	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
0:15	7	91	6	83	11	85	9	99	10	103	23	95	17	73	83	629	11	89
0:30	9	77	4	89	8	70	13	88	11	82	20	94	22	90	87	590	12	84
0:45	6	68	4	83	6	98	2	90	6	91	13	81	12	66	49	577	7	82
1:00	1	74	3	88	5	67	5	81	9	65	12	79	9	60	44	514	6	73
1:15	4	75	5	82	8	64	4	71	9	84	5	79	7	54	42	509	6	72
1:30	5	87	1	75	11	91	9	78	8	84	8	71	14	59	56	545	8	77
1:45	6	71	3	79	6	93	3	82	6	69	6	83	11	64	41	541	5	77
2:00	0	90	9	70	2	53	2	65	12	91	9	70	6	42	40	481	5	68
2:15	4	79	5	88	5	74	6	82	5	85	11	59	1	60	37	527	5	75
2:30	2	99	2	78	0	73	8	110	6	89	1	74	5	50	24	573	3	81
2:45	3	84	0	93	2	89	2	77	7	90	4	77	4	50	22	560	3	80
3:00	5	81	6	98	3	80	4	100	13	88	8	68	0	53	39	568	5	81
3:15	2	81	3	72	10	91	7	99	4	110	12	61	3	54	41	568	5	81
3:30	5	115	3	99	2	90	3	104	1	101	3	78	4	63	21	650	3	92
3:45	5	99	3	98	2	124	8	112	3	110	6	68	3	60	30	671	4	95
4:00	4	98	2	100	8	95	4	101	2	105	6	69	5	57	31	625	4	89
4:15	6	86	6	113	11	100	4	129	6	110	9	60	4	46	46	644	6	92
4:30	9	107	9	84	9	126	8	104	11	112	11	60	10	57	67	650	9	92
4:45	12	85	11	96	13	113	14	120	11	102	6	60	12	65	79	641	11	91
5:00	24	93	14	110	16	103	17	112	16	101	17	66	9	66	113	651	16	93
5:15	30	149	26	98	28	144	26	142	31	131	13	72	9	56	163	792	23	113
5:30	47	122	40	153	48	148	34	138	38	135	24	66	16	60	247	822	35	117
5:45	56	148	41	110	46	142	33	132	42	128	28	73	13	41	259	774	37	110
6:00	73	116	49	104	49	149	70	138	56	107	22	76	8	68	327	758	46	108
6:15	108	121	80	118	91	152	75	123	85	85	23	98	27	57	489	754	69	107
6:30	127	95	120	118	109	119	105	99	98	104	27	71	25	63	611	669	87	95
6:45	202	77	169	78	184	82	181	83	131	98	45	88	25	53	937	559	133	79
7:00	233	60	208	80	217	83	206	85	202	87	46	77	25	46	1137	518	162	74
7:15	322	38	273	64	274	83	266	93	241	67	54	64	33	51	1463	460	209	65
7:30	390	43	426	61	341	65	369	58	320	60	76	57	51	37	1973	381	281	54
7:45	429	31	382	54	438	46	402	68	368	63	84	55	60	43	2163	360	309	51
8:00	402	35	364	56	415	39	412	47	367	52	75	47	43	33	2078	309	296	44
8:15	310	35	386	43	418	39	409	33	313	54	88	40	43	33	1967	277	281	39
8:30	307	39	412	34	365	46	382	37	351	46	85	36	74	31	1976	269	282	38
8:45	318	23	362	31	308	31	344	24	312	65	87	40	59	28	1790	242	255	34
9:00	280	33	288	31	298	28	306	34	235	49	121	38	67	20	1595	233	227	33
9:15	222	38	222	30	238	30	249	29	220	54	98	32	82	24	1331	237	190	33
9:30	187	23	221	23	203	37	247	33	205	50	99	38	102	24	1264	228	180	32
9:45	182	23	185	29	191	29	177	16	185	51	94	40	101	18	1115	206	159	29
10:00	129	24	139	26	157	24	129	30	174	47	109	31	107	17	944	199	134	28
10:15	100	22	126	23	122	29	141	28	121	46	89	30	111	10	810	188	115	26
10:30	120	19	98	20	126	31	117	16	110	51	98	32	102	14	771	183	110	26
10:45	115	9	139	21	117	20	126	19	115	36	87	23	109	18	808	146	115	20
11:00	86	13	125	16	86	17	105	31	107	44	106	35	127	8	742	164	106	23
11:15	80	18	88	16	114	14	89	16	98	45	105	31	110	14	684	154	97	22
11:30	98	17	78	12	100	13	95	16	99	45	89	36	125	11	684	150	97	21
11:45	78	12	93	11	87	15	89	7	96	29	103	30	136	5	682	109	97	15
12:00	85	9	95	7	99	10	92	8	93	20	90	24	105	11	659	89	94	12
TOTALS	8367		8579		8851		8895		8690		5087		4136		52605		7472	
AM Times	7:15		7:30		7:45		7:45		7:45		9:00		11:00		7:45		7:45	
AM Peaks	1543		1558		1636		1605		1399		412		498		8184		1168	
AM PHF	0.9		0.91		0.93		0.97		0.95		0.85		0.92		0.95		0.94	
PM Times		17:15		17:30		17:30		17:15		17:15		12:00		12:00		17:15		17:15
PM Peaks		535		485		591		550		501		360		334		3146		448
PM PHF		0.9		0.79		0.97		0.97		0.93		0.95		0.8		0.96		0.96

Peggy Malone & Associates
WEEKLY SUMMARY
Starting: 2/17/2015

Station #: 970752111100 File: M75B_970752_2015.prn
Site ID: M75B City: 15-012 AW Max
Location: NB On from Glades Rd. County: 26.37584 -80.1708
Direction: NORTH

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	23		17		18		19		20		21		22					
Lane 1	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
0:15	2	114	8	115	16	110	22	109	17	95	22	118	30	81	117	742	16	106
0:30	7	109	5	103	9	111	8	93	6	120	16	100	19	100	70	736	10	105
0:45	5	114	5	99	4	108	9	124	11	113	11	126	17	98	62	782	8	111
1:00	3	128	4	104	2	117	8	89	2	114	11	89	15	96	45	737	6	105
1:15	2	118	4	102	6	108	7	142	9	108	14	117	18	80	60	775	8	110
1:30	2	107	3	95	2	138	3	156	6	122	8	115	9	107	33	840	4	120
1:45	4	91	3	106	4	119	6	123	6	130	12	107	12	108	47	784	6	112
2:00	0	102	6	86	6	86	11	112	2	132	5	99	7	95	37	712	5	101
2:15	2	106	3	112	8	124	5	142	8	132	9	105	7	105	42	826	6	118
2:30	2	102	5	131	1	114	0	134	3	122	6	103	9	101	26	807	3	115
2:45	1	111	4	133	4	129	3	191	5	145	2	111	11	84	30	904	4	129
3:00	5	122	4	120	5	142	2	165	3	162	5	105	4	110	28	926	4	132
3:15	2	133	0	157	3	141	7	169	3	150	4	117	2	101	21	968	3	138
3:30	1	169	2	149	1	143	0	188	2	173	4	126	5	98	15	1046	2	149
3:45	1	177	9	183	1	173	4	179	1	174	6	103	4	80	26	1069	3	152
4:00	1	180	4	189	2	193	1	185	5	164	0	106	6	95	19	1112	2	158
4:15	6	172	4	179	5	175	3	198	1	164	5	102	6	88	30	1078	4	154
4:30	3	172	5	212	0	183	6	201	1	227	7	126	10	100	32	1221	4	174
4:45	8	199	1	195	4	190	5	203	7	208	6	114	6	94	37	1203	5	171
5:00	9	187	7	162	15	195	13	185	9	216	5	116	7	80	65	1141	9	163
5:15	10	188	11	216	7	190	9	198	9	219	9	111	4	91	59	1213	8	173
5:30	19	192	14	200	12	185	5	210	17	193	10	128	14	99	91	1207	13	172
5:45	11	188	12	186	13	209	19	175	16	195	12	102	10	89	93	1144	13	163
6:00	15	180	22	191	14	190	16	146	18	191	3	97	7	78	95	1073	13	153
6:15	36	203	33	167	46	207	20	195	26	187	29	114	13	88	203	1161	29	165
6:30	47	152	45	157	48	179	42	208	45	177	23	94	13	107	263	1074	37	153
6:45	49	118	52	148	61	167	59	164	53	145	31	100	16	83	321	925	45	132
7:00	79	120	73	135	81	159	72	139	79	108	26	81	25	100	435	842	62	120
7:15	107	87	96	107	104	111	107	112	99	106	41	79	19	61	573	663	81	94
7:30	109	89	99	122	110	122	111	112	97	138	49	98	34	83	609	764	87	109
7:45	128	70	128	69	125	82	129	84	120	100	65	85	35	68	730	558	104	79
8:00	122	76	137	76	129	82	148	77	158	82	63	75	33	68	790	536	112	76
8:15	152	82	154	68	153	98	136	82	149	78	67	71	37	58	848	537	121	76
8:30	143	58	146	76	142	83	153	72	133	57	115	76	47	65	879	487	125	69
8:45	147	64	137	60	130	64	151	75	130	57	87	52	45	56	827	428	118	61
9:00	127	60	127	70	148	91	179	76	105	69	64	67	46	43	796	476	113	68
9:15	116	63	139	67	132	70	127	80	110	56	76	61	57	36	757	433	108	61
9:30	101	65	101	88	98	96	92	83	98	93	83	75	49	41	622	541	88	77
9:45	102	55	123	64	101	80	95	76	114	79	76	87	65	33	676	474	96	67
10:00	119	55	106	55	96	52	122	60	103	66	85	57	64	32	695	377	99	53
10:15	83	43	136	45	87	56	110	57	104	60	88	66	63	30	671	357	95	51
10:30	107	32	103	45	93	41	100	40	113	68	98	53	82	22	696	301	99	43
10:45	84	25	104	29	92	27	116	39	95	46	77	55	75	17	643	238	91	34
11:00	103	22	87	15	109	18	108	27	112	41	87	32	73	15	679	170	97	24
11:15	89	17	90	25	112	28	102	17	112	37	84	49	77	15	666	188	95	26
11:30	103	16	98	28	98	17	99	22	110	39	97	42	73	16	678	180	96	25
11:45	91	16	111	17	102	17	109	16	122	27	109	27	84	16	728	136	104	19
12:00	111	12	113	6	101	17	98	13	127	25	99	24	93	9	742	106	106	15
TOTALS	7637		7947		8179		8500		8391		6174		4877		51705		7348	
AM Times	8:15		8:00		8:15		8:15		8:00		11:15		11:15		8:15		8:15	
AM Peaks	569		574		573		619		570		389		327		3350		477	
AM PHF	0.94		0.93		0.94		0.86		0.9		0.89		0.88		0.95		0.95	
PM Times	16:45		17:15		17:30		16:45		16:30		16:45		13:30		16:30		16:30	
PM Peaks	766		793		791		796		870		469		415		4778		681	
PM PHF	0.96		0.92		0.95		0.95		0.96		0.92		0.96		0.98		0.98	

Peggy Malone & Associates
WEEKLY SUMMARY
Starting: 2/17/2015

Station #: 970753511100 File: M75C_970753_2015.prn
Site ID: M75C City: 15-012 AW Max
Location: SB Off to Glades Rd. County: 26.37672 -80.1711
Direction: SOUTH

TIME	MON		TUE		WED		THU		FRI		SAT		SUN		WK TOT		WK AVG	
	23		17		18		19		20		21		22					
Lane 1	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
0:15	5	106	17	106	5	122	14	128	13	132	16	104	15	91	85	789	12	112
0:30	7	120	13	116	3	121	6	117	12	143	17	120	21	100	79	837	11	119
0:45	13	86	8	141	4	150	6	134	5	121	12	124	17	104	65	860	9	122
1:00	6	116	7	117	11	118	3	121	9	114	7	140	24	103	67	829	9	118
1:15	3	97	2	103	2	110	7	118	3	112	8	119	7	104	32	763	4	109
1:30	3	102	7	105	6	97	6	91	6	95	4	139	8	96	40	725	5	103
1:45	4	115	6	106	3	121	3	91	6	109	4	116	8	97	34	755	4	107
2:00	3	101	6	90	2	120	2	99	4	122	2	110	8	111	27	753	3	107
2:15	2	109	9	85	1	102	5	109	0	105	4	134	2	95	23	739	3	105
2:30	3	95	3	94	3	98	3	102	3	120	2	113	3	109	20	731	2	104
2:45	1	101	1	135	0	99	0	127	5	121	6	97	6	103	19	783	2	111
3:00	0	95	8	121	2	138	2	99	5	115	3	96	1	89	21	753	3	107
3:15	1	115	14	103	7	126	2	119	4	148	2	70	5	89	35	770	5	110
3:30	0	109	8	132	0	103	1	127	3	131	6	95	5	99	23	796	3	113
3:45	2	114	9	127	5	137	2	97	2	125	2	112	3	96	25	808	3	115
4:00	1	105	7	116	10	149	3	105	2	158	3	110	5	91	31	834	4	119
4:15	2	117	7	107	3	132	3	109	0	124	7	94	3	62	25	745	3	106
4:30	4	116	7	107	10	129	5	130	5	140	2	103	2	91	35	816	5	116
4:45	2	107	7	137	6	129	3	129	1	141	5	118	3	105	27	866	3	123
5:00	4	135	7	139	2	128	5	118	5	151	6	110	4	112	33	893	4	127
5:15	12	121	16	153	6	125	7	154	14	132	6	140	6	113	67	938	9	134
5:30	9	173	22	158	16	179	15	155	19	158	4	112	9	127	94	1062	13	151
5:45	17	157	15	153	17	189	15	160	8	187	8	111	10	104	90	1061	12	151
6:00	29	163	34	160	35	160	27	187	22	181	11	120	14	105	172	1076	24	153
6:15	49	122	28	144	34	149	33	193	30	161	12	119	9	118	195	1006	27	143
6:30	45	106	49	146	52	123	64	150	44	169	17	125	8	83	279	902	39	128
6:45	82	114	80	112	80	164	91	140	74	167	30	117	19	88	456	902	65	128
7:00	146	92	116	116	115	109	111	113	122	133	35	108	20	95	665	766	95	109
7:15	118	85	131	82	122	123	136	95	117	113	40	89	17	81	681	668	97	95
7:30	200	70	213	78	207	75	209	63	195	81	64	83	27	80	1115	530	159	75
7:45	252	53	248	63	239	67	278	77	240	87	52	69	36	78	1345	494	192	70
8:00	258	62	244	44	222	56	253	60	271	80	77	68	38	63	1363	433	194	61
8:15	244	48	257	48	227	51	263	51	234	65	54	70	37	62	1316	395	188	56
8:30	252	39	250	35	240	38	247	35	251	60	71	69	41	58	1352	334	193	47
8:45	250	42	297	40	245	33	246	28	248	62	89	39	40	48	1415	292	202	41
9:00	250	34	241	33	214	32	230	41	184	59	81	44	43	50	1243	293	177	41
9:15	176	35	185	32	203	41	174	46	155	43	110	52	44	47	1047	296	149	42
9:30	162	39	185	34	188	41	159	49	163	45	93	53	45	39	995	300	142	42
9:45	162	28	176	33	171	40	176	37	190	53	108	47	68	47	1051	285	150	40
10:00	104	21	211	31	164	39	159	40	144	42	104	40	67	38	953	251	136	35
10:15	134	27	233	31	142	34	138	32	122	53	100	50	66	38	935	265	133	37
10:30	121	19	268	22	167	21	129	23	110	40	98	50	69	41	962	216	137	30
10:45	150	16	191	21	131	23	134	25	122	25	115	38	95	29	938	177	134	25
11:00	110	17	301	23	141	14	124	16	120	28	104	38	105	25	1005	161	143	23
11:15	104	11	256	10	128	15	107	25	115	27	103	25	86	26	899	139	128	19
11:30	121	9	125	12	115	19	125	13	121	38	110	25	123	18	840	134	120	19
11:45	132	11	126	8	123	7	134	9	120	25	93	19	97	13	825	92	117	13
12:00	116	13	116	13	138	14	132	12	141	17	115	30	127	15	885	114	126	16
TOTALS	7759		8889		8377		8296		8647		6196		5192		53356		7575	
AM Times	7:45		8:00		8:00		7:45		8:00		10:45		11:15		8:00		8:00	
AM Peaks	1006		1048		934		1041		1004		432		433		5446		777	
AM PHF	0.97		0.88		0.95		0.94		0.93		0.94		0.85		0.96		0.96	
PM Times	17:30		17:15		17:30		17:30		17:45		12:45		16:45		17:30		17:30	
PM Peaks	615		624		677		695		698		522		457		4205		598	
PM PHF	0.89		0.98		0.9		0.9		0.93		0.93		0.9		0.98		0.98	

FACILITY_ID	5130	
LANE_NO	(All)	Glades Road Tolled Ramps

Sum of COUNT(*)	Column Labels								
	NE				SW				
Row Labels	3/1/2016	3/2/2016	3/3/2016	NE Total	3/1/2016	3/2/2016	3/3/2016	SW Total	Grand Total
00:00	13	17	25	55	16	15	15	46	101
00:15	10	12	10	32	17	14	16	47	79
00:30	7	2	8	17	5	17	11	33	50
00:45	7	3	12	22	9	14	8	31	53
01:00	3	7	7	17	12	9	11	32	49
01:15	4	5	7	16	6	2	5	13	29
01:30	3	7	1	11	4	10	6	20	31
01:45	3	4	1	8	9	4	5	18	26
02:00	4	3	5	12	8	6	13	27	39
02:15	6	2	3	11	2	13	4	19	30
02:30	5	4	2	11	5	6	6	17	28
02:45	1	4	4	9	8	6	6	20	29
03:00	3	4	5	12	3	1	4	8	20
03:15	5	4	6	15	7	2	6	15	30
03:30	3	5	3	11		3	6	9	20
03:45	4	2		6	3	7	5	15	21
04:00	2	7	6	15	4	2	3	9	24
04:15	7	4	6	17	1	5	4	10	27
04:30	11	9	6	26	9	5	7	21	47
04:45	13	11	12	36	11	15	10	36	72
05:00	17	14	16	47	10	13	20	43	90
05:15	24	15	23	62	22	22	18	62	124
05:30	25	27	27	79	28	31	28	87	166
05:45	29	33	43	105	41	52	41	134	239
06:00	72	51	56	179	41	43	42	126	305
06:15	61	83	74	218	77	76	63	216	434
06:30	129	129	105	363	115	124	129	368	731
06:45	136	112	124	372	197	192	191	580	952
07:00	157	190	152	499	243	254	258	755	1254
07:15	229	201	203	633	431	403	403	1237	1870
07:30	221	235	232	688	479	485	489	1453	2141
07:45	254	255	247	756	504	501	519	1524	2280
08:00	264	276	248	788	503	495	513	1511	2299
08:15	220	238	250	708	474	464	475	1413	2121
08:30	254	243	220	717	449	460	449	1358	2075
08:45	190	207	221	618	452	450	446	1348	1966
09:00	168	170	188	526	341	346	309	996	1522
09:15	209	168	173	550	298	262	235	795	1345
09:30	181	162	152	495	217	245	242	704	1199
09:45	154	119	105	378	243	229	238	710	1088
10:00	131	125	142	398	227	187	207	621	1019
10:15	169	135	122	426	205	199	168	572	998
10:30	121	137	149	407	186	211	166	563	970
10:45	152	115	116	383	183	171	152	506	889
11:00	157	123	117	397	142	138	143	423	820
11:15	166	119	128	413	140	138	167	445	858
11:30	122	124	113	359	183	146	145	474	833
11:45	136	122	159	417	158	156	160	474	891
12:00	137	139	131	407	150	175	146	471	878
12:15	163	129	134	426	190	142	157	489	915
12:30	132	149	156	437	153	163	178	494	931
12:45	160	139	116	415	166	157	145	468	883
13:00	151	149	142	442	112	163	139	414	856
13:15	148	140	140	428	148	148	131	427	855
13:30	153	162	131	446	150	157	154	461	907
13:45	155	158	159	472	134	156	164	454	926

14:00	180	180	199	559	142	135	120	397	956
14:15	181	190	185	556	138	145	144	427	983
14:30	156	210	126	492	165	150	116	431	923
14:45	192	205	180	577	179	174	178	531	1108
15:00	205	227	213	645	128	165	164	457	1102
15:15	263	273	266	802	194	179	168	541	1343
15:30	286	325	310	921	195	214	193	602	1523
15:45	298	293	303	894	213	221	196	630	1524
16:00	350	310	328	988	218	216	209	643	1631
16:15	335	345	390	1070	257	236	239	732	1802
16:30	386	357	366	1109	259	277	248	784	1893
16:45	403	407	439	1249	245	255	248	748	1997
17:00	421	445	422	1288	270	270	265	805	2093
17:15	427	436	427	1290	294	240	284	818	2108
17:30	398	423	394	1215	318	282	241	841	2056
17:45	384	392	388	1164	334	248	297	879	2043
18:00	384	341	383	1108	291	259	223	773	1881
18:15	420	346	369	1135	259	277	238	774	1909
18:30	311	274	278	863	255	287	250	792	1655
18:45	229	200	230	659	234	223	219	676	1335
19:00	196	156	176	528	148	162	148	458	986
19:15	120	172	157	449	150	153	150	453	902
19:30	108	111	96	315	132	140	115	387	702
19:45	100	91	97	288	125	119	136	380	668
20:00	80	84	104	268	96	82	122	300	568
20:15	108	106	99	313	90	92	82	264	577
20:30	77	95	83	255	81	103	93	277	532
20:45	72	68	77	217	70	72	77	219	436
21:00	80	82	90	252	61	66	74	201	453
21:15	80	68	81	229	61	53	66	180	409
21:30	70	46	74	190	50	66	66	182	372
21:45	50	60	46	156	54	55	55	164	320
22:00	48	61	53	162	54	50	51	155	317
22:15	37	60	32	129	45	44	51	140	269
22:30	32	40	32	104	51	49	58	158	262
22:45	20	35	21	76	45	32	75	152	228
23:00	24	36	30	90	39	39	72	150	240
23:15	21	23	18	62	25	32	39	96	158
23:30	15	28	17	60	19	23	42	84	144
23:45	18	28	13	59	20	23	25	68	127
Grand Total	**13026**	**12838**	**12735**	**38599**	**13935**	**13818**	**13618**	**41371**	**79970**

Appendix B

Existing 2016 Synchro Analysis Files and Output

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	0	195	0	0	0	0	759	1231	429	1195	0
Future Volume (vph)	105	0	195	0	0	0	0	759	1231	429	1195	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		2.0					3.0	2.0	3.5	3.0	
Lane Util. Factor	0.97		1.00					0.95	1.00	1.00	0.95	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433		1568					3574	1583	1787	3539	
Flt Permitted	0.95		1.00					1.00	1.00	0.29	1.00	
Satd. Flow (perm)	3433		1568					3574	1583	540	3539	
Peak-hour factor, PHF	0.67	0.92	0.74	0.92	0.92	0.92	0.92	0.93	0.90	0.93	0.91	0.92
Adj. Flow (vph)	157	0	264	0	0	0	0	816	1368	461	1313	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	157	0	264	0	0	0	0	816	1368	461	1313	0
Heavy Vehicles (%)	2%	2%	3%	2%	2%	2%	2%	1%	2%	1%	2%	2%
Turn Type	Prot		Free					NA	Free	D.P+P	NA	
Protected Phases	4							2		1	2 1 5	
Permitted Phases			Free						Free	2		
Actuated Green, G (s)	8.9		90.9					51.3	90.9	65.5	70.5	
Effective Green, g (s)	10.9		90.9					53.3	90.9	69.5	72.5	
Actuated g/C Ratio	0.12		1.00					0.59	1.00	0.76	0.80	
Clearance Time (s)	6.0							5.0		5.5		
Vehicle Extension (s)	2.0							3.0		1.5		
Lane Grp Cap (vph)	411		1568					2095	1583	635	2822	
v/s Ratio Prot	0.05							0.23		0.13	0.37	
v/s Ratio Perm			0.17						c0.86	0.43		
v/c Ratio	0.38		0.17					0.39	0.86	0.73	0.47	
Uniform Delay, d1	36.9		0.0					10.1	0.0	12.9	3.0	
Progression Factor	1.00		1.00					1.00	1.00	1.33	0.62	
Incremental Delay, d2	0.2		0.2					0.1	6.5	2.8	0.1	
Delay (s)	37.1		0.2					10.2	6.5	20.0	1.9	
Level of Service	D		A					B	A	C	A	
Approach Delay (s)		14.0			0.0			7.9			6.6	
Approach LOS		B			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	90.9	Sum of lost time (s)	14.5
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	622	0	278	242	622	0	0	1002	158
Future Volume (vph)	0	0	0	622	0	278	242	622	0	0	1002	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0		2.0	3.5	3.0			3.0	2.0
Lane Util. Factor				0.97		1.00	1.00	0.95			0.95	1.00
Frt				1.00		0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95		1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				3433		1568	1770	3574			3574	1583
Flt Permitted				0.95		1.00	0.12	1.00			1.00	1.00
Satd. Flow (perm)				3433		1568	227	3574			3574	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.83	0.92	0.75	0.83	0.82	0.92	0.93	0.93	0.91
Adj. Flow (vph)	0	0	0	749	0	371	292	759	0	0	1077	174
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	749	0	371	292	759	0	0	1077	174
Heavy Vehicles (%)	2%	2%	2%	2%	2%	3%	2%	1%	2%	1%	1%	2%
Turn Type				Prot		Free	D.P+P	NA			NA	Free
Protected Phases				8			5	6 5 1			6	
Permitted Phases						Free	6					Free
Actuated Green, G (s)				23.4		90.9	51.0	56.0			36.8	90.9
Effective Green, g (s)				25.4		90.9	55.0	58.0			38.8	90.9
Actuated g/C Ratio				0.28		1.00	0.61	0.64			0.43	1.00
Clearance Time (s)				6.0			5.5				5.0	
Vehicle Extension (s)				2.0			1.5				3.0	
Lane Grp Cap (vph)				959		1568	412	2280			1525	1583
v/s Ratio Prot				c0.22			c0.13	0.21			0.30	
v/s Ratio Perm						0.24	c0.30					0.11
v/c Ratio				0.78		0.24	0.71	0.33			0.71	0.11
Uniform Delay, d1				30.2		0.0	25.6	7.6			21.4	0.0
Progression Factor				1.00		1.00	1.24	1.01			1.00	1.00
Incremental Delay, d2				3.9		0.4	4.4	0.1			1.5	0.1
Delay (s)				34.1		0.4	36.1	7.7			22.9	0.1
Level of Service				C		A	D	A			C	A
Approach Delay (s)		0.0			22.9			15.6			19.7	
Approach LOS		A			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	19.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	90.9	Sum of lost time (s)	14.5
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	0	221	0	0	0	0	704	556	174	1649	0
Future Volume (vph)	109	0	221	0	0	0	0	704	556	174	1649	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		2.0					3.0	2.0	3.5	3.0	
Lane Util. Factor	0.97		1.00					0.95	1.00	1.00	0.95	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3502		1615					3610	1583	1787	3610	
Flt Permitted	0.95		1.00					1.00	1.00	0.29	1.00	
Satd. Flow (perm)	3502		1615					3610	1583	554	3610	
Peak-hour factor, PHF	0.87	0.92	0.83	0.92	0.92	0.92	0.92	0.85	0.97	0.82	0.89	0.92
Adj. Flow (vph)	125	0	266	0	0	0	0	828	573	212	1853	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	125	0	266	0	0	0	0	828	573	212	1853	0
Heavy Vehicles (%)	0%	2%	0%	2%	2%	2%	2%	0%	2%	1%	0%	2%
Turn Type	Prot		Free					NA	Free	D.P+P	NA	
Protected Phases	4							2		1	2 1 5	
Permitted Phases			Free						Free	2		
Actuated Green, G (s)	7.5		80.9					48.5	80.9	56.9	61.9	
Effective Green, g (s)	9.5		80.9					50.5	80.9	60.9	63.9	
Actuated g/C Ratio	0.12		1.00					0.62	1.00	0.75	0.79	
Clearance Time (s)	6.0							5.0		5.5		
Vehicle Extension (s)	2.0							3.0		1.5		
Lane Grp Cap (vph)	411		1615					2253	1583	575	2851	
v/s Ratio Prot	0.04							0.23		0.05	c0.51	
v/s Ratio Perm			0.16						c0.36	0.23		
v/c Ratio	0.30		0.16					0.37	0.36	0.37	0.65	
Uniform Delay, d1	32.7		0.0					7.4	0.0	6.6	3.7	
Progression Factor	1.00		1.00					1.00	1.00	0.85	0.93	
Incremental Delay, d2	0.2		0.2					0.1	0.6	0.1	0.3	
Delay (s)	32.8		0.2					7.5	0.6	5.7	3.7	
Level of Service	C		A					A	A	A	A	
Approach Delay (s)		10.6			0.0			4.7			3.9	
Approach LOS		B			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	4.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	80.9	Sum of lost time (s)	14.5
Intersection Capacity Utilization	80.8%	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												
Traffic Volume (vph)	0	0	0	1042	0	368	171	642	0	0	781	69
Future Volume (vph)	0	0	0	1042	0	368	171	642	0	0	781	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				4.0		2.0	3.5	3.0			3.0	2.0
Lane Util. Factor				0.97		1.00	1.00	0.95			0.95	1.00
Frt				1.00		0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95		1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				3502		1599	1805	3610			3574	1599
Flt Permitted				0.95		1.00	0.13	1.00			1.00	1.00
Satd. Flow (perm)				3502		1599	251	3610			3574	1599
Peak-hour factor, PHF	0.92	0.92	0.92	0.91	0.92	0.78	0.80	0.89	0.92	0.77	0.77	0.70
Adj. Flow (vph)	0	0	0	1145	0	472	214	721	0	0	1014	99
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	1145	0	472	214	721	0	0	1014	99
Heavy Vehicles (%)	2%	2%	2%	0%	0%	1%	0%	0%	2%	2%	1%	1%
Turn Type				Prot		Free	D.P+P	NA			NA	Free
Protected Phases				8			5	6 5 1			6	
Permitted Phases						Free	6					Free
Actuated Green, G (s)				25.4		80.9	39.0	44.0			30.6	80.9
Effective Green, g (s)				27.4		80.9	43.0	46.0			32.6	80.9
Actuated g/C Ratio				0.34		1.00	0.53	0.57			0.40	1.00
Clearance Time (s)				6.0			5.5				5.0	
Vehicle Extension (s)				2.0			1.5				3.0	
Lane Grp Cap (vph)				1186		1599	333	2052			1440	1599
v/s Ratio Prot				c0.33			c0.08	0.20			c0.28	
v/s Ratio Perm						0.30	0.26					0.06
v/c Ratio				0.97		0.30	0.64	0.35			0.70	0.06
Uniform Delay, d1				26.3		0.0	25.0	9.4			20.1	0.0
Progression Factor				1.00		1.00	1.11	0.89			1.00	1.00
Incremental Delay, d2				18.2		0.5	3.1	0.1			1.6	0.1
Delay (s)				44.4		0.5	30.8	8.4			21.7	0.1
Level of Service				D		A	C	A			C	A
Approach Delay (s)		0.0			31.6			13.5			19.8	
Approach LOS		A			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	23.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	80.9	Sum of lost time (s)	14.5
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	363	105	123	2625	252	106	2704
Future Volume (vph)	363	105	123	2625	252	106	2704
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	1.00	0.91
Frt	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1787	1583	1787	5036	1599	1752	5136
Flt Permitted	0.95	1.00	0.04	1.00	1.00	0.04	1.00
Satd. Flow (perm)	1787	1583	79	5036	1599	75	5136
Peak-hour factor, PHF	0.81	0.88	0.83	0.95	0.61	0.85	0.97
Adj. Flow (vph)	448	119	148	2763	413	125	2788
RTOR Reduction (vph)	0	44	0	0	166	0	0
Lane Group Flow (vph)	448	75	148	2763	247	125	2788
Heavy Vehicles (%)	1%	2%	1%	3%	1%	3%	1%
Turn Type	Prot	Prot	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	8	8	5	2		1	6
Permitted Phases			2		2	6	
Actuated Green, G (s)	37.4	37.4	98.8	93.8	93.8	104.4	96.6
Effective Green, g (s)	37.4	37.4	102.8	95.8	95.8	108.4	98.6
Actuated g/C Ratio	0.23	0.23	0.64	0.60	0.60	0.68	0.62
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	2.0	2.0	1.5	3.0	3.0	1.5	3.0
Lane Grp Cap (vph)	417	370	125	3015	957	153	3165
v/s Ratio Prot	c0.25	0.05	c0.05	0.55		0.05	c0.54
v/s Ratio Perm			c0.71		0.15	0.50	
v/c Ratio	1.07	0.20	1.18	0.92	0.26	0.82	0.88
Uniform Delay, d1	61.3	49.3	49.3	28.5	15.2	50.1	25.8
Progression Factor	1.00	1.00	1.31	0.97	1.37	1.00	1.00
Incremental Delay, d2	65.4	0.1	135.1	5.3	0.6	26.2	3.9
Delay (s)	126.7	49.4	199.7	33.0	21.4	76.3	29.7
Level of Service	F	D	F	C	C	E	C
Approach Delay (s)	110.5			39.0			31.7
Approach LOS	F			D			C

Intersection Summary			
HCM 2000 Control Delay	41.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	90.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↱	↰↰	↑↑↑↑
Traffic Volume (vph)	0	0	2293	392	528	2274
Future Volume (vph)	0	0	2293	392	528	2274
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.0	2.0	3.5	2.0
Lane Util. Factor			0.91	1.00	0.97	0.86
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			5036	1599	3400	6408
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			5036	1599	3400	6408
Peak-hour factor, PHF	0.92	0.92	0.94	0.87	0.94	0.97
Adj. Flow (vph)	0	0	2439	451	562	2344
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	2439	451	562	2344
Heavy Vehicles (%)	2%	2%	3%	1%	3%	2%
Turn Type			NA	Free	Prot	NA
Protected Phases			2		1	Free
Permitted Phases				Free		
Actuated Green, G (s)			116.8	160.0	30.7	160.0
Effective Green, g (s)			118.8	160.0	32.7	160.0
Actuated g/C Ratio			0.74	1.00	0.20	1.00
Clearance Time (s)			7.0		5.5	
Vehicle Extension (s)			3.0		2.0	
Lane Grp Cap (vph)			3739	1599	694	6408
v/s Ratio Prot			c0.48		c0.17	0.37
v/s Ratio Perm				0.28		
v/c Ratio			0.65	0.28	0.81	0.37
Uniform Delay, d1			10.3	0.0	60.7	0.0
Progression Factor			1.83	1.00	1.09	1.00
Incremental Delay, d2			0.1	0.0	5.8	0.1
Delay (s)			18.9	0.0	71.7	0.1
Level of Service			B	A	E	A
Approach Delay (s)	0.0		16.0			14.0
Approach LOS	A		B			B

Intersection Summary			
HCM 2000 Control Delay	15.0	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)	8.5
Intersection Capacity Utilization	65.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	292	2881	2272	918
Future Volume (vph)	0	0	292	2881	2272	918
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			3.5	2.0	5.0	5.0
Lane Util. Factor			0.97	0.86	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)			3433	6225	5136	1568
Flt Permitted			0.95	1.00	1.00	1.00
Satd. Flow (perm)			3433	6225	5136	1568
Peak-hour factor, PHF	0.92	0.92	0.79	0.97	0.91	0.85
Adj. Flow (vph)	0	0	370	2970	2497	1080
RTOR Reduction (vph)	0	0	0	0	0	18
Lane Group Flow (vph)	0	0	370	2970	2497	1062
Heavy Vehicles (%)	2%	2%	2%	5%	1%	3%
Turn Type			Prot	NA	NA	Perm
Protected Phases			5	Free	6	
Permitted Phases						6
Actuated Green, G (s)			21.6	160.0	125.9	125.9
Effective Green, g (s)			23.6	160.0	127.9	127.9
Actuated g/C Ratio			0.15	1.00	0.80	0.80
Clearance Time (s)			5.5		7.0	7.0
Vehicle Extension (s)			2.0		3.0	3.0
Lane Grp Cap (vph)			506	6225	4105	1253
v/s Ratio Prot			c0.11	0.48	0.49	
v/s Ratio Perm						c0.68
v/c Ratio			0.73	0.48	0.61	0.85
Uniform Delay, d1			65.2	0.0	6.3	10.0
Progression Factor			0.76	1.00	0.63	1.03
Incremental Delay, d2			4.2	0.2	0.3	3.6
Delay (s)			53.5	0.2	4.3	13.9
Level of Service			D	A	A	B
Approach Delay (s)	0.0			6.1	7.2	
Approach LOS	A			A	A	

Intersection Summary			
HCM 2000 Control Delay	6.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.5
Intersection Capacity Utilization	71.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	446	110	84	267	45	188	43	2051	176	114	2078	82
Future Volume (vph)	446	110	84	267	45	188	43	2051	176	114	2078	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3318		1770	1900	1583	1719	5036	1583	1770	5085	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3318		1770	1900	1583	1719	5036	1583	1770	5085	1583
Peak-hour factor, PHF	0.81	0.75	0.84	0.82	0.72	0.81	0.61	0.88	0.61	0.77	0.89	0.79
Adj. Flow (vph)	551	147	100	326	62	232	70	2331	289	148	2335	104
RTOR Reduction (vph)	0	74	0	0	0	163	0	0	121	0	0	26
Lane Group Flow (vph)	551	173	0	326	63	69	70	2331	168	148	2335	78
Heavy Vehicles (%)	0%	3%	1%	2%	0%	2%	5%	3%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases						8			2			6
Actuated Green, G (s)	50.8	32.1		30.9	12.2	12.2	10.4	58.2	89.1	14.8	62.6	113.4
Effective Green, g (s)	50.8	32.1		30.9	12.2	12.2	12.4	60.2	93.1	16.8	64.6	117.4
Actuated g/C Ratio	0.32	0.20		0.19	0.08	0.08	0.08	0.38	0.58	0.11	0.40	0.73
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	2.0		1.5	2.0	2.0	1.5	3.0	1.5	1.5	3.0	1.5
Lane Grp Cap (vph)	573	665		341	144	120	133	1894	960	185	2053	1161
v/s Ratio Prot	c0.31	0.05		c0.18	0.03		0.04	c0.46	0.04	c0.08	0.46	0.02
v/s Ratio Perm						0.04			0.07			0.03
v/c Ratio	0.96	0.26		0.96	0.44	0.58	0.53	1.23	0.18	0.80	1.14	0.07
Uniform Delay, d1	53.6	53.9		63.9	70.6	71.4	71.0	49.9	15.6	70.0	47.7	6.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.96	1.19	2.00
Incremental Delay, d2	27.9	0.1		36.6	0.8	4.2	1.7	108.7	0.0	19.6	68.1	0.0
Delay (s)	81.6	54.0		100.5	71.4	75.6	72.7	158.6	15.6	86.5	124.8	11.9
Level of Service	F	D		F	E	E	E	F	B	F	F	B
Approach Delay (s)		73.0			88.2			141.0			118.1	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	119.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	88.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	283	103	93	2937	160	136	2874
Future Volume (vph)	283	103	93	2937	160	136	2874
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	1.00	0.91
Frt	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1805	1599	1805	5136	1615	1805	5136
Flt Permitted	0.95	1.00	0.04	1.00	1.00	0.04	1.00
Satd. Flow (perm)	1805	1599	77	5136	1615	74	5136
Peak-hour factor, PHF	0.90	0.74	0.82	0.87	0.91	0.78	0.96
Adj. Flow (vph)	314	139	113	3376	176	174	2994
RTOR Reduction (vph)	0	96	0	0	58	0	0
Lane Group Flow (vph)	314	43	113	3376	118	174	2994
Heavy Vehicles (%)	0%	1%	0%	1%	0%	0%	1%
Turn Type	Prot	Prot	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	8	8	5	2		1	6
Permitted Phases			2		2	6	
Actuated Green, G (s)	28.7	28.7	101.6	96.3	96.3	117.3	105.0
Effective Green, g (s)	28.7	28.7	105.6	98.3	98.3	119.3	107.0
Actuated g/C Ratio	0.18	0.18	0.66	0.61	0.61	0.75	0.67
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	2.0	2.0	1.5	3.0	3.0	1.5	3.0
Lane Grp Cap (vph)	323	286	129	3155	992	228	3434
v/s Ratio Prot	c0.17	0.03	0.04	c0.66		c0.08	c0.58
v/s Ratio Perm			0.53		0.07	0.49	
v/c Ratio	0.97	0.15	0.88	1.07	0.12	0.76	0.87
Uniform Delay, d1	65.3	55.4	45.4	30.9	12.8	56.5	21.1
Progression Factor	1.00	1.00	0.80	0.71	1.63	1.00	1.00
Incremental Delay, d2	42.2	0.1	40.3	38.1	0.2	12.7	3.4
Delay (s)	107.4	55.5	76.4	60.1	21.1	69.2	24.4
Level of Service	F	E	E	E	C	E	C
Approach Delay (s)	91.5			58.8			26.9
Approach LOS	F			E			C

Intersection Summary			
HCM 2000 Control Delay	46.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	91.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↱	↰↰	↑↑↑↑
Traffic Volume (vph)	0	0	2218	206	194	3116
Future Volume (vph)	0	0	2218	206	194	3116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.0	2.0	3.5	2.0
Lane Util. Factor			0.91	1.00	0.97	0.86
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			5136	1583	3367	6471
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			5136	1583	3367	6471
Peak-hour factor, PHF	0.92	0.92	0.96	0.88	0.84	0.93
Adj. Flow (vph)	0	0	2310	234	231	3351
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	2310	234	231	3351
Heavy Vehicles (%)	2%	2%	1%	2%	4%	1%
Turn Type			NA	Free	Prot	NA
Protected Phases			2		1	Free
Permitted Phases				Free		
Actuated Green, G (s)			132.1	160.0	15.4	160.0
Effective Green, g (s)			134.1	160.0	17.4	160.0
Actuated g/C Ratio			0.84	1.00	0.11	1.00
Clearance Time (s)			7.0		5.5	
Vehicle Extension (s)			3.0		2.0	
Lane Grp Cap (vph)			4304	1583	366	6471
v/s Ratio Prot			0.45		c0.07	0.52
v/s Ratio Perm				0.15		
v/c Ratio			0.54	0.15	0.63	0.52
Uniform Delay, d1			3.8	0.0	68.2	0.0
Progression Factor			3.19	1.00	1.01	1.00
Incremental Delay, d2			0.2	0.1	2.3	0.3
Delay (s)			12.4	0.1	71.3	0.3
Level of Service			B	A	E	A
Approach Delay (s)	0.0		11.3			4.8
Approach LOS	A		B			A

Intersection Summary			
HCM 2000 Control Delay	7.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.5
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	280	3098	2590	660
Future Volume (vph)	0	0	280	3098	2590	660
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			3.5	2.0	5.0	5.0
Lane Util. Factor			0.97	0.86	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)			3467	6471	5136	1583
Flt Permitted			0.95	1.00	1.00	1.00
Satd. Flow (perm)			3467	6471	5136	1583
Peak-hour factor, PHF	0.92	0.92	0.89	0.97	0.94	0.90
Adj. Flow (vph)	0	0	315	3194	2755	733
RTOR Reduction (vph)	0	0	0	0	0	18
Lane Group Flow (vph)	0	0	315	3194	2755	715
Heavy Vehicles (%)	2%	2%	1%	1%	1%	2%
Turn Type			Prot	NA	NA	Perm
Protected Phases			5	Free	6	
Permitted Phases						6
Actuated Green, G (s)			18.9	160.0	128.6	128.6
Effective Green, g (s)			20.9	160.0	130.6	130.6
Actuated g/C Ratio			0.13	1.00	0.82	0.82
Clearance Time (s)			5.5		7.0	7.0
Vehicle Extension (s)			2.0		3.0	3.0
Lane Grp Cap (vph)			452	6471	4192	1292
v/s Ratio Prot			c0.09	0.49	c0.54	
v/s Ratio Perm						0.45
v/c Ratio			0.70	0.49	0.66	0.55
Uniform Delay, d1			66.5	0.0	5.8	4.9
Progression Factor			0.83	1.00	1.21	1.25
Incremental Delay, d2			3.6	0.3	0.4	0.9
Delay (s)			58.8	0.3	7.5	7.0
Level of Service			E	A	A	A
Approach Delay (s)	0.0			5.5	7.4	
Approach LOS	A			A	A	

Intersection Summary			
HCM 2000 Control Delay	6.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.5
Intersection Capacity Utilization	64.0%	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												
Traffic Volume (vph)	187	48	35	230	164	136	102	2101	217	171	2671	274
Future Volume (vph)	187	48	35	230	164	136	102	2101	217	171	2671	274
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3367		1770	1863	1583	1805	5136	1615	1787	5136	1615
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3367		1770	1863	1583	1805	5136	1615	1787	5136	1615
Peak-hour factor, PHF	0.86	0.66	0.76	0.83	0.68	0.67	0.81	0.97	0.81	0.89	0.95	0.89
Adj. Flow (vph)	217	73	46	277	241	203	126	2166	268	192	2812	308
RTOR Reduction (vph)	0	39	0	0	0	129	0	0	102	0	0	55
Lane Group Flow (vph)	217	80	0	277	241	74	126	2166	166	192	2812	253
Heavy Vehicles (%)	0%	1%	1%	2%	2%	2%	0%	1%	0%	1%	1%	0%
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases						8			2			6
Actuated Green, G (s)	14.0	22.8		14.0	22.8	22.8	12.9	81.1	95.1	18.1	86.3	100.3
Effective Green, g (s)	14.0	22.8		14.0	22.8	22.8	14.9	83.1	99.1	20.1	88.3	104.3
Actuated g/C Ratio	0.09	0.14		0.09	0.14	0.14	0.09	0.52	0.62	0.13	0.55	0.65
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	2.0		1.5	2.0	2.0	1.5	3.0	1.5	1.5	3.0	1.5
Lane Grp Cap (vph)	157	479		154	265	225	168	2667	1040	224	2834	1093
v/s Ratio Prot	0.12	0.02		c0.16	c0.13		0.07	0.42	0.02	c0.11	c0.55	0.02
v/s Ratio Perm						0.05			0.09			0.13
v/c Ratio	1.38	0.17		1.80	0.91	0.33	0.75	0.81	0.16	0.86	0.99	0.23
Uniform Delay, d1	73.0	60.3		73.0	67.6	61.7	70.7	32.0	12.9	68.5	35.5	11.4
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.93	0.90	1.17
Incremental Delay, d2	206.5	0.1		384.0	31.5	0.3	15.3	2.8	0.0	22.6	13.9	0.0
Delay (s)	279.5	60.3		457.0	99.1	62.0	86.0	34.8	12.9	86.5	45.7	13.4
Level of Service	F	E		F	F	E	F	C	B	F	D	B
Approach Delay (s)		201.9			226.2			35.0			45.1	
Approach LOS		F			F			D			D	

Intersection Summary			
HCM 2000 Control Delay	67.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	89.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Traffic Volume (vph)	196	0	394	326	2436	0	0	1826	524	0	0
Future Volume (vph)	196	0	394	326	2436	0	0	1826	524	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0			4.0	4.0		
Lane Util. Factor	0.97		1.00	1.00	0.91			0.86	1.00		
Frt	1.00		0.85	1.00	1.00			1.00	0.85		
Flt Protected	0.95		1.00	0.95	1.00			1.00	1.00		
Satd. Flow (prot)	3367		1538	1736	5085			6346	1599		
Flt Permitted	0.95		1.00	0.08	1.00			1.00	1.00		
Satd. Flow (perm)	3367		1538	141	5085			6346	1599		
Peak-hour factor, PHF	0.93	0.92	0.87	0.96	0.91	0.92	0.92	0.96	0.88	0.92	0.92
Adj. Flow (vph)	211	0	453	340	2677	0	0	1902	595	0	0
RTOR Reduction (vph)	0	0	70	0	0	0	0	0	288	0	0
Lane Group Flow (vph)	211	0	383	340	2677	0	0	1902	307	0	0
Heavy Vehicles (%)	4%	2%	5%	4%	2%	2%	1%	3%	1%	2%	2%
Turn Type	Prot		Prot	custom	NA			NA	Perm		
Protected Phases	8		8	5	2 5 1			6			
Permitted Phases				2 1					6		
Actuated Green, G (s)	25.0		25.0	62.0	68.0			50.0	50.0		
Effective Green, g (s)	27.0		27.0	66.0	70.0			52.0	52.0		
Actuated g/C Ratio	0.26		0.26	0.63	0.67			0.50	0.50		
Clearance Time (s)	6.0		6.0	6.0				6.0	6.0		
Vehicle Extension (s)	2.0		2.0	1.5				1.0	1.0		
Lane Grp Cap (vph)	865		395	301	3390			3142	791		
v/s Ratio Prot	0.06		c0.25	c0.15	0.53			0.30			
v/s Ratio Perm				c0.56					0.19		
v/c Ratio	0.24		0.97	1.13	0.79			0.61	0.39		
Uniform Delay, d1	30.9		38.6	31.1	12.3			19.1	16.6		
Progression Factor	1.00		1.00	1.53	0.61			1.00	1.00		
Incremental Delay, d2	0.1		37.2	81.4	0.7			0.9	1.4		
Delay (s)	31.0		75.8	128.9	8.2			20.0	18.0		
Level of Service	C		E	F	A			B	B		
Approach Delay (s)		61.5			21.8			19.5		0.0	
Approach LOS		E			C			B		A	

Intersection Summary			
HCM 2000 Control Delay	25.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	80.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	569	0	251	0	0	0	0	2193	297	433	1589	0
Future Volume (vph)	569	0	251	0	0	0	0	2193	297	433	1589	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97		1.00					0.86	1.00	1.00	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433		1524					6408	1568	1752	5036	
Flt Permitted	0.95		1.00					1.00	1.00	0.08	1.00	
Satd. Flow (perm)	3433		1524					6408	1568	142	5036	
Peak-hour factor, PHF	0.93	0.92	0.79	0.92	0.92	0.92	0.92	0.88	0.90	0.91	0.95	0.92
Adj. Flow (vph)	612	0	318	0	0	0	0	2492	330	476	1673	0
RTOR Reduction (vph)	0	0	70	0	0	0	0	0	103	0	0	0
Lane Group Flow (vph)	612	0	248	0	0	0	0	2492	227	476	1673	0
Heavy Vehicles (%)	2%	2%	6%	2%	2%	2%	1%	2%	3%	3%	3%	2%
Turn Type	Prot		Prot					NA	Perm	custom	NA	
Protected Phases	4		4					2		1	6 1 5	
Permitted Phases									2	6 5		
Actuated Green, G (s)	25.0		25.0					50.0	50.0	62.0	68.0	
Effective Green, g (s)	27.0		27.0					52.0	52.0	66.0	70.0	
Actuated g/C Ratio	0.26		0.26					0.50	0.50	0.63	0.67	
Clearance Time (s)	6.0		6.0					6.0	6.0	6.0		
Vehicle Extension (s)	2.0		2.0					1.0	1.0	1.5		
Lane Grp Cap (vph)	882		391					3173	776	303	3357	
v/s Ratio Prot	c0.18		0.16					0.39		c0.21	0.33	
v/s Ratio Perm									0.14	c0.78		
v/c Ratio	0.69		0.63					0.79	0.29	1.57	0.50	
Uniform Delay, d1	35.3		34.6					21.9	15.6	32.5	8.7	
Progression Factor	1.00		1.00					1.00	1.00	1.73	0.47	
Incremental Delay, d2	1.9		2.5					2.0	1.0	269.9	0.0	
Delay (s)	37.2		37.1					23.9	16.6	326.0	4.2	
Level of Service	D		D					C	B	F	A	
Approach Delay (s)		37.2			0.0			23.1			75.4	
Approach LOS		D			A			C			E	

Intersection Summary			
HCM 2000 Control Delay	44.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.34		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	80.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	167	10	233	294	14	62	178	2556	96	39	1823	58
Future Volume (vph)	167	10	233	294	14	62	178	2556	96	39	1823	58
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	1900	1583	1805	1900	1615	1787	5036	1568	1805	5036	1615
Flt Permitted	0.74	1.00	1.00	0.75	1.00	1.00	0.09	1.00	1.00	0.10	1.00	1.00
Satd. Flow (perm)	1408	1900	1583	1419	1900	1615	177	5036	1568	198	5036	1615
Peak-hour factor, PHF	0.79	0.63	0.68	0.83	0.55	0.61	0.82	0.89	0.86	0.70	0.84	0.78
Adj. Flow (vph)	211	16	343	354	25	102	217	2872	112	56	2170	74
RTOR Reduction (vph)	0	0	204	0	0	75	0	0	54	0	0	42
Lane Group Flow (vph)	211	16	139	354	25	27	217	2872	58	56	2170	32
Heavy Vehicles (%)	0%	0%	2%	0%	0%	0%	1%	3%	3%	0%	3%	0%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	23.5	23.5	23.5	23.5	23.5	23.5	51.4	41.8	41.8	40.6	36.4	36.4
Effective Green, g (s)	23.5	23.5	23.5	23.5	23.5	23.5	54.0	43.8	43.8	44.6	38.4	38.4
Actuated g/C Ratio	0.27	0.27	0.27	0.27	0.27	0.27	0.62	0.50	0.50	0.51	0.44	0.44
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	378	510	425	381	510	433	322	2520	784	214	2210	708
v/s Ratio Prot		0.01			0.01		c0.09	c0.57		0.02	0.43	
v/s Ratio Perm	0.15		0.09	c0.25		0.02	0.33		0.04	0.11		0.02
v/c Ratio	0.56	0.03	0.33	0.93	0.05	0.06	0.67	1.14	0.07	0.26	0.98	0.05
Uniform Delay, d1	27.5	23.6	25.7	31.2	23.7	23.8	20.2	21.9	11.3	17.8	24.2	14.1
Progression Factor	1.00	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	1.0	0.0	0.2	28.2	0.0	0.0	4.3	68.2	0.0	0.2	15.0	0.0
Delay (s)	28.6	23.6	25.8	59.3	23.7	23.8	24.5	90.1	11.4	18.1	39.2	14.1
Level of Service	C	C	C	E	C	C	C	F	B	B	D	B
Approach Delay (s)		26.8			50.0			82.9			37.9	
Approach LOS		C			D			F			D	

Intersection Summary			
HCM 2000 Control Delay	59.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	87.5	Sum of lost time (s)	14.0
Intersection Capacity Utilization	83.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	295	202	243	234	185	431	139	1764	137	144	1580	116
Future Volume (vph)	295	202	243	234	185	431	139	1764	137	144	1580	116
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	0.95		0.95	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3348		1681	1757	1583	1770	5036	1583	1719	5036	1615
Flt Permitted	0.95	1.00		0.95	0.99	1.00	0.07	1.00	1.00	0.07	1.00	1.00
Satd. Flow (perm)	1805	3348		1681	1757	1583	134	5036	1583	125	5036	1615
Peak-hour factor, PHF	0.77	0.56	0.82	0.76	0.77	0.78	0.85	0.92	0.48	0.73	0.91	0.78
Adj. Flow (vph)	383	361	296	308	240	553	164	1917	285	197	1736	149
RTOR Reduction (vph)	0	92	0	0	0	191	0	0	80	0	0	61
Lane Group Flow (vph)	383	565	0	268	280	362	164	1917	205	197	1736	88
Heavy Vehicles (%)	0%	1%	0%	2%	2%	2%	2%	3%	2%	5%	3%	0%
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8	2		2	6		6
Actuated Green, G (s)	34.0	34.0		34.0	34.0	34.0	67.6	53.4	53.4	72.4	55.8	55.8
Effective Green, g (s)	34.0	34.0		34.0	34.0	34.0	71.6	55.4	55.4	76.4	57.8	57.8
Actuated g/C Ratio	0.21	0.21		0.21	0.21	0.21	0.45	0.35	0.35	0.48	0.36	0.36
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	383	711		357	373	336	225	1743	548	244	1819	583
v/s Ratio Prot	c0.21	0.17		0.16	0.16		0.07	c0.38		c0.09	0.34	
v/s Ratio Perm						c0.23	0.25		0.13	0.29		0.05
v/c Ratio	1.00	0.79		0.75	0.75	1.08	0.73	1.10	0.37	0.81	0.95	0.15
Uniform Delay, d1	63.0	59.7		59.0	59.0	63.0	41.9	52.3	39.3	47.3	49.8	34.5
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	46.0	5.7		7.7	7.4	71.7	9.6	54.3	2.0	16.6	12.8	0.6
Delay (s)	109.0	65.4		66.7	66.4	134.7	51.5	106.6	41.2	63.9	62.6	35.1
Level of Service	F	E		E	E	F	D	F	D	E	E	D
Approach Delay (s)		81.5			100.8			94.9			60.7	
Approach LOS		F			F			F			E	

Intersection Summary			
HCM 2000 Control Delay	83.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	87.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Traffic Volume (vph)	292	0	433	174	2147	0	0	2514	436	0	0
Future Volume (vph)	292	0	433	174	2147	0	0	2514	436	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0			4.0	4.0		
Lane Util. Factor	0.97		1.00	1.00	0.91			0.86	1.00		
Frt	1.00		0.85	1.00	1.00			1.00	0.85		
Flt Protected	0.95		1.00	0.95	1.00			1.00	1.00		
Satd. Flow (prot)	3433		1599	1805	5136			6471	1583		
Flt Permitted	0.95		1.00	0.07	1.00			1.00	1.00		
Satd. Flow (perm)	3433		1599	129	5136			6471	1583		
Peak-hour factor, PHF	0.93	0.92	0.80	0.91	0.91	0.92	0.92	0.92	0.82	0.92	0.92
Adj. Flow (vph)	314	0	541	191	2359	0	0	2733	532	0	0
RTOR Reduction (vph)	0	0	70	0	0	0	0	0	170	0	0
Lane Group Flow (vph)	314	0	471	191	2359	0	0	2733	362	0	0
Heavy Vehicles (%)	2%	2%	1%	0%	1%	2%	1%	1%	2%	2%	2%
Turn Type	Prot		Prot	custom	NA			NA	Perm		
Protected Phases	8		8	5	2 5 1			6			
Permitted Phases				2 1					6		
Actuated Green, G (s)	25.0		25.0	68.0	68.0			52.7	52.7		
Effective Green, g (s)	27.0		27.0	70.0	70.0			54.7	54.7		
Actuated g/C Ratio	0.26		0.26	0.67	0.67			0.52	0.52		
Clearance Time (s)	6.0		6.0	6.0				6.0	6.0		
Vehicle Extension (s)	2.0		2.0	1.5				1.0	1.0		
Lane Grp Cap (vph)	882		411	266	3424			3371	824		
v/s Ratio Prot	0.09		c0.29	0.08	c0.46			c0.42			
v/s Ratio Perm				c0.40					0.23		
v/c Ratio	0.36		1.15	0.72	0.69			0.81	0.44		
Uniform Delay, d1	31.9		39.0	26.6	10.8			20.9	15.6		
Progression Factor	1.00		1.00	1.79	0.64			1.00	1.00		
Incremental Delay, d2	0.1		90.8	5.8	0.4			2.2	1.7		
Delay (s)	32.0		129.8	53.4	7.3			23.1	17.3		
Level of Service	C		F	D	A			C	B		
Approach Delay (s)		93.9			10.7			22.1		0.0	
Approach LOS		F			B			C		A	

Intersection Summary			
HCM 2000 Control Delay	27.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	392	0	268	0	0	0	0	1929	161	354	2452	0
Future Volume (vph)	392	0	268	0	0	0	0	1929	161	354	2452	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97		1.00					0.86	1.00	1.00	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3433		1599					6225	1583	1770	5136	
Flt Permitted	0.95		1.00					1.00	1.00	0.07	1.00	
Satd. Flow (perm)	3433		1599					6225	1583	136	5136	
Peak-hour factor, PHF	0.87	0.92	0.79	0.92	0.92	0.92	0.92	0.93	0.84	0.78	0.92	0.92
Adj. Flow (vph)	451	0	339	0	0	0	0	2074	192	454	2665	0
RTOR Reduction (vph)	0	0	70	0	0	0	0	0	72	0	0	0
Lane Group Flow (vph)	451	0	269	0	0	0	0	2074	120	454	2665	0
Heavy Vehicles (%)	2%	2%	1%	2%	2%	2%	1%	5%	2%	2%	1%	2%
Turn Type	Prot		Prot					NA	Perm	custom	NA	
Protected Phases	4		4					2		1	6 1 5	
Permitted Phases									2	6 5		
Actuated Green, G (s)	25.0		25.0					50.0	50.0	64.7	64.7	
Effective Green, g (s)	27.0		27.0					52.0	52.0	68.7	68.7	
Actuated g/C Ratio	0.26		0.26					0.50	0.50	0.65	0.65	
Clearance Time (s)	6.0		6.0					6.0	6.0	6.0		
Vehicle Extension (s)	2.0		2.0					1.0	1.0	1.5		
Lane Grp Cap (vph)	882		411					3082	783	306	3360	
v/s Ratio Prot	0.13		c0.17					0.33		c0.20	0.52	
v/s Ratio Perm									0.08	c0.77		
v/c Ratio	0.51		0.65					0.67	0.15	1.48	0.79	
Uniform Delay, d1	33.4		34.8					20.1	14.5	32.0	13.0	
Progression Factor	1.00		1.00					1.00	1.00	1.65	0.58	
Incremental Delay, d2	0.2		2.9					1.2	0.4	228.7	0.8	
Delay (s)	33.6		37.7					21.3	14.9	281.5	8.4	
Level of Service	C		D					C	B	F	A	
Approach Delay (s)		35.3			0.0			20.7			48.1	
Approach LOS		D			A			C			D	

Intersection Summary			
HCM 2000 Control Delay	36.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.31		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	73.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	19	150	189	21	20	263	2067	250	43	2611	76
Future Volume (vph)	91	19	150	189	21	20	263	2067	250	43	2611	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	1863	1583	1770	1900	1538	1787	5136	1615	1805	5136	1599
Flt Permitted	0.74	1.00	1.00	0.73	1.00	1.00	0.09	1.00	1.00	0.10	1.00	1.00
Satd. Flow (perm)	1373	1863	1583	1367	1900	1538	172	5136	1615	191	5136	1599
Peak-hour factor, PHF	0.85	0.53	0.92	0.78	0.68	0.75	0.82	0.90	0.82	0.75	0.88	0.85
Adj. Flow (vph)	107	36	163	242	31	27	321	2297	305	57	2967	89
RTOR Reduction (vph)	0	0	128	0	0	21	0	0	54	0	0	48
Lane Group Flow (vph)	107	36	35	242	31	6	321	2297	251	57	2967	41
Heavy Vehicles (%)	2%	2%	2%	2%	0%	5%	1%	1%	0%	0%	1%	1%
Turn Type	Perm	NA	Perm	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4			8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	18.3	18.3	18.3	18.3	18.3	18.3	55.4	46.2	46.2	40.9	37.7	37.7
Effective Green, g (s)	18.3	18.3	18.3	18.3	18.3	18.3	57.4	48.2	48.2	44.9	39.7	39.7
Actuated g/C Ratio	0.21	0.21	0.21	0.21	0.21	0.21	0.67	0.56	0.56	0.52	0.46	0.46
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0	2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	293	397	338	291	405	328	373	2888	908	198	2379	740
v/s Ratio Prot		0.02			0.02		c0.14	0.45		0.02	c0.58	
v/s Ratio Perm	0.08		0.02	c0.18		0.00	0.44		0.16	0.13		0.03
v/c Ratio	0.37	0.09	0.10	0.83	0.08	0.02	0.86	0.80	0.28	0.29	1.25	0.06
Uniform Delay, d1	28.7	27.0	27.1	32.2	26.9	26.6	25.0	14.8	9.7	12.9	23.0	12.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.0	0.0	17.3	0.0	0.0	17.4	1.6	0.2	0.3	114.9	0.0
Delay (s)	29.0	27.1	27.1	49.5	27.0	26.6	42.4	16.4	9.9	13.2	137.9	12.7
Level of Service	C	C	C	D	C	C	D	B	A	B	F	B
Approach Delay (s)		27.8			45.1			18.6			132.1	
Approach LOS		C			D			B			F	

Intersection Summary			
HCM 2000 Control Delay	73.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	85.7	Sum of lost time (s)	14.0
Intersection Capacity Utilization	90.2%	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												
Traffic Volume (vph)	198	149	143	139	133	198	260	1694	196	337	2016	367
Future Volume (vph)	198	149	143	139	133	198	260	1694	196	337	2016	367
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	3.0	3.0	3.0	3.0	3.0	3.0
Lane Util. Factor	1.00	0.95		0.95	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1787	3343		1665	1757	1599	1805	5136	1583	1787	5136	1615
Flt Permitted	0.95	1.00		0.95	0.99	1.00	0.08	1.00	1.00	0.07	1.00	1.00
Satd. Flow (perm)	1787	3343		1665	1757	1599	146	5136	1583	137	5136	1615
Peak-hour factor, PHF	0.79	0.81	0.91	0.70	0.82	0.95	0.89	0.89	0.78	0.88	0.95	0.87
Adj. Flow (vph)	251	184	157	199	162	208	292	1903	251	383	2122	422
RTOR Reduction (vph)	0	104	0	0	0	180	0	0	73	0	0	97
Lane Group Flow (vph)	251	237	0	177	184	28	292	1903	178	383	2122	325
Heavy Vehicles (%)	1%	1%	0%	3%	2%	1%	0%	1%	2%	1%	1%	0%
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8	2		2	6		6
Actuated Green, G (s)	26.7	26.7		21.9	21.9	21.9	77.1	50.0	50.0	94.4	62.3	62.3
Effective Green, g (s)	26.7	26.7		21.9	21.9	21.9	81.1	52.0	52.0	96.4	64.3	64.3
Actuated g/C Ratio	0.17	0.17		0.14	0.14	0.14	0.51	0.32	0.32	0.60	0.40	0.40
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	298	557		227	240	218	375	1669	514	509	2064	649
v/s Ratio Prot	c0.14	0.07		c0.11	0.10		c0.14	c0.37		0.19	c0.41	
v/s Ratio Perm						0.02	0.25		0.11	0.26		0.20
v/c Ratio	0.84	0.43		0.78	0.77	0.13	0.78	1.14	0.35	0.75	1.03	0.50
Uniform Delay, d1	64.6	59.8		66.7	66.6	60.7	47.0	54.0	41.1	44.2	47.9	35.8
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	18.3	0.2		14.2	12.3	0.1	9.0	70.9	1.8	5.5	27.4	2.7
Delay (s)	82.9	60.0		81.0	78.9	60.8	56.0	124.9	42.9	49.8	75.2	38.6
Level of Service	F	E		F	E	E	E	F	D	D	E	D
Approach Delay (s)		69.7			72.9			108.3			66.6	
Approach LOS		E			E			F			E	

Intersection Summary			
HCM 2000 Control Delay	83.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑	↱		↑↑↑		↰		↱↱		
Traffic Volume (vph)	0	1245	700	0	1275	0	480	0	670	0	0
Future Volume (vph)	0	1245	700	0	1275	0	480	0	670	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
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
Adj. Flow (vph)	0	1311	737	0	1342	0	505	0	705	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1311	737	0	1342	0	505	0	705	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		160.0	160.0		100.7		46.3		46.3		
Effective Green, g (s)		160.0	160.0		102.7		48.3		48.3		
Actuated g/C Ratio		1.00	1.00		0.64		0.30		0.30		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.5		2.5		
Lane Grp Cap (vph)		5085	1583		3263		534		841		
v/s Ratio Prot		0.26			0.26		c0.29		0.25		
v/s Ratio Perm			c0.47								
v/c Ratio		0.26	0.47		0.41		0.95		0.84		
Uniform Delay, d1		0.0	0.0		13.9		54.6		52.2		
Progression Factor		1.00	1.00		0.99		1.00		1.00		
Incremental Delay, d2		0.1	0.8		0.3		25.8		7.2		
Delay (s)		0.1	0.8		14.2		80.4		59.4		
Level of Service		A	A		B		F		E		
Approach Delay (s)		0.3			14.2			68.2		0.0	
Approach LOS		A			B			E		A	

Intersection Summary			
HCM 2000 Control Delay	22.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	55.6%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	1760	155	285	1215	445	85	135	155	30	10	20
Future Volume (vph)	250	1760	155	285	1215	445	85	135	155	30	10	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (prot)	1770	5024		3433	5085	1583	3433	1863	1583	1681	1726	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (perm)	1770	5024		3433	5085	1583	3433	1863	1583	1681	1726	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	263	1853	163	300	1279	468	89	142	163	32	11	21
RTOR Reduction (vph)	0	5	0	0	0	80	0	0	88	0	0	17
Lane Group Flow (vph)	263	2011	0	300	1279	388	89	142	75	21	22	4
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	21.5	93.1		18.0	89.6	97.0	16.5	16.5	34.5	7.4	7.4	28.9
Effective Green, g (s)	23.5	95.1		20.0	91.6	101.0	16.5	16.5	34.5	7.4	7.4	28.9
Actuated g/C Ratio	0.15	0.59		0.12	0.57	0.63	0.10	0.10	0.22	0.05	0.05	0.18
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5
Lane Grp Cap (vph)	259	2986		429	2911	999	354	192	341	77	79	285
v/s Ratio Prot	c0.15	c0.40		0.09	0.25	c0.02	0.03	c0.08	0.02	0.01	0.01	0.00
v/s Ratio Perm						0.22			0.02			0.00
v/c Ratio	1.02	0.67		0.70	0.44	0.39	0.25	0.74	0.22	0.27	0.28	0.01
Uniform Delay, d1	68.2	21.9		67.1	19.5	14.4	66.1	69.7	51.7	73.7	73.7	53.8
Progression Factor	1.00	1.00		1.15	0.72	0.54	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	59.9	1.2		3.4	0.4	0.1	0.1	12.1	0.1	0.7	0.7	0.0
Delay (s)	128.2	23.2		80.4	14.4	7.8	66.2	81.7	51.8	74.4	74.4	53.8
Level of Service	F	C		F	B	A	E	F	D	E	E	D
Approach Delay (s)		35.3			22.6			65.8			67.7	
Approach LOS		D			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	32.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	71.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	270	1520	95	70	1600	75	395	85	125	30	5	60
Future Volume (vph)	270	1520	95	70	1600	75	395	85	125	30	5	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5051		1770	1863	1583	1770	1604	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.43	1.00	1.00	0.70	1.00	
Satd. Flow (perm)	1770	5085	1583	1770	5051		793	1863	1583	1303	1604	
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)	284	1600	100	74	1684	79	416	89	132	32	5	63
RTOR Reduction (vph)	0	0	35	0	2	0	0	0	118	0	59	0
Lane Group Flow (vph)	284	1600	65	74	1761	0	416	89	14	32	9	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		
Actuated Green, G (s)	21.5	101.5	101.5	10.6	90.6		28.9	16.9	16.9	14.9	8.9	
Effective Green, g (s)	23.5	103.5	103.5	12.6	92.6		28.9	16.9	16.9	14.9	8.9	
Actuated g/C Ratio	0.15	0.65	0.65	0.08	0.58		0.18	0.11	0.11	0.09	0.06	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	259	3289	1024	139	2923		228	196	167	138	89	
v/s Ratio Prot	c0.16	0.31		0.04	c0.35		c0.16	0.05		0.01	0.01	
v/s Ratio Perm			0.04				c0.17		0.01	0.01		
v/c Ratio	1.10	0.49	0.06	0.53	0.60		1.82	0.45	0.08	0.23	0.10	
Uniform Delay, d1	68.2	14.6	10.4	70.9	21.8		63.7	67.2	64.6	67.0	71.7	
Progression Factor	0.89	1.36	1.35	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	83.5	0.5	0.1	2.0	0.9		387.8	0.6	0.1	0.3	0.2	
Delay (s)	144.5	20.3	14.1	72.8	22.7		451.5	67.8	64.6	67.3	71.9	
Level of Service	F	C	B	E	C		F	E	E	E	E	
Approach Delay (s)		37.8			24.7			317.7			70.4	
Approach LOS		D			C			F			E	

Intersection Summary			
HCM 2000 Control Delay	72.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	88.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑	↱		↑↑↑		↰		↱↱		
Traffic Volume (vph)	0	1710	670	0	1670	0	510	0	490	0	0
Future Volume (vph)	0	1710	670	0	1670	0	510	0	490	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
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
Adj. Flow (vph)	0	1819	713	0	1777	0	543	0	521	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1819	713	0	1777	0	543	0	521	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		160.0	160.0		95.6		51.4		51.4		
Effective Green, g (s)		160.0	160.0		97.6		53.4		53.4		
Actuated g/C Ratio		1.00	1.00		0.61		0.33		0.33		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.5		2.5		
Lane Grp Cap (vph)		5085	1583		3101		590		930		
v/s Ratio Prot		0.36			c0.35		c0.31		0.19		
v/s Ratio Perm			0.45								
v/c Ratio		0.36	0.45		0.57		0.92		0.56		
Uniform Delay, d1		0.0	0.0		18.7		51.3		43.7		
Progression Factor		1.00	1.00		0.77		1.00		1.00		
Incremental Delay, d2		0.1	0.6		0.7		19.8		0.6		
Delay (s)		0.1	0.6		15.1		71.1		44.3		
Level of Service		A	A		B		E		D		
Approach Delay (s)		0.3			15.1			58.0		0.0	
Approach LOS		A			B			E		A	

Intersection Summary			
HCM 2000 Control Delay	16.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1715	120	210	1900	50	200	10	285	380	90	300
Future Volume (vph)	40	1715	120	210	1900	50	200	10	285	380	90	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5035		3433	5085	1583	3433	1863	1583	1681	1716	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5035		3433	5085	1583	3433	1863	1583	1681	1716	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)	43	1824	128	223	2021	53	213	11	303	404	96	319
RTOR Reduction (vph)	0	4	0	0	0	15	0	0	53	0	0	50
Lane Group Flow (vph)	43	1948	0	223	2021	38	213	11	250	246	254	269
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	9.6	78.4		14.7	83.5	111.1	14.3	14.3	29.0	27.6	27.6	37.2
Effective Green, g (s)	11.6	80.4		16.7	85.5	115.1	14.3	14.3	29.0	27.6	27.6	37.2
Actuated g/C Ratio	0.07	0.50		0.10	0.53	0.72	0.09	0.09	0.18	0.17	0.17	0.23
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		2.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0	1.5
Lane Grp Cap (vph)	128	2530		358	2717	1138	306	166	286	289	296	368
v/s Ratio Prot	0.02	c0.39		0.06	c0.40	0.01	0.06	0.01	c0.08	0.15	c0.15	0.04
v/s Ratio Perm						0.02			0.08			0.13
v/c Ratio	0.34	0.77		0.62	0.74	0.03	0.70	0.07	0.87	0.85	0.86	0.73
Uniform Delay, d1	70.5	32.3		68.6	28.8	6.5	70.7	66.7	63.7	64.2	64.3	56.8
Progression Factor	1.00	1.00		1.27	0.62	0.26	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	2.3		2.0	1.6	0.0	5.5	0.1	23.5	20.0	20.4	6.3
Delay (s)	71.1	34.6		89.2	19.5	1.7	76.2	66.8	87.2	84.2	84.7	63.1
Level of Service	E	C		F	B	A	E	E	F	F	F	E
Approach Delay (s)		35.4			25.9			82.4			76.1	
Approach LOS		D			C			F			E	

Intersection Summary			
HCM 2000 Control Delay	41.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	80.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

1314: SW Natura Boulevard/Fairway Drive & Hillsboro Boulevard

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	1960	240	115	1985	20	250	10	110	105	50	270
Future Volume (vph)	75	1960	240	115	1985	20	250	10	110	105	50	270
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.87	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5078		1770	1863	1583	1770	1627	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.14	1.00	1.00	0.75	1.00	
Satd. Flow (perm)	1770	5085	1583	1770	5078		252	1863	1583	1398	1627	
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)	79	2063	253	121	2089	21	263	11	116	111	53	284
RTOR Reduction (vph)	0	0	53	0	0	0	0	0	93	0	137	0
Lane Group Flow (vph)	79	2063	200	121	2110	0	263	11	23	111	200	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		
Actuated Green, G (s)	11.3	78.2	78.2	13.4	80.3		49.4	31.5	31.5	35.5	23.6	
Effective Green, g (s)	13.3	80.2	80.2	15.4	82.3		49.4	31.5	31.5	35.5	23.6	
Actuated g/C Ratio	0.08	0.50	0.50	0.10	0.51		0.31	0.20	0.20	0.22	0.15	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	147	2548	793	170	2611		265	366	311	337	239	
v/s Ratio Prot	0.04	0.41		c0.07	c0.42		c0.12	0.01		0.02	0.12	
v/s Ratio Perm			0.13				c0.18		0.01	0.05		
v/c Ratio	0.54	0.81	0.25	0.71	0.81		0.99	0.03	0.07	0.33	0.84	
Uniform Delay, d1	70.4	33.5	22.8	70.1	32.3		48.3	51.9	52.4	51.7	66.3	
Progression Factor	0.99	0.92	0.83	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.8	2.8	0.7	11.1	2.8		52.9	0.0	0.0	0.2	20.8	
Delay (s)	71.8	33.5	19.7	81.2	35.1		101.2	51.9	52.4	51.9	87.1	
Level of Service	E	C	B	F	D		F	D	D	D	F	
Approach Delay (s)		33.3			37.6			85.3			78.4	
Approach LOS		C			D			F			E	

Intersection Summary			
HCM 2000 Control Delay	42.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	94.9%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1900	100	135	1540	130	170
Future Volume (vph)	1900	100	135	1540	130	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7487		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7487		1770	5085	1770	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	2043	108	145	1656	140	183
RTOR Reduction (vph)	4	0	0	0	0	163
Lane Group Flow (vph)	2147	0	145	1656	140	20
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	99.5		18.0	125.5	17.5	17.5
Effective Green, g (s)	101.5		20.0	127.5	17.5	17.5
Actuated g/C Ratio	0.63		0.12	0.80	0.11	0.11
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	4749		221	4052	193	173
v/s Ratio Prot	c0.29		c0.08	0.33	c0.08	
v/s Ratio Perm						0.01
v/c Ratio	0.45		0.66	0.41	0.73	0.12
Uniform Delay, d1	15.0		66.7	4.9	68.9	64.3
Progression Factor	1.00		1.04	0.33	1.00	1.00
Incremental Delay, d2	0.0		5.0	0.0	10.9	0.1
Delay (s)	15.0		74.2	1.6	79.8	64.4
Level of Service	B		E	A	E	E
Approach Delay (s)	15.0			7.5	71.1	
Approach LOS	B			A	E	

Intersection Summary			
HCM 2000 Control Delay	16.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	55.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	80	1990	1530	70	225	145
Future Volume (vph)	80	1990	1530	70	225	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	87	2163	1663	76	245	158
RTOR Reduction (vph)	0	0	0	25	0	141
Lane Group Flow (vph)	87	2163	1663	51	245	17
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	12.0	125.5	105.5	105.5	17.5	17.5
Effective Green, g (s)	14.0	127.5	107.5	107.5	17.5	17.5
Actuated g/C Ratio	0.09	0.80	0.67	0.67	0.11	0.11
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	154	5106	4305	1063	375	173
v/s Ratio Prot	c0.05	c0.34	0.26		c0.07	
v/s Ratio Perm				0.03		0.01
v/c Ratio	0.56	0.42	0.39	0.05	0.65	0.10
Uniform Delay, d1	70.1	5.0	11.6	8.9	68.3	64.2
Progression Factor	0.81	0.35	1.60	3.69	1.00	1.00
Incremental Delay, d2	2.6	0.0	0.0	0.0	3.1	0.1
Delay (s)	59.1	1.7	18.6	32.8	71.4	64.3
Level of Service	E	A	B	C	E	E
Approach Delay (s)		4.0	19.2		68.6	
Approach LOS		A	B		E	

Intersection Summary			
HCM 2000 Control Delay	15.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.50		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	50.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑↑	↱		↑↑↑		↰↰		↱↱		
Traffic Volume (vph)	0	1380	835	0	1185	0	375	0	415	0	0
Future Volume (vph)	0	1380	835	0	1185	0	375	0	415	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		5.5		5.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
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
Adj. Flow (vph)	0	1468	888	0	1261	0	399	0	441	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1468	888	0	1261	0	399	0	441	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		47.5	80.0		47.5		17.5		17.5		
Effective Green, g (s)		49.5	80.0		49.5		19.5		19.5		
Actuated g/C Ratio		0.62	1.00		0.62		0.24		0.24		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3964	1583		3146		836		679		
v/s Ratio Prot		0.23			0.25		0.12		0.16		
v/s Ratio Perm			c0.56								
v/c Ratio		0.37	0.56		0.40		0.48		0.65		
Uniform Delay, d1		7.5	0.0		7.7		25.9		27.2		
Progression Factor		1.21	1.00		1.20		1.00		1.00		
Incremental Delay, d2		0.2	1.3		0.3		0.3		1.9		
Delay (s)		9.4	1.3		9.6		26.2		29.1		
Level of Service		A	A		A		C		C		
Approach Delay (s)		6.3			9.6			27.7		0.0	
Approach LOS		A			A			C		A	

Intersection Summary			
HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	54.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations											
Traffic Volume (vph)	0	990	0	0	1590	425	420	0	290	0	0
Future Volume (vph)	0	990	0	0	1590	425	420	0	290	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
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
Adj. Flow (vph)	0	1042	0	0	1674	447	442	0	305	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1042	0	0	1674	447	442	0	305	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		49.8			49.8	80.0	15.2		15.2		
Effective Green, g (s)		51.8			51.8	80.0	17.2		17.2		
Actuated g/C Ratio		0.65			0.65	1.00	0.21		0.21		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3292			3292	1583	738		599		
v/s Ratio Prot		0.20			c0.33		c0.13		0.11		
v/s Ratio Perm						0.28					
v/c Ratio		0.32			0.51	0.28	0.60		0.51		
Uniform Delay, d1		6.3			7.4	0.0	28.3		27.7		
Progression Factor		1.35			0.77	1.00	1.00		1.00		
Incremental Delay, d2		0.2			0.4	0.3	1.1		0.5		
Delay (s)		8.7			6.1	0.3	29.4		28.2		
Level of Service		A			A	A	C		C		
Approach Delay (s)		8.7			4.9			28.9		0.0	
Approach LOS		A			A			C		A	

Intersection Summary			
HCM 2000 Control Delay	10.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	50.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	345	830	105	30	1385	45	180	195	50	70	190	450
Future Volume (vph)	345	830	105	30	1385	45	180	195	50	70	190	450
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	4951		1752	5012		1752	1845	1568	1752	1845	1568
Flt Permitted	0.95	1.00		0.95	1.00		0.29	1.00	1.00	0.58	1.00	1.00
Satd. Flow (perm)	3400	4951		1752	5012		535	1845	1568	1067	1845	1568
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	371	892	113	32	1489	48	194	210	54	75	204	484
RTOR Reduction (vph)	0	8	0	0	2	0	0	0	42	0	0	258
Lane Group Flow (vph)	371	997	0	32	1535	0	194	210	12	75	204	226
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	21.3	84.8		6.1	69.6		49.1	34.4	34.4	34.5	25.8	25.8
Effective Green, g (s)	23.3	86.8		8.1	71.6		49.1	34.4	34.4	34.5	25.8	25.8
Actuated g/C Ratio	0.15	0.54		0.05	0.45		0.31	0.21	0.21	0.22	0.16	0.16
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	495	2685		88	2242		295	396	337	267	297	252
v/s Ratio Prot	c0.11	0.20		0.02	c0.31		c0.07	0.11		0.02	0.11	
v/s Ratio Perm							0.13		0.01	0.05		c0.14
v/c Ratio	0.75	0.37		0.36	0.68		0.66	0.53	0.03	0.28	0.69	0.90
Uniform Delay, d1	65.6	21.0		73.5	35.2		44.3	55.6	49.7	51.4	63.3	65.8
Progression Factor	0.86	0.92		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.2	0.4		0.9	1.7		4.0	0.7	0.0	0.2	5.2	30.0
Delay (s)	61.9	19.7		74.4	36.9		48.3	56.3	49.7	51.6	68.5	95.8
Level of Service	E	B		E	D		D	E	D	D	E	F
Approach Delay (s)		31.0			37.7			52.2			84.1	
Approach LOS		C			D			D			F	

Intersection Summary			
HCM 2000 Control Delay	45.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	79.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2125	70	230	1975	100	105
Future Volume (vph)	2125	70	230	1975	100	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frt	1.00		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7508		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7508		1770	5085	1770	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	2214	73	240	2057	104	109
RTOR Reduction (vph)	2	0	0	0	0	100
Lane Group Flow (vph)	2285	0	240	2057	104	9
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	96.1		25.0	129.1	13.9	13.9
Effective Green, g (s)	98.1		27.0	131.1	13.9	13.9
Actuated g/C Ratio	0.61		0.17	0.82	0.09	0.09
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	4603		298	4166	153	137
v/s Ratio Prot	c0.30		c0.14	c0.40	c0.06	
v/s Ratio Perm						0.01
v/c Ratio	0.50		0.81	0.49	0.68	0.07
Uniform Delay, d1	17.2		64.0	4.4	70.9	67.1
Progression Factor	1.00		1.07	0.17	1.00	1.00
Incremental Delay, d2	0.0		12.4	0.0	9.1	0.1
Delay (s)	17.2		80.8	0.8	80.0	67.2
Level of Service	B		F	A	E	E
Approach Delay (s)	17.2			9.1	73.4	
Approach LOS	B			A	E	

Intersection Summary			
HCM 2000 Control Delay	15.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.61		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	61.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	160	2070	2065	230	165	140
Future Volume (vph)	160	2070	2065	230	165	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	167	2156	2151	240	172	146
RTOR Reduction (vph)	0	0	0	81	0	133
Lane Group Flow (vph)	167	2156	2151	159	172	13
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	17.0	129.1	104.1	104.1	13.9	13.9
Effective Green, g (s)	19.0	131.1	106.1	106.1	13.9	13.9
Actuated g/C Ratio	0.12	0.82	0.66	0.66	0.09	0.09
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	210	5250	4249	1049	298	137
v/s Ratio Prot	c0.09	0.34	c0.34		c0.05	
v/s Ratio Perm				0.10		0.01
v/c Ratio	0.80	0.41	0.51	0.15	0.58	0.09
Uniform Delay, d1	68.6	3.9	13.7	10.1	70.2	67.2
Progression Factor	0.76	0.35	0.78	2.02	1.00	1.00
Incremental Delay, d2	15.7	0.0	0.0	0.0	1.7	0.1
Delay (s)	67.7	1.4	10.6	20.4	71.9	67.4
Level of Service	E	A	B	C	E	E
Approach Delay (s)		6.1	11.6		69.8	
Approach LOS		A	B		E	

Intersection Summary			
HCM 2000 Control Delay	12.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑↑	↱		↑↑↑		↰↰		↱↱		
Traffic Volume (vph)	0	1665	570	0	1710	0	405	0	585	0	0
Future Volume (vph)	0	1665	570	0	1710	0	405	0	585	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		5.5		5.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
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
Adj. Flow (vph)	0	1734	594	0	1781	0	422	0	609	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1734	594	0	1781	0	422	0	609	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		45.5	80.0		45.5		19.5		19.5		
Effective Green, g (s)		47.5	80.0		47.5		21.5		21.5		
Actuated g/C Ratio		0.59	1.00		0.59		0.27		0.27		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3804	1583		3019		922		749		
v/s Ratio Prot		0.27			c0.35		0.12		c0.22		
v/s Ratio Perm			0.38								
v/c Ratio		0.46	0.38		0.59		0.46		0.81		
Uniform Delay, d1		9.1	0.0		10.2		24.4		27.4		
Progression Factor		2.04	1.00		1.45		1.00		1.00		
Incremental Delay, d2		0.4	0.6		0.6		0.3		6.6		
Delay (s)		18.8	0.6		15.3		24.7		33.9		
Level of Service		B	A		B		C		C		
Approach Delay (s)		14.2			15.3			30.1		0.0	
Approach LOS		B			B			C		A	

Intersection Summary			
HCM 2000 Control Delay	17.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	62.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰		↱↱		
Traffic Volume (vph)	0	1505	0	0	1490	335	970	0	510	0	0
Future Volume (vph)	0	1505	0	0	1490	335	970	0	510	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
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
Adj. Flow (vph)	0	1601	0	0	1585	356	1032	0	543	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1601	0	0	1585	356	1032	0	543	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		42.5			42.5	80.0	22.5		22.5		
Effective Green, g (s)		44.5			44.5	80.0	24.5		24.5		
Actuated g/C Ratio		0.56			0.56	1.00	0.31		0.31		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		2828			2828	1583	1051		853		
v/s Ratio Prot		c0.31			0.31		c0.30		0.19		
v/s Ratio Perm						0.22					
v/c Ratio		0.57			0.56	0.22	0.98		0.64		
Uniform Delay, d1		11.5			11.4	0.0	27.5		23.9		
Progression Factor		1.94			1.09	1.00	1.00		1.00		
Incremental Delay, d2		0.2			0.6	0.2	23.3		1.4		
Delay (s)		22.6			13.1	0.2	50.8		25.3		
Level of Service		C			B	A	D		C		
Approach Delay (s)		22.6			10.7			42.0		0.0	
Approach LOS		C			B			D		A	

Intersection Summary			
HCM 2000 Control Delay	24.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	56.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	410	1445	160	80	1305	90	190	295	80	45	230	330
Future Volume (vph)	410	1445	160	80	1305	90	190	295	80	45	230	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.99		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5009		1770	5036		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.22	1.00	1.00	0.40	1.00	1.00
Satd. Flow (perm)	3433	5009		1770	5036		416	1863	1583	738	1863	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	432	1521	168	84	1374	95	200	311	84	47	242	347
RTOR Reduction (vph)	0	7	0	0	4	0	0	0	64	0	0	249
Lane Group Flow (vph)	432	1682	0	84	1465	0	200	311	20	47	242	98
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	23.6	78.5		11.5	66.4		50.0	38.0	38.0	32.7	26.7	26.7
Effective Green, g (s)	25.6	80.5		13.5	68.4		50.0	38.0	38.0	32.7	26.7	26.7
Actuated g/C Ratio	0.16	0.50		0.08	0.43		0.31	0.24	0.24	0.20	0.17	0.17
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	549	2520		149	2152		276	442	375	189	310	264
v/s Ratio Prot	c0.13	c0.34		0.05	0.29		c0.08	0.17		0.01	0.13	
v/s Ratio Perm							c0.15		0.01	0.04		0.06
v/c Ratio	0.79	0.67		0.56	0.68		0.72	0.70	0.05	0.25	0.78	0.37
Uniform Delay, d1	64.6	29.7		70.4	37.0		44.3	55.8	47.1	52.2	63.8	59.2
Progression Factor	0.94	1.30		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.6	1.2		2.9	1.8		7.8	4.1	0.0	0.3	11.1	0.3
Delay (s)	66.1	39.7		73.3	38.7		52.0	60.0	47.1	52.5	75.0	59.5
Level of Service	E	D		E	D		D	E	D	D	E	E
Approach Delay (s)		45.1			40.6			55.5			64.9	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	47.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	79.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Traffic Volume (vph)	2770	10	80	1620	110	335
Future Volume (vph)	2770	10	80	1620	110	335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	6.0	6.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	1770	5085	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	2947	11	85	1723	117	356
RTOR Reduction (vph)	0	3	0	0	0	83
Lane Group Flow (vph)	2947	8	85	1723	117	273
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				2
Actuated Green, G (s)	55.7	55.7	7.3	69.0	9.0	69.0
Effective Green, g (s)	57.7	57.7	9.3	71.0	9.0	69.0
Actuated g/C Ratio	0.64	0.64	0.10	0.79	0.10	0.77
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	3.0
Lane Grp Cap (vph)	3260	1014	182	4011	177	1213
v/s Ratio Prot	c0.58		0.05	c0.34	c0.07	
v/s Ratio Perm		0.00				0.17
v/c Ratio	0.90	0.01	0.47	0.43	0.66	0.23
Uniform Delay, d1	13.8	5.8	38.0	3.0	39.0	3.0
Progression Factor	1.00	1.00	0.93	1.44	1.00	1.00
Incremental Delay, d2	4.7	0.0	0.6	0.3	7.0	0.4
Delay (s)	18.5	5.8	35.9	4.7	46.0	3.4
Level of Service	B	A	D	A	D	A
Approach Delay (s)	18.4			6.1	13.9	
Approach LOS	B			A	B	

Intersection Summary			
HCM 2000 Control Delay	13.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	82.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Traffic Volume (vph)	3095	10	20	1670	30	60
Future Volume (vph)	3095	10	20	1670	30	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	6.0	6.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.06	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	107	5085	1770	1583
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	3293	11	21	1777	32	64
RTOR Reduction (vph)	0	2	0	0	0	60
Lane Group Flow (vph)	3293	9	21	1777	32	4
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	62.7	62.7	71.5	71.5	5.5	5.5
Effective Green, g (s)	64.7	64.7	73.5	73.5	5.5	5.5
Actuated g/C Ratio	0.72	0.72	0.82	0.82	0.06	0.06
Clearance Time (s)	7.0	7.0	7.0	7.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	3655	1138	157	4152	108	96
v/s Ratio Prot	c0.65		0.01	c0.35	c0.02	
v/s Ratio Perm		0.01	0.10			0.00
v/c Ratio	0.90	0.01	0.13	0.43	0.30	0.04
Uniform Delay, d1	10.1	3.6	17.0	2.3	40.4	39.8
Progression Factor	0.56	0.11	1.69	1.74	1.00	1.00
Incremental Delay, d2	2.5	0.0	0.1	0.2	0.6	0.1
Delay (s)	8.1	0.4	28.8	4.3	41.0	39.8
Level of Service	A	A	C	A	D	D
Approach Delay (s)	8.1			4.6	40.2	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	7.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	705	2095	355	255	1125	240	245	1110	305	180	1220	320
Future Volume (vph)	705	2095	355	255	1125	240	245	1110	305	180	1220	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	801	2381	403	290	1278	273	278	1261	347	205	1386	364
RTOR Reduction (vph)	0	0	119	0	0	104	0	0	125	0	0	267
Lane Group Flow (vph)	801	2381	284	290	1278	169	278	1261	222	205	1386	97
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	41.7	79.9	79.9	14.0	52.2	52.2	18.1	45.5	45.5	14.6	42.0	42.0
Effective Green, g (s)	43.7	81.9	81.9	16.0	54.2	54.2	20.1	47.5	47.5	16.6	44.0	44.0
Actuated g/C Ratio	0.24	0.46	0.46	0.09	0.30	0.30	0.11	0.26	0.26	0.09	0.24	0.24
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	833	2313	720	305	1531	476	383	1341	417	316	1243	386
v/s Ratio Prot	c0.23	c0.47		0.08	0.25		c0.08	c0.25		0.06	c0.27	
v/s Ratio Perm			0.18			0.11			0.14			0.06
v/c Ratio	0.96	1.03	0.39	0.95	0.83	0.35	0.73	0.94	0.53	0.65	1.12	0.25
Uniform Delay, d1	67.3	49.0	32.6	81.6	58.7	49.2	77.3	64.9	56.7	78.9	68.0	54.8
Progression Factor	0.99	0.92	0.91	0.81	1.28	1.67	1.00	1.00	1.00	0.92	1.16	3.48
Incremental Delay, d2	16.3	23.1	1.0	35.2	4.9	1.8	5.7	12.8	0.7	2.8	61.3	0.1
Delay (s)	82.8	68.2	30.6	101.4	79.8	83.9	83.0	77.6	57.4	75.2	140.5	190.9
Level of Service	F	E	C	F	E	F	F	E	E	E	F	F
Approach Delay (s)		67.2			83.8			74.7			143.0	
Approach LOS		E			F			E			F	

Intersection Summary			
HCM 2000 Control Delay	88.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	93.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2470	35	10	1595	120	65
Future Volume (vph)	2470	35	10	1595	120	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	4.5	3.0	5.5	5.5
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted	1.00	1.00	0.03	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	49	3539	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2600	37	11	1679	126	68
RTOR Reduction (vph)	0	5	0	0	0	55
Lane Group Flow (vph)	2600	32	11	1679	126	13
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	147.1	147.1	155.3	155.3	14.2	14.2
Effective Green, g (s)	149.1	149.1	157.3	157.3	14.2	14.2
Actuated g/C Ratio	0.83	0.83	0.87	0.87	0.08	0.08
Clearance Time (s)	5.0	5.0	6.5	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	2931	1311	78	3092	139	124
v/s Ratio Prot	c0.73		0.00	c0.47	c0.07	
v/s Ratio Perm		0.02	0.12			0.01
v/c Ratio	0.89	0.02	0.14	0.54	0.91	0.10
Uniform Delay, d1	10.0	2.7	31.3	2.7	82.2	77.0
Progression Factor	3.62	3.17	1.43	2.04	1.00	1.00
Incremental Delay, d2	1.8	0.0	0.3	0.6	48.1	0.1
Delay (s)	38.1	8.6	45.0	6.2	130.3	77.1
Level of Service	D	A	D	A	F	E
Approach Delay (s)	37.7			6.4	111.7	
Approach LOS	D			A	F	

Intersection Summary			
HCM 2000 Control Delay	29.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	82.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	280	2085	85	290	1260	285	160	765	570	430	535	250
Future Volume (vph)	280	2085	85	290	1260	285	160	765	570	430	535	250
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	5.0	5.0	6.5	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
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)	292	2172	89	302	1312	297	167	797	594	448	557	260
RTOR Reduction (vph)	0	0	48	0	0	94	0	0	92	0	0	118
Lane Group Flow (vph)	292	2172	41	302	1313	203	167	797	502	448	557	142
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	16.2	80.0	80.0	11.5	75.3	75.3	13.1	40.5	40.5	19.5	46.9	46.9
Effective Green, g (s)	18.2	82.0	82.0	13.5	77.3	77.3	15.1	42.5	42.5	21.5	48.9	48.9
Actuated g/C Ratio	0.10	0.46	0.46	0.08	0.43	0.43	0.08	0.24	0.24	0.12	0.27	0.27
Clearance Time (s)	8.5	7.0	7.0	8.5	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0
Lane Grp Cap (vph)	347	2316	721	257	1519	679	287	835	373	410	961	430
v/s Ratio Prot	0.09	c0.43		c0.09	0.37		0.05	0.23		c0.13	0.16	
v/s Ratio Perm			0.03			0.13			c0.32			0.09
v/c Ratio	0.84	0.94	0.06	1.18	0.86	0.30	0.58	0.95	1.35	1.09	0.58	0.33
Uniform Delay, d1	79.5	46.6	27.4	83.2	46.6	33.6	79.4	67.8	68.8	79.2	56.7	52.4
Progression Factor	1.02	0.93	2.14	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	14.0	7.8	0.1	111.9	6.8	1.1	1.9	20.7	172.9	71.8	0.9	0.5
Delay (s)	95.1	51.2	58.7	195.1	53.4	34.7	81.3	88.5	241.7	151.0	57.5	52.9
Level of Service	F	D	E	F	D	C	F	F	F	F	E	D
Approach Delay (s)		56.4			72.9			146.1			89.7	
Approach LOS		E			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	85.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	99.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	265	2370	450	320	1705	305	50	10	95	35	10	80
Future Volume (vph)	265	2370	450	320	1705	305	50	10	95	35	10	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.86		1.00	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.97	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1736	6254		1770	5085	1524	1681	1712	1583	1225	1422	1392
Flt Permitted	0.10	1.00		0.95	1.00	1.00	0.95	0.97	1.00	0.95	0.97	1.00
Satd. Flow (perm)	191	6254		1770	5085	1524	1681	1712	1583	1225	1422	1392
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)	273	2443	464	330	1758	314	52	10	98	36	10	82
RTOR Reduction (vph)	0	17	0	0	0	102	0	0	93	0	0	78
Lane Group Flow (vph)	273	2890	0	330	1758	212	31	31	5	23	23	4
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	40%	2%	16%
Turn Type	pm+pt	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6					2			4			3
Actuated Green, G (s)	109.4	95.9		23.5	105.9	105.9	7.7	7.7	7.7	7.9	7.9	7.9
Effective Green, g (s)	113.4	97.9		25.5	107.9	107.9	7.7	7.7	7.7	7.9	7.9	7.9
Actuated g/C Ratio	0.71	0.61		0.16	0.67	0.67	0.05	0.05	0.05	0.05	0.05	0.05
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	285	3826		282	3429	1027	80	82	76	60	70	68
v/s Ratio Prot	0.09	0.46		c0.19	0.35		c0.02	0.02		c0.02	0.02	
v/s Ratio Perm	c0.58					0.14			0.00			0.00
v/c Ratio	0.96	0.76		1.17	0.51	0.21	0.39	0.38	0.06	0.38	0.33	0.06
Uniform Delay, d1	30.7	22.4		67.2	13.0	9.9	73.9	73.8	72.7	73.7	73.5	72.5
Progression Factor	1.00	1.00		1.03	0.80	1.32	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	41.2	1.4		105.1	0.5	0.4	1.1	1.1	0.1	1.5	1.0	0.1
Delay (s)	71.9	23.8		174.3	10.8	13.4	75.0	74.9	72.8	75.2	74.5	72.6
Level of Service	E	C		F	B	B	E	E	E	E	E	E
Approach Delay (s)		28.0			33.6			73.6			73.4	
Approach LOS		C			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	32.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1870	630	550	2330	0	0
Future Volume (vph)	1870	630	550	2330	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.5	2.0		
Lane Util. Factor	0.91	1.00	1.00	0.91		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	1583	1770	5085		
Flt Permitted	1.00	1.00	0.05	1.00		
Satd. Flow (perm)	5085	1583	91	5085		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1968	663	579	2453	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1968	663	579	2453	0	0
Turn Type	NA	Free	D.P+P	NA		
Protected Phases	1 2 4		3 5	Free		
Permitted Phases		Free	1 2 4			
Actuated Green, G (s)	83.5	160.0	135.0	160.0		
Effective Green, g (s)	87.5	160.0	143.0	160.0		
Actuated g/C Ratio	0.55	1.00	0.89	1.00		
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)	2780	1583	663	5085		
v/s Ratio Prot	0.39		c0.30	0.48		
v/s Ratio Perm		0.42	c0.48			
v/c Ratio	0.71	0.42	0.87	0.48		
Uniform Delay, d1	26.8	0.0	43.3	0.0		
Progression Factor	1.26	1.00	1.31	1.00		
Incremental Delay, d2	0.5	0.6	9.0	0.2		
Delay (s)	34.3	0.6	65.8	0.2		
Level of Service	C	A	E	A		
Approach Delay (s)	25.8			12.8	0.0	
Approach LOS	C			B	A	

Intersection Summary			
HCM 2000 Control Delay	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	74.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑↑		Y	↱
Traffic Volume (vph)	0	1870	2195	0	225	685
Future Volume (vph)	0	1870	2195	0	225	685
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	4.5
Lane Util. Factor		0.91	0.86		1.00	0.95
Frt		1.00	1.00		0.92	0.85
Flt Protected		1.00	1.00		0.98	1.00
Satd. Flow (prot)		5085	6408		1678	1504
Flt Permitted		1.00	1.00		0.98	1.00
Satd. Flow (perm)		5085	6408		1678	1504
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	0	1989	2335	0	239	729
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	1989	2335	0	494	474
Turn Type		NA	NA		Prot	Perm
Protected Phases		2 3 4	2 3 4		1 5	
Permitted Phases						1 5
Actuated Green, G (s)		105.0	105.0		42.5	42.5
Effective Green, g (s)		107.0	107.0		40.5	40.5
Actuated g/C Ratio		0.67	0.67		0.25	0.25
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)		3400	4285		424	380
v/s Ratio Prot		c0.39	0.36		0.29	
v/s Ratio Perm						c0.32
v/c Ratio		0.58	0.54		1.17	1.25
Uniform Delay, d1		14.4	13.8		59.8	59.8
Progression Factor		0.23	0.33		1.00	1.00
Incremental Delay, d2		0.1	0.0		97.2	131.5
Delay (s)		3.4	4.6		156.9	191.3
Level of Service		A	A		F	F
Approach Delay (s)		3.4	4.6		173.8	
Approach LOS		A	A		F	

Intersection Summary			
HCM 2000 Control Delay	35.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	995	1100	260	1605	590	400
Future Volume (vph)	995	1100	260	1605	590	400
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.5	4.5	4.0	4.0
Lane Util. Factor	0.95	1.00	1.00	0.91	0.97	0.91
Frt	1.00	0.85	1.00	1.00	0.98	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (prot)	3539	1583	1770	5085	3394	1441
Flt Permitted	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (perm)	3539	1583	1770	5085	3394	1441
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	1070	1183	280	1726	634	430
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1070	1183	280	1726	733	331
Turn Type	NA	Free	Prot	NA	Prot	Prot
Protected Phases	1 2 5		3	1 2 3	4	4
Permitted Phases		Free				
Actuated Green, G (s)	91.5	160.0	17.5	75.5	32.0	32.0
Effective Green, g (s)	89.5	160.0	19.5	77.5	34.0	34.0
Actuated g/C Ratio	0.56	1.00	0.12	0.48	0.21	0.21
Clearance Time (s)			6.5		6.0	6.0
Vehicle Extension (s)			1.5		3.5	3.5
Lane Grp Cap (vph)	1979	1583	215	2463	721	306
v/s Ratio Prot	0.30		c0.16	0.34	0.22	c0.23
v/s Ratio Perm		c0.75				
v/c Ratio	0.54	0.75	1.30	0.70	1.02	1.08
Uniform Delay, d1	22.3	0.0	70.2	32.2	63.0	63.0
Progression Factor	1.13	1.00	0.90	0.77	1.00	1.00
Incremental Delay, d2	0.1	2.5	161.0	0.6	37.7	75.0
Delay (s)	25.3	2.5	224.5	25.5	100.7	138.0
Level of Service	C	A	F	C	F	F
Approach Delay (s)	13.4			53.3	112.3	
Approach LOS	B			D	F	

Intersection Summary			
HCM 2000 Control Delay	48.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	76.1%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	155	1040	200	80	1395	70	195	125	105	215	145	275
Future Volume (vph)	155	1040	200	80	1395	70	195	125	105	215	145	275
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5		3.5	3.5	3.5	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4962		1770	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.12	1.00		0.17	1.00	1.00	0.40	1.00	1.00	0.67	1.00	1.00
Satd. Flow (perm)	222	4962		322	5085	1583	740	3539	1583	1242	1863	1583
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	167	1118	215	86	1500	75	210	134	113	231	156	296
RTOR Reduction (vph)	0	14	0	0	0	29	0	0	100	0	0	155
Lane Group Flow (vph)	167	1319	0	86	1500	46	210	134	13	231	156	141
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4		4	8		8
Actuated Green, G (s)	114.8	103.0		102.7	96.4	96.4	27.7	18.7	18.7	27.7	18.7	18.7
Effective Green, g (s)	116.8	105.0		106.7	98.4	98.4	27.7	18.7	18.7	27.7	18.7	18.7
Actuated g/C Ratio	0.73	0.66		0.67	0.62	0.62	0.17	0.12	0.12	0.17	0.12	0.12
Clearance Time (s)	5.5	5.5		5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	306	3256		289	3127	973	186	413	185	244	217	185
v/s Ratio Prot	c0.05	0.27		0.02	0.29		c0.06	0.04		0.05	0.08	
v/s Ratio Perm	c0.35			0.18		0.03	c0.13		0.01	0.11		0.09
v/c Ratio	0.55	0.41		0.30	0.48	0.05	1.13	0.32	0.07	0.95	0.72	0.76
Uniform Delay, d1	11.6	12.9		9.8	16.8	12.2	65.0	64.9	62.9	64.2	68.1	68.5
Progression Factor	1.16	1.20		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	0.3		0.2	0.5	0.1	104.9	0.2	0.1	42.3	9.1	14.6
Delay (s)	14.2	15.8		10.0	17.3	12.3	169.9	65.0	63.0	106.5	77.2	83.1
Level of Service	B	B		A	B	B	F	E	E	F	E	F
Approach Delay (s)		15.6			16.7			112.7			89.7	
Approach LOS		B			B			F			F	

Intersection Summary			
HCM 2000 Control Delay	38.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	70.6%	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												
Traffic Volume (vph)	65	0	85	10	0	15	0	1940	55	40	1705	0
Future Volume (vph)	65	0	85	10	0	15	0	1940	55	40	1705	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0		6.0		7.0	7.0	7.0	7.0	
Lane Util. Factor	0.95	0.95		1.00		1.00		0.95	1.00	1.00	0.95	
Frt	1.00	0.86		1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1518		1770		1583		3539	1583	1770	3539	
Flt Permitted	0.95	1.00		0.95		1.00		1.00	1.00	0.05	1.00	
Satd. Flow (perm)	1681	1518		1770		1583		3539	1583	84	3539	
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)	71	0	92	11	0	16	0	2109	60	43	1853	0
RTOR Reduction (vph)	0	93	0	0	0	16	0	0	15	0	0	0
Lane Group Flow (vph)	64	6	0	11	0	0	0	2109	45	43	1853	0
Turn Type	Split	NA		Prot		Prot		NA	Perm	pm+pt	NA	
Protected Phases	4	4		3		3		2		1	6	
Permitted Phases									2	6		
Actuated Green, G (s)	10.8	10.8		4.0		4.0		134.9	134.9	146.2	146.2	
Effective Green, g (s)	10.8	10.8		4.0		4.0		134.9	134.9	146.2	146.2	
Actuated g/C Ratio	0.06	0.06		0.02		0.02		0.75	0.75	0.81	0.81	
Clearance Time (s)	6.0	6.0		6.0		6.0		7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	2.0		2.0		2.0		3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	100	91		39		35		2652	1186	108	2874	
v/s Ratio Prot	c0.04	0.00		c0.01		0.00		c0.60		0.01	c0.52	
v/s Ratio Perm									0.03	0.31		
v/c Ratio	0.64	0.07		0.28		0.01		0.80	0.04	0.40	0.64	
Uniform Delay, d1	82.7	79.8		86.6		86.1		14.0	5.8	22.7	6.7	
Progression Factor	1.00	1.00		1.00		1.00		2.09	11.40	1.00	1.00	
Incremental Delay, d2	10.0	0.1		1.4		0.0		1.2	0.0	0.9	1.1	
Delay (s)	92.7	79.9		88.0		86.1		30.5	66.3	23.6	7.8	
Level of Service	F	E		F		F		C	E	C	A	
Approach Delay (s)		85.0			86.9			31.5			8.1	
Approach LOS		F			F			C			A	

Intersection Summary			
HCM 2000 Control Delay	23.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	79.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Traffic Volume (vph)	1475	60	325	2880	45	160
Future Volume (vph)	1475	60	325	2880	45	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	6.0	6.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	1770	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1553	63	342	3032	47	168
RTOR Reduction (vph)	0	26	0	0	0	30
Lane Group Flow (vph)	1553	37	342	3032	47	138
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				2
Actuated Green, G (s)	50.3	50.3	17.5	73.8	4.2	73.8
Effective Green, g (s)	52.3	52.3	19.5	75.8	4.2	73.8
Actuated g/C Ratio	0.58	0.58	0.22	0.84	0.05	0.82
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	3.0
Lane Grp Cap (vph)	2954	919	383	4282	82	1298
v/s Ratio Prot	0.31		c0.19	c0.60	c0.03	
v/s Ratio Perm		0.02				0.09
v/c Ratio	0.53	0.04	0.89	0.71	0.57	0.11
Uniform Delay, d1	11.4	8.1	34.2	2.8	42.0	1.6
Progression Factor	1.00	1.00	1.20	2.06	1.00	1.00
Incremental Delay, d2	0.7	0.1	15.0	0.6	5.9	0.2
Delay (s)	12.0	8.2	56.2	6.3	47.9	1.8
Level of Service	B	A	E	A	D	A
Approach Delay (s)	11.9			11.4	11.9	
Approach LOS	B			B	B	

Intersection Summary			
HCM 2000 Control Delay	11.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	69.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Traffic Volume (vph)	1605	30	65	3195	10	60
Future Volume (vph)	1605	30	65	3195	10	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	6.0	6.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.11	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	200	5085	1770	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1672	31	68	3328	10	62
RTOR Reduction (vph)	0	9	0	0	0	60
Lane Group Flow (vph)	1672	22	68	3328	10	4
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	61.1	61.1	72.0	72.0	5.0	5.0
Effective Green, g (s)	63.1	63.1	74.0	74.0	5.0	5.0
Actuated g/C Ratio	0.70	0.70	0.82	0.82	0.06	0.06
Clearance Time (s)	7.0	7.0	7.0	7.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	3565	1109	267	4181	98	87
v/s Ratio Prot	0.33		0.02	c0.65	c0.01	
v/s Ratio Perm		0.01	0.19			0.00
v/c Ratio	0.47	0.02	0.25	0.80	0.10	0.04
Uniform Delay, d1	6.0	4.1	2.9	4.1	40.4	40.2
Progression Factor	1.42	0.87	1.17	2.60	1.00	1.00
Incremental Delay, d2	0.4	0.0	0.0	0.2	0.2	0.1
Delay (s)	8.9	3.6	3.5	10.9	40.5	40.3
Level of Service	A	A	A	B	D	D
Approach Delay (s)	8.8			10.7	40.3	
Approach LOS	A			B	D	

Intersection Summary			
HCM 2000 Control Delay	10.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	75.9%	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												
Traffic Volume (vph)	345	1145	175	255	2105	200	480	1110	290	225	980	675
Future Volume (vph)	345	1145	175	255	2105	200	480	1110	290	225	980	675
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	383	1272	194	283	2339	222	533	1233	322	250	1089	750
RTOR Reduction (vph)	0	0	106	0	0	61	0	0	159	0	0	154
Lane Group Flow (vph)	383	1272	88	283	2339	161	533	1233	163	250	1089	596
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	19.0	71.3	71.3	18.7	71.0	71.0	23.0	47.6	47.6	16.4	41.0	41.0
Effective Green, g (s)	21.0	73.3	73.3	20.7	73.0	73.0	25.0	49.6	49.6	18.4	43.0	43.0
Actuated g/C Ratio	0.12	0.41	0.41	0.11	0.41	0.41	0.14	0.28	0.28	0.10	0.24	0.24
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	400	2070	644	394	2062	641	476	1401	436	350	1214	378
v/s Ratio Prot	c0.11	0.25		0.08	c0.46		c0.16	0.24		0.07	0.21	
v/s Ratio Perm			0.06			0.10			0.10			c0.38
v/c Ratio	0.96	0.61	0.14	0.72	1.13	0.25	1.12	0.88	0.37	0.71	0.90	1.58
Uniform Delay, d1	79.1	42.2	33.5	76.8	53.5	35.4	77.5	62.4	52.7	78.3	66.4	68.5
Progression Factor	1.05	0.83	2.17	0.95	1.13	1.35	1.00	1.00	1.00	1.10	1.02	1.02
Incremental Delay, d2	32.0	1.3	0.4	3.7	65.3	0.7	78.2	6.6	0.2	4.4	6.9	269.4
Delay (s)	115.4	36.3	73.3	76.9	125.7	48.5	155.7	68.9	52.9	90.1	74.7	339.4
Level of Service	F	D	E	E	F	D	F	E	D	F	E	F
Approach Delay (s)		56.5			114.8			88.6			171.6	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	109.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	107.8%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1755	95	55	2480	45	40
Future Volume (vph)	1755	95	55	2480	45	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	4.5	3.0	5.5	5.5
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted	1.00	1.00	0.10	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	183	3539	1770	1583
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	1828	99	57	2583	47	42
RTOR Reduction (vph)	0	15	0	0	0	40
Lane Group Flow (vph)	1828	84	57	2583	47	2
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	151.1	151.1	161.4	161.4	8.1	8.1
Effective Green, g (s)	153.1	153.1	163.4	163.4	8.1	8.1
Actuated g/C Ratio	0.85	0.85	0.91	0.91	0.04	0.04
Clearance Time (s)	5.0	5.0	6.5	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	3010	1346	217	3212	79	71
v/s Ratio Prot	0.52		0.01	c0.73	c0.03	
v/s Ratio Perm		0.05	0.23			0.00
v/c Ratio	0.61	0.06	0.26	0.80	0.59	0.03
Uniform Delay, d1	4.2	2.1	4.7	2.8	84.3	82.2
Progression Factor	1.46	0.29	0.95	1.53	1.00	1.00
Incremental Delay, d2	0.8	0.1	0.2	2.0	7.8	0.1
Delay (s)	6.9	0.7	4.6	6.3	92.1	82.2
Level of Service	A	A	A	A	F	F
Approach Delay (s)	6.6			6.3	87.4	
Approach LOS	A			A	F	

Intersection Summary			
HCM 2000 Control Delay	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	81.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	305	1430	155	350	2020	425	135	580	300	220	785	435
Future Volume (vph)	305	1430	155	350	2020	425	135	580	300	220	785	435
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	5.0	5.0	6.5	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
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)	318	1490	161	365	2104	443	141	604	312	229	818	453
RTOR Reduction (vph)	0	0	94	0	0	86	0	0	159	0	0	121
Lane Group Flow (vph)	318	1490	67	365	2104	357	141	604	154	229	818	332
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	12.5	73.4	73.4	22.6	83.5	83.5	7.5	39.2	39.2	16.3	48.0	48.0
Effective Green, g (s)	14.5	75.4	75.4	24.6	85.5	85.5	9.5	41.2	41.2	18.3	50.0	50.0
Actuated g/C Ratio	0.08	0.42	0.42	0.14	0.48	0.48	0.05	0.23	0.23	0.10	0.28	0.28
Clearance Time (s)	8.5	7.0	7.0	8.5	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0
Lane Grp Cap (vph)	276	2130	663	469	1681	751	181	810	362	349	983	439
v/s Ratio Prot	c0.09	0.29		0.11	c0.59		0.04	0.17		c0.07	c0.23	
v/s Ratio Perm			0.04			0.23			0.10			0.21
v/c Ratio	1.15	0.70	0.10	0.78	1.25	0.48	0.78	0.75	0.43	0.66	0.83	0.76
Uniform Delay, d1	82.8	43.0	31.7	75.1	47.2	32.1	84.2	64.5	59.3	77.8	61.1	59.4
Progression Factor	1.12	0.87	0.26	0.94	1.21	1.60	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	101.4	1.9	0.3	4.3	116.2	1.2	17.3	3.8	0.8	3.4	6.1	7.3
Delay (s)	194.0	39.2	8.7	75.0	173.4	52.7	101.5	68.3	60.1	81.2	67.2	66.8
Level of Service	F	D	A	E	F	D	F	E	E	F	E	E
Approach Delay (s)		61.7			142.7			70.3			69.2	
Approach LOS		E			F			E			E	

Intersection Summary			
HCM 2000 Control Delay	96.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	107.5%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	1825	60	90	2145	70	310	10	375	85	5	340
Future Volume (vph)	65	1825	60	90	2145	70	310	10	375	85	5	340
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.86		1.00	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.96	1.00	0.95	0.96	1.00
Satd. Flow (prot)	1597	6377		1770	5085	1369	1681	1690	1583	1504	1533	1568
Flt Permitted	0.04	1.00		0.95	1.00	1.00	0.95	0.96	1.00	0.95	0.96	1.00
Satd. Flow (perm)	72	6377		1770	5085	1369	1681	1690	1583	1504	1533	1568
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)	68	1901	62	94	2234	73	323	10	391	89	5	354
RTOR Reduction (vph)	0	2	0	0	0	33	0	0	214	0	0	114
Lane Group Flow (vph)	68	1962	0	94	2234	40	165	168	177	47	47	240
Heavy Vehicles (%)	13%	2%	2%	2%	2%	18%	2%	2%	2%	14%	2%	3%
Turn Type	pm+pt	NA		Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases	6					2			4			3
Actuated Green, G (s)	97.1	91.0		12.9	97.8	97.8	21.4	21.4	21.4	29.7	29.7	29.7
Effective Green, g (s)	101.1	93.0		14.9	99.8	99.8	21.4	21.4	21.4	29.7	29.7	29.7
Actuated g/C Ratio	0.56	0.52		0.08	0.55	0.55	0.12	0.12	0.12	0.16	0.16	0.16
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	109	3294		146	2819	759	199	200	188	248	252	258
v/s Ratio Prot	0.03	0.31		c0.05	c0.44		0.10	0.10		0.03	0.03	
v/s Ratio Perm	0.32					0.03			c0.11			c0.15
v/c Ratio	0.62	0.60		0.64	0.79	0.05	0.83	0.84	0.94	0.19	0.19	0.93
Uniform Delay, d1	31.9	30.4		80.0	31.9	18.4	77.5	77.6	78.7	64.8	64.7	74.2
Progression Factor	1.78	0.48		1.11	0.53	0.24	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.8	0.6		6.4	2.1	0.1	22.9	24.5	48.3	0.1	0.1	37.5
Delay (s)	62.5	15.1		95.4	19.1	4.5	100.4	102.1	127.0	64.9	64.9	111.7
Level of Service	E	B		F	B	A	F	F	F	E	E	F
Approach Delay (s)		16.6			21.7			115.1			101.9	
Approach LOS		B			C			F			F	

Intersection Summary			
HCM 2000 Control Delay	38.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	85.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1660	625	545	2305	0	0
Future Volume (vph)	1660	625	545	2305	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.5	2.0		
Lane Util. Factor	0.91	1.00	1.00	0.91		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	1583	1770	5085		
Flt Permitted	1.00	1.00	0.05	1.00		
Satd. Flow (perm)	5085	1583	94	5085		
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1747	658	574	2426	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1747	658	574	2426	0	0
Turn Type	NA	Free	D.P+P	NA		
Protected Phases	1 2 4		3 5	Free		
Permitted Phases		Free	1 2 4			
Actuated Green, G (s)	75.5	180.0	155.0	180.0		
Effective Green, g (s)	79.5	180.0	163.0	180.0		
Actuated g/C Ratio	0.44	1.00	0.91	1.00		
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)	2245	1583	862	5085		
v/s Ratio Prot	c0.34		c0.31	0.48		
v/s Ratio Perm		0.42	0.29			
v/c Ratio	0.78	0.42	0.67	0.48		
Uniform Delay, d1	42.7	0.0	32.9	0.0		
Progression Factor	0.82	1.00	1.20	1.00		
Incremental Delay, d2	1.2	0.6	1.1	0.2		
Delay (s)	36.5	0.6	40.6	0.2		
Level of Service	D	A	D	A		
Approach Delay (s)	26.7			8.0	0.0	
Approach LOS	C			A	A	

Intersection Summary			
HCM 2000 Control Delay	16.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	69.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑↑		Y	↱
Traffic Volume (vph)	0	1660	2025	0	135	825
Future Volume (vph)	0	1660	2025	0	135	825
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	4.5
Lane Util. Factor		0.91	0.86		1.00	0.95
Frt		1.00	1.00		0.89	0.85
Flt Protected		1.00	1.00		0.99	1.00
Satd. Flow (prot)		5085	6408		1638	1504
Flt Permitted		1.00	1.00		0.99	1.00
Satd. Flow (perm)		5085	6408		1638	1504
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	0	1785	2177	0	145	887
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	1785	2177	0	526	506
Turn Type		NA	NA		Prot	Perm
Protected Phases		2 3 4	2 3 4		1 5	
Permitted Phases						1 5
Actuated Green, G (s)		118.0	118.0		49.5	49.5
Effective Green, g (s)		120.0	120.0		47.5	47.5
Actuated g/C Ratio		0.67	0.67		0.26	0.26
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)		3390	4272		432	396
v/s Ratio Prot		c0.35	0.34		0.32	
v/s Ratio Perm						c0.34
v/c Ratio		0.53	0.51		1.22	1.28
Uniform Delay, d1		15.4	15.1		66.2	66.2
Progression Factor		0.39	0.51		1.00	1.00
Incremental Delay, d2		0.0	0.0		117.4	143.2
Delay (s)		6.0	7.8		183.6	209.5
Level of Service		A	A		F	F
Approach Delay (s)		6.0	7.8		196.3	
Approach LOS		A	A		F	

Intersection Summary			
HCM 2000 Control Delay	46.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	70.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1000	795	295	1395	630	590
Future Volume (vph)	1000	795	295	1395	630	590
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.5	4.5	4.0	4.0
Lane Util. Factor	0.95	1.00	1.00	0.91	0.97	0.91
Frt	1.00	0.85	1.00	1.00	0.96	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (prot)	3539	1583	1770	5085	3354	1441
Flt Permitted	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (perm)	3539	1583	1770	5085	3354	1441
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	1064	846	314	1484	670	628
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1064	846	314	1484	890	408
Turn Type	NA	Free	Prot	NA	Prot	Prot
Protected Phases	1 2 5		3	1 2 3	4	4
Permitted Phases		Free				
Actuated Green, G (s)	88.5	180.0	40.5	90.5	32.0	32.0
Effective Green, g (s)	86.5	180.0	42.5	92.5	34.0	34.0
Actuated g/C Ratio	0.48	1.00	0.24	0.51	0.19	0.19
Clearance Time (s)			6.5		6.0	6.0
Vehicle Extension (s)			1.5		3.5	3.5
Lane Grp Cap (vph)	1700	1583	417	2613	633	272
v/s Ratio Prot	c0.30		c0.18	0.29	0.27	c0.28
v/s Ratio Perm		c0.53				
v/c Ratio	0.63	0.53	0.75	0.57	1.41	1.50
Uniform Delay, d1	34.7	0.0	63.9	30.0	73.0	73.0
Progression Factor	1.23	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	1.1	6.7	0.2	192.1	243.4
Delay (s)	43.2	1.1	70.6	30.2	265.1	316.4
Level of Service	D	A	E	C	F	F
Approach Delay (s)	24.6			37.3	281.2	
Approach LOS	C			D	F	

Intersection Summary			
HCM 2000 Control Delay	95.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	1200	180	170	1125	105	235	105	85	220	220	330
Future Volume (vph)	210	1200	180	170	1125	105	235	105	85	220	220	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.5	3.5		3.5	3.5	3.5	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4986		1770	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.17	1.00		0.13	1.00	1.00	0.24	1.00	1.00	0.68	1.00	1.00
Satd. Flow (perm)	322	4986		245	5085	1583	442	3539	1583	1269	1863	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)	223	1277	191	181	1197	112	250	112	90	234	234	351
RTOR Reduction (vph)	0	11	0	0	0	47	0	0	77	0	0	166
Lane Group Flow (vph)	223	1457	0	181	1197	65	250	112	13	234	234	185
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4		4	8		8
Actuated Green, G (s)	108.1	94.3		100.9	90.7	90.7	32.5	23.5	23.5	32.5	23.5	23.5
Effective Green, g (s)	112.0	96.3		104.9	92.7	92.7	32.5	23.5	23.5	32.5	23.5	23.5
Actuated g/C Ratio	0.70	0.60		0.66	0.58	0.58	0.20	0.15	0.15	0.20	0.15	0.15
Clearance Time (s)	5.5	5.5		5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	368	3000		276	2946	917	164	519	232	285	273	232
v/s Ratio Prot	c0.06	0.29		0.05	0.24		c0.09	0.03		0.05	0.13	
v/s Ratio Perm	0.36			c0.38		0.04	c0.22		0.01	0.12		0.12
v/c Ratio	0.61	0.49		0.66	0.41	0.07	1.52	0.22	0.06	0.82	0.86	0.80
Uniform Delay, d1	11.4	17.9		13.6	18.5	14.8	61.2	60.1	58.7	59.6	66.6	66.0
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	1.9	0.6		4.2	0.4	0.1	264.4	0.1	0.0	16.3	21.6	16.3
Delay (s)	13.3	18.5		17.8	18.9	14.9	325.6	60.2	58.8	75.9	88.2	82.2
Level of Service	B	B		B	B	B	F	E	E	E	F	F
Approach Delay (s)		17.8			18.5			206.7			82.1	
Approach LOS		B			B			F			F	

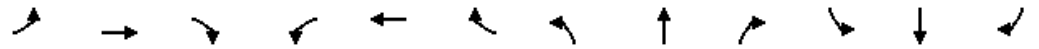
Intersection Summary			
HCM 2000 Control Delay	49.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	77.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	0	20	105	0	95	0	1675	115	95	1770	0
Future Volume (vph)	5	0	20	105	0	95	0	1675	115	95	1770	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0		6.0		7.0	7.0	7.0	7.0	
Lane Util. Factor	0.95	0.95		1.00		1.00		0.95	1.00	1.00	0.95	
Frt	1.00	0.86		1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1512		1770		1583		3539	1583	1770	3539	
Flt Permitted	0.95	1.00		0.95		1.00		1.00	1.00	0.07	1.00	
Satd. Flow (perm)	1681	1512		1770		1583		3539	1583	121	3539	
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)	5	0	22	114	0	103	0	1821	125	103	1924	0
RTOR Reduction (vph)	0	23	0	0	0	94	0	0	30	0	0	0
Lane Group Flow (vph)	4	0	0	114	0	9	0	1821	95	103	1924	0
Turn Type	Split	NA		Prot		Prot		NA	Perm	pm+pt	NA	
Protected Phases	4	4		3		3		2		1	6	
Permitted Phases									2	6		
Actuated Green, G (s)	3.6	3.6		16.0		16.0		124.7	124.7	141.4	141.4	
Effective Green, g (s)	3.6	3.6		16.0		16.0		124.7	124.7	141.4	141.4	
Actuated g/C Ratio	0.02	0.02		0.09		0.09		0.69	0.69	0.79	0.79	
Clearance Time (s)	6.0	6.0		6.0		6.0		7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	2.0		2.0		2.0		3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	33	30		157		140		2451	1096	183	2780	
v/s Ratio Prot	c0.00	0.00		c0.06		0.01		c0.51		0.03	c0.54	
v/s Ratio Perm									0.06	0.41		
v/c Ratio	0.12	0.02		0.73		0.07		0.74	0.09	0.56	0.69	
Uniform Delay, d1	86.6	86.5		79.9		75.1		17.5	9.0	24.2	9.1	
Progression Factor	1.00	1.00		1.00		1.00		0.47	0.00	1.00	1.00	
Incremental Delay, d2	0.6	0.1		13.2		0.1		1.3	0.1	2.4	1.4	
Delay (s)	87.2	86.5		93.0		75.2		9.6	0.1	26.5	10.5	
Level of Service	F	F		F		E		A	A	C	B	
Approach Delay (s)		86.6			84.6			9.0			11.3	
Approach LOS		F			F			A			B	

Intersection Summary			
HCM 2000 Control Delay	14.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	79.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

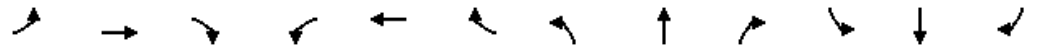


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	29	1803	674	242	1319	13	0	0	0	45	14	71
Future Volume (vph)	29	1803	674	242	1319	13	0	0	0	45	14	71
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0					4.5	4.5
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00					1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85					1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00					0.96	1.00
Satd. Flow (prot)	1752	5036	1538	3335	5036	1568					1777	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00					0.96	1.00
Satd. Flow (perm)	1752	5036	1538	3335	5036	1568					1777	1568
Peak-hour factor, PHF	0.90	0.90	0.95	0.95	0.90	0.90	0.95	0.95	0.95	0.90	0.90	0.90
Adj. Flow (vph)	32	2003	709	255	1466	14	0	0	0	50	16	79
RTOR Reduction (vph)	0	0	120	0	0	3	0	0	0	0	0	73
Lane Group Flow (vph)	32	2003	589	255	1466	11	0	0	0	0	66	6
Heavy Vehicles (%)	3%	3%	5%	5%	3%	3%	5%	5%	5%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm				Perm	NA	Perm
Protected Phases	1	6		5	2						8	
Permitted Phases			6			2				8		8
Actuated Green, G (s)	6.1	113.0	113.0	16.1	123.0	123.0					10.4	10.4
Effective Green, g (s)	8.1	115.0	115.0	18.1	125.0	125.0					12.4	12.4
Actuated g/C Ratio	0.05	0.72	0.72	0.11	0.78	0.78					0.08	0.08
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0					6.5	6.5
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0					2.0	2.0
Lane Grp Cap (vph)	88	3619	1105	377	3934	1225					137	121
v/s Ratio Prot	0.02	c0.40		c0.08	0.29							
v/s Ratio Perm			0.38			0.01					0.04	0.00
v/c Ratio	0.36	0.55	0.53	0.68	0.37	0.01					0.48	0.05
Uniform Delay, d1	73.5	10.5	10.3	68.1	5.4	3.9					70.7	68.3
Progression Factor	1.00	1.00	1.00	0.90	0.81	1.00					1.00	1.00
Incremental Delay, d2	0.9	0.6	1.8	3.3	0.2	0.0					1.0	0.1
Delay (s)	74.4	11.1	12.1	64.3	4.6	3.9					71.7	68.4
Level of Service	E	B	B	E	A	A					E	E
Approach Delay (s)		12.1			13.4			0.0			69.9	
Approach LOS		B			B			A			E	

Intersection Summary			
HCM 2000 Control Delay	14.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	14.5
Intersection Capacity Utilization	62.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1848	0	0	1130	444	786
Future Volume (vph)	1848	0	0	1130	444	786
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0	5.0	5.0
Lane Util. Factor	0.91			0.91	0.97	0.91
Frt	1.00			1.00	0.93	0.85
Flt Protected	1.00			1.00	0.97	1.00
Satd. Flow (prot)	5036			5036	3179	1400
Flt Permitted	1.00			1.00	0.97	1.00
Satd. Flow (perm)	5036			5036	3179	1400
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.95	0.95
Adj. Flow (vph)	2053	0	0	1256	467	827
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2053	0	0	1256	881	413
Heavy Vehicles (%)	3%	3%	2%	3%	5%	5%
Turn Type	NA			NA	Prot	Prot
Protected Phases	6			2	4	4
Permitted Phases						
Actuated Green, G (s)	92.2			92.2	53.8	53.8
Effective Green, g (s)	94.2			94.2	55.8	55.8
Actuated g/C Ratio	0.59			0.59	0.35	0.35
Clearance Time (s)	7.0			7.0	7.0	7.0
Vehicle Extension (s)	3.0			3.0	2.0	2.0
Lane Grp Cap (vph)	2964			2964	1108	488
v/s Ratio Prot	c0.41			0.25	0.28	c0.30
v/s Ratio Perm						
v/c Ratio	0.69			0.42	0.80	0.85
Uniform Delay, d1	22.8			18.0	46.9	48.1
Progression Factor	1.15			1.00	1.00	1.00
Incremental Delay, d2	1.2			0.4	3.8	12.3
Delay (s)	27.5			18.5	50.7	60.4
Level of Service	C			B	D	E
Approach Delay (s)	27.5			18.5	53.8	
Approach LOS	C			B	D	

Intersection Summary			
HCM 2000 Control Delay	32.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	10.0
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												
Traffic Volume (vph)	111	1338	658	571	2116	62	0	0	0	26	11	83
Future Volume (vph)	111	1338	658	571	2116	62	0	0	0	26	11	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0					4.5	4.5
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00					1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85					1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00					0.97	1.00
Satd. Flow (prot)	1752	5036	1538	3335	5036	1568					1782	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00					0.97	1.00
Satd. Flow (perm)	1752	5036	1538	3335	5036	1568					1782	1568
Peak-hour factor, PHF	0.90	0.90	0.95	0.95	0.90	0.90	0.95	0.95	0.95	0.90	0.90	0.90
Adj. Flow (vph)	123	1487	693	601	2351	69	0	0	0	29	12	92
RTOR Reduction (vph)	0	0	207	0	0	18	0	0	0	0	0	86
Lane Group Flow (vph)	123	1487	486	601	2351	51	0	0	0	0	41	6
Heavy Vehicles (%)	3%	3%	5%	5%	3%	3%	5%	5%	5%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm				Perm	NA	Perm
Protected Phases	1	6		5	2						8	
Permitted Phases			6			2				8		8
Actuated Green, G (s)	15.1	95.8	95.8	35.3	116.0	116.0					8.4	8.4
Effective Green, g (s)	17.1	97.8	97.8	37.3	118.0	118.0					10.4	10.4
Actuated g/C Ratio	0.11	0.61	0.61	0.23	0.74	0.74					0.07	0.07
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0					6.5	6.5
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0					2.0	2.0
Lane Grp Cap (vph)	187	3078	940	777	3714	1156					115	101
v/s Ratio Prot	0.07	0.30		c0.18	c0.47							
v/s Ratio Perm			0.32			0.03					0.02	0.00
v/c Ratio	0.66	0.48	0.52	0.77	0.63	0.04					0.36	0.06
Uniform Delay, d1	68.6	17.2	17.7	57.4	10.3	5.7					71.6	70.2
Progression Factor	1.00	1.00	1.00	1.04	0.81	1.34					1.00	1.00
Incremental Delay, d2	6.2	0.5	2.0	3.1	0.6	0.0					0.7	0.1
Delay (s)	74.9	17.7	19.7	62.7	9.0	7.7					72.3	70.3
Level of Service	E	B	B	E	A	A					E	E
Approach Delay (s)		21.4			19.6			0.0			70.9	
Approach LOS		C			B			A			E	

Intersection Summary			
HCM 2000 Control Delay	21.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	14.5
Intersection Capacity Utilization	70.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1364	0	0	2240	509	381
Future Volume (vph)	1364	0	0	2240	509	381
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0	5.0	5.0
Lane Util. Factor	0.91			0.91	0.97	0.91
Frt	1.00			1.00	0.97	0.85
Flt Protected	1.00			1.00	0.96	1.00
Satd. Flow (prot)	5036			5036	3285	1400
Flt Permitted	1.00			1.00	0.96	1.00
Satd. Flow (perm)	5036			5036	3285	1400
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.95	0.95
Adj. Flow (vph)	1516	0	0	2489	536	401
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1516	0	0	2489	644	293
Heavy Vehicles (%)	3%	3%	2%	3%	5%	5%
Turn Type	NA			NA	Prot	Prot
Protected Phases	6			2	4	4
Permitted Phases						
Actuated Green, G (s)	108.6			108.6	37.4	37.4
Effective Green, g (s)	110.6			110.6	39.4	39.4
Actuated g/C Ratio	0.69			0.69	0.25	0.25
Clearance Time (s)	7.0			7.0	7.0	7.0
Vehicle Extension (s)	3.0			3.0	2.0	2.0
Lane Grp Cap (vph)	3481			3481	808	344
v/s Ratio Prot	0.30			c0.49	0.20	c0.21
v/s Ratio Perm						
v/c Ratio	0.44			0.72	0.80	0.85
Uniform Delay, d1	10.9			15.1	56.6	57.5
Progression Factor	0.12			1.00	1.00	1.00
Incremental Delay, d2	0.4			1.3	5.1	17.4
Delay (s)	1.6			16.4	61.7	74.9
Level of Service	A			B	E	E
Approach Delay (s)	1.6			16.4	65.8	
Approach LOS	A			B	E	

Intersection Summary			
HCM 2000 Control Delay	21.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	68.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	266	688	156	148	500	532	167	262	241	1030	521	389
Future Volume (vph)	266	688	156	148	500	532	167	262	241	1030	521	389
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (prot)	1719	3471	1553	1736	3471	1538	1649	1715	1553	1564	3213	1538
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (perm)	1719	3471	1553	1736	3471	1538	1649	1715	1553	1564	3213	1538
Peak-hour factor, PHF	0.95	0.92	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.95	0.95	0.95
Adj. Flow (vph)	280	748	170	161	543	560	182	276	262	1084	548	409
RTOR Reduction (vph)	0	0	102	0	0	439	0	0	213	0	0	169
Lane Group Flow (vph)	280	748	68	161	543	121	164	294	49	542	1090	240
Heavy Vehicles (%)	5%	4%	4%	4%	4%	5%	4%	5%	4%	5%	5%	5%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases			6			2			4			3
Actuated Green, G (s)	24.5	38.2	38.2	18.8	32.5	32.5	19.5	19.5	19.5	57.5	57.5	57.5
Effective Green, g (s)	26.5	40.2	40.2	20.8	34.5	34.5	21.5	21.5	21.5	59.5	59.5	59.5
Actuated g/C Ratio	0.17	0.25	0.25	0.13	0.22	0.22	0.13	0.13	0.13	0.37	0.37	0.37
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	284	872	390	225	748	331	221	230	208	581	1194	571
v/s Ratio Prot	c0.16	c0.22		0.09	0.16		0.10	c0.17		c0.35	0.34	
v/s Ratio Perm			0.04			0.08			0.03			0.16
v/c Ratio	0.99	0.86	0.17	0.72	0.73	0.36	0.74	1.28	0.24	0.93	0.91	0.42
Uniform Delay, d1	66.6	57.2	46.9	66.8	58.4	53.4	66.6	69.2	61.9	48.3	47.8	37.4
Progression Factor	0.98	1.26	2.41	1.08	0.78	1.07	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	47.0	10.0	0.9	7.5	5.2	2.6	12.0	154.4	0.4	24.0	12.1	2.3
Delay (s)	112.1	82.2	113.8	79.7	50.7	59.8	78.6	223.6	62.3	72.3	59.9	39.7
Level of Service	F	F	F	E	D	E	E	F	E	E	E	D
Approach Delay (s)		93.7			58.4			131.9			59.1	
Approach LOS		F			E			F			E	

Intersection Summary			
HCM 2000 Control Delay	76.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	86.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1063	197	220	836	43	47
Future Volume (vph)	1063	197	220	836	43	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	6.0	6.0
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	0.88
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3471	1553	3367	3471	3367	2733
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3471	1553	3367	3471	3367	2733
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1155	214	239	909	47	51
RTOR Reduction (vph)	0	50	0	0	0	49
Lane Group Flow (vph)	1155	164	239	909	47	2
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Actuated Green, G (s)	120.5	120.5	15.7	142.2	5.8	5.8
Effective Green, g (s)	122.5	122.5	17.7	144.2	5.8	5.8
Actuated g/C Ratio	0.77	0.77	0.11	0.90	0.04	0.04
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	2.0	3.0	2.0	2.0
Lane Grp Cap (vph)	2657	1189	372	3128	122	99
v/s Ratio Prot	c0.33		c0.07	0.26	c0.01	
v/s Ratio Perm		0.11				0.00
v/c Ratio	0.43	0.14	0.64	0.29	0.39	0.02
Uniform Delay, d1	6.6	4.9	68.1	1.1	75.4	74.4
Progression Factor	1.00	1.00	1.08	0.29	1.00	1.00
Incremental Delay, d2	0.5	0.2	2.1	0.2	0.7	0.0
Delay (s)	7.1	5.2	75.5	0.5	76.1	74.4
Level of Service	A	A	E	A	E	E
Approach Delay (s)	6.8			16.1	75.2	
Approach LOS	A			B	E	

Intersection Summary			
HCM 2000 Control Delay	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.46		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	420	705	449	105	428	127	281	1005	74	125	1029	286
Future Volume (vph)	420	705	449	105	428	127	281	1005	74	125	1029	286
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.0	4.0	4.5	4.0		5.5	5.0		5.5	5.0	
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95		0.97	0.91		0.97	0.91	
Frt	1.00	1.00	0.85	1.00	0.97		1.00	0.99		1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1736	3471	1553	3367	3352		3367	4936		3367	4825	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1736	3471	1553	3367	3352		3367	4936		3367	4825	
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)	457	766	488	114	465	138	305	1092	80	136	1118	311
RTOR Reduction (vph)	0	0	217	0	18	0	0	5	0	0	30	0
Lane Group Flow (vph)	457	766	271	114	585	0	305	1167	0	136	1399	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	26.1	49.1	49.1	9.8	32.8		17.5	63.3		10.8	56.6	
Effective Green, g (s)	28.1	51.1	51.1	11.8	34.8		19.5	65.3		12.8	58.6	
Actuated g/C Ratio	0.18	0.32	0.32	0.07	0.22		0.12	0.41		0.08	0.37	
Clearance Time (s)	6.5	6.0	6.0	6.5	6.0		7.5	7.0		7.5	7.0	
Vehicle Extension (s)	2.0	2.5	2.5	2.0	2.5		2.0	3.0		2.0	3.0	
Lane Grp Cap (vph)	304	1108	495	248	729		410	2014		269	1767	
v/s Ratio Prot	c0.26	0.22		0.03	c0.17		c0.09	0.24		0.04	c0.29	
v/s Ratio Perm			0.17									
v/c Ratio	1.50	0.69	0.55	0.46	0.80		0.74	0.58		0.51	0.79	
Uniform Delay, d1	66.0	47.6	44.9	71.0	59.3		67.8	36.7		70.6	45.2	
Progression Factor	1.09	1.28	1.87	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	235.7	0.9	0.5	0.5	6.2		6.3	1.2		0.5	3.7	
Delay (s)	307.4	61.6	84.7	71.5	65.5		74.1	37.9		71.1	49.0	
Level of Service	F	E	F	E	E		E	D		E	D	
Approach Delay (s)		133.8			66.5			45.4			50.9	
Approach LOS		F			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	77.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	88.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	429	181	147	924	1069	244	481	156	300	235	485
Future Volume (vph)	250	429	181	147	924	1069	244	481	156	300	235	485
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.95	0.95	1.00	0.91	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (prot)	1719	3471	1553	1736	3471	1538	1649	1716	1553	1564	3237	1538
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.98	1.00
Satd. Flow (perm)	1719	3471	1553	1736	3471	1538	1649	1716	1553	1564	3237	1538
Peak-hour factor, PHF	0.95	0.92	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.95	0.95	0.95
Adj. Flow (vph)	263	466	197	160	1004	1125	265	506	170	316	247	511
RTOR Reduction (vph)	0	0	128	0	0	241	0	0	83	0	0	302
Lane Group Flow (vph)	263	466	69	160	1004	884	238	533	87	183	380	209
Heavy Vehicles (%)	5%	4%	4%	4%	4%	5%	4%	5%	4%	5%	5%	5%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases			6			2			4			3
Actuated Green, G (s)	24.8	54.0	54.0	19.0	48.2	48.2	39.5	39.5	39.5	21.5	21.5	21.5
Effective Green, g (s)	26.8	56.0	56.0	21.0	50.2	50.2	41.5	41.5	41.5	23.5	23.5	23.5
Actuated g/C Ratio	0.17	0.35	0.35	0.13	0.31	0.31	0.26	0.26	0.26	0.15	0.15	0.15
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	287	1214	543	227	1089	482	427	445	402	229	475	225
v/s Ratio Prot	c0.15	0.13		0.09	0.29		0.14	c0.31		0.12	0.12	
v/s Ratio Perm			0.04			c0.57			0.06			c0.14
v/c Ratio	0.92	0.38	0.13	0.70	0.92	1.83	0.56	1.20	0.22	0.80	0.80	0.93
Uniform Delay, d1	65.5	39.0	35.4	66.5	53.0	54.9	51.3	59.2	46.5	66.0	66.0	67.4
Progression Factor	1.18	0.97	1.33	0.81	1.21	1.58	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	30.6	0.9	0.5	0.7	1.7	376.2	1.3	109.0	0.2	24.6	13.2	44.0
Delay (s)	107.6	38.7	47.4	54.8	65.8	462.8	52.6	168.2	46.7	90.6	79.2	111.4
Level of Service	F	D	D	D	E	F	D	F	D	F	E	F
Approach Delay (s)		60.1			260.2			117.0			96.5	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	165.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.32		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	116.6%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	787	157	264	1389	110	73
Future Volume (vph)	787	157	264	1389	110	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	6.0	6.0
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	0.88
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3471	1553	3367	3471	3367	2733
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3471	1553	3367	3471	3367	2733
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	855	171	287	1510	120	79
RTOR Reduction (vph)	0	47	0	0	0	74
Lane Group Flow (vph)	855	124	287	1510	120	5
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Actuated Green, G (s)	113.9	113.9	18.0	137.9	10.1	10.1
Effective Green, g (s)	115.9	115.9	20.0	139.9	10.1	10.1
Actuated g/C Ratio	0.72	0.72	0.12	0.87	0.06	0.06
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	2.0	3.0	2.0	2.0
Lane Grp Cap (vph)	2514	1124	420	3034	212	172
v/s Ratio Prot	0.25		c0.09	c0.44	c0.04	
v/s Ratio Perm		0.08				0.00
v/c Ratio	0.34	0.11	0.68	0.50	0.57	0.03
Uniform Delay, d1	8.1	6.6	67.0	2.2	72.8	70.3
Progression Factor	1.00	1.00	0.88	0.54	1.00	1.00
Incremental Delay, d2	0.4	0.2	1.6	0.3	2.1	0.0
Delay (s)	8.4	6.8	60.8	1.5	74.9	70.4
Level of Service	A	A	E	A	E	E
Approach Delay (s)	8.2			10.9	73.1	
Approach LOS	A			B	E	

Intersection Summary			
HCM 2000 Control Delay	14.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	51.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	300	338	160	209	818	93	582	1171	57	107	1173	550
Future Volume (vph)	300	338	160	209	818	93	582	1171	57	107	1173	550
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.0	4.0	4.5	4.0		5.5	5.0		5.5	5.0	
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95		0.97	0.91		0.97	0.91	
Frt	1.00	1.00	0.85	1.00	0.98		1.00	0.99		1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1736	3471	1553	3367	3418		3367	4953		3367	4749	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (perm)	1736	3471	1553	3367	3418		3367	4953		3367	4749	
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)	326	367	174	227	889	101	633	1273	62	116	1275	598
RTOR Reduction (vph)	0	0	120	0	5	0	0	3	0	0	53	0
Lane Group Flow (vph)	326	367	54	227	985	0	633	1332	0	116	1821	0
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%	4%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA		Prot	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4									
Actuated Green, G (s)	23.5	47.4	47.4	15.1	39.0		17.5	60.6		9.9	53.0	
Effective Green, g (s)	25.5	49.4	49.4	17.1	41.0		19.5	62.6		11.9	55.0	
Actuated g/C Ratio	0.16	0.31	0.31	0.11	0.26		0.12	0.39		0.07	0.34	
Clearance Time (s)	6.5	6.0	6.0	6.5	6.0		7.5	7.0		7.5	7.0	
Vehicle Extension (s)	2.0	2.5	2.5	2.0	2.5		2.0	3.0		2.0	3.0	
Lane Grp Cap (vph)	276	1071	479	359	875		410	1937		250	1632	
v/s Ratio Prot	c0.19	0.11		0.07	c0.29		c0.19	0.27		0.03	c0.38	
v/s Ratio Perm			0.03									
v/c Ratio	1.18	0.34	0.11	0.63	1.13		1.54	0.69		0.46	1.12	
Uniform Delay, d1	67.2	42.7	39.6	68.4	59.5		70.2	40.6		71.0	52.5	
Progression Factor	0.78	0.83	2.18	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	109.9	0.1	0.1	2.7	71.1		256.6	2.0		0.5	61.0	
Delay (s)	162.7	35.7	86.3	71.1	130.6		326.9	42.6		71.5	113.5	
Level of Service	F	D	F	E	F		F	D		E	F	
Approach Delay (s)		93.6			119.5			134.0			111.1	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	117.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	109.2%	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												
Traffic Volume (vph)	822	1819	619	228	858	263	307	809	127	237	1064	559
Future Volume (vph)	822	1819	619	228	858	263	307	809	127	237	1064	559
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0	6.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
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)	893	1977	673	248	933	286	334	879	138	258	1157	608
RTOR Reduction (vph)	0	0	145	0	0	149	0	0	103	0	0	315
Lane Group Flow (vph)	893	1977	528	248	933	137	334	879	35	258	1157	293
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1 9	6 10		5	2		7	4		3	8	
Permitted Phases			6 10			2		4	4		8	8
Actuated Green, G (s)	42.7	75.5	75.5	15.6	41.4	41.4	17.8	43.1	43.1	15.8	42.1	42.1
Effective Green, g (s)	46.7	77.5	77.5	17.6	43.4	43.4	19.8	45.1	45.1	17.8	44.1	44.1
Actuated g/C Ratio	0.26	0.43	0.43	0.10	0.24	0.24	0.11	0.25	0.25	0.10	0.25	0.25
Clearance Time (s)				8.0	7.0	7.0	7.0	7.0	7.0	8.0	7.0	7.0
Vehicle Extension (s)				1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	890	2189	681	335	1226	381	377	1274	396	339	1245	387
v/s Ratio Prot	c0.26	c0.39		0.07	0.18		c0.10	0.17		0.08	c0.23	
v/s Ratio Perm			0.33			0.09			0.02			0.19
v/c Ratio	1.00	0.90	0.78	0.74	0.76	0.36	0.89	0.69	0.09	0.76	0.93	0.76
Uniform Delay, d1	66.7	47.8	43.8	79.0	63.5	56.8	79.0	61.1	51.7	79.0	66.4	63.0
Progression Factor	1.10	0.87	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	18.6	2.1	2.0	7.5	4.5	2.6	20.7	1.3	0.0	8.8	11.9	7.4
Delay (s)	91.8	43.8	37.2	86.5	68.0	59.4	99.7	62.4	51.7	87.8	78.3	70.3
Level of Service	F	D	D	F	E	E	F	E	D	F	E	E
Approach Delay (s)		54.7			69.4			70.5			77.1	
Approach LOS		D			E			E			E	

Intersection Summary			
HCM 2000 Control Delay	65.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑	↰↰	↱
Traffic Volume (vph)	2199	881	639	1055	505	1385
Future Volume (vph)	2199	881	639	1055	505	1385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	2.0	5.0	5.0	4.0	2.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1538	3335	5085	3335	1538
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1538	3335	5085	3335	1538
Peak-hour factor, PHF	0.92	0.95	0.95	0.92	0.95	0.95
Adj. Flow (vph)	2390	927	673	1147	532	1458
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2390	927	673	1147	532	1458
Heavy Vehicles (%)	2%	5%	5%	2%	5%	5%
Turn Type	NA	Free	Prot	NA	Prot	Free
Protected Phases	6		5	2	4	
Permitted Phases		Free				Free
Actuated Green, G (s)	86.3	180.0	40.4	133.7	33.3	180.0
Effective Green, g (s)	88.3	180.0	42.4	135.7	35.3	180.0
Actuated g/C Ratio	0.49	1.00	0.24	0.75	0.20	1.00
Clearance Time (s)	7.0		7.0	7.0	6.0	
Vehicle Extension (s)	3.0		2.0	3.0	3.0	
Lane Grp Cap (vph)	2494	1538	785	3833	654	1538
v/s Ratio Prot	0.47		0.20	0.23	0.16	
v/s Ratio Perm		0.60				c0.95
v/c Ratio	0.96	0.60	0.86	0.30	0.81	0.95
Uniform Delay, d1	44.1	0.0	65.9	7.0	69.2	0.0
Progression Factor	1.00	1.00	0.72	0.39	1.00	1.00
Incremental Delay, d2	10.6	1.8	8.0	0.2	7.7	13.5
Delay (s)	54.7	1.8	55.7	2.9	76.9	13.5
Level of Service	D	A	E	A	E	B
Approach Delay (s)	39.9			22.5	30.5	
Approach LOS	D			C	C	

Intersection Summary			
HCM 2000 Control Delay	32.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	84.5%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	3071	15	16	1526	18	1	0	3	6	0	8
Future Volume (vph)	12	3071	15	16	1526	18	1	0	3	6	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0		6.0	6.0		6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00		1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00		0.98	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583		1770	1583		1684	
Flt Permitted	0.10	1.00	1.00	0.04	1.00	1.00		0.75	1.00		0.93	
Satd. Flow (perm)	192	5085	1583	74	5085	1583		1392	1583		1602	
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)	13	3338	16	17	1659	20	1	0	3	7	0	9
RTOR Reduction (vph)	0	0	6	0	0	7	0	0	2	0	12	0
Lane Group Flow (vph)	13	3338	10	17	1659	13	0	1	1	0	4	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6	2		2	4		4	8		
Actuated Green, G (s)	99.0	97.1	97.1	101.0	98.1	98.1		40.0	40.0		40.0	
Effective Green, g (s)	103.0	99.1	99.1	105.0	100.1	100.1		40.0	40.0		40.0	
Actuated g/C Ratio	0.64	0.62	0.62	0.66	0.63	0.63		0.25	0.25		0.25	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.0	6.0		6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0		2.0	2.0		2.0	
Lane Grp Cap (vph)	162	3149	980	100	3181	990		348	395		400	
v/s Ratio Prot	0.00	c0.66		c0.01	0.33							
v/s Ratio Perm	0.05		0.01	0.11		0.01		0.00	0.00		c0.00	
v/c Ratio	0.08	1.06	0.01	0.17	0.52	0.01		0.00	0.00		0.01	
Uniform Delay, d1	12.2	30.5	11.7	38.7	16.6	11.3		45.0	45.0		45.1	
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.1	34.8	0.0	0.3	0.6	0.0		0.0	0.0		0.0	
Delay (s)	12.3	65.3	11.7	39.0	17.3	11.3		45.0	45.0		45.1	
Level of Service	B	E	B	D	B	B		D	D		D	
Approach Delay (s)		64.8			17.4			45.0			45.1	
Approach LOS		E			B			D			D	

Intersection Summary			
HCM 2000 Control Delay	48.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	78.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	3149	421	119	1605	0	89	0	111	0	0	0
Future Volume (vph)	4	3149	421	119	1605	0	89	0	111	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		6.5	6.5				
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		0.97	1.00				
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.85				
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00				
Satd. Flow (prot)	1770	5085	1583	1770	5085		3433	1583				
Flt Permitted	0.12	1.00	1.00	0.95	1.00		0.95	1.00				
Satd. Flow (perm)	232	5085	1583	1770	5085		3433	1583				
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)	4	3423	458	129	1745	0	97	0	121	0	0	0
RTOR Reduction (vph)	0	0	97	0	0	0	0	65	0	0	0	0
Lane Group Flow (vph)	4	3423	361	129	1745	0	97	56	0	0	0	0
Turn Type	Perm	NA	Perm	Prot	NA		Split	NA				Free
Protected Phases		6		5	2		4	4				
Permitted Phases	6		6									Free
Actuated Green, G (s)	124.5	124.5	124.5	23.5	155.0		11.5	11.5				
Effective Green, g (s)	126.5	126.5	126.5	25.5	157.0		11.5	11.5				
Actuated g/C Ratio	0.70	0.70	0.70	0.14	0.87		0.06	0.06				
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.5	6.5				
Vehicle Extension (s)	3.0	3.0	3.0	1.5	3.0		2.0	2.0				
Lane Grp Cap (vph)	163	3573	1112	250	4435		219	101				
v/s Ratio Prot		c0.67		c0.07	0.34		0.03	c0.04				
v/s Ratio Perm	0.02		0.23									
v/c Ratio	0.02	0.96	0.32	0.52	0.39		0.44	0.56				
Uniform Delay, d1	8.1	24.3	10.3	71.5	2.2		81.2	81.8				
Progression Factor	1.64	1.45	2.99	0.95	0.29		1.00	1.00				
Incremental Delay, d2	0.0	1.0	0.1	0.5	0.2		0.5	3.8				
Delay (s)	13.3	36.2	30.9	68.4	0.8		81.7	85.5				
Level of Service	B	D	C	E	A		F	F				
Approach Delay (s)		35.6			5.5			83.8			0.0	
Approach LOS		D			A			F			A	

Intersection Summary			
HCM 2000 Control Delay	27.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	85.3%	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												
Traffic Volume (vph)	4	3569	11	7	1687	0	7	0	5	0	0	0
Future Volume (vph)	4	3569	11	7	1687	0	7	0	5	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		6.0	6.0				
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00				
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.85				
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00				
Satd. Flow (prot)	1770	5085	1583	1770	5085		1770	1583				
Flt Permitted	0.10	1.00	1.00	0.95	1.00		0.95	1.00				
Satd. Flow (perm)	189	5085	1583	1770	5085		1770	1583				
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)	4	3879	12	8	1834	0	8	0	5	0	0	0
RTOR Reduction (vph)	0	0	4	0	0	0	0	4	0	0	0	0
Lane Group Flow (vph)	4	3879	8	8	1834	0	8	1	0	0	0	0
Turn Type	Perm	NA	Perm	Prot	NA		Split	NA				Free
Protected Phases		6		5	2		4	4				
Permitted Phases	6		6									Free
Actuated Green, G (s)	122.6	122.6	122.6	2.4	132.0		35.0	35.0				
Effective Green, g (s)	124.6	124.6	124.6	4.4	134.0		35.0	35.0				
Actuated g/C Ratio	0.69	0.69	0.69	0.02	0.74		0.19	0.19				
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0				
Vehicle Extension (s)	3.0	3.0	3.0	1.5	3.0		2.0	2.0				
Lane Grp Cap (vph)	130	3519	1095	43	3785		344	307				
v/s Ratio Prot		c0.76		0.00	c0.36		c0.00	0.00				
v/s Ratio Perm	0.02		0.01									
v/c Ratio	0.03	1.10	0.01	0.19	0.48		0.02	0.00				
Uniform Delay, d1	8.7	27.7	8.6	86.0	9.2		58.7	58.4				
Progression Factor	1.89	1.58	1.00	1.21	0.47		1.00	1.00				
Incremental Delay, d2	0.1	47.8	0.0	0.7	0.4		0.1	0.0				
Delay (s)	16.6	91.6	8.6	104.8	4.8		58.8	58.5				
Level of Service	B	F	A	F	A		E	E				
Approach Delay (s)		91.3			5.2			58.7			0.0	
Approach LOS		F			A			E			A	

Intersection Summary			
HCM 2000 Control Delay	63.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	80.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	652	1269	209	180	1259	246	566	994	302	333	817	960
Future Volume (vph)	652	1269	209	180	1259	246	566	994	302	333	817	960
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	5.0	5.0	6.0	5.0	5.0	5.0	5.0	5.0	6.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
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)	709	1379	227	196	1368	267	615	1080	328	362	888	1043
RTOR Reduction (vph)	0	0	124	0	0	170	0	0	225	0	0	272
Lane Group Flow (vph)	709	1379	103	196	1368	97	615	1080	103	362	888	771
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1 9	6 10		5	2		7	4		3	8	
Permitted Phases			6 10			2		4	4		8	8
Actuated Green, G (s)	31.9	70.4	70.4	12.6	44.1	44.1	16.0	32.0	32.0	15.0	32.0	32.0
Effective Green, g (s)	35.9	72.4	72.4	14.6	46.1	46.1	18.0	34.0	34.0	17.0	34.0	34.0
Actuated g/C Ratio	0.22	0.45	0.45	0.09	0.29	0.29	0.11	0.21	0.21	0.11	0.21	0.21
Clearance Time (s)				8.0	7.0	7.0	7.0	7.0	7.0	8.0	7.0	7.0
Vehicle Extension (s)				1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	770	2300	716	313	1465	456	386	1080	336	364	1080	336
v/s Ratio Prot	c0.21	0.27		0.06	c0.27		c0.18	0.21		0.11	0.17	
v/s Ratio Perm			0.06			0.06			0.06			c0.49
v/c Ratio	0.92	0.60	0.14	0.63	0.93	0.21	1.59	1.00	0.31	0.99	0.82	2.30
Uniform Delay, d1	60.7	32.9	25.6	70.1	55.5	43.2	71.0	63.0	53.1	71.5	60.1	63.0
Progression Factor	1.68	0.38	0.40	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	12.6	0.3	0.1	2.8	12.3	1.1	279.0	27.4	0.2	45.4	4.9	592.4
Delay (s)	114.7	12.8	10.3	72.9	67.7	44.2	350.0	90.4	53.3	116.9	65.0	655.4
Level of Service	F	B	B	E	E	D	F	F	D	F	E	F
Approach Delay (s)		43.8			64.9			163.3			341.7	
Approach LOS		D			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	157.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.37		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	109.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1291	569	1101	2506	784	676
Future Volume (vph)	1291	569	1101	2506	784	676
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	2.0	5.0	5.0	4.0	2.0
Lane Util. Factor	0.91	1.00	0.97	0.91	0.97	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1538	3335	5085	3335	1538
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1538	3335	5085	3335	1538
Peak-hour factor, PHF	0.92	0.95	0.95	0.92	0.95	0.95
Adj. Flow (vph)	1403	599	1159	2724	825	712
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1403	599	1159	2724	825	712
Heavy Vehicles (%)	2%	5%	5%	2%	5%	5%
Turn Type	NA	Free	Prot	NA	Prot	Free
Protected Phases	6		5	2	4	
Permitted Phases		Free				Free
Actuated Green, G (s)	55.0	160.0	48.0	110.0	37.0	160.0
Effective Green, g (s)	57.0	160.0	50.0	112.0	39.0	160.0
Actuated g/C Ratio	0.36	1.00	0.31	0.70	0.24	1.00
Clearance Time (s)	7.0		7.0	7.0	6.0	
Vehicle Extension (s)	3.0		2.0	3.0	3.0	
Lane Grp Cap (vph)	1811	1538	1042	3559	812	1538
v/s Ratio Prot	0.28		c0.35	c0.54	c0.25	
v/s Ratio Perm		0.39				0.46
v/c Ratio	0.77	0.39	1.11	0.77	1.02	0.46
Uniform Delay, d1	45.8	0.0	55.0	15.5	60.5	0.0
Progression Factor	0.62	1.00	1.19	0.79	1.00	1.00
Incremental Delay, d2	2.7	0.6	54.5	0.4	35.6	1.0
Delay (s)	31.0	0.6	120.0	12.7	96.1	1.0
Level of Service	C	A	F	B	F	A
Approach Delay (s)	21.9			44.7	52.1	
Approach LOS	C			D	D	

Intersection Summary			
HCM 2000 Control Delay	40.1	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)	14.0
Intersection Capacity Utilization	88.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	1818	18	20	3264	6	19	1	36	6	0	8
Future Volume (vph)	6	1818	18	20	3264	6	19	1	36	6	0	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0		6.0	6.0		6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00		1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00		0.98	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1583		1778	1583		1684	
Flt Permitted	0.04	1.00	1.00	0.06	1.00	1.00		0.80	1.00		0.93	
Satd. Flow (perm)	75	5085	1583	113	5085	1583		1497	1583		1594	
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)	7	1976	20	22	3548	7	21	1	39	7	0	9
RTOR Reduction (vph)	0	0	8	0	0	3	0	0	29	0	12	0
Lane Group Flow (vph)	7	1976	12	22	3548	4	0	22	10	0	4	0
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6	2		2	4		4	8		
Actuated Green, G (s)	97.9	97.0	97.0	102.1	99.1	99.1		40.0	40.0		40.0	
Effective Green, g (s)	101.9	99.0	99.0	106.1	101.1	101.1		40.0	40.0		40.0	
Actuated g/C Ratio	0.64	0.62	0.62	0.66	0.63	0.63		0.25	0.25		0.25	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.0	6.0		6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0		2.0	2.0		2.0	
Lane Grp Cap (vph)	78	3146	979	126	3213	1000		374	395		398	
v/s Ratio Prot	0.00	0.39		c0.01	c0.70							
v/s Ratio Perm	0.05		0.01	0.11		0.00		c0.01	0.01		0.00	
v/c Ratio	0.09	0.63	0.01	0.17	1.10	0.00		0.06	0.02		0.01	
Uniform Delay, d1	38.9	19.0	11.7	14.4	29.5	10.9		45.7	45.3		45.1	
Progression Factor	1.00	1.00	1.00	0.99	0.86	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.2	1.0	0.0	0.1	50.0	0.0		0.3	0.1		0.0	
Delay (s)	39.1	20.0	11.7	14.4	75.2	10.9		46.0	45.4		45.1	
Level of Service	D	B	B	B	E	B		D	D		D	
Approach Delay (s)		20.0			74.7			45.6			45.1	
Approach LOS		B			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	54.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	76.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1890	89	101	2684	0	660	0	240	0	0	0
Future Volume (vph)	0	1890	89	101	2684	0	660	0	240	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	5.0	5.0	5.0		6.5	6.5				
Lane Util. Factor		0.91	1.00	1.00	0.91		0.97	1.00				
Frt		1.00	0.85	1.00	1.00		1.00	0.85				
Flt Protected		1.00	1.00	0.95	1.00		0.95	1.00				
Satd. Flow (prot)		5085	1583	1770	5085		3433	1583				
Flt Permitted		1.00	1.00	0.95	1.00		0.95	1.00				
Satd. Flow (perm)		5085	1583	1770	5085		3433	1583				
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)	0	2054	97	110	2917	0	717	0	261	0	0	0
RTOR Reduction (vph)	0	0	38	0	0	0	0	145	0	0	0	0
Lane Group Flow (vph)	0	2054	59	110	2917	0	717	116	0	0	0	0
Turn Type	Perm	NA	Perm	Prot	NA		Split	NA				Free
Protected Phases		6		5	2		4	4				
Permitted Phases	6		6									Free
Actuated Green, G (s)		89.6	89.6	13.3	109.9		36.6	36.6				
Effective Green, g (s)		91.6	91.6	15.3	111.9		36.6	36.6				
Actuated g/C Ratio		0.57	0.57	0.10	0.70		0.23	0.23				
Clearance Time (s)		7.0	7.0	7.0	7.0		6.5	6.5				
Vehicle Extension (s)		3.0	3.0	1.5	3.0		2.0	2.0				
Lane Grp Cap (vph)		2911	906	169	3556		785	362				
v/s Ratio Prot		0.40		0.06	c0.57		c0.21	0.07				
v/s Ratio Perm			0.04									
v/c Ratio		0.71	0.07	0.65	0.82		0.91	0.32				
Uniform Delay, d1		24.5	15.2	69.8	17.0		60.2	51.4				
Progression Factor		1.32	1.44	0.90	1.92		1.00	1.00				
Incremental Delay, d2		1.2	0.1	0.6	0.2		14.7	0.2				
Delay (s)		33.5	21.9	63.7	32.8		74.9	51.5				
Level of Service		C	C	E	C		E	D				
Approach Delay (s)		33.0			34.0			68.6			0.0	
Approach LOS		C			C			E			A	

Intersection Summary			
HCM 2000 Control Delay	39.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	91.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	1896	47	23	3321	0	286	0	83	0	0	0
Future Volume (vph)	24	1896	47	23	3321	0	286	0	83	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		6.0	6.0				
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00				
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.85				
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00				
Satd. Flow (prot)	1770	5085	1583	1770	5085		1770	1583				
Flt Permitted	0.04	1.00	1.00	0.95	1.00		0.95	1.00				
Satd. Flow (perm)	73	5085	1583	1770	5085		1770	1583				
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)	26	2061	51	25	3610	0	311	0	90	0	0	0
RTOR Reduction (vph)	0	0	19	0	0	0	0	70	0	0	0	0
Lane Group Flow (vph)	26	2061	32	25	3610	0	311	20	0	0	0	0
Turn Type	Perm	NA	Perm	Prot	NA		Split	NA				Free
Protected Phases		6		5	2		4	4				
Permitted Phases	6		6									Free
Actuated Green, G (s)	99.5	99.5	99.5	4.5	111.0		36.0	36.0				
Effective Green, g (s)	101.5	101.5	101.5	6.5	113.0		36.0	36.0				
Actuated g/C Ratio	0.63	0.63	0.63	0.04	0.71		0.22	0.22				
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0				
Vehicle Extension (s)	3.0	3.0	3.0	1.5	3.0		2.0	2.0				
Lane Grp Cap (vph)	46	3225	1004	71	3591		398	356				
v/s Ratio Prot		0.41		0.01	c0.71		c0.18	0.01				
v/s Ratio Perm	0.35		0.02									
v/c Ratio	0.57	0.64	0.03	0.35	1.01		0.78	0.06				
Uniform Delay, d1	16.7	18.0	10.9	74.7	23.5		58.3	48.7				
Progression Factor	0.85	0.38	0.01	0.84	1.07		1.00	1.00				
Incremental Delay, d2	32.4	0.7	0.0	0.6	12.2		14.1	0.3				
Delay (s)	46.5	7.5	0.1	63.6	37.4		72.4	49.0				
Level of Service	D	A	A	E	D		E	D				
Approach Delay (s)		7.8			37.6			67.2			0.0	
Approach LOS		A			D			E			A	

Intersection Summary			
HCM 2000 Control Delay	29.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	87.3%	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												
Traffic Volume (vph)	183	3735	56	29	1484	37	22	18	40	21	25	94
Future Volume (vph)	183	3735	56	29	1484	37	22	18	40	21	25	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	7.0	7.0			7.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.90			0.91	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.99	
Satd. Flow (prot)	1752	5036	1568	1752	5036	1568	1752	1656			1665	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.27	1.00			0.93	
Satd. Flow (perm)	1752	5036	1568	1752	5036	1568	504	1656			1566	
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)	199	4060	61	32	1613	40	24	20	43	23	27	102
RTOR Reduction (vph)	0	0	16	0	0	13	0	39	0	0	50	0
Lane Group Flow (vph)	199	4060	45	32	1613	27	24	24	0	0	102	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6			2	4	4		8	8	
Actuated Green, G (s)	24.7	132.0	132.0	11.1	118.4	118.4	15.9	15.9			15.9	
Effective Green, g (s)	26.7	134.0	134.0	13.1	120.4	120.4	15.9	15.9			15.9	
Actuated g/C Ratio	0.15	0.74	0.74	0.07	0.67	0.67	0.09	0.09			0.09	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			7.0	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0	2.0	2.0			2.0	
Lane Grp Cap (vph)	259	3749	1167	127	3368	1048	44	146			138	
v/s Ratio Prot	0.11	c0.81		0.02	c0.32			0.01				
v/s Ratio Perm			0.03			0.02	0.05				c0.07	
v/c Ratio	0.77	1.08	0.04	0.25	0.48	0.03	0.55	0.16			0.74	
Uniform Delay, d1	73.7	23.0	6.1	78.8	14.5	10.0	78.6	75.9			80.0	
Progression Factor	1.16	0.92	1.72	0.64	0.55	0.00	1.00	1.00			1.00	
Incremental Delay, d2	1.1	37.9	0.0	4.4	0.5	0.0	7.2	0.2			16.2	
Delay (s)	86.4	59.0	10.4	55.1	8.5	0.0	85.8	76.1			96.2	
Level of Service	F	E	B	E	A	A	F	E			F	
Approach Delay (s)		59.5			9.2			78.8			96.2	
Approach LOS		E			A			E			F	

Intersection Summary			
HCM 2000 Control Delay	47.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	99.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	852	1643	35	21	941	638	26	20	21	2310	2	588
Future Volume (vph)	852	1643	35	21	941	638	26	20	21	2310	2	588
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	2.0	5.0	5.0	5.0	5.0	5.0	2.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.95	0.95	1.00	0.91	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00	0.95	0.95	1.00
Satd. Flow (prot)	3335	5036	1568	1752	5036	1538	1665	1711	1568	3129	1568	1538
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.99	1.00	0.95	0.95	1.00
Satd. Flow (perm)	3335	5036	1568	1752	5036	1538	1665	1711	1568	3129	1568	1538
Peak-hour factor, PHF	0.95	0.92	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.95	0.95	0.95
Adj. Flow (vph)	897	1786	38	23	1023	672	28	21	23	2432	2	619
RTOR Reduction (vph)	0	0	23	0	0	0	0	0	22	0	0	0
Lane Group Flow (vph)	897	1786	15	23	1023	672	24	25	1	1629	805	619
Heavy Vehicles (%)	5%	3%	3%	3%	3%	5%	3%	5%	3%	5%	5%	5%
Turn Type	Prot	NA	Perm	Prot	NA	Free	Split	NA	Perm	Split	NA	Free
Protected Phases	1 9	6		10	2		4	4		3	3	
Permitted Phases			6			Free			4			Free
Actuated Green, G (s)	45.4	67.8	67.8	8.4	23.8	180.0	5.8	5.8	5.8	70.0	70.0	180.0
Effective Green, g (s)	49.4	69.8	69.8	10.4	25.8	180.0	7.8	7.8	7.8	72.0	72.0	180.0
Actuated g/C Ratio	0.27	0.39	0.39	0.06	0.14	1.00	0.04	0.04	0.04	0.40	0.40	1.00
Clearance Time (s)		7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)		4.0	4.0	2.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	915	1952	608	101	721	1538	72	74	67	1251	627	1538
v/s Ratio Prot	c0.27	c0.35		0.01	c0.20		0.01	0.01		c0.52	0.51	
v/s Ratio Perm			0.01			c0.44			0.00			0.40
v/c Ratio	0.98	0.91	0.02	0.23	1.42	0.44	0.33	0.34	0.01	1.30	1.28	0.40
Uniform Delay, d1	64.8	52.3	34.1	81.0	77.1	0.0	83.6	83.6	82.4	54.0	54.0	0.0
Progression Factor	1.36	1.05	1.00	0.67	0.60	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	17.9	5.0	0.0	0.4	195.8	0.8	1.0	1.0	0.0	141.9	139.6	0.8
Delay (s)	106.1	60.1	34.1	54.8	242.1	0.8	84.6	84.6	82.5	195.9	193.6	0.8
Level of Service	F	E	C	D	F	A	F	F	F	F	F	A
Approach Delay (s)		74.9			145.2			83.9			155.7	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	123.6	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)	25.0
Intersection Capacity Utilization	101.8%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1115	2339	337	111	834	209	270	745	377	270	548	397
Future Volume (vph)	1115	2339	337	111	834	209	270	745	377	270	548	397
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	5036	1568	3400	5036	1568	3400	3505	1568	3400	3505	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	5036	1568	3400	5036	1568	3400	3505	1568	3400	3505	1568
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)	1212	2542	366	121	907	227	293	810	410	293	596	432
RTOR Reduction (vph)	0	0	27	0	0	68	0	0	78	0	0	34
Lane Group Flow (vph)	1212	2542	339	121	907	159	293	810	332	293	596	398
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases			6			2			4			8
Actuated Green, G (s)	49.0	92.1	107.1	9.9	53.0	66.0	15.0	37.0	46.9	13.0	34.5	83.5
Effective Green, g (s)	51.0	94.1	111.1	11.9	55.0	70.0	17.0	39.0	50.9	15.0	36.5	87.5
Actuated g/C Ratio	0.28	0.52	0.62	0.07	0.31	0.39	0.09	0.22	0.28	0.08	0.20	0.49
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.5	7.0
Vehicle Extension (s)	2.0	4.0	2.0	2.0	4.0	2.0	2.0	4.0	2.0	2.0	4.0	2.0
Lane Grp Cap (vph)	963	2632	1011	224	1538	653	321	759	486	283	710	762
v/s Ratio Prot	c0.36	c0.50	0.03	0.04	0.18	0.02	c0.09	c0.23	0.05	0.09	0.17	0.15
v/s Ratio Perm			0.18			0.08			0.17			0.11
v/c Ratio	1.26	0.97	0.34	0.54	0.59	0.24	0.91	1.07	0.68	1.04	0.84	0.52
Uniform Delay, d1	64.5	41.4	16.6	81.4	52.9	37.1	80.8	70.5	57.4	82.5	68.9	31.8
Progression Factor	1.20	0.90	0.86	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	118.9	4.3	0.0	1.4	1.7	0.1	28.5	52.1	3.2	63.0	9.0	0.3
Delay (s)	196.3	41.6	14.4	82.8	54.6	37.2	109.3	122.6	60.5	145.5	77.9	32.1
Level of Service	F	D	B	F	D	D	F	F	E	F	E	C
Approach Delay (s)		84.7			54.2			103.2			77.9	
Approach LOS		F			D			F			E	

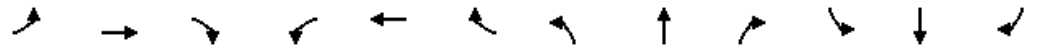
Intersection Summary			
HCM 2000 Control Delay	82.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	90.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	211	1168	227	105	975	340	357	815	201	508	594	286
Future Volume (vph)	211	1168	227	105	975	340	357	815	201	508	594	286
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.5	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	0.88
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	5036	1568	3400	5036	1568	3400	3505	1568	3400	3505	2760
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	5036	1568	3400	5036	1568	3400	3505	1568	3400	3505	2760
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)	229	1270	247	114	1060	370	388	886	218	552	646	311
RTOR Reduction (vph)	0	0	166	0	0	258	0	0	45	0	0	42
Lane Group Flow (vph)	229	1270	81	114	1060	112	388	886	173	552	646	269
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2		7	4	5	3	8	1
Permitted Phases			6			2			4			8
Actuated Green, G (s)	12.7	50.2	50.2	9.0	46.5	46.5	22.6	46.4	55.4	26.9	50.2	62.9
Effective Green, g (s)	14.7	52.2	52.2	11.0	48.5	48.5	24.6	48.4	59.4	28.9	52.2	66.9
Actuated g/C Ratio	0.09	0.33	0.33	0.07	0.30	0.30	0.15	0.30	0.37	0.18	0.33	0.42
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	6.5	7.0	7.0
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0	2.0	2.0	4.0	2.0
Lane Grp Cap (vph)	312	1642	511	233	1526	475	522	1060	631	614	1143	1240
v/s Ratio Prot	c0.07	c0.25		0.03	0.21		0.11	c0.25	0.02	c0.16	c0.18	0.02
v/s Ratio Perm			0.05			0.07			0.09			0.08
v/c Ratio	0.73	0.77	0.16	0.49	0.69	0.24	0.74	0.84	0.27	0.90	0.57	0.22
Uniform Delay, d1	70.7	48.6	38.3	71.8	49.2	41.8	64.7	52.1	35.2	64.1	44.5	29.8
Progression Factor	1.00	1.00	1.00	1.14	1.45	6.68	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.5	3.6	0.7	0.5	2.0	0.9	5.0	6.1	0.1	15.6	0.8	0.0
Delay (s)	78.2	52.2	38.9	82.3	73.2	280.4	69.7	58.2	35.3	79.7	45.3	29.8
Level of Service	E	D	D	F	E	F	E	E	D	E	D	C
Approach Delay (s)		53.7			123.5			57.8			54.7	
Approach LOS		D			F			E			D	

Intersection Summary			
HCM 2000 Control Delay	72.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	75.6%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	6	1877	162	325	1182	48	229	87	564	89	40	9
Future Volume (vph)	6	1877	162	325	1182	48	229	87	564	89	40	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		6.5	6.5	7.0	6.5	7.5	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		1.00	0.95	0.95	0.97	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.89	0.85	1.00	0.97	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	5036	1568	3400	5007		1752	1559	1490	3400	1792	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1752	5036	1568	3400	5007		1752	1559	1490	3400	1792	
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)	7	2040	176	353	1285	52	249	95	613	97	43	10
RTOR Reduction (vph)	0	0	79	0	2	0	0	59	42	0	5	0
Lane Group Flow (vph)	7	2040	97	353	1335	0	249	300	307	97	48	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases			6						4			
Actuated Green, G (s)	1.3	80.7	80.7	22.7	102.1		20.2	40.1	62.8	9.5	28.4	
Effective Green, g (s)	3.3	82.7	82.7	24.7	104.1		20.2	40.1	62.8	9.5	28.4	
Actuated g/C Ratio	0.02	0.46	0.46	0.14	0.58		0.11	0.22	0.35	0.05	0.16	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.5	6.5	7.0	6.5	7.5	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	32	2313	720	466	2895		196	347	519	179	282	
v/s Ratio Prot	0.00	c0.41		c0.10	0.27		c0.14	c0.19	0.07	0.03	0.03	
v/s Ratio Perm			0.06						0.13			
v/c Ratio	0.22	0.88	0.13	0.76	0.46		1.27	0.86	0.59	0.54	0.17	
Uniform Delay, d1	87.1	44.2	28.0	74.8	21.8		79.9	67.3	48.1	83.1	65.6	
Progression Factor	1.00	1.00	1.00	1.36	0.36		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.3	5.3	0.4	2.8	0.2		155.5	18.9	1.2	1.8	0.1	
Delay (s)	88.3	49.5	28.4	104.5	8.1		235.4	86.2	49.3	84.9	65.7	
Level of Service	F	D	C	F	A		F	F	D	F	E	
Approach Delay (s)		48.0			28.3			111.6			78.1	
Approach LOS		D			C			F			E	

Intersection Summary			
HCM 2000 Control Delay	54.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	79.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	1921	4	9	1373	38	9	0	28	96	0	57
Future Volume (vph)	27	1921	4	9	1373	38	9	0	28	96	0	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	6.0		5.5	6.0	6.0		8.0			8.0	8.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00		1.00			1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85		0.90			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.99			0.95	1.00
Satd. Flow (prot)	1752	5034		1752	5036	1568		1637			1752	1568
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.90			0.73	1.00
Satd. Flow (perm)	1752	5034		1752	5036	1568		1490			1348	1568
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)	29	2088	4	10	1492	41	10	0	30	104	0	62
RTOR Reduction (vph)	0	0	0	0	0	11	0	36	0	0	0	55
Lane Group Flow (vph)	29	2092	0	10	1492	30	0	4	0	0	104	7
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases						2	4			8		8
Actuated Green, G (s)	5.1	116.2		2.6	113.7	113.7		17.7			17.7	17.7
Effective Green, g (s)	7.1	118.2		4.6	115.7	115.7		17.7			17.7	17.7
Actuated g/C Ratio	0.04	0.74		0.03	0.72	0.72		0.11			0.11	0.11
Clearance Time (s)	7.5	8.0		7.5	8.0	8.0		8.0			8.0	8.0
Vehicle Extension (s)	2.0	4.0		2.0	4.0	4.0		3.0			3.0	3.0
Lane Grp Cap (vph)	77	3718		50	3641	1133		164			149	173
v/s Ratio Prot	c0.02	c0.42		0.01	0.30							
v/s Ratio Perm						0.02		0.00			c0.08	0.00
v/c Ratio	0.38	0.56		0.20	0.41	0.03		0.03			0.70	0.04
Uniform Delay, d1	74.3	9.3		75.9	8.7	6.3		63.5			68.6	63.6
Progression Factor	1.13	0.27		1.00	1.00	1.00		1.00			1.00	1.00
Incremental Delay, d2	0.8	0.4		0.7	0.3	0.0		0.1			13.3	0.1
Delay (s)	84.7	3.0		76.6	9.1	6.3		63.5			81.9	63.7
Level of Service	F	A		E	A	A		E			F	E
Approach Delay (s)		4.1			9.4			63.5			75.1	
Approach LOS		A			A			E			E	

Intersection Summary			
HCM 2000 Control Delay	9.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	57.2%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	1751	51	17	1347	75	47	0	40	161	0	26
Future Volume (vph)	75	1751	51	17	1347	75	47	0	40	161	0	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.5	7.0	6.0	6.5	6.5	9.0	9.0		8.5	9.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85		1.00	0.85	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	5036	1568	1752	5036	1568	1752	1568		1752	1568	
Flt Permitted	0.08	1.00	1.00	0.06	1.00	1.00	0.64	1.00		0.73	1.00	
Satd. Flow (perm)	148	5036	1568	110	5036	1568	1180	1568		1345	1568	
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)	82	1903	55	18	1464	82	51	0	43	175	0	28
RTOR Reduction (vph)	0	0	24	0	0	41	0	32	0	0	22	0
Lane Group Flow (vph)	82	1903	31	18	1464	41	51	11	0	175	6	0
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	7	5	2	3	7	4		3	8	
Permitted Phases	6		6	2		2	4			8		
Actuated Green, G (s)	77.4	69.5	86.1	68.4	65.0	76.5	58.2	41.6		47.5	36.0	
Effective Green, g (s)	81.4	71.5	90.1	72.4	67.0	80.5	58.2	41.6		47.5	36.0	
Actuated g/C Ratio	0.51	0.45	0.56	0.45	0.42	0.50	0.36	0.26		0.30	0.22	
Clearance Time (s)	8.0	8.5	9.0	8.0	8.5	8.5	9.0	9.0		8.5	9.0	
Vehicle Extension (s)	2.0	4.0	2.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	174	2250	882	105	2108	852	488	407		428	352	
v/s Ratio Prot	c0.03	c0.38	0.00	0.01	0.29	0.00	0.01	0.01		c0.03	0.00	
v/s Ratio Perm	0.21		0.02	0.07		0.02	c0.03			c0.09		
v/c Ratio	0.47	0.85	0.04	0.17	0.69	0.05	0.10	0.03		0.41	0.02	
Uniform Delay, d1	26.2	39.3	15.6	30.9	38.1	20.2	33.5	44.1		43.9	48.2	
Progression Factor	1.74	0.48	0.00	0.94	0.76	0.30	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.5	2.7	0.0	0.3	1.8	0.0	0.0	0.1		0.2	0.0	
Delay (s)	46.1	21.5	0.0	29.2	30.8	6.2	33.5	44.2		44.2	48.3	
Level of Service	D	C	A	C	C	A	C	D		D	D	
Approach Delay (s)		21.9			29.5			38.4			44.7	
Approach LOS		C			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	26.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	30.5
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	91	3690	15	35	1463	3	26	2	62	39	0	61
Future Volume (vph)	91	3690	15	35	1463	3	26	2	62	39	0	61
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			6.5	6.5		6.5	6.5
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00		1.00	1.00
Frt	1.00	1.00		1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.96	1.00		0.95	1.00
Satd. Flow (prot)	1752	5033		1752	5034			1762	1568		1752	1568
Flt Permitted	0.95	1.00		0.95	1.00			0.71	1.00		0.74	1.00
Satd. Flow (perm)	1752	5033		1752	5034			1309	1568		1361	1568
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)	99	4011	16	38	1590	3	28	2	67	42	0	66
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	63	0	0	62
Lane Group Flow (vph)	99	4027	0	38	1593	0	0	30	4	0	42	4
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	14.5	141.9		7.4	134.8			10.2	10.2		10.2	10.2
Effective Green, g (s)	16.5	143.9		9.4	136.8			10.2	10.2		10.2	10.2
Actuated g/C Ratio	0.09	0.80		0.05	0.76			0.06	0.06		0.06	0.06
Clearance Time (s)	7.0	7.0		7.0	7.0			6.5	6.5		6.5	6.5
Vehicle Extension (s)	2.0	4.0		2.0	4.0			2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	160	4023		91	3825			74	88		77	88
v/s Ratio Prot	c0.06	c0.80		0.02	0.32							
v/s Ratio Perm								0.02	0.00		c0.03	0.00
v/c Ratio	0.62	1.00		0.42	0.42			0.41	0.04		0.55	0.04
Uniform Delay, d1	78.7	18.0		82.6	7.6			82.0	80.3		82.6	80.3
Progression Factor	1.22	1.12		1.20	1.60			1.00	1.00		1.00	1.00
Incremental Delay, d2	0.5	4.5		0.9	0.3			1.3	0.1		4.2	0.1
Delay (s)	96.9	24.6		100.2	12.4			83.3	80.4		86.8	80.4
Level of Service	F	C		F	B			F	F		F	F
Approach Delay (s)		26.3			14.4			81.3			82.9	
Approach LOS		C			B			F			F	

Intersection Summary			
HCM 2000 Control Delay	25.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	92.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	2295	32	14	2816	30	44	26	30	56	14	180
Future Volume (vph)	100	2295	32	14	2816	30	44	26	30	56	14	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	7.0	7.0			7.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00			1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.92			0.90	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.99	
Satd. Flow (prot)	1752	5036	1568	1752	5036	1568	1752	1695			1647	
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.32	1.00			0.91	
Satd. Flow (perm)	1752	5036	1568	1752	5036	1568	589	1695			1507	
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)	109	2495	35	15	3061	33	48	28	33	61	15	196
RTOR Reduction (vph)	0	0	12	0	0	12	0	28	0	0	63	0
Lane Group Flow (vph)	109	2495	23	15	3061	21	48	33	0	0	209	0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases			6			2	4	4		8	8	
Actuated Green, G (s)	15.2	110.1	110.1	11.0	105.9	105.9	27.9	27.9			27.9	
Effective Green, g (s)	17.2	112.1	112.1	13.0	107.9	107.9	27.9	27.9			27.9	
Actuated g/C Ratio	0.10	0.66	0.66	0.08	0.63	0.63	0.16	0.16			0.16	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0			7.0	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0	2.0	2.0			2.0	
Lane Grp Cap (vph)	177	3320	1033	133	3196	995	96	278			247	
v/s Ratio Prot	0.06	c0.50		0.01	c0.61			0.02				
v/s Ratio Perm			0.01			0.01	0.08				c0.14	
v/c Ratio	0.62	0.75	0.02	0.11	0.96	0.02	0.50	0.12			0.85	
Uniform Delay, d1	73.2	19.5	10.0	73.1	28.9	11.5	64.7	60.6			69.0	
Progression Factor	0.93	1.05	1.00	0.87	0.58	1.00	1.00	1.00			1.00	
Incremental Delay, d2	2.6	0.9	0.0	1.0	5.6	0.0	1.5	0.1			21.9	
Delay (s)	70.4	21.5	10.0	64.3	22.4	11.5	66.2	60.7			90.8	
Level of Service	E	C	B	E	C	B	E	E			F	
Approach Delay (s)		23.4			22.5			63.1			90.8	
Approach LOS		C			C			E			F	

Intersection Summary			
HCM 2000 Control Delay	26.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	91.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	793	1420	67	44	1443	1553	40	54	40	967	6	667
Future Volume (vph)	793	1420	67	44	1443	1553	40	54	40	967	6	667
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	4.0	5.0	2.0	5.0	5.0	5.0	5.0	5.0	2.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	0.95	0.95	1.00	0.91	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00
Satd. Flow (prot)	3335	5036	1568	1752	5036	1538	1665	1747	1568	3129	1570	1538
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.95	1.00
Satd. Flow (perm)	3335	5036	1568	1752	5036	1538	1665	1747	1568	3129	1570	1538
Peak-hour factor, PHF	0.95	0.92	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.95	0.95	0.95
Adj. Flow (vph)	835	1543	73	48	1568	1635	43	57	43	1018	6	702
RTOR Reduction (vph)	0	0	30	0	0	0	0	0	40	0	0	0
Lane Group Flow (vph)	835	1543	43	48	1568	1635	39	61	3	682	342	702
Heavy Vehicles (%)	5%	3%	3%	3%	3%	5%	3%	3%	3%	5%	5%	5%
Turn Type	Prot	NA	Perm	Prot	NA	Free	Split	NA	Perm	Split	NA	Free
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases			6			Free			4			Free
Actuated Green, G (s)	17.7	98.9	98.9	8.8	89.0	170.0	8.3	8.3	8.3	27.0	27.0	170.0
Effective Green, g (s)	19.7	100.9	100.9	10.8	91.0	170.0	10.3	10.3	10.3	29.0	29.0	170.0
Actuated g/C Ratio	0.12	0.59	0.59	0.06	0.54	1.00	0.06	0.06	0.06	0.17	0.17	1.00
Clearance Time (s)	7.0	7.0	7.0	6.0	7.0		7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	4.0	4.0	3.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	386	2989	930	111	2695	1538	100	105	95	533	267	1538
v/s Ratio Prot	c0.25	0.31		0.03	0.31		0.02	0.03		c0.22	0.22	
v/s Ratio Perm			0.03			c1.06			0.00			0.46
v/c Ratio	2.16	0.52	0.05	0.43	0.58	1.06	0.39	0.58	0.03	1.28	1.28	0.46
Uniform Delay, d1	75.2	20.2	14.4	76.6	26.7	85.0	76.8	77.7	75.1	70.5	70.5	0.0
Progression Factor	1.25	0.50	0.00	1.04	0.76	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	528.8	0.4	0.1	1.0	0.3	34.4	0.9	5.2	0.0	139.7	152.0	1.0
Delay (s)	622.9	10.6	0.1	80.4	20.6	119.4	77.7	82.9	75.2	210.2	222.5	1.0
Level of Service	F	B	A	F	C	F	E	F	E	F	F	A
Approach Delay (s)		218.9			71.1			79.2			127.5	
Approach LOS		F			E			E			F	

Intersection Summary			
HCM 2000 Control Delay	132.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.32		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	84.2%	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												
Traffic Volume (vph)	385	1589	373	302	1965	189	242	580	248	148	725	568
Future Volume (vph)	385	1589	373	302	1965	189	242	580	248	148	725	568
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.5	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	5036	1568	3400	5036	1568	3400	3505	1568	3400	3505	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	5036	1568	3400	5036	1568	3400	3505	1568	3400	3505	1568
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)	418	1727	405	328	2136	205	263	630	270	161	788	617
RTOR Reduction (vph)	0	0	34	0	0	34	0	0	46	0	0	48
Lane Group Flow (vph)	418	1727	371	328	2136	171	263	630	224	161	788	569
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases			6			2			4			8
Actuated Green, G (s)	19.0	73.9	88.5	20.1	75.0	87.2	14.6	35.8	55.9	12.2	32.9	51.9
Effective Green, g (s)	21.0	75.9	92.5	22.1	77.0	91.2	16.6	37.8	59.9	14.2	34.9	55.9
Actuated g/C Ratio	0.12	0.45	0.54	0.13	0.45	0.54	0.10	0.22	0.35	0.08	0.21	0.33
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.5	7.0
Vehicle Extension (s)	2.0	4.0	2.0	2.0	4.0	2.0	2.0	4.0	2.0	2.0	4.0	2.0
Lane Grp Cap (vph)	420	2248	899	442	2281	887	332	779	598	284	719	515
v/s Ratio Prot	0.12	0.34	0.04	0.10	c0.42	0.02	c0.08	0.18	0.05	0.05	0.22	c0.14
v/s Ratio Perm			0.20			0.09			0.09			0.23
v/c Ratio	1.00	0.77	0.41	0.74	0.94	0.19	0.79	0.81	0.37	0.57	1.10	1.11
Uniform Delay, d1	74.5	39.6	22.8	71.2	44.2	20.4	75.0	62.7	41.1	74.9	67.5	57.0
Progression Factor	1.32	0.58	0.16	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	37.5	2.0	0.1	5.8	8.9	0.0	11.4	8.9	0.1	1.5	62.8	71.7
Delay (s)	136.1	24.9	3.7	77.0	53.0	20.4	86.4	71.5	41.2	76.5	130.4	128.8
Level of Service	F	C	A	E	D	C	F	E	D	E	F	F
Approach Delay (s)		39.8			53.5			67.9			124.2	
Approach LOS		D			D			E			F	

Intersection Summary			
HCM 2000 Control Delay	65.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	90.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	440	1136	396	295	1144	490	345	710	210	479	835	415
Future Volume (vph)	440	1136	396	295	1144	490	345	710	210	479	835	415
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	4.5	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	0.88
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	5036	1568	3400	5036	1568	3400	3505	1568	3400	3505	2760
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3400	5036	1568	3400	5036	1568	3400	3505	1568	3400	3505	2760
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)	478	1235	430	321	1243	533	375	772	228	521	908	451
RTOR Reduction (vph)	0	0	208	0	0	209	0	0	43	0	0	40
Lane Group Flow (vph)	478	1235	222	321	1243	324	375	772	185	521	908	411
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6		5	2		7	4	5	3	8	1
Permitted Phases			6			2			4			8
Actuated Green, G (s)	23.3	53.8	53.8	19.8	50.3	50.3	21.8	42.7	62.5	26.2	46.6	69.9
Effective Green, g (s)	25.3	55.8	55.8	21.8	52.3	52.3	23.8	44.7	66.5	28.2	48.6	73.9
Actuated g/C Ratio	0.15	0.33	0.33	0.13	0.31	0.31	0.14	0.26	0.39	0.17	0.29	0.43
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	6.5	7.0	7.0
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0	4.0	2.0	4.0	2.0	2.0	4.0	2.0
Lane Grp Cap (vph)	506	1652	514	436	1549	482	476	921	659	564	1002	1280
v/s Ratio Prot	c0.14	c0.25		0.09	c0.25		0.11	0.22	0.04	c0.15	c0.26	0.05
v/s Ratio Perm			0.14			0.21			0.08			0.10
v/c Ratio	0.94	0.75	0.43	0.74	0.80	0.67	0.79	0.84	0.28	0.92	0.91	0.32
Uniform Delay, d1	71.7	50.8	44.7	71.3	54.1	51.4	70.7	59.2	35.4	69.8	58.5	31.6
Progression Factor	1.00	1.00	1.00	1.16	1.32	1.89	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	26.3	3.1	2.6	3.2	2.6	4.3	7.8	7.0	0.1	20.7	11.7	0.1
Delay (s)	98.0	54.0	47.4	86.2	74.3	101.2	78.4	66.3	35.5	90.5	70.2	31.6
Level of Service	F	D	D	F	E	F	E	E	D	F	E	C
Approach Delay (s)		62.5			82.9			64.5			66.6	
Approach LOS		E			F			E			E	

Intersection Summary			
HCM 2000 Control Delay	69.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	80.9%	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												
Traffic Volume (vph)	31	1544	276	449	1639	62	319	84	573	163	91	37
Future Volume (vph)	31	1544	276	449	1639	62	319	84	573	163	91	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		6.5	6.5	7.0	6.5	7.5	
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91		1.00	0.95	0.95	0.97	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.89	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1752	5036	1568	3400	5009		1752	1555	1490	3400	1765	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1752	5036	1568	3400	5009		1752	1555	1490	3400	1765	
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)	34	1678	300	488	1782	67	347	91	623	177	99	40
RTOR Reduction (vph)	0	0	162	0	2	0	0	72	41	0	10	0
Lane Group Flow (vph)	34	1678	138	488	1847	0	347	293	308	177	129	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases			6						4			
Actuated Green, G (s)	6.8	64.6	64.6	27.9	85.7		26.5	37.4	65.3	13.1	23.0	
Effective Green, g (s)	8.8	66.6	66.6	29.9	87.7		26.5	37.4	65.3	13.1	23.0	
Actuated g/C Ratio	0.05	0.39	0.39	0.18	0.52		0.16	0.22	0.38	0.08	0.14	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.5	6.5	7.0	6.5	7.5	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	90	1972	614	598	2584		273	342	572	262	238	
v/s Ratio Prot	0.02	c0.33		c0.14	0.37		c0.20	c0.19	0.09	0.05	0.07	
v/s Ratio Perm			0.09						0.12			
v/c Ratio	0.38	0.85	0.23	0.82	0.71		1.27	0.86	0.54	0.68	0.54	
Uniform Delay, d1	78.0	47.2	34.5	67.4	31.6		71.8	63.7	40.6	76.4	68.6	
Progression Factor	1.34	0.88	1.34	1.29	0.86		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.9	4.4	0.8	6.9	1.5		147.5	18.0	0.5	5.3	1.4	
Delay (s)	105.6	46.1	47.0	93.9	28.7		219.3	81.8	41.1	81.7	70.0	
Level of Service	F	D	D	F	C		F	F	D	F	E	
Approach Delay (s)		47.2			42.3			113.4			76.5	
Approach LOS		D			D			F			E	

Intersection Summary			
HCM 2000 Control Delay	59.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	83.4%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	1802	13	20	1923	52	6	0	7	42	0	40
Future Volume (vph)	76	1802	13	20	1923	52	6	0	7	42	0	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.5	6.0		5.5	6.0	6.0		8.0			8.0	8.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00		1.00			1.00	1.00
Frt	1.00	1.00		1.00	1.00	0.85		0.93			1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00		0.98			0.95	1.00
Satd. Flow (prot)	1752	5031		1752	5036	1568		1673			1752	1568
Flt Permitted	0.95	1.00		0.95	1.00	1.00		0.83			0.75	1.00
Satd. Flow (perm)	1752	5031		1752	5036	1568		1418			1379	1568
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)	83	1959	14	22	2090	57	7	0	8	46	0	43
RTOR Reduction (vph)	0	0	0	0	0	15	0	14	0	0	0	41
Lane Group Flow (vph)	83	1973	0	22	2090	42	0	1	0	0	46	2
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases						2	4			8		8
Actuated Green, G (s)	12.6	132.0		4.7	124.1	124.1		9.8			9.8	9.8
Effective Green, g (s)	14.6	134.0		6.7	126.1	126.1		9.8			9.8	9.8
Actuated g/C Ratio	0.09	0.79		0.04	0.74	0.74		0.06			0.06	0.06
Clearance Time (s)	7.5	8.0		7.5	8.0	8.0		8.0			8.0	8.0
Vehicle Extension (s)	2.0	4.0		2.0	4.0	4.0		3.0			3.0	3.0
Lane Grp Cap (vph)	150	3965		69	3735	1163		81			79	90
v/s Ratio Prot	c0.05	0.39		0.01	c0.42							
v/s Ratio Perm						0.03		0.00			c0.03	0.00
v/c Ratio	0.55	0.50		0.32	0.56	0.04		0.01			0.58	0.03
Uniform Delay, d1	74.6	6.3		79.4	9.7	5.8		75.5			78.1	75.6
Progression Factor	0.75	0.93		1.28	1.69	3.30		1.00			1.00	1.00
Incremental Delay, d2	1.8	0.3		0.6	0.4	0.0		0.1			10.5	0.1
Delay (s)	57.6	6.2		102.0	16.8	19.3		75.6			88.6	75.7
Level of Service	E	A		F	B	B		E			F	E
Approach Delay (s)		8.3			17.7			75.6			82.4	
Approach LOS		A			B			E			F	

Intersection Summary			
HCM 2000 Control Delay	14.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	60.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	1761	31	10	1898	61	17	1	18	112	1	14
Future Volume (vph)	33	1761	31	10	1898	61	17	1	18	112	1	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.5	7.0	6.0	6.5	6.5	9.0	9.0		8.5	9.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00	1.00	1.00		1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.86		1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1752	5036	1568	1752	5036	1568	1752	1581		1752	1585	
Flt Permitted	0.05	1.00	1.00	0.05	1.00	1.00	0.65	1.00		0.74	1.00	
Satd. Flow (perm)	88	5036	1568	91	5036	1568	1191	1581		1372	1585	
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)	36	1914	34	11	2063	66	18	1	20	122	1	15
RTOR Reduction (vph)	0	0	14	0	0	30	0	15	0	0	12	0
Lane Group Flow (vph)	36	1914	20	11	2063	36	18	6	0	122	4	0
Turn Type	pm+pt	NA	pm+ov	pm+pt	NA	pm+ov	pm+pt	NA		pm+pt	NA	
Protected Phases	1	6	7	5	2	3	7	4		3	8	
Permitted Phases	6		6	2		2	4			8		
Actuated Green, G (s)	86.8	81.7	96.9	81.0	78.8	88.8	57.3	42.1		46.4	36.4	
Effective Green, g (s)	90.8	83.7	100.9	85.0	80.8	92.8	57.3	42.1		46.4	36.4	
Actuated g/C Ratio	0.53	0.49	0.59	0.50	0.48	0.55	0.34	0.25		0.27	0.21	
Clearance Time (s)	8.0	8.5	9.0	8.0	8.5	8.5	9.0	9.0		8.5	9.0	
Vehicle Extension (s)	2.0	4.0	2.0	2.0	4.0	2.0	2.0	2.0		2.0	2.0	
Lane Grp Cap (vph)	116	2479	930	86	2393	915	451	391		396	339	
v/s Ratio Prot	c0.01	c0.38	0.00	0.00	c0.41	0.00	0.00	0.00		c0.02	0.00	
v/s Ratio Perm	0.15		0.01	0.06		0.02	c0.01			c0.07		
v/c Ratio	0.31	0.77	0.02	0.13	0.86	0.04	0.04	0.02		0.31	0.01	
Uniform Delay, d1	31.1	35.3	14.2	27.9	39.6	17.9	37.8	48.3		48.3	52.6	
Progression Factor	1.43	0.32	1.00	0.11	0.64	1.38	1.00	1.00		1.00	1.00	
Incremental Delay, d2	0.4	1.6	0.0	0.2	3.8	0.0	0.0	0.1		0.2	0.0	
Delay (s)	44.7	12.8	14.2	3.2	29.0	24.8	37.9	48.4		48.5	52.6	
Level of Service	D	B	B	A	C	C	D	D		D	D	
Approach Delay (s)		13.4			28.8			43.5			48.9	
Approach LOS		B			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	22.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	30.5
Intersection Capacity Utilization	58.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	2224	38	52	2723	0	10	0	50	73	0	127
Future Volume (vph)	119	2224	38	52	2723	0	10	0	50	73	0	127
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			6.5	6.5		6.5	6.5
Lane Util. Factor	1.00	0.91		1.00	0.91			1.00	1.00		1.00	1.00
Frt	1.00	1.00		1.00	1.00			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00			0.95	1.00		0.95	1.00
Satd. Flow (prot)	1752	5023		1752	5036			1752	1568		1752	1568
Flt Permitted	0.95	1.00		0.95	1.00			0.67	1.00		0.75	1.00
Satd. Flow (perm)	1752	5023		1752	5036			1242	1568		1384	1568
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)	129	2417	41	57	2960	0	11	0	54	79	0	138
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	49	0	0	126
Lane Group Flow (vph)	129	2458	0	57	2960	0	0	11	5	0	79	12
Turn Type	Prot	NA		Prot	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	1	6		5	2			4			8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	16.8	126.5		8.8	118.5			14.2	14.2		14.2	14.2
Effective Green, g (s)	18.8	128.5		10.8	120.5			14.2	14.2		14.2	14.2
Actuated g/C Ratio	0.11	0.76		0.06	0.71			0.08	0.08		0.08	0.08
Clearance Time (s)	7.0	7.0		7.0	7.0			6.5	6.5		6.5	6.5
Vehicle Extension (s)	2.0	4.0		2.0	4.0			2.0	2.0		2.0	2.0
Lane Grp Cap (vph)	193	3796		111	3569			103	130		115	130
v/s Ratio Prot	c0.07	0.49		0.03	c0.59							
v/s Ratio Perm								0.01	0.00		c0.06	0.01
v/c Ratio	0.67	0.65		0.51	0.83			0.11	0.03		0.69	0.09
Uniform Delay, d1	72.6	9.9		77.1	17.5			72.0	71.6		75.7	71.9
Progression Factor	1.24	0.15		1.29	0.99			1.00	1.00		1.00	1.00
Incremental Delay, d2	4.4	0.6		0.6	0.8			0.2	0.0		12.7	0.1
Delay (s)	94.3	2.1		100.4	18.1			72.2	71.6		88.5	72.0
Level of Service	F	A		F	B			E	E		F	E
Approach Delay (s)		6.7			19.7			71.7			78.0	
Approach LOS		A			B			E			E	

Intersection Summary			
HCM 2000 Control Delay	16.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	170.0	Sum of lost time (s)	16.5
Intersection Capacity Utilization	79.6%	ICU Level of Service	D
Analysis Period (min)	15		

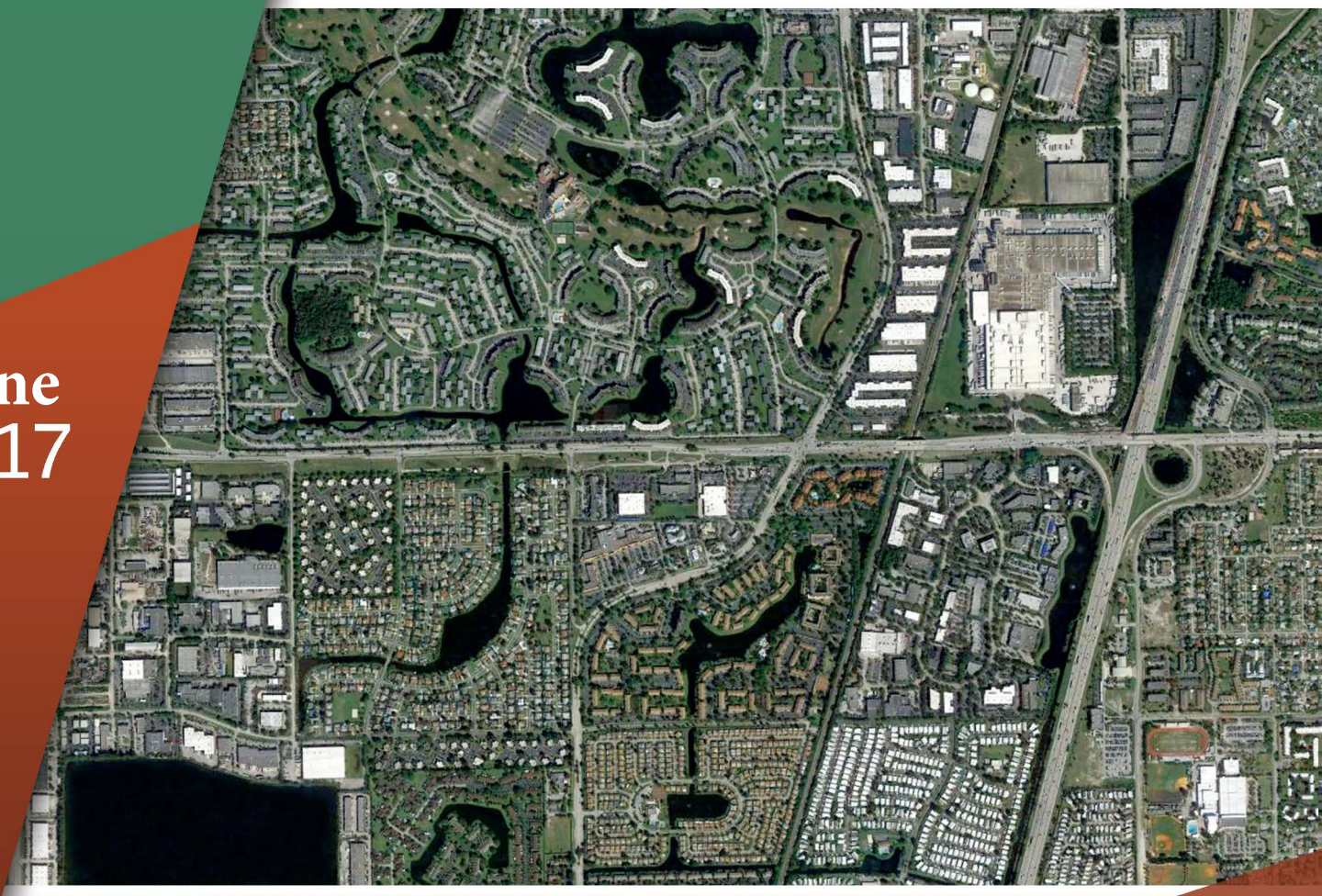
c Critical Lane Group

Appendix C

VISSIM Calibration Report

DRAFT

SW 10th Street PD&E
VISSIM Model Calibration
Florida's Turnpike to I-95



June
2017

VISSIM Model Calibration

SW 10th Street PD&E Study

(From Florida's Turnpike to I-95)

Broward County

FPN 43989-1

June 2017

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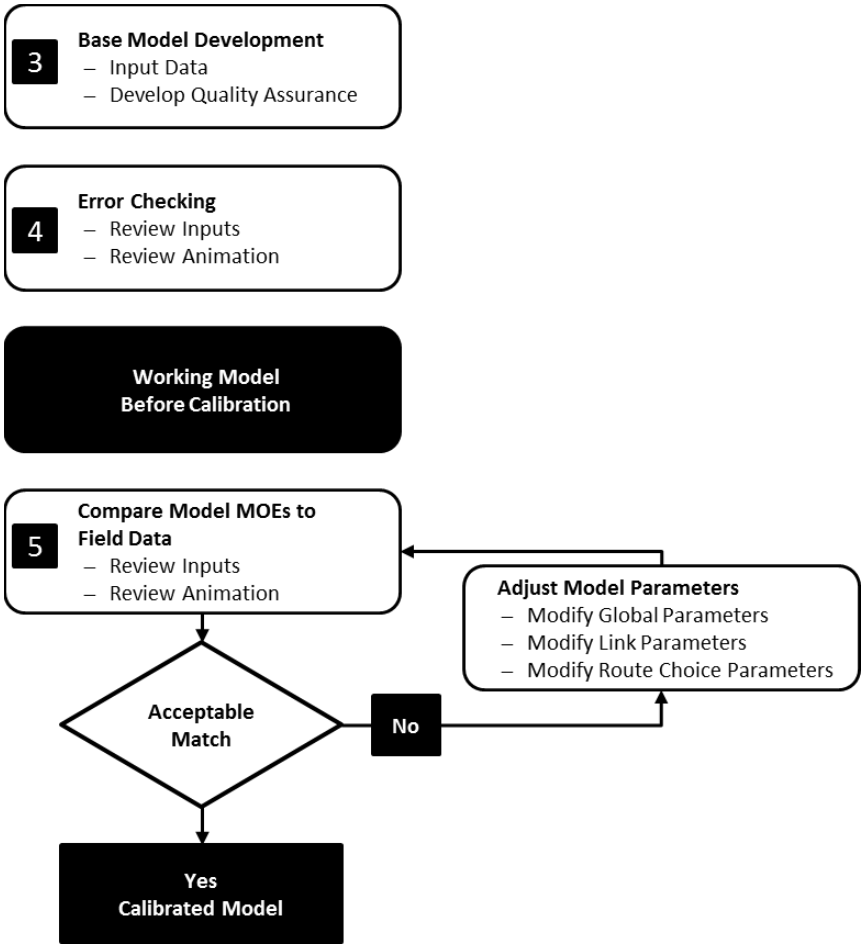
The purpose of this report is to document the VISSIM (Version 8, Service Pack 09) microsimulation model development and calibration effort for the existing 2016 AM and PM peak period conditions for the SW 10th Street project.

The VISSIM model was developed and calibrated following guidelines in the Florida Department of Transportation (FDOT) *Traffic Analysis Handbook: A Reference for Planning and Operations*. **Figure 1** shows the model calibration process. Model calibration is achieved by iteratively changing model parameters to replicate the traffic patterns, congestion, bottlenecks, and driver behavior observed within the study area.

Figure 1
VISSIM Microsimulation Calibration Process

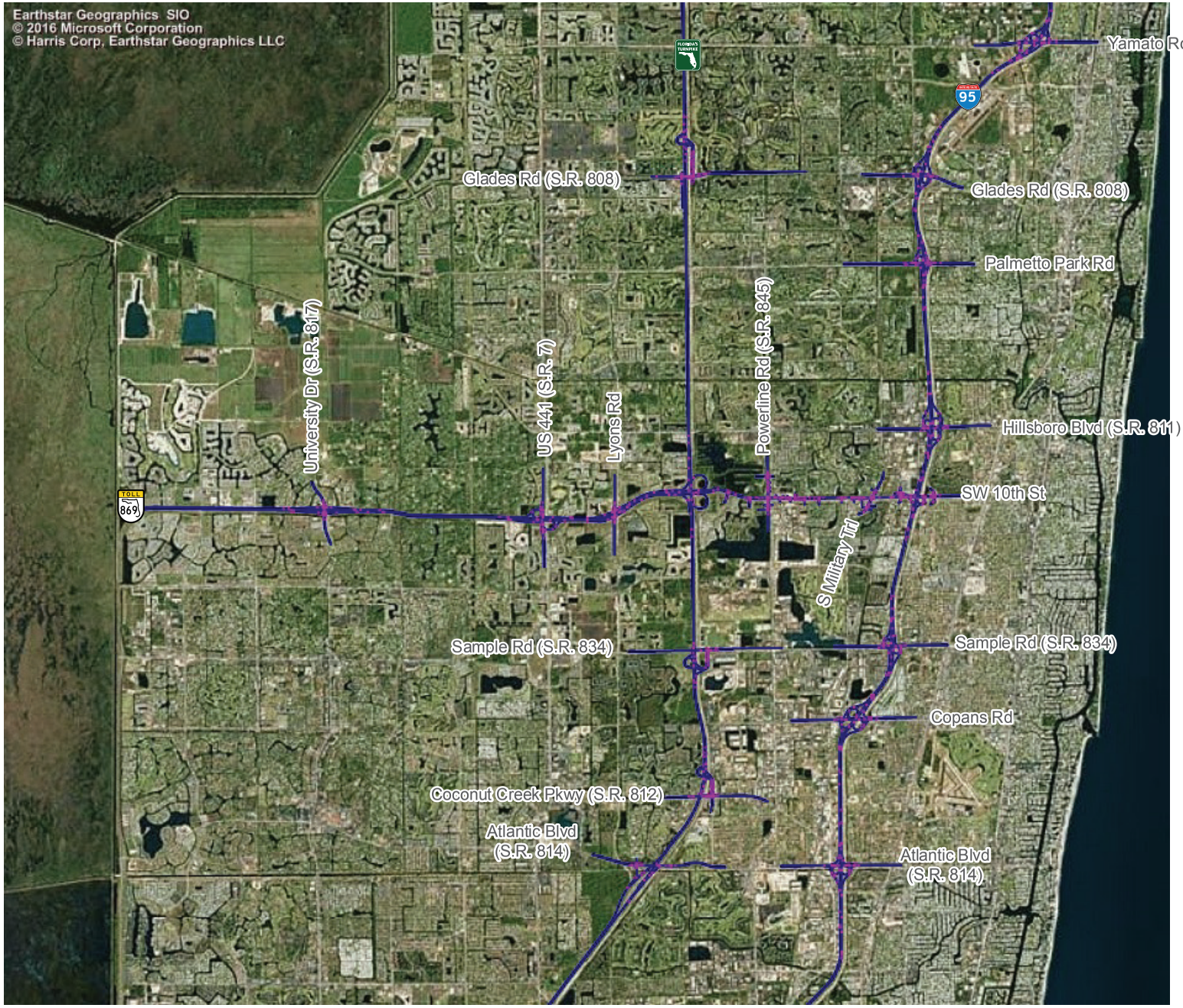


Once the model was calibrated, the measures of effectiveness (MOEs) were produced and compared with the field-collected data to validate the calibration effort. When validation is performed and the model produces operations that reasonably represent the existing conditions, the future build alternatives model will be created to assess the effects of extending the Sawgrass Expressway east to I-95 and adding express lanes and corresponding connections, and to provide speed comparisons between the general-use and tolled express lanes using future traffic forecasts.

The Existing VISSIM network was developed by merging together previously developed VISSIM models for the Sawgrass Expressway and Interstate 95 (I-95). The SW 10th Street portion of the study area was then developed and added to the model using 2016 aerial photography. Roadway dimensions and features were extracted from the aerial photographs and verified by field review. It was an objective of the project team to include the extent of the real-world queues within the modeled network. Therefore, the modeled limits of the arterials extended a minimum of 0.5 mile outside of the capital construction project limits.

VISUM (version 14), a travel demand modeling software compatible with VISSIM, was used to transfer and refine Origin-Destination (O-D) information from the Cube model into the VISSIM model. Bluetooth data was used as a check to validate the AM and PM Peak O-D matrices estimated by the Cube model for the existing conditions. The resulting CUBE O-D Matrices were then exported into VISUM and served as seed matrices for the Origin-Destination Matrix Estimation (ODME) process that merges control count data with the O-D trip pattern data. The ODME was performed using VISUM's T-Flow Fuzzy function to modify the 3-Hour peak period O-Ds to single peak hour O-D matrices that correspond to the previously developed balanced flow volume diagrams for the ramp to ramp freeway matrices. Following the T-Flow Fuzzy O-D matrix estimation process, the static routes were imported into the VISSIM model from VISUM. The final demand matrix produced by VISUM is provided in **Appendix A**. The modeled network limits are in accordance with the FDOT's *Traffic Analysis Handbook*. The entire VISSIM study network is shown on **Figure 2**.

Not to Scale



FLORIDA'S TURNPIKE	SW 10th Street PD&E Study VISSIM Calibration Report	VISSIM Model Study Area	**Figure 2**

The morning and evening peak periods in the study area are from 6:30 AM to 9:30 AM and 4:00 PM to 7:00 PM, and the AM and PM peak hours are from 7:30 AM to 8:30 AM and from 5:00 PM to 6:00 PM, respectively. For this project, it was identified that a peak period VISSIM model that depicted buildup and dissipation of congestion in the study area corridor should be developed. Therefore, one hour prior to the peak hour and one hour after the peak hour were included in the VISSIM models. In addition to the peak hour and two shoulder hours, a 30-minute seeding time was included to load the network with traffic to reach equilibrium between the number of vehicles entering and exiting the network. Therefore, the entire simulation periods were defined as 6:00 AM to 9:30 AM and 3:30 PM to 7:00 PM.

The input volumes in the VISSIM model were entered in 15-minute intervals during the entire simulation. **Table 1** summarizes the loading factors used to convert the balanced 2016 peak hour volumes into pre-peak hour and post-peak hour volumes. These factors were developed based on time-slicing factors derived from the hourly traffic volume distribution recorded in the field.

Table 1
Hourly Volume Conversion Factor

	Simulation Time (Seconds)	AM Condition		PM Condition	
		15 minutes	Hourly	15 minutes	Hourly
Seed Time	0 - 900	9.38%	22.07%	22.08%	45.34%
	900 - 1800	12.69%		23.26%	
Pre Peak Hour	1800 - 2700	16.57%	81.55%	22.37%	92.31%
	2700 - 3600	19.38%		22.92%	
	3600 - 4500	21.29%		23.20%	
	4500 - 5400	24.31%		23.82%	
Peak Hour	5400 - 6300	25.50%	100.00%	24.25%	100.00%
	6300 - 7200	25.32%		25.20%	
	7200 - 8100	24.74%		25.39%	
	8100 - 9000	24.44%		25.17%	
Post Peak Hour	9000 - 9900	23.60%	87.19%	24.44%	92.82%
	9900 - 10800	22.38%		24.07%	
	10800 - 11700	20.74%		22.83%	
	11700 - 12600	20.47%		21.48%	

Existing traffic operations, including volumes, speeds, queues, bottlenecks, and driver behavior are needed to calibrate a microsimulation model. Field observations were made on October 18 through October 20, 2016, to document traffic bottlenecks and congested areas on the mainline, and queuing on the arterials. The field observations and queues are documented in the report titled *SW 10th Street PD&E Project Traffic Forecast Memorandum*. The following is a summary of observations:

- On a day-to-day basis, the beginning and ending times of the worst congestion and queuing vary.
- During the AM peak period, the heaviest congestion, with frequent stop-and-go conditions, was observed in both the northbound and the southbound directions on I-95.
- During the PM peak period, significant congestion, with frequent stop-and-go conditions, was observed in both the northbound and the southbound directions on I-95.
- The traffic operations on Florida's Turnpike were significantly better than I-95 at the same cross streets. Crashes and incidents during peak periods compounded congestion severity and increased the extent and duration of traffic queues.
- For the most part, Sawgrass Expressway traffic operations were stable, with the majority of vehicles traveling faster than the posted speed limit and no significant queueing observed.
- Crashes during peak periods compounded congestion severity and increased the extent and duration of traffic queues.

Two sets of data were used to document field speeds:

- HERE data
- Field-collected GPS data

Morning and evening peak period speed data provided by HERE, Inc. were obtained along the study area roadways. The GPS data were collected by project staff between October 18 and October 20, 2016. The speeds are documented in the report titled *SW 10th Street PD&E Project Traffic Forecast Memorandum*.

Calibration criteria were defined to make sure that the model accurately reflects existing traffic conditions. Calibration targets were established based on vehicle flow, average speeds, and queues. The calibration targets adopted for this project are shown in **Table 2** per the FDOT *Traffic Analysis Handbook*.

Table 2
Model Calibration Targets

Calibration item	Calibration Target/Goal
Capacity	Simulated capacity to be within 10% of the field measurements.
Traffic Volume	Simulated and measured link volumes for more than 85% of links to be: ▪ Within 100 vph for volumes less than 700 vph ▪ Within 15% for volumes between 700 vph and 2700 vph ▪ Within 400 vph for volumes greater than 2700 vph.
	Simulated and measured link volumes for more than 85% of links to have a GEH* statistic value of five (5) or lower.
	Sum of link volumes within calibration area to be within 5%.
	Sum of link volumes to have a GEH* statistic value of 5 or lower.
Travel Time (includes Transit)	Simulated travel time within ±1 minute for routes with observed travel times less than seven (7) minutes for the routes identified in the data collection plan.
	Simulated travel time within ±15% for routes with observed travel times greater than seven (7) minutes for the routes identified in the data collection plan.
Speed	Modeled average link speeds to be within the ±10 mph of field-measured speeds on at least 85% of the network links.
Intersection Delay	Simulated and field-measured link delay times to be within 15% for more than 85% of cases.
Queue Length	Difference between simulated and observed queue lengths to be within 20%.
Visualization	Check consistency with field conditions of the following: on-ramp and off-ramp queuing; weaving maneuvers; patterns and extent of queue at intersection and congested links; lane utilization/choice; locations of bottlenecks; etc.
	Verify there are no unrealistic U-turns or vehicles exiting and reentering the network.

*The GEH is computed as follows: $GEH = \sqrt{\frac{(Model\ Volume - Field\ Count)^2}{(Model\ Volume + Field\ Count)/2}}$

Due to the stochastic nature of microsimulation models, it is necessary to take an average of multiple runs with different random seed numbers to provide statistically meaningful results. The computation of the minimum number of runs needed is based on the guidelines provided in the Federal Highway Administration's (FHWA's) *Traffic Analysis Toolbox Volume III: Guidelines for Applying Traffic Microsimulation Modeling Software*. The number of repetitions needed is estimated in an iterative process. A preliminary set of repetitions is usually needed to make the first estimate of the average and standard deviation for the results. The first estimate of the average and standard deviation are then used to estimate the number of repetitions needed to make statistical conclusions.

To identify the minimum number of runs needed, the VISSIM network-wide average speed was used for variation comparison. Initially, three VISSIM model runs were performed using seed numbers 10, 30, and 45. Based on the network-wide average speed produced, a standard deviation was calculated, and a desired confidence interval of +/- 0.6 mph was assumed for both the AM model and the PM model. Then, iterations were performed using the Student t-statistic for a 95 percent confidence level until convergence for the number of runs needed was achieved.

Tables 3 and **4** show the iteration results for Existing 2016 AM and PM VISSIM models, respectively. The iteration process indicates that the AM and PM VISSIM models needed a minimum of nine model runs. To be conservative, 10 VISSIM model runs were performed for each peak period model using random seeds starting from 10, with increments of 5 (i.e., seed numbers 10, 15, 20, 25, 30, 35, 40, 45, 50, and 55).

Table 3
Number of Runs Needed – Existing 2016 AM VISSIM Model

Network-wide Average Speed (Initial VISSIM Runs) (mph)			Standard Deviation	Desired Confidence Interval +/- mph	Iteration (95%)	
Seed Number 10	Seed Number 30	Seed Number 45			Student t-statistic	Number of Runs Needed
47.57	47.91	47.18	0.37	0.55	4.303	33
					2.037	7
					2.447	11
					2.228	9
					2.306	9
Desired Range (CI/S) = 1.50					2.306	9
Desired Confidence Level = 95.0%					2.306	9
Alpha = 0.05					2.306	9
1-Alpha/2 = 0.975					2.306	9
					2.306	9
					2.306	9
					2.306	9
					2.306	9

Table 4
Number of Runs Needed – Existing 2016 PM VISSIM Model

Network-wide Average Speed (Initial VISSIM Runs) (mph)			Standard Deviation	Desired Confidence Interval +/- mph	Iteration (95%)	
Seed Number 10	Seed Number 30	Seed Number 45			Student t-statistic	Number of Runs Needed
49.01	49.51	48.44	0.54	0.80	4.303	33
					2.037	7
					2.447	11
					2.228	9
					2.306	9
Desired Range (CI/S) = 1.50					2.306	9
Desired Confidence Level = 95.0%					2.306	9
Alpha = 0.05					2.306	9
1-Alpha/2 = 0.975					2.306	9
					2.306	9
					2.306	9
					2.306	9
					2.306	9

Model calibration is achieved by iteratively changing model parameters to replicate the traffic patterns, congestion, bottlenecks, and driver behavior observed within the study area. As this VISSIM network was developed by merging together previously developed and calibrated VISSIM models for the Sawgrass Expressway and Interstate 95 (I-95), the driver behaviors were retained as a starting point in the calibration process rather than using the default values. The initial model MOEs were then compared to collected data and field observations. Then iteratively, the calibration parameters were adjusted to make sure that the model reasonably reflected existing conditions. The model outputs were compared to the vehicle volumes that were processed through the system, vehicle speeds, bottlenecks, and observed queues.

The model was calibrated by adjusting vehicle following and lane changing driver behavior parameters. Driving behaviors at merge, diverge, and weaving areas were replicated by first adjusting lane change distances based on field observations. It is common practice to modify the lane change distances according to observed behavior and if congested, to match the queuing behavior.

If lane change distances did not produce the desired behavior, then vehicle following behavior parameters were adjusted. The driving behavior parameters were iteratively adjusted until the desired traffic conditions were achieved.

The VISSIM microsimulation model was calibrated using a simulation resolution of five time steps per simulation second.

7.1 DRIVER BEHAVIOR PARAMETERS

The VISSIM model parameters used for calibration are categorized as vehicle following (longitudinal vehicle movement) and lane change (lateral vehicle movements). Driving parameters for freeways and arterials are defined differently in VISSIM. Freeway driving is generally better modeled using the Wiedemann 99 driving behavior parameter set, while arterials are generally assigned the Wiedemann 74 driving behavior.

7.2 VEHICLE FOLLOWING PARAMETERS

The main vehicle following behavior parameters for both freeways and arterials are look ahead distance, look back distance, number of observed vehicles, and temporary lack of attention.

Table 5 shows the ranges of the freeway/Wiedemann 99 vehicle following driving behavior parameters and the values resulting from the calibration effort. The justifications for adjusting some of the vehicle following parameters are as follows:

- *CC0 (Standstill distance):* The default value is 4.92 feet. For mainline segments and merge/diverge areas, the minimum distances defined are 4 and 4.92 feet, respectively. This parameter is the minimum distance a vehicle will maintain when the traffic is not moving (i.e., standstill).

- *CC1 (Headway time):* The CC0 and CC1 values define a minimum following distance that the most aggressive driver will maintain on the defined segment in the model.

  For Florida's Turnpike, the CC1 values are as follows:

  - Mainline segments – 1.18
  - Merge/diverge and weave areas – 1.09
  - Weave areas – 1.08
  - High volume segments areas – 1.02
  - Mainline Toll area – 1.58

  For Sawgrass Expressway, the CC1 values are as follows:

  - Mainline segments – 1.18
  - Merge areas – 1.13
  - Diverge areas – 1.15
  - Weave areas – 1.08
  - High volume segments – 1.00

  For I-95, the CC1 values are as follows:

  - Mainline segments– 1.25
  - Merge/diverge and weave areas – 1.09
  - High volume merge/diverge areas – 1.19
  - Over-saturated segments – 0.98
  - Mainline curved segments – 1.35
  - Reduced speed segments – 1.7

- *CC2 (Following variation):* For the mainline, the values range between 13.12 feet (i.e., default) and 25.00 feet. *CC2* defines a range of additional distances a driver will maintain while following a vehicle. The least aggressive driver in the model will use the maximum value defined for this parameter.

Table 5
Freeway Vehicle Following Calibration Parameter Ranges

Wiedemann 99 Parameters		Defaults	Freeway Calibration Range
CC0 (Standstill Distance) (feet)		4.92	4.00 and 6.00
CC1 (Headway Time) (seconds)		0.90	0.85-1.50
CC2 (Following Variation) (feet)		13.12	13.12, 14.99, and 25.00
CC3 (Threshold for Entering Following)		-8.00	-8.00
CC4 (Negative Following Threshold)		-0.35	-0.35
CC5 (Positive Following Threshold)		0.35	0.35
CC6 (Speed Dependency of Oscillation)		11.44	11.44
CC7 (Oscillation Acceleration)		0.82	0.82
CC8 (Standstill Acceleration)		11.48	11.48
CC9 (Acceleration at 50 mph) (feet/seconds^2)		4.92	4.92
Look Ahead Distance	Minimum (feet)	0.00	0.00
	Maximum (feet)	820.21	820.21
	Observed Vehicles	2	2-4
Look Back Distance	Minimum (feet)	0.00	0.00
	Maximum (feet)	492.13	492.13
Temporary Lack of Attention	Duration (seconds)	0.00	0.00
	Probability (%)	0.00	0.00
Smooth Close-up Behavior (Uncheck Check)		Uncheck	Check
Standstill Distance for Static Obstacles (feet)		Uncheck	Check

Tables 6 and **7** detail the freeway vehicle following parameters for vehicle types and freeway segment types used in the VISSIM model for the AM and PM, respectively. The color highlighting in **Tables 6** and **7** matches the VISSIM link colors to indicate where the respective driver behavior parameters have been applied in the model.

Table 6
AM Freeway Vehicle Following Parameters

Wiedemann 99 Parameters		Defaults	Florida's Turnpike						Sawgrass Expressway					I-95							
			Basic	Merge	Diverge	Saturated	Weave	Slow	Basic	Congested	Merge	Diverge	Weave	Basic	Over Saturated	Saturated	Weave	Merge	Diverge	S-Curve	Slow
CC0 (Standstill Distance) (feet)		4.92	4.92	4.92	4.92	4.05	4.92	4.98	4.92	4	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	5	5
CC1 (Headway Time) (seconds)		0.9	1.18	1.09	1.09	1.02	1.08	1.53	1.18	1	1.13	1.15	1.08	1.25	1.09	1.19	1.09	1.09	1.09	1.35	1.65
CC2 (Following Variation) (feet)		13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.08	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12
CC3 (Threshold for Entering Following)		-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8
CC4 (Negative Following Threshold)		-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35
CC5 (Positive Following Threshold)		0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35
CC6 (Speed dependency of Oscillation)		11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44
CC7 (Oscillation Acceleration)		0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
CC8 (Standstill Acceleration)		11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48
CC9 (Acceleration at 50 mph) (feet/second^2)		4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92
Look Ahead Distance	Minimum (feet)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Maximum (feet)	820.21	1000	1000	1000	1000	800	820.21	820.21	820.21	820.21	1000	1000	1000	1000	1000	1000	1000	1000	800	800
	Observed Vehicles	2	4	4	4	4	4	2	2	2	2	4	4	4	4	4	4	4	4	4	4
Look Back Distance	Minimum (feet)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Maximum (feet)	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13
Temporary Lack of Attention	Duration (sec)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Probability (%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Smooth Close-up Behavior Uncheck Check		Uncheck	Check	Check	Check	Check	Check	Check	Check	Check	Check	Check	Check	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck
Standstill Distance for Static Obstacles (feet)		Uncheck	Check	Check	Check	Check	Check	Check	Check	Check	Check	Check	Check	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck

Table 7
PM Freeway Vehicle Following Parameters

Wiedemann 99 Parameters		Defaults	Florida's Turnpike							Sawgrass Expressway					I-95							
			Basic	Merge	Diverge	Saturated	Weave	Slow	Toll Area	Basic	Congested	Merge	Diverge	Weave	Basic	Over Saturated	Saturated	Weave	Merge	Diverge	S-Curve	Slow
CC0 (Standstill Distance) (feet)		4.92	4.92	4.92	4.92	4.05	4.92	4.98	5.09	4.92	4	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	5	5
CC1 (Headway Time) (seconds)		0.9	1.18	1.09	1.09	1.02	1.07	1.3	1.58	1.18	1	1.13	1.15	1.08	1.25	0.98	1.19	1.09	1.09	1.09	1.35	1.7
CC2 (Following Variation) (feet)		13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12	13.12
CC3 (Threshold for Entering Following)		-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8	-8
CC4 (Negative Following Threshold)		-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35	-0.35
CC5 (Positive Following Threshold)		0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35	0.35
CC6 (Speed dependency of Oscillation)		11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44	11.44
CC7 (Oscillation Acceleration)		0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
CC8 (Standstill Acceleration)		11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48	11.48
CC9 (Acceleration at 50 mph) (feet/second^2)		4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92	4.92
Look Ahead Distance	Minimum (feet)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Maximum (feet)	820.21	1000	1000	1000	1000	800	800	820.21	820.21	820.21	820.21	820.21	1000	1000	1000	1000	1000	1000	1000	800	800
	Observed Vehicles	2	4	4	4	4	4	4	2	2	2	2	2	4	4	4	4	4	4	4	4	4
Look Back Distance	Minimum (feet)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Maximum (feet)	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13
Temporary Lack of Attention	Duration (seconds)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Probability (%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Smooth Close-up Behavior (Uncheck Check)		Uncheck	Check	Check	Check	Check	Check	Check	Check	Check	Check	Check	Check	Check	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck	Check
Standstill Distance for Static Obstacles (feet)		Uncheck	Check	Check	Check	Check	Check	Check	Check	Check	Check	Check	Check	Check	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck	Uncheck

In the arterial/Wiedemann 74 model, there are three main parameters that can be adjusted to match the traffic conditions observed in the field. These parameters are standstill distance, additive part of safety distance, and multiplicative part of safety distance. The additive and multiplicative parts of safety distance parameters affect the ideal saturation flow rate of the arterials. **Table 8** shows the ranges of Wiedemann 74 model vehicle following parameters and the values resulting from the calibration effort.

Table 8
Arterial Vehicle Following Parameters

Wiedemann 74 Parameters		Defaults	Arterial Calibration Range
Average Standstill Distance (feet)		6.56	4.00 and 6.56
Additive Part of Safety Distance (feet)		2.00	1.50-3.45
Multiplicative Part of Safety Distance (feet)		3.00	2.50-4.45
Look Ahead Distance	Minimum (feet)	0.00	0.00
	Maximum (feet)	820.21	820.21
	Observed Vehicles	4	4
Look Back Distance	Minimum (feet)	0.00	0.00
	Maximum (feet)	492.13	492.13
Temporary Lack of Attention	Duration (seconds)	0.00	0.00
	Probability (%)	0.00	0.00
Smooth Close-up Behavior (Uncheck Check)		Uncheck	Check
Standstill Distance for Static Obstacles (feet)		Uncheck	Check

Tables 9 and **10** detail the arterial vehicle following parameters for vehicle types and locations used in the VISSIM model for the AM and PM, respectively. The color highlighting in **Tables 9** and **10** matches the VISSIM link colors to indicate where the respective driver behavior parameters have been applied in the model.

Table 9
AM Arterial Vehicle Following Parameters

Wiedemann 74 Parameters		Defaults	Urban	Arterial	Urban (motorized) Arterial	Urban (motorized) Arterial Congested	Urban (motorized) Arterial Low Flow	Urban (motorized) Arterial Slow	Urban (motorized) Arterial Saturated	Arterial (Urban) (I-95)	Arterial/ Ramp (I-95)
Average Standstill Distance (feet)		6.56	6.56	6.56	6.56	4	6.56	6.75	6.75	6.56	6.56
Additive Part of Safety Distance (feet)		2	2	2	2	2	2.75	3	3	2	2
Multiplicative Part of Safety Distance (feet)		3	3	3	3	3	3.75	4.1	4.1	3	3
Look Ahead Distance	Minimum (feet)	0	0	0	0	0	0	0	0	0	0.00
	Maximum (feet)	820.21	820.21	820.21	820.21	820.21	820.21	820.21	820.21	820.21	820.21
	Observed Vehicles	4	2	4	4	4	4	4	4	4	4
Look Back Distance	Minimum (feet)	0	0	0	0	0	0	0	0	0	0.00
	Maximum (feet)	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13
Temporary Lack of Attention	Duration (seconds)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Probability (%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Smooth Close-up Behavior (Uncheck Check)		Check	Check	Check	Check	Check	Check	Check	Check	Uncheck	Uncheck
Standstill Distance for Static Obstacles (feet)		Uncheck	Uncheck	Uncheck	Check	Check	Check	Check	Check	Uncheck	Uncheck

Table 10
PM Arterial Vehicle Following Parameters

Wiedemann 74 Parameters		Defaults	Urban	Arterial	Urban (motorized) Arterial	Urban (motorized) Arterial Congested	Urban (motorized) Arterial Low Flow	Urban (motorized) Arterial Saturated	Urban (motorized) Arterial Super Saturated	Arterial (Urban) (I-95)	Arterial/ Ramp (I-95)
Average Standstill Distance (feet)		6.56	6.56	6.56	6.56	4	6.56	4	3.5	6.56	6.56
Additive Part of Safety Distance (feet)		2	2	2	2	2	2.75	2	1.8	2	2
Multiplicative Part of Safety Distance (feet)		3	3	3	3	3	3.75	2	2	3	3
Look Ahead Distance	Minimum (feet)	0	0	0	0	0	0	0	0	0	0.00
	Maximum (feet)	820.21	820.21	820.21	820.21	820.21	820.21	820.21	820.21	820.21	820.21
	Observed Vehicles	4	2	4	4	4	4	4	4	4	4
Look Back Distance	Minimum (feet)	0	0	0	0	0	0	0	0	0	0.00
	Maximum (feet)	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13	492.13
Temporary Lack of Attention	Duration (seconds)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	Probability (%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Smooth Close-up Behavior (Uncheck Check)		Check	Check	Check	Check	Check	Check	Check	Check	Uncheck	Uncheck
Standstill Distance for Static Obstacles (feet)		Uncheck	Uncheck	Uncheck	Check	Check	Check	Check	Check	Uncheck	Uncheck

7.3 LANE CHANGING PARAMETERS

The VISSIM model has two main categories of lane change parameters:

- *Necessary lane change:* These parameters are used by a vehicle to make lane changes to maintain/reach its defined route.
- *Free lane change:* These parameters are used by a vehicle to make lane changes to shift to a lane with more room or higher speed.

During field observation, it was observed that drivers were making aggressive lane changes. To replicate this behavior, the following adjustments were made to the freeway and some of the arterial lane changing parameters:

- *Minimum Headway:* This value was reduced to enable lane changes when smaller gaps were available.
- *Safety Distance Reduction Factor:* This value was reduced so that while changing lanes, a vehicle can move closer to the preceding vehicle than the following distance defined by the vehicle following parameters. After the lane change is performed, a vehicle maintains the safety distance as defined by the vehicle following parameters.
- *Maximum Deceleration for Cooperative Braking:* This value was increased to 29.99 feet/second^2 and 31.99 feet/second^2 at different locations. These values represent maximum allowable braking for cars and trucks.
- *Overtake Reduce Speed Areas:* This was enabled so that faster vehicles can pass slower vehicles on dual lane ramps and roadway segments where the speeds are reduced due to curvature.
- *Cooperative Lane Change:* This parameter was enabled in merge/diverge influence areas so the mainline vehicle moves safely to allow the merging of vehicles from a ramp.
- *Lane Change Distance:* This parameter defines the distance at which vehicles begin to attempt to change lanes. Changes to this parameter were applied to most of the connectors at locations where the number of lanes decreased on the mainline, at merge and diverge areas, and at intersections. Changes may vary based on the location, and range from the default value of 656.2 feet to 5,000 feet.

Table 11 shows the vehicle lane change parameters for freeways from the calibration effort. **Table 12** shows similar information for the arterials.

Table 11
Freeway Lane Change Parameters

Lane Change Parameters		Default	Freeway Calibration Parameters
Necessary Lane Change (Route)			
Maximum Deceleration (feet/second^2)	Own	-13.12	-13.12
	Trailing Vehicle	-9.84	-9.84
- 1 foot/second^2 per Distance	Own	200.00	200.00
	Trailing Vehicle	200.00	200.00
Accepted Deceleration (feet/second^2)	Own	-3.28	-3.28
	Trailing Vehicle	-1.64	-1.64
Waiting Time Before Diffusion (seconds)		60.00	180.00
Minimum Headway (front/rear) (feet)		1.64	0.98 and 1.51
To Slower Lane if Collision Time Above (seconds)		0.00	0.00
Safety Distance Reduction Factor		0.60	0.25 and 0.40
Maximum Deceleration for Cooperative Braking (feet/second^2)		-9.84	-29.99 and -31.99
Overtake Reduced Speed Area		Uncheck	Check
Advanced Merging		Check	Check
Cooperative Lane Change		Uncheck	Check
If Checked	Maximum Speed Difference (mph)	6.71	6.71
	Maximum Collision Time (seconds)	10.00	10.00

Table 12
Arterial Lane Change Parameters

Lane Change Parameters		Default	Arterial Calibration Parameters
Necessary Lane Change (Route)			
Maximum Deceleration (feet/second^2)	Own	-13.12	-13.12
	Trailing Vehicle	-9.84	-9.84
- 1 foot/second^2 per Distance	Own	100.00	100.00
	Trailing Vehicle	100.00	100.00
Accepted Deceleration (feet/second^2)	Own	-3.28	-3.28
	Trailing Vehicle	-3.28	-3.28
Waiting Time Before Diffusion (seconds)		60.00	180.00
Minimum Headway (front/rear) (feet)		1.64	1.51
To Slower Lane if Collision Time Above (seconds)		0.00	0.00
Safety Distance Reduction Factor		0.60	0.25, 0.40 and 0.50
Maximum Deceleration for Cooperative Braking (feet/second^2)		-9.84	-29.99 and -31.99
Overtake Reduced Speed Area		Uncheck	Check
Advanced Merging		Check	Check
Cooperative Lane Change		Uncheck	Check
If Checked	Maximum Speed Difference (mph)	6.71	6.71
	Maximum Collision Time (seconds)	10.00	10.00

A comparison of existing volumes to modeled volumes was performed for the freeway, ramps, and intersections.

8.1 UNMET DEMAND AT ENTRY LINKS

An important assessment is to identify whether the expected vehicular demand can be processed at the network entry links. If the model outputs indicated that substantial demand was not able to enter the network, the lengths of the entry links with unmet demand were extended to store more vehicles. If unmet demand was still reported, the driver behavior was adjusted for the link(s) that reported issues.

Simulation results performed after calibration indicated there was unmet demand of only one or two vehicles for both periods.

8.2 MAINLINE AND RAMP VEHICLES PROCESSED

Tables 13 and **14** show calibration results for the AM peak period for the mainline and ramps, respectively. **Tables 15** and **16** show calibration results for the PM peak period for the mainline and ramps, respectively.

The existing conditions volume calibration results are summarized for the AM and PM peak period models as follows:

- ***Calibrated Existing 2016 AM Model*** – calibration target for the sum of the mainline and ramp link flows is achieved for 99.2 percent of cases.
- ***Calibrated Existing 2016 AM Model*** – GEH targets for individual mainline and ramp link flows are achieved for 100.0 percent of cases.
- ***Calibrated Existing 2016 PM Model*** – calibration target for the sum of the mainline and ramp link flows is achieved for 99.2 percent of cases.
- ***Calibrated Existing 2016 PM Model*** – GEH targets for individual mainline and ramp link flows is achieved for 99.2 percent of cases.

These results indicate the existing VISSIM models satisfy the volume calibration criteria.

8.3 INTERSECTION VEHICLES PROCESSED

Tables 17 and **18** show calibration results for the AM and PM peak periods, respectively, at the intersections.

The existing conditions intersection movement volume calibration results are summarized for the AM and PM peak period models as follows:

- ***Calibrated Existing 2016 AM Model*** – calibration targets for individual turning movements are satisfied for 100.0 percent of cases.
- ***Calibrated Existing 2016 AM Model*** – GEH targets for individual turning movements are achieved for 100.0 percent of cases.
- ***Calibrated Existing 2016 PM Model*** – GEH targets for individual turning movements are achieved for 99.2 percent of cases.
- ***Calibrated Existing 2016 PM Model*** – calibration targets for individual turning movements are satisfied for 100.0 percent of cases.

These results indicate the existing VISSIM models satisfy the volume calibration targets.

Table 13
Freeway Volumes – AM Peak Hour

Location	Demand Volume	Model Volume	GEH	Location	Demand Volume	Model Volume	GEH
Florida's Turnpike and I-95 Northbound				Florida's Turnpike and I-95 Southbound			
Turnpike before Atlantic Boulevard off-ramp	6,090	6,081	0.1	Turnpike North of Glades Road	5,280	5,287	0.1
Turnpike after Atlantic Boulevard off-ramp	4,860	4,819	0.6	Turnpike after on-ramp from Glades Road	5,300	5,278	0.3
Turnpike after on-ramp from Coconut Creek Parkway	4,810	4,753	0.8	Turnpike after on-ramp from Sawgrass Expressway	5,460	5,401	0.8
Turnpike after on-ramp from Sample Road	4,160	4,099	0.9	Turnpike after on-ramp from Sample Road	5,740	5,689	0.7
Turnpike after Sawgrass Expressway off-ramp	5,600	5,578	0.3	Turnpike after on-ramp from Coconut Creek Parkway	4,910	4,876	0.5
Turnpike after on-ramp from Glades Road	4,190	4,130	0.9	Turnpike after on-ramp from Atlantic Boulevard	5,840	5,717	1.6
I-95 South of Atlantic Boulevard	6,880	6,868	0.1	I-95 North of Congress Avenue	7,730	7,727	0.0
I-95 after on-ramp from WB Atlantic Boulevard	6,850	6,833	0.2	I-95 after on-ramp from Congress Avenue	6,890	6,890	0.0
I-95 after on-ramp from WB Copans Road	6,510	6,195	4.0	I-95 after on-ramp from EB Yamato Road	6,250	6,215	0.4
I-95 after on-ramp from WB Sample Road	6,990	6,673	3.8	I-95 after on-ramp from EB Glades Road	5,720	5,706	0.2
I-95 after on-ramp from EB SW 10th Street	7,360	6,955	4.8	I-95 after on-ramp from EB Palmetto Park Road	6,020	6,007	0.2
I-95 after on-ramp from WB Hillsboro Boulevard	7,380	7,053	3.8	I-95 after on-ramp from EB Hillsboro Boulevard	6,170	6,183	0.2
I-95 after on-ramp from Palmetto Park Road	7,420	7,044	4.4	I-95 after on-ramp from SW 10th Street	6,440	6,343	1.2
I-95 after on-ramp from WB Glades Road	6,690	6,450	3.0	I-95 after on-ramp from EB W Sample Road	7,310	7,216	1.1
I-95 after on-ramp from Yamato Road	5,430	5,362	0.9	I-95 after on-ramp from EB Copans Road	8,050	7,979	0.8
I-95 after on-ramp from Congress Avenue	5,220	5,203	0.2	I-95 after on-ramp from Atlantic Boulevard	8,130	8,063	0.7
Sawgrass Expressway Eastbound				Sawgrass Expressway Westbound			
Sawgrass Expressway west of University Drive	5,080	5,085	0.1	Sawgrass Expressway east of Turnpike	1,730	1,710	0.5
Sawgrass Expressway after on-ramp from University Drive	6,440	6,432	0.1	Sawgrass Expressway Mainline after on-ramp from SB Turnpike	1,790	1,706	2.0
Sawgrass Expressway after on-ramp from S.R. 7	6,410	6,423	0.2	Sawgrass Expressway Service Road after on-ramp from SB Turnpike	1,880	1,850	0.7
Sawgrass Expressway Mainline after on-ramp from Lyons Road	2,540	2,543	0.1	Sawgrass Expressway after on-ramp from Lyons Road	3,930	3,832	1.6
Sawgrass Expressway Service Road after on-ramp from Lyons Road	3,780	3,760	0.3	Sawgrass Expressway after on-ramp from S.R. 7	4,680	4,591	1.3
Sawgrass Expressway after NB Turnpike off-ramp	2,780	2,744	0.7	Sawgrass Expressway after on-ramp from University Drive	4,180	4,154	0.4

Table 14
Ramp Volumes – AM Peak Hour

Location	Demand Volume	Model Volume	GEH	Location	Demand Volume	Model Volume	GEH
Northbound				Southbound			
Turnpike off-ramp to Atlantic Boulevard	1,230	1,262	0.9	Turnpike off-ramp to Glades Road	950	950	0.0
Turnpike off-ramp to Coconut Creek Parkway	710	728	0.7	Turnpike on-ramp from Glades Road	970	968	0.1
Turnpike on-ramp from Coconut Creek Parkway	660	660	0.0	Turnpike off-ramp to WB Sawgrass Expressway	1,460	1,452	0.2
Turnpike off-ramp to Sample Road	1,200	1,191	0.3	Turnpike on-ramp from EB Sawgrass Expressway	1,620	1,611	0.2
Turnpike on-ramp from Sample Road	550	548	0.1	Turnpike off-ramp to Sample Road	690	686	0.2
Turnpike on-ramp from EB Sawgrass Expressway	1,920	1,901	0.4	Turnpike on-ramp from Sample Road	970	989	0.6
Turnpike off-ramp to WB Sawgrass Expressway	480	405	3.6	Turnpike off-ramp to Coconut Creek Parkway	1,230	1,205	0.7
Turnpike off-ramp to Glades Road	1,950	1,897	1.2	Turnpike on-ramp from Coconut Creek Parkway	400	395	0.3
Turnpike on-ramp from Glades Road	540	541	0.0	Turnpike on-ramp from Atlantic Boulevard	930	928	0.1
I-95 off-ramp to Atlantic Boulevard	1,530	1,531	0.0	I-95 off-ramp to Congress Avenue	1,090	1,094	0.1
I-95 on-ramp from EB Atlantic Boulevard	760	750	0.4	I-95 on-ramp from Congress Avenue	250	252	0.1
I-95 on-ramp from WB Atlantic Boulevard	740	734	0.2	I-95 off-ramp to Yamato Road	1,780	1,808	0.7
I-95 off-ramp to Copans Road	1,270	1,245	0.7	I-95 on-ramp from WB Yamato Road	570	565	0.2
I-95 on-ramp from EB Copans Road	590	586	0.2	I-95 on-ramp from EB Yamato Road	570	569	0.0
I-95 on-ramp from WB Copans Road	340	343	0.2	I-95 off-ramp to Glades Road	1,440	1,424	0.4
I-95 off-ramp to Sample Road	710	656	2.1	I-95 on-ramp from WB Glades Road	390	389	0.1
I-95 on-ramp from EB Sample Road	765	762	0.1	I-95 on-ramp from EB Glades Road	520	516	0.2
I-95 on-ramp from WB Sample Road	425	430	0.2	I-95 off-ramp to Palmetto Park Road	920	903	0.6
I-95 off-ramp to SW 10th Street	990	968	0.7	I-95 on-ramp from WB Palmetto Park Road	500	498	0.1
I-95 on-ramp from SW 10th Street	1,360	1,271	2.5	I-95 on-ramp from EB Palmetto Park Road	720	716	0.1
I-95 off-ramp to EB Hillsboro Boulevard	670	634	1.4	I-95 off-ramp to Hillsboro Boulevard	1,150	1,126	0.7

Table 14 (continued)
Ramp Volumes – AM Peak Hour

Location	Demand Volume	Model Volume	GEH	Location	Demand Volume	Model Volume	GEH
Northbound				Southbound			
I-95 on-ramp from EB Hillsboro Boulevard	510	504	0.3	I-95 on-Ramp from WB Hillsboro Boulevard	600	598	0.1
I-95 off-ramp to WB Hillsboro Boulevard	480	440	1.9	I-95 on-Ramp from EB Hillsboro Boulevard	700	702	0.1
I-95 on-ramp from WB Hillsboro Boulevard	660	669	0.3	I-95 off-ramp to SW 10th Street	910	919	0.3
I-95 off-ramp to Palmetto Park Road	1,200	1,164	1.0	I-95 on-ramp from SW 10th Street	1,180	1,092	2.6
I-95 on-ramp from Palmetto Park Road	1,240	1,219	0.6	I-95 off-ramp to Sample Road	790	764	0.9
I-95 off-ramp to Glades Road	1,540	1,421	3.1	I-95 on-ramp from WB Sample Road	825	815	0.3
I-95 on-ramp from EB Glades Road	430	433	0.1	I-95 on-ramp from EB Sample Road	835	839	0.1
I-95 on-ramp from WB Glades Road	380	379	0.1	I-95 off-ramp to WB Copans Road	590	577	0.5
I-95 off-ramp to EB Yamato Road	690	628	2.4	I-95 on-ramp from WB Copans Road	410	406	0.2
I-95 off-ramp to WB Yamato Road	1,480	1,422	1.5	I-95 off-ramp to EB Copans Road	330	320	0.6
I-95 on-ramp from Yamato Road	910	916	0.2	I-95 on-ramp from EB Copans Road	1,250	1,255	0.1
I-95 off-ramp to Congress Avenue	470	445	1.2	I-95 off-ramp to WB Atlantic Boulevard	790	772	0.6
I-95 on-ramp from Congress Avenue	260	255	0.3	I-95 off-ramp to EB Atlantic Boulevard	570	570	0.0
				I-95 on-ramp from Atlantic Boulevard	1440	1,435	0.1
Eastbound				Westbound			
Sawgrass Expressway off-ramp to University Drive	300	295	0.3	Sawgrass Expressway off-ramp to Lyons Road	590	582	0.3
Sawgrass Expressway on-ramp from University Drive	1,660	1,651	0.2	Sawgrass Expressway on-ramp from Lyons Road	850	855	0.2
Sawgrass Expressway off-ramp to SB S.R. 7	330	330	0.0	Sawgrass Expressway off-ramp to NB S.R. 7	260	249	0.7
Sawgrass Expressway off-ramp to NB S.R. 7	620	610	0.4	Sawgrass Expressway off-ramp to SB S.R. 7	200	207	0.5
Sawgrass Expressway on-ramp from S.R. 7	920	927	0.2	Sawgrass Expressway on-ramp from S.R. 7	1,210	1,218	0.2
Sawgrass Expressway off-ramp to Lyons Road	820	822	0.1	Sawgrass Expressway off-ramp to University Drive	900	824	2.6
Sawgrass Expressway on-ramp from Lyons Road	730	732	0.1	Sawgrass Expressway on-ramp from University Drive	400	404	0.2

Table 15
Freeway Volumes – PM Peak Hour

Location	Demand Volume	Model Volume	GEH	Location	Demand Volume	Model Volume	GEH
Florida's Turnpike and I-95 Northbound				**Florida's Turnpike and I-95 Southbound**			
Turnpike before Atlantic Boulevard off-ramp	5,720	5,708	0.2	Turnpike North of Glades Road	4,160	4,101	0.9
Turnpike after Atlantic Boulevard off-ramp	4,830	4,793	0.5	Turnpike after on-ramp from Glades Road	5,240	5,057	2.6
Turnpike after on-ramp from Coconut Creek Parkway	5,560	5,498	0.8	Turnpike after on-ramp from Sawgrass Expressway	3,980	3,846	2.1
Turnpike after on-ramp from Sample Road	5,140	5,087	0.7	Turnpike after on-ramp from Sample Road	4,610	4,457	2.3
Turnpike after Sawgrass Expressway off-ramp	5,540	5,502	0.5	Turnpike after on-ramp from Coconut Creek Parkway	4,660	4,507	2.3
Turnpike after on-ramp from Glades Road	5,220	5,102	1.6	Turnpike after on-ramp from Atlantic Boulevard	5,900	5,695	2.7
I-95 South of Atlantic Boulevard	8,110	8,008	1.1	I-95 North of Congress Avenue	5,740	5,720	0.3
I-95 after on-ramp from WB Atlantic Boulevard	7,540	7,404	1.6	I-95 after on-ramp from Congress Avenue	5,630	5,600	0.4
I-95 after on-ramp from WB Copans Road	7,400	7,200	2.3	I-95 after on-ramp from EB Yamato Road	6,440	6,316	1.6
I-95 after on-ramp from WB Sample Road	6,820	6,666	1.9	I-95 after on-ramp from EB Glades Road	6,920	6,707	2.6
I-95 after on-ramp from EB SW 10th Street	6,690	6,505	2.3	I-95 after on-ramp from EB Palmetto Park Road	6,850	6,585	3.2
I-95 after on-ramp from WB Hillsboro Boulevard	6,720	6,534	2.3	I-95 after on-ramp from EB Hillsboro Boulevard	7,270	6,853	5.0
I-95 after on-ramp from Palmetto Park Road	6,530	6,363	2.1	I-95 after on-ramp from SW 10th Street	7,480	7,108	4.4
I-95 after on-ramp from WB Glades Road	6,840	6,676	2.0	I-95 after on-ramp from EB Sample Road	7,810	7,534	3.2
I-95 after on-ramp from Yamato Road	7,450	7,275	2.0	I-95 after on-ramp from EB Copans Road	8,060	7,861	2.2
I-95 after on-ramp from Congress Avenue	8,530	8,342	2.0	I-95 after on-ramp from Atlantic Boulevard	7,620	7,489	1.5
Sawgrass Expressway Eastbound				**Sawgrass Expressway Westbound**			
Sawgrass Expressway west of University Drive	3,840	3,833	0.1	Sawgrass Expressway east of Turnpike	2,925	2,853	1.3
Sawgrass Expressway after on-ramp from University Drive	4,240	4,234	0.1	Sawgrass Expressway Mainline after on-ramp from SB Turnpike	3,370	3,287	1.4
Sawgrass Expressway after on-ramp from S.R. 7	3,610	3,621	0.2	Sawgrass Expressway Service Road after on-ramp from SB Turnpike	2,345	2,287	1.2
Sawgrass Expressway Mainline after on-ramp from Lyons Road	1,400	1,395	0.1	Sawgrass Expressway after on-ramp from Lyons Road	5,600	5,451	2.0
Sawgrass Expressway Service Road after on-ramp from Lyons Road	2,065	2,083	0.4	Sawgrass Expressway after on-ramp from S.R. 7	5,690	5,546	1.9
Sawgrass Expressway after NB Turnpike off-ramp	1,535	1,531	0.1	Sawgrass Expressway after on-ramp from University Drive	4,520	4,425	1.4

Table 16
Ramp Volumes – PM Peak Hour

Location	Demand Volume	Model Volume	GEH	Location	Demand Volume	Model Volume	GEH
Northbound				Southbound			
Turnpike off-ramp to Atlantic Boulevard	890	910	0.7	Turnpike off-ramp to Glades Road	580	565	0.6
Turnpike off-ramp to Coconut Creek Parkway	400	394	0.3	Turnpike on-ramp from Glades Road	1,660	1,539	3.0
Turnpike on-ramp from Coconut Creek Parkway	1,130	1,106	0.7	Turnpike off-ramp to WB Sawgrass Expressway	1,800	1,757	1.0
Turnpike off-ramp to Sample Road	1,060	1,043	0.5	Turnpike on-ramp from EB Sawgrass Expressway	540	552	0.5
Turnpike on-ramp from Sample Road	640	637	0.1	Turnpike off-ramp to Sample Road	400	382	0.9
Turnpike on-ramp from EB Sawgrass Expressway	1,390	1,398	0.2	Turnpike on-ramp from Sample Road	1,030	1,014	0.5
Turnpike off-ramp to WB Sawgrass Expressway	990	970	0.6	Turnpike off-ramp to Coconut Creek Parkway	620	614	0.2
Turnpike off-ramp to Glades Road	1,060	1,036	0.7	Turnpike on-ramp from Coconut Creek Parkway	670	665	0.2
Turnpike on-ramp from Glades Road	740	666	2.8	Turnpike on-ramp from Atlantic Boulevard	1,240	1,233	0.2
I-95 off-ramp to Atlantic Boulevard	1,860	1,770	2.1	I-95 off-ramp to Congress Avenue	510	507	0.1
I-95 on-ramp from EB Atlantic Boulevard	640	627	0.5	I-95 on-ramp from Congress Avenue	400	397	0.2
I-95 on-ramp from WB Atlantic Boulevard	650	645	0.2	I-95 off-ramp to Yamato Road	1,130	1,123	0.2
I-95 off-ramp to Copans Road	990	976	0.4	I-95 on-ramp from WB Yamato Road	540	536	0.2
I-95 on-ramp from EB Copans Road	450	445	0.2	I-95 on-ramp from EB Yamato Road	1,400	1,397	0.1
I-95 on-ramp from WB Copans Road	400	401	0.0	I-95 off-ramp to Glades Road	1,050	1,060	0.3
I-95 off-ramp to Sample Road	1,480	1,434	1.2	I-95 on-ramp from WB Glades Road	880	869	0.4
I-95 on-ramp from EB Sample Road	565	570	0.2	I-95 on-ramp from EB Glades Road	650	645	0.2
I-95 on-ramp from WB Sample Road	335	335	0.0	I-95 off-ramp to Palmetto Park Road	1,120	1,084	1.1
I-95 off-ramp to SW 10th Street	1,220	1,173	1.4	I-95 on-ramp from WB Palmetto Park Road	600	599	0.0
I-95 on-ramp from SW 10th Street	1,090	1,065	0.8	I-95 on-ramp from EB Palmetto Park Road	450	448	0.1
I-95 off-ramp to EB Hillsboro Boulevard	630	621	0.4	I-95 off-ramp to Hillsboro Boulevard	1,000	944	1.8
I-95 on-ramp from EB Hillsboro Boulevard	575	570	0.2	I-95 on-ramp from WB Hillsboro Boulevard	750	747	0.1
I-95 off-ramp to WB Hillsboro Boulevard	510	500	0.4	I-95 on-ramp from EB Hillsboro Boulevard	670	662	0.3

Table 16 (continued)
Ramp Volumes – PM Peak Hour

Location	Demand Volume	Model Volume	GEH	Location	Demand Volume	Model Volume	GEH
Northbound				Southbound			
I-95 on-ramp from WB Hillsboro Boulevard	595	592	0.1	I-95 off-ramp to SW 10th Street	960	893	2.2
I-95 off-ramp to Palmetto Park Road	1,200	1,173	0.8	I-95 on-ramp from SW 10th Street	1,170	1,158	0.4
I-95 on-ramp from Palmetto Park Road	1,010	1,011	0.0	I-95 off-ramp to Sample Road	990	922	2.2
I-95 off-ramp to Glades Road	1,250	1,228	0.6	I-95 on-ramp from WB Sample Road	750	742	0.3
I-95 on-ramp from EB Glades Road	850	856	0.2	I-95 on-ramp from EB Sample Road	570	570	0.0
I-95 on-ramp from WB Glades Road	710	704	0.2	I-95 off-ramp to WB Copans Road	610	570	1.6
I-95 off-ramp to EB Yamato Road	470	467	0.1	I-95 on-ramp from WB Copans Road	380	372	0.4
I-95 off-ramp to WB Yamato Road	440	434	0.3	I-95 off-ramp to EB Copans Road	410	408	0.1
I-95 on-ramp from Yamato Road	1,520	1,519	0.0	I-95 on-ramp from EB Copans Road	890	895	0.2
I-95 off-ramp to Congress Avenue	240	232	0.5	I-95 off-ramp to WB Atlantic Boulevard	1,170	1,152	0.5
I-95 on-ramp from Congress Avenue	1,320	1,318	0.1	I-95 off-ramp to EB Atlantic Boulevard	670	626	1.7
				I-95 on-ramp from Atlantic Boulevard	1,400	1,400	0.0
Eastbound				Westbound			
Sawgrass Expressway off-ramp to University Drive	330	322	0.4	Sawgrass Expressway off-ramp to Lyons Road	725	716	0.3
Sawgrass Expressway on-ramp from University Drive	730	721	0.3	Sawgrass Expressway on-ramp from Lyons Road	610	611	0.0
Sawgrass Expressway off-ramp to SB S.R. 7	320	312	0.5	Sawgrass Expressway off-ramp to NB S.R.7	450	449	0.0
Sawgrass Expressway off-ramp to NB S.R. 7	710	681	1.1	Sawgrass Expressway off-ramp to SB S.R.7	400	382	0.9
Sawgrass Expressway on-ramp from S.R. 7	400	398	0.1	Sawgrass Expressway on-ramp from S.R. 7	940	952	0.4
Sawgrass Expressway off-ramp to Lyons Road	660	648	0.5	Sawgrass Expressway off-ramp to University Drive	1,410	1,359	1.4
Sawgrass Expressway on-ramp from Lyons Road	515	503	0.5	Sawgrass Expressway on-ramp from University Drive	240	238	0.1

Table 17
Intersection Volumes – AM Peak Hour

Intersection Name	Movement	Volume		GEH	Acceptance Target	Movement	Volume		GEH	Acceptance Target
		Demand	Model				Demand	Model		
West Atlantic Boulevard / Banyan Bay Apartment Homes	SBL	45	50	0.7	OK<100	EBR	674	672	0.1	OK<100
	SBT	14	13	0.3	OK<100	WBL	242	250	0.5	OK<100
	SBR	71	67	0.5	OK<100	WBT	1,319	1,333	0.4	OK<15%
	EBL	29	28	0.2	OK<100	WBR	13	14	0.3	OK<100
	EBT	1,803	1,786	0.4	OK<15%					
West Atlantic Boulevard / Northbound Turnpike Ramp	NBL	444	451	0.3	OK<100	EBT	1,848	1,865	0.4	OK<15%
	NBR	786	781	0.2	OK<15%	WBT	1,130	1,131	0.0	OK<15%
Coconut Creek Parkway / Atlantic Boulevard	NBL	167	169	0.2	OK<100	EBL	266	254	0.7	OK<100
	NBT	262	265	0.2	OK<100	EBT	688	675	0.5	OK<100
	NBR	241	231	0.7	OK<100	EBR	156	152	0.3	OK<100
	SBL	1,030	1,053	0.7	OK<15%	WBL	148	145	0.2	OK<100
	SBT	521	518	0.1	OK<100	WBT	500	485	0.7	OK<100
	SBR	389	382	0.4	OK<100	WBR	532	534	0.1	OK<100
West Sample Road / Turnpike Toll Plaza	NBL	505	499	0.3	OK<100	EBR	881	878	0.1	OK<15%
	NBR	1,385	1,370	0.4	OK<15%	WBL	639	659	0.8	OK<100
	EBT	2,199	2,198	0.0	OK<15%	WBT	1,055	1,044	0.3	OK<15%
Glades Road / Boca Grove Boulevard	NBL	26	26	0.0	OK<100	EBL	852	850	0.1	OK<15%
	NBT	20	20	0.0	OK<100	EBT	1,643	1,631	0.3	OK<15%
	NBR	21	22	0.2	OK<100	EBR	35	34	0.2	OK<100
	SBL	2,310	2,244	1.4	OK<15%	WBL	21	19	0.4	OK<100
	SBT	2	2	0.0	OK<100	WBT	941	935	0.2	OK<15%
	SBR	588	582	0.2	OK<100	WBR	638	641	0.1	OK<100
North University Drive / South Sawgrass Ramps	NBT	759	769	0.4	OK<15%	SBT	1,195	1,136	1.7	OK<15%
	NBR	1,231	1,223	0.2	OK<15%	EBL	105	105	0.0	OK<100
	SBL	429	425	0.2	OK<100	EBR	195	191	0.3	OK<100

Table 17 (continued)
Intersection Volumes – AM Peak Hour

Intersection Name	Movement	Volume		GEH	Acceptance Target	Movement	Volume		GEH	Acceptance Target
		Demand	Model				Demand	Model		
North University Drive / North Sawgrass Ramps	NBL	242	247	0.3	OK<100	SBR	158	157	0.1	OK<100
	NBT	622	627	0.2	OK<100	WBL	622	566	2.3	OK<100
	SBT	1,002	1,000	0.1	OK<15%	WBR	278	258	1.2	OK<100
S.R. 7 / South Sawgrass Ramps	NBT	2,293	2,304	0.2	OK<15%	SBT	1,944	1,927	0.4	OK<15%
	NBR	392	392	0.0	OK<100	WBR	620	610	0.4	OK<100
	SBL	528	520	0.3	OK<100					
S.R. 7 / North Sawgrass Ramps	NBL	292	293	0.1	OK<100	SBR	918	933	0.5	OK<15%
	NBT	2,621	2,615	0.1	OK<15%	EBR	200	207	0.5	OK<100
	SBT	2,272	2,244	0.6	OK<15%					
Lyons Road / South Sawgrass Ramps	NBT	1,867	1,866	0.0	OK<15%	SBT	1,589	1,581	0.2	OK<15%
	NBR	297	293	0.2	OK<100	EBL	569	562	0.3	OK<100
	SBL	433	439	0.3	OK<100	EBR	251	259	0.5	OK<100
Lyons Road / North Sawgrass Ramps	NBL	326	327	0.1	OK<100	SBR	524	526	0.1	OK<100
	NBT	2,436	2,429	0.1	OK<15%	WBL	196	153	3.3	OK<100
	SBT	1,435	1,429	0.2	OK<15%	WBR	394	382	0.6	OK<100
SW 10th Street / Waterways Boulevard	NBL	110	107	0.3	OK<100	EBR	10	10	0.0	OK<100
	NBR	335	336	0.1	OK<100	WBL	80	78	0.2	OK<100
	EBT	2,770	2,709	1.2	OK<400	WBT	1,620	1,603	0.4	OK<15%
SW 10th Street / Independence Drive	NBL	30	28	0.4	OK<100	EBR	10	10	0.0	OK<100
	NBR	60	60	0.0	OK<100	WBL	20	19	0.2	OK<100
	EBT	3,095	2,970	2.3	OK<400	WBT	1,670	1,657	0.3	OK<15%
SW 10th Street / Powerline Road	NBL	245	243	0.1	OK<100	EBL	705	675	1.1	OK<15%
	NBT	1,110	1,107	0.1	OK<15%	EBT	2,095	2,012	1.8	OK<15%
	NBR	305	306	0.1	OK<100	EBR	355	342	0.7	OK<100
	SBL	180	183	0.2	OK<100	WBL	255	252	0.2	OK<100
	SBT	1,220	1,227	0.2	OK<15%	WBT	1,125	1,113	0.4	OK<15%
	SBR	320	318	0.1	OK<100	WBR	240	241	0.1	OK<100

Table 17 (continued)
Intersection Volumes – AM Peak Hour

Intersection Name	Movement	Volume		GEH	Acceptance Target	Movement	Volume		GEH	Acceptance Target
		Demand	Model				Demand	Model		
Powerline Road / SW 11th Street	NBT	1,605	1,600	0.1	OK<15%	SBR	40	38	0.3	OK<100
	NBR	55	55	0.0	OK<100	EBR	40	40	0.0	OK<100
	SBT	1,790	1,783	0.2	OK<15%	WBR	55	54	0.1	OK<100
Powerline Road / American Way	NBL	70	69	0.1	OK<100	SBR	30	30	0.0	OK<100
	NBT	1,660	1,656	0.1	OK<15%	EBR	225	223	0.1	OK<100
	SBT	1,800	1,793	0.2	OK<15%					
Powerline Road / West Drive	NBT	1,940	1,910	0.7	OK<15%	EBT	0	0	0.0	OK<100
	NBR	55	50	0.7	OK<100	EBR	85	84	0.1	OK<100
	SBL	40	39	0.2	OK<100	WBL	10	9	0.3	OK<100
	SBT	1,705	1,706	0.0	OK<15%	WBR	15	16	0.3	OK<100
	EBL	65	63	0.3	OK<100					
SW 10th Street / Industrial Park Access	SBL	10	10	0.0	OK<100	EBT	2,495	2,408	1.8	OK<15%
	SBR	35	35	0.0	OK<100	WBT	1,585	1,573	0.3	OK<15%
	EBL	85	85	0.0	OK<100	WBR	50	52	0.3	OK<100
SW 10th Street / SW 30th Avenue	NBL	15	15	0.0	OK<100	EBR	55	54	0.1	OK<100
	NBR	55	51	0.5	OK<100	WBL	95	92	0.3	OK<100
	EBT	2,450	2,363	1.8	OK<15%	WBT	1,620	1,612	0.2	OK<15%
SW 10th Street / SW 28th Avenue	NBL	120	123	0.3	OK<100	EBR	35	35	0.0	OK<100
	NBR	65	63	0.3	OK<100	WBL	10	9	0.3	OK<100
	EBT	2,470	2,375	1.9	OK<15%	WBT	1,595	1,586	0.2	OK<15%
SW 10th Street / SW 24th Avenue	NBL	50	80	3.7	OK<100	EBR	165	133	2.6	OK<100
	NBR	30	0	0.0	OK<100	WBL	25	44	3.2	OK<100
	EBT	2,370	2,266	2.2	OK<15%	WBT	1,555	1,523	0.8	OK<15%

Table 17 (continued)
Intersection Volumes – AM Peak Hour

Intersection Name	Movement	Volume		GEH	Acceptance Target	Movement	Volume		GEH	Acceptance Target
		Demand	Model				Demand	Model		
SW 10th Street / South Military Trail	NBL	160	157	0.2	OK<100	EBL	280	261	1.2	OK<100
	NBT	765	763	0.1	OK<15%	EBT	2,085	1,933	3.4	OK<15%
	NBR	570	572	0.1	OK<100	EBR	85	81	0.4	OK<100
	SBL	430	373	2.8	OK<100	WBL	290	267	1.4	OK<100
	SBT	535	592	2.4	OK<100	WBT	1,260	1,254	0.2	OK<15%
	SBR	250	243	0.4	OK<100	WBR	285	277	0.5	OK<100
South Military Trail / Horizon Club Entrance	NBL	50	48	0.3	OK<100	EBL	5	10	1.8	OK<100
	NBT	1,395	1,398	0.1	OK<15%	EBR	35	30	0.9	OK<100
	NBR	15	13	0.5	OK<100	WBL	15	13	0.5	OK<100
	SBL	10	9	0.3	OK<100	WBT	0	0	0.0	OK<100
	SBT	900	920	0.7	OK<15%	WBR	10	11	0.3	OK<100
	SBR	5	9	1.5	OK<100					
South Military Trail / The Lakes at Deerfield Apartments Entrance	NBT	1,380	1,386	0.2	OK<15%	SBT	915	939	0.8	OK<15%
	NBR	30	31	0.2	OK<100	WBR	115	114	0.1	OK<100
South Military Trail / East Drive	NBT	1,330	1,301	0.8	OK<15%	SBR	55	55	0.0	OK<100
	SBT	1,105	1,100	0.2	OK<15%	EBR	110	109	0.1	OK<100
SW 10th Street / East Newport Center Drive	NBL	50	51	0.1	OK<100	EBL	265	253	0.7	OK<100
	NBT	10	10	0.0	OK<100	EBT	2,370	2,205	3.4	OK<15%
	NBR	95	95	0.0	OK<100	EBR	450	437	0.6	OK<100
	SBL	35	34	0.2	OK<100	WBL	320	299	1.2	OK<100
	SBT	10	9	0.3	OK<100	WBT	1,705	1,693	0.3	OK<15%
	SBR	80	73	0.8	OK<100	WBR	305	299	0.3	OK<100
East Newport Center Drive / SW 12th Avenue	NBL	90	85	0.5	OK<100	EBL	0	0	0.0	OK<100
	NBT	20	17	0.7	OK<100	EBT	10	9	0.3	OK<100
	NBR	470	460	0.5	OK<100	EBR	10	11	0.3	OK<100
	SBL	0	0	0.0	OK<100	WBL	100	94	0.6	OK<100
	SBT	15	13	0.5	OK<100	WBT	50	51	0.1	OK<100
	SBR	5	6	0.4	OK<100	WBR	5	10	1.8	OK<100

Table 17 (continued)
Intersection Volumes – AM Peak Hour

Intersection Name	Movement	Volume		GEH	Acceptance Target	Movement	Volume		GEH	Acceptance Target
		Demand	Model				Demand	Model		
SW 10th Street / SB I-95 Ramps	SBL	225	212	0.9	OK<100	EBR	630	543	3.6	OK<100
	SBR	685	694	0.3	OK<100	WBL	550	550	0.0	OK<100
	EBT	1,870	1,819	1.2	OK<15%	WBT	1,645	1,613	0.8	OK<15%
SW 10th Street / NB I-95 Ramps	NBL	590	556	1.4	OK<100	EBR	1,100	1,041	1.8	OK<15%
	NBR	400	388	0.6	OK<100	WBL	260	242	1.1	OK<100
	EBT	995	972	0.7	OK<15%	WBT	1,605	1,597	0.2	OK<15%
SW 10th Street / SW Natural Boulevard	NBL	195	183	0.9	OK<100	EBL	155	154	0.1	OK<100
	NBT	125	116	0.8	OK<100	EBT	1,040	1,021	0.6	OK<15%
	NBR	105	102	0.3	OK<100	EBR	200	198	0.1	OK<100
	SBL	215	206	0.6	OK<100	WBL	80	81	0.1	OK<100
	SBT	145	142	0.3	OK<100	WBT	1,395	1,391	0.1	OK<15%
	SBR	275	280	0.3	OK<100	WBR	70	68	0.2	OK<100
Sample Road / I-95 SB Ramps	SBL	375	366	0.5	OK<100	EBR	835	839	0.1	OK<15%
	SBR	415	403	0.6	OK<100	WBT	1,185	1,153	0.9	OK<15%
	EBT	1,380	1,376	0.1	OK<15%	WBR	825	814	0.4	OK<15%
Sample Road / I-95 NB Ramps	NBL	420	385	1.7	OK<100	EBR	765	762	0.1	OK<15%
	NBR	290	270	1.2	OK<100	WBT	1,590	1,584	0.2	OK<15%
	EBT	990	977	0.4	OK<15%	WBR	425	430	0.2	OK<100
Hillsboro Boulevard / I-95 SB Ramps	SBL	480	463	0.8	OK<100	EBR	700	702	0.1	OK<15%
	SBR	670	657	0.5	OK<100	WBT	1,275	1,225	1.4	OK<15%
	EBT	1,245	1,240	0.1	OK<15%	WBR	600	597	0.1	OK<100

Table 18
Intersection Volumes – PM Peak Hour

Intersection Name	Movement	Volume		GEH	Acceptance Target	Movement	Volume		GEH	Acceptance Target
		Demand	Model				Demand	Model		
West Atlantic Boulevard / Banyan Bay Apartment Homes	SBL	26	28	0.4	OK<100	EBR	658	661	0.1	OK<100
	SBT	11	11	0.0	OK<100	WBL	571	559	0.5	OK<100
	SBR	83	82	0.1	OK<100	WBT	2,116	2,105	0.2	OK<100
	EBL	111	105	0.6	OK<100	WBR	62	65	0.4	OK<100
	EBT	1,338	1,331	0.2	OK<15%					
West Atlantic Boulevard / Northbound Turnpike Ramp	NBL	509	505	0.2	OK<100	EBT	1,364	1,385	0.6	OK<100
	NBR	381	382	0.1	OK<100	WBT	2,240	2,240	0.0	OK<100
Coconut Creek Parkway / Atlantic Boulevard	NBL	244	241	0.2	OK<100	EBL	250	238	0.8	OK<100
	NBT	481	474	0.3	OK<100	EBT	429	428	0.0	OK<100
	NBR	156	155	0.1	OK<100	EBR	181	178	0.2	OK<100
	SBL	300	304	0.2	OK<100	WBL	147	141	0.5	OK<100
	SBT	235	243	0.5	OK<100	WBT	924	893	1.0	OK<100
	SBR	485	472	0.6	OK<100	WBR	1,069	1,059	0.3	OK<100
West Sample Road / Turnpike Toll Plaza	NBL	784	769	0.5	OK<15%	EBR	569	564	0.2	OK<15%
	NBR	676	660	0.6	OK<100	WBL	1,101	1,090	0.3	OK<100
	EBT	1,291	1,261	0.8	OK<15%	WBT	2,506	2,505	0.0	OK<15%
Glades Road / Boca Grove Boulevard	NBL	40	43	0.5	OK<100	EBL	793	791	0.1	OK<100
	NBT	54	53	0.1	OK<100	EBT	1,420	1,405	0.4	OK<100
	NBR	40	38	0.3	OK<100	EBR	67	65	0.2	OK<100
	SBL	967	932	1.1	OK<15%	WBL	44	40	0.6	OK<15%
	SBT	6	6	0.0	OK<100	WBT	1,443	1,270	4.7	OK<100
	SBR	667	661	0.2	OK<100	WBR	1,553	1,362	5.0	OK<100
North University Drive / South Sawgrass Ramps	NBT	704	711	0.3	OK<15%	SBT	1,649	1,620	0.7	OK<15%
	NBR	556	549	0.3	OK<100	EBL	109	106	0.3	OK<100
	SBL	174	171	0.2	OK<100	EBR	221	217	0.3	OK<100
North University Drive / North Sawgrass Ramps	NBL	171	170	0.1	OK<100	SBR	69	68	0.1	OK<100
	NBT	642	644	0.1	OK<100	WBL	1,042	1,008	1.1	OK<100
	SBT	781	782	0.0	OK<15%	WBR	368	350	1.0	OK<15%

Table 18 (continued)
Intersection Volumes – PM Peak Hour

Intersection Name	Movement	Volume		GEH	Acceptance Target	Movement	Volume		GEH	Acceptance Target
		Demand	Model				Demand	Model		
S.R. 7 / South Sawgrass Ramps	NBT	2,218	2,198	0.4	OK<15%	SBT	2,796	2,759	0.7	OK<15%
	NBR	206	203	0.2	OK<100	WBR	710	682	1.1	OK<100
	SBL	194	203	0.6	OK<100					
S.R. 7 / North Sawgrass Ramps	NBL	280	271	0.5	OK<100	SBR	660	672	0.5	OK<100
	NBT	2,648	2,614	0.7	OK<15%	EBR	400	383	0.9	OK<15%
	SBT	2,590	2,586	0.1	OK<15%					
Lyons Road / South Sawgrass Ramps	NBT	1,755	1,755	0.0	OK<15%	SBT	2,452	2,451	0.0	OK<15%
	NBR	161	157	0.3	OK<100	EBL	392	383	0.5	OK<100
	SBL	354	347	0.4	OK<100	EBR	268	267	0.1	OK<100
Lyons Road / North Sawgrass Ramps	NBL	174	172	0.2	OK<100	SBR	436	438	0.1	OK<100
	NBT	2,147	2,137	0.2	OK<15%	WBL	292	256	2.2	OK<15%
	SBT	2,197	2,196	0.0	OK<15%	WBR	433	423	0.5	OK<15%
SW 10th Street / Waterways Boulevard	NBL	45	46	0.1	OK<100	EBR	60	61	0.1	OK<100
	NBR	160	158	0.2	OK<100	WBL	325	302	1.3	OK<100
	EBT	1,475	1,470	0.1	OK<15%	WBT	2,880	2,806	1.4	OK<15%
SW 10th Street / Independence Drive	NBL	10	9	0.3	OK<100	EBR	30	32	0.4	OK<100
	NBR	60	59	0.1	OK<100	WBL	65	58	0.9	OK<100
	EBT	1,605	1,592	0.3	OK<15%	WBT	3,195	3,100	1.7	OK<15%
SW 10th Street / Powerline Road	NBL	480	471	0.4	OK<100	EBL	345	332	0.7	OK<100
	NBT	1,110	1,095	0.5	OK<15%	EBT	1,145	1,139	0.2	OK<15%
	NBR	290	293	0.2	OK<100	EBR	175	177	0.2	OK<100
	SBL	225	224	0.1	OK<100	WBL	255	226	1.9	OK<100
	SBT	980	985	0.2	OK<15%	WBT	2,105	2,017	1.9	OK<15%
	SBR	675	671	0.2	OK<100	WBR	200	192	0.6	OK<100

Table 18 (continued)
Intersection Volumes – PM Peak Hour

Intersection Name	Movement	Volume		GEH	Acceptance Target	Movement	Volume		GEH	Acceptance Target
		Demand	Model				Demand	Model		
Powerline Road / SW 11th Street	NBT	1,830	1,820	0.2	OK<15%	SBR	60	61	0.1	OK<15%
	NBR	50	52	0.3	OK<100	EBR	60	60	0.0	OK<100
	SBT	1,350	1,327	0.6	OK<15%	WBR	50	48	0.3	OK<15%
Powerline Road / American Way	NBL	90	92	0.2	OK<100	SBR	60	61	0.1	OK<100
	NBT	1,880	1,876	0.1	OK<15%	EBR	55	57	0.3	OK<15%
	SBT	1,350	1,327	0.6	OK<15%					
Powerline Road / West Drive	NBT	1,675	1,647	0.7	OK<15%	EBT	0	0	0.0	OK<15%
	NBR	115	112	0.3	OK<100	EBR	20	19	0.2	OK<100
	SBL	95	90	0.5	OK<100	WBL	105	104	0.1	OK<100
	SBT	1,770	1,771	0.0	OK<15%	WBR	95	93	0.2	OK<15%
	EBL	5	7	0.8	OK<100					
SW 10th Street / Industrial Park Access	SBL	95	88	0.7	OK<100	EBT	1,630	1,621	0.2	OK<100
	SBR	55	59	0.5	OK<100	WBT	2,505	2,385	2.4	OK<100
	EBL	30	29	0.2	OK<100	WBR	10	9	0.3	OK<100
SW 10th Street / SW 30th Avenue	NBL	20	21	0.2	OK<100	EBR	20	21	0.2	OK<100
	NBR	145	145	0.0	OK<100	WBL	30	27	0.6	OK<100
	EBT	1,705	1,690	0.4	OK<15%	WBT	2,495	2,374	2.5	OK<15%
SW 10th Street / SW 28th Avenue	NBL	45	48	0.4	OK<100	EBR	95	97	0.2	OK<100
	NBR	40	38	0.3	OK<100	WBL	55	47	1.1	OK<100
	EBT	1,755	1,738	0.4	OK<15%	WBT	2,480	2,353	2.6	OK<15%
SW 10th Street / SW 24th Avenue	NBL	50	0	0.0	OK<100	EBR	105	124	1.8	OK<100
	NBR	35	86	6.6	OK<100	WBL	20	4	4.6	OK<100
	EBT	1,690	1,652	0.9	OK<15%	WBT	2,485	2,396	1.8	OK<15%

Table 18 (continued)
Intersection Volumes – PM Peak Hour

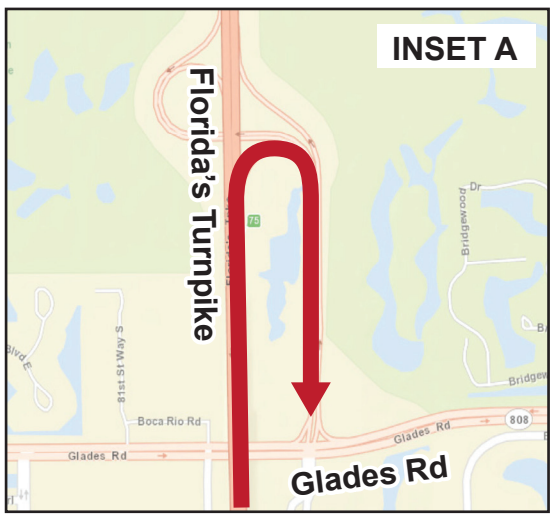
Intersection Name	Movement	Volume		GEH	Acceptance Target	Movement	Volume		GEH	Acceptance Target
		Demand	Model				Demand	Model		
SW 10th Street / South Military Trail	NBL	135	134	0.1	OK<100	EBL	305	303	0.1	OK<100
	NBT	580	580	0.0	OK<100	EBT	1,430	1,440	0.3	OK<100
	NBR	300	297	0.2	OK<100	EBR	155	152	0.2	OK<100
	SBL	220	216	0.3	OK<100	WBL	350	325	1.4	OK<100
	SBT	785	782	0.1	OK<15%	WBT	2,020	1,916	2.3	OK<15%
	SBR	435	430	0.2	OK<100	WBR	425	404	1.0	OK<100
South Military Trail / Horizon Club Entrance	NBL	115	117	0.2	OK<100	EBL	35	33	0.3	OK<100
	NBT	990	990	0.0	OK<15%	EBR	80	84	0.4	OK<15%
	NBR	15	14	0.3	OK<100	WBL	10	9	0.3	OK<100
	SBL	10	8	0.7	OK<100	WBT	0	0	0.0	OK<100
	SBT	1,300	1,232	1.9	OK<15%	WBR	15	17	0.5	OK<15%
	SBR	20	19	0.2	OK<100					
South Military Trail / The Lakes at Deerfield Apartments Entrance	NBT	970	971	0.0	OK<15%	SBT	1,330	1,259	2.0	OK<15%
	NBR	70	69	0.1	OK<100	WBR	45	46	0.1	OK<100
South Military Trail / East Drive	NBT	1,310	1,287	0.6	OK<15%	SBR	125	121	0.4	OK<15%
	SBT	1,355	1,353	0.1	OK<15%	EBR	85	86	0.1	OK<15%
SW 10th Street / East Newport Center Drive	NBL	310	308	0.1	OK<100	EBL	65	64	0.1	OK<100
	NBT	10	9	0.3	OK<100	EBT	1,825	1,829	0.1	OK<100
	NBR	375	372	0.2	OK<100	EBR	60	58	0.3	OK<100
	SBL	85	84	0.1	OK<100	WBL	90	81	1.0	OK<100
	SBT	5	9	1.5	OK<100	WBT	2,145	2,065	1.7	OK<100
	SBR	340	336	0.2	OK<100	WBR	70	64	0.7	OK<100
East Newport Center Drive / SW 12th Avenue	NBL	15	15	0.0	OK<100	EBL	0	0	0.0	OK<100
	NBT	15	14	0.3	OK<100	EBT	20	19	0.2	OK<100
	NBR	115	107	0.8	OK<100	EBR	80	81	0.1	OK<100
	SBL	0	0	0.0	OK<100	WBL	330	328	0.1	OK<100
	SBT	20	20	0.0	OK<100	WBT	15	14	0.3	OK<100
	SBR	0	0	0.0	OK<100	WBR	5	8	1.2	OK<100

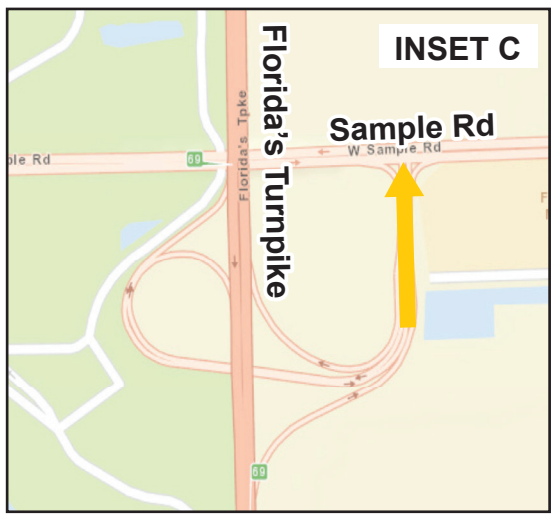
Table 18 (continued)
Intersection Volumes – PM Peak Hour

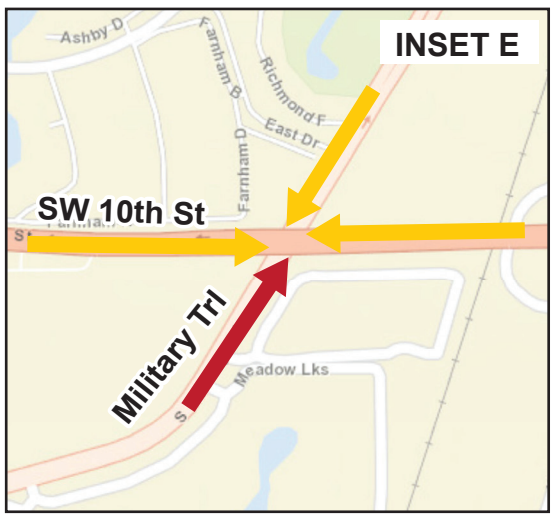
Intersection Name	Movement	Volume		GEH	Acceptance Target	Movement	Volume		GEH	Acceptance Target
		Demand	Model				Demand	Model		
SW 10th Street / SB I-95 Ramps	SBL	135	118	1.5	OK<100	EBR	625	630	0.2	OK<100
	SBR	825	771	1.9	OK<15%	WBL	545	527	0.8	OK<15%
	EBT	1,660	1,652	0.2	OK<15%	WBT	1,480	1,446	0.9	OK<15%
SW 10th Street / NB I-95 Ramps	NBL	630	597	1.3	OK<100	EBR	795	789	0.2	OK<100
	NBR	590	551	1.6	OK<100	WBL	295	276	1.1	OK<100
	EBT	1,000	981	0.6	OK<15%	WBT	1,395	1,382	0.3	OK<15%
SW 10th Street / SW Natural Boulevard	NBL	235	204	2.1	OK<100	EBL	210	197	0.9	OK<100
	NBT	105	99	0.6	OK<100	EBT	1,200	1,159	1.2	OK<100
	NBR	85	86	0.1	OK<100	EBR	180	173	0.5	OK<100
	SBL	220	217	0.2	OK<100	WBL	170	167	0.2	OK<100
	SBT	220	213	0.5	OK<100	WBT	1,125	1,121	0.1	OK<100
	SBR	330	326	0.2	OK<100	WBR	105	107	0.2	OK<100
Sample Road / I-95 SB Ramps	SBL	405	382	1.2	OK<100	EBR	570	570	0.0	OK<100
	SBR	585	546	1.6	OK<100	WBT	1,710	1,688	0.5	OK<100
	EBT	1,665	1,660	0.1	OK<15%	WBR	750	742	0.3	OK<15%
Sample Road / I-95 NB Ramps	NBL	970	944	0.8	OK<15%	EBR	565	570	0.2	OK<15%
	NBR	510	488	1.0	OK<100	WBT	1,490	1,486	0.1	OK<100
	EBT	1,505	1,470	0.9	OK<15%	WBR	335	335	0.0	OK<15%
Hillsboro Boulevard / I-95 SB Ramps	SBL	510	495	0.7	OK<100	EBR	670	662	0.3	OK<100
	SBR	490	471	0.9	OK<100	WBT	1,670	1,644	0.6	OK<100
	EBT	1,710	1,717	0.2	OK<15%	WBR	750	748	0.1	OK<15%

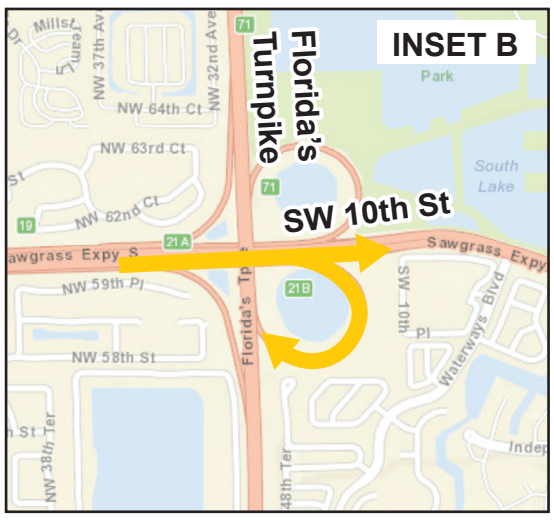
The VISSIM model parameters for the existing 2016 AM and PM peak period conditions were adjusted to depict buildup and dissipation of the congested locations. Visual audits of the simulation models indicated that field-observed congestion was replicated, as shown on **Figures 3** and **4**. The calibration for the visual audit of the models was satisfied.

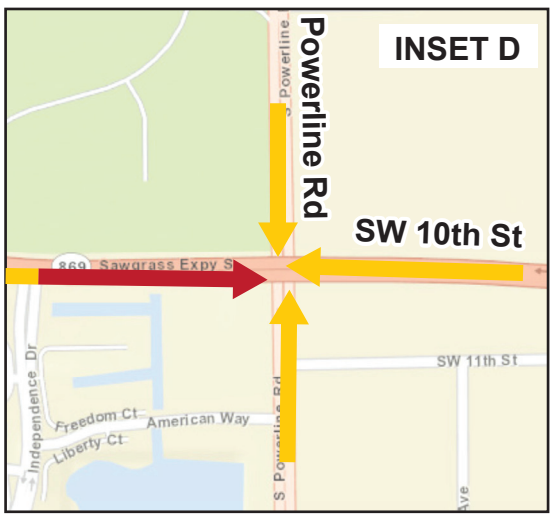
NOT TO SCALE

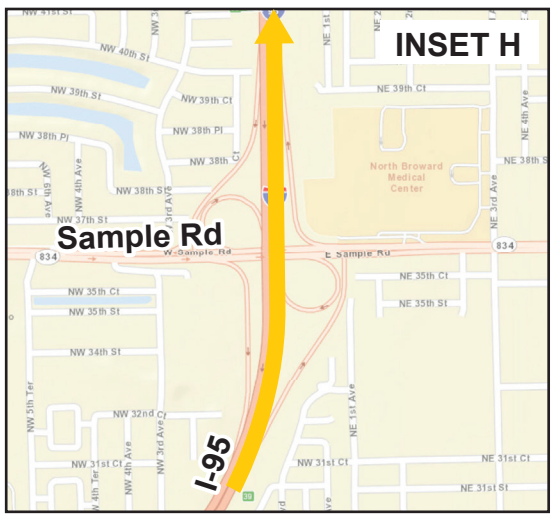


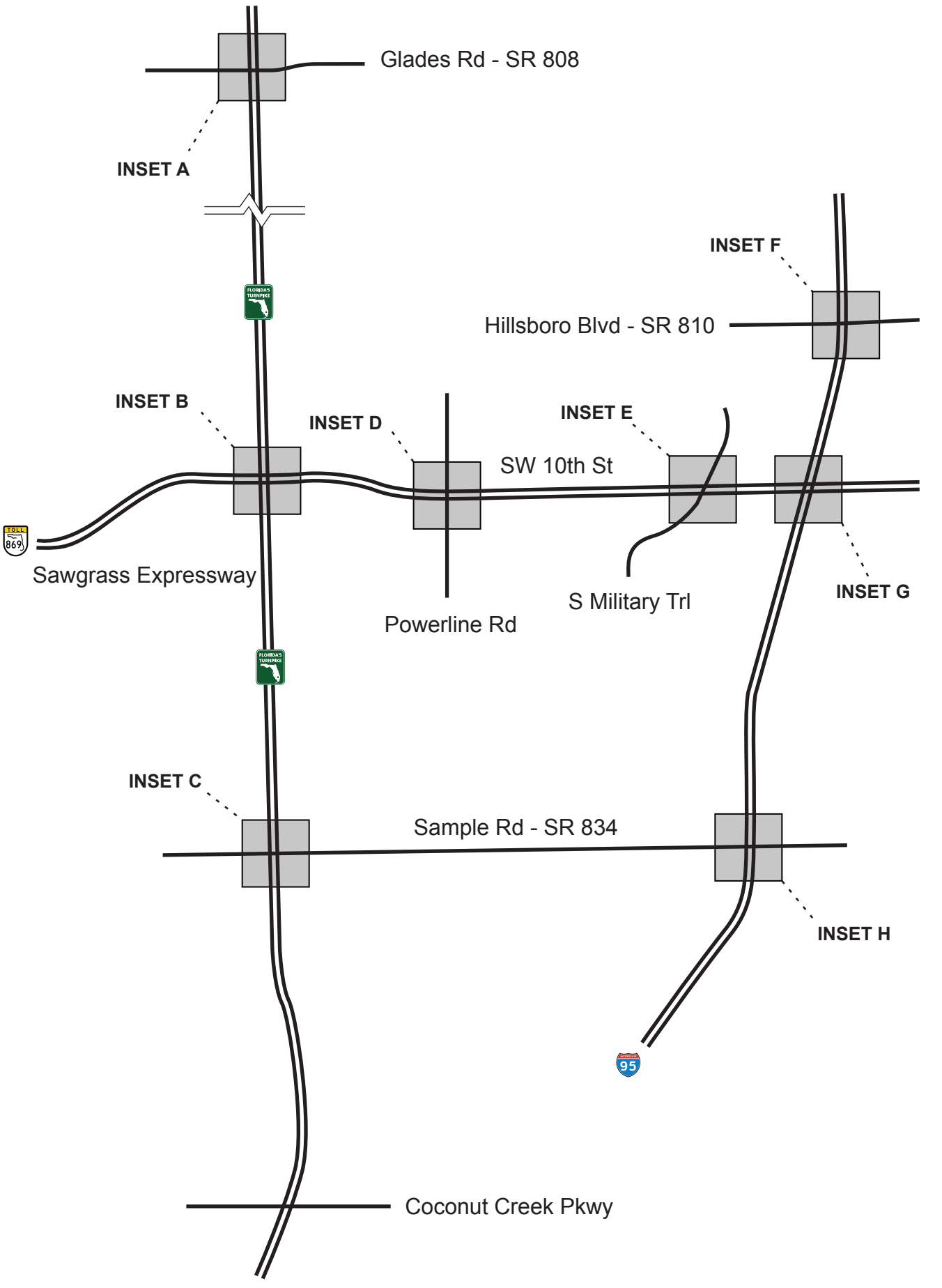










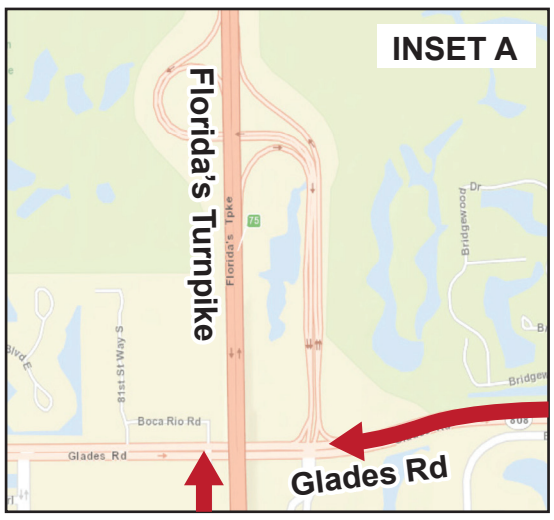


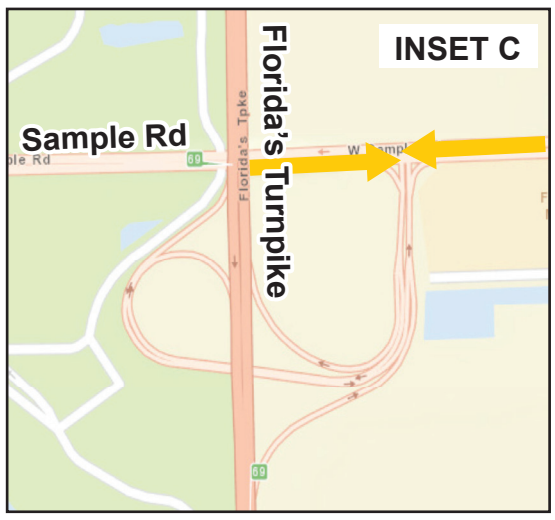
Legend

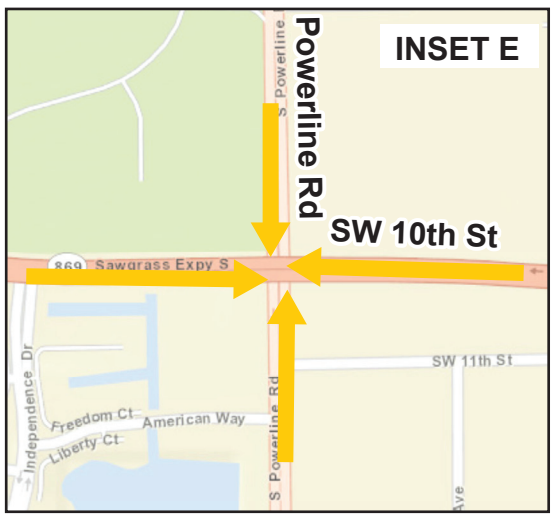
- Severe Congestion
- Moderate Congestion

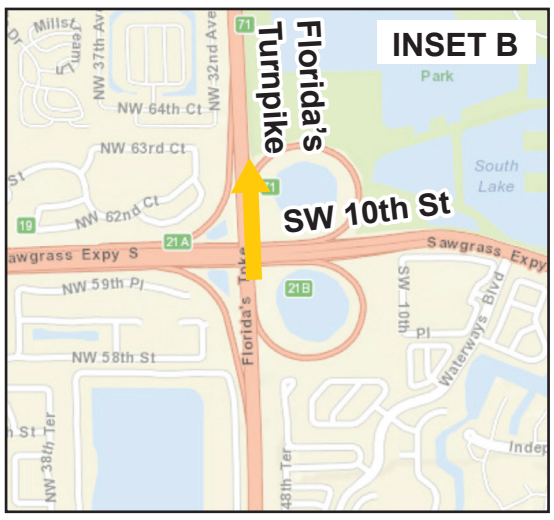
FLORIDA'S TURNPIKE	SW 10th Street PD&E Study VISSIM Calibration Report	AM Peak Period VISSIM Queues	Figure 3

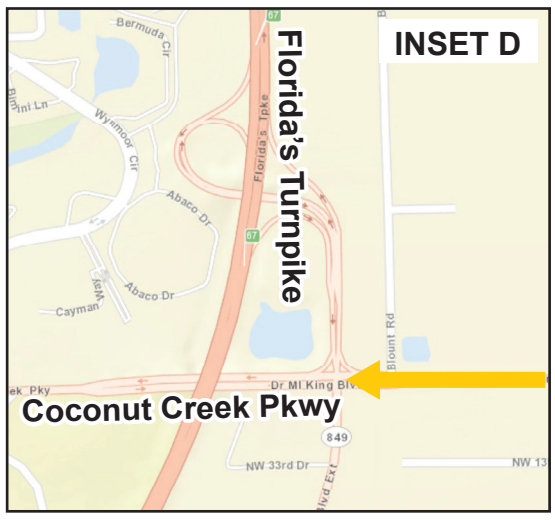
NOT TO SCALE

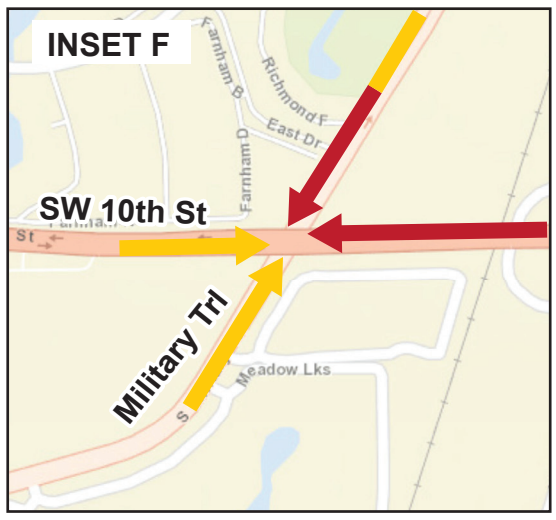


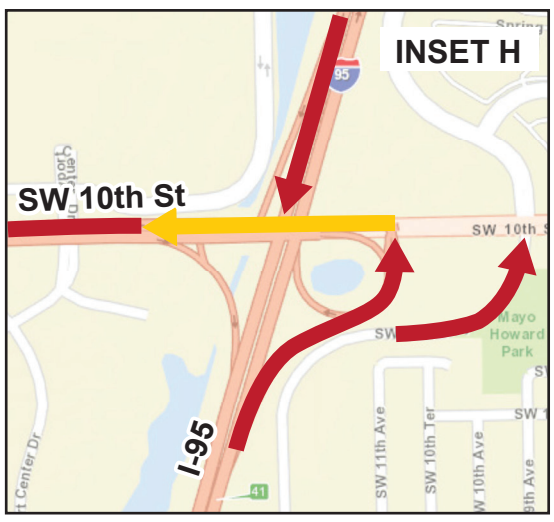


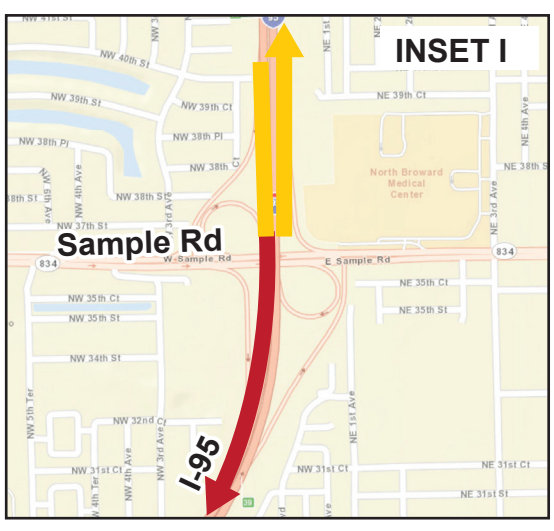


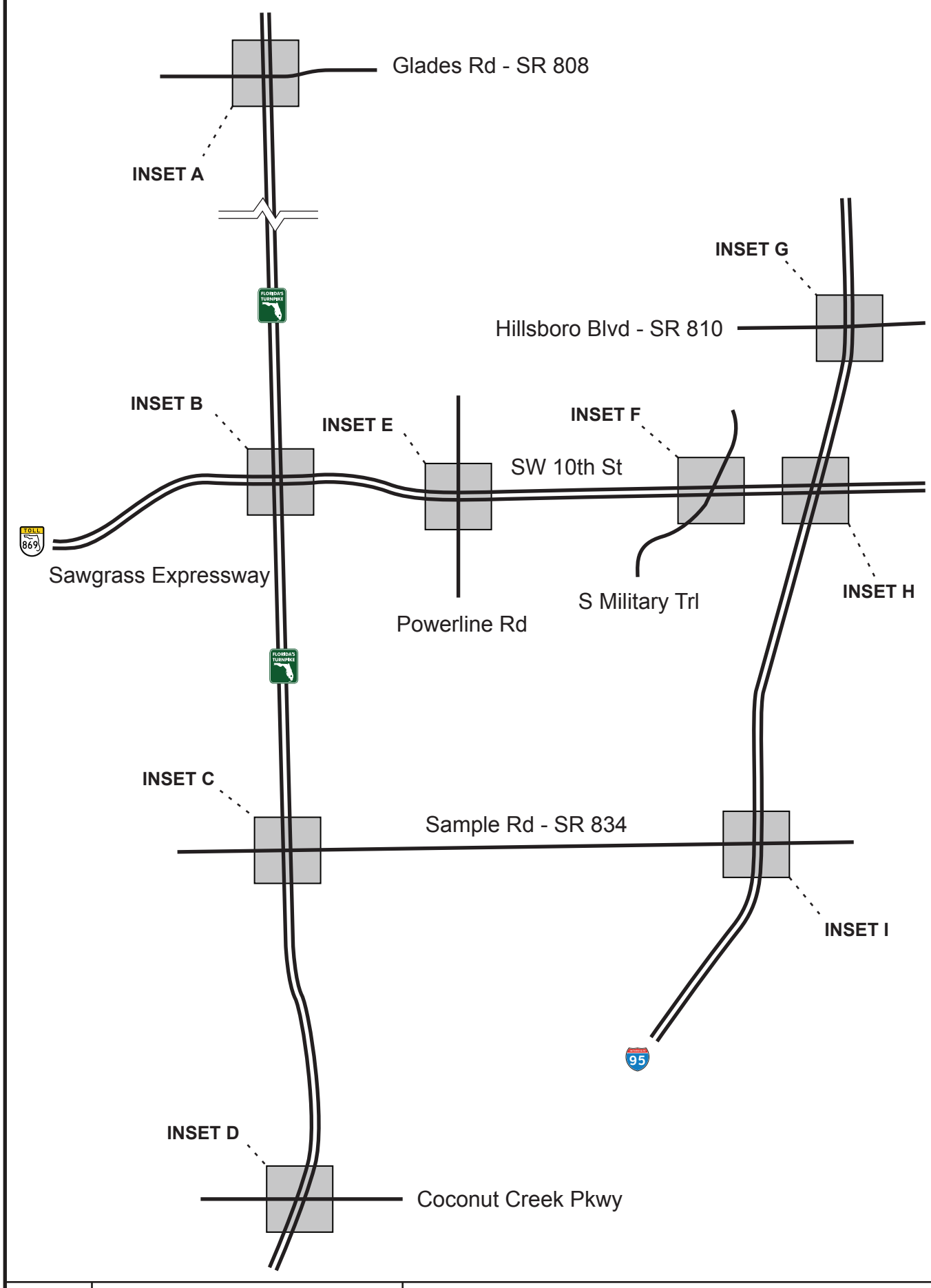












Legend

- Severe Congestion
- Moderate Congestion

FLORIDA'S TURNPIKE	SW 10th Street PD&E Study VISSIM Calibration Report	PM Peak Period VISSIM Queues	Figure 4

Field-collected GPS travel time and speed data from 100 travel time runs collected over three days in October 2016 showed that, for the most part, Sawgrass Expressway traffic was traveling faster than the posted speed limit. The traffic operations on Florida's Turnpike were significantly better than I-95 at the same cross streets. The data also showed that along I-95, heavy congestion occurred during both the AM and PM peak periods.

The field-collected GPS data were used to calibrate the existing conditions VISSIM models. The field and model speeds were compared at basic freeway segments within the interchanges to capture the majority of vehicles that are through traffic. These segments were selected, as all of the vehicles have the same origin and destination and can therefore be directly compared to the field data that was collected along travel time routes that started and ended at the study limits of the three freeways. The existing conditions speed calibration results are shown in **Tables 19** and **20** for the AM and PM peak period models, respectively, and are summarized below. The calibrated VISSIM models are provided in **Appendix B** and detailed speed calibration results are provided in **Appendix C**.

10.1 CALIBRATED EXISTING 2016 AM MODEL

Florida's Turnpike

- The northbound calibration target was achieved for 100 percent, 60 percent, and 100 percent of the speed segments during the pre-peak, peak, and post-peak hours, respectively. Even though some of the modeled hourly speeds did not match the observed speeds, the trend of the average speeds was similar.
- The southbound calibration target was met for 100 percent, 80 percent, and 100 percent of the speed segments during the pre-peak, peak, and post-peak hours, respectively. Even though some of the modeled hourly speeds did not match the observed speeds, the trend of the average speeds was similar.

Sawgrass Expressway

- The eastbound calibration target was achieved for 100 percent, 100 percent, and 50 percent of the speed segments during the pre-peak, peak, and post-peak hours, respectively. Even though some of the modeled hourly speeds did not match the observed speeds, the trend of the average speeds was similar.
- The westbound calibration target was achieved for 100 percent of the speed segments during the pre-peak, peak, and post-peak hours.

SW 10th Street

- The eastbound and westbound calibration target was achieved for 100 percent of the speed segments during the pre-peak, peak, and post-peak hours.

I-95

- The northbound and southbound calibration target was achieved for 100 percent of the speed segments during the pre-peak, peak, and post-peak hours.

10.2 CALIBRATED EXISTING 2016 PM MODEL

Florida's Turnpike

- The northbound and southbound calibration target was achieved for 100 percent of the speed segments during the pre-peak, peak, and post-peak hours.

Sawgrass Expressway

- The eastbound and westbound calibration target was achieved for 100 percent of the speed segments during the pre-peak, peak, and post-peak hours.

SW 10th Street

- The eastbound and westbound calibration target was achieved for 100 percent of the speed segments during the pre-peak, peak, and post-peak hours.

I-95

- The northbound calibration target was achieved for 100 percent, 100 percent, and 67 percent of the speed segments during the pre-peak, peak, and post-peak hours, respectively.
- The southbound calibration target was met for 67 percent, 100 percent, and 67 percent of the speed segments during the pre-peak, peak, and post-peak hours, respectively.

The overall combined model calibration target was achieved for 94 and 97 percent of the speed segments for the three-hour AM and PM peak periods, respectively.

Table 19
Existing 2016 AM VISSIM Model Speed Calibration

Segment	Length (feet)	AM Model Speed (mph)				AM Field Speed (mph)				AM Speed Calibration			
		Pre Peak	Peak	After Peak	Average	Pre Peak	Peak	After Peak	Average	Pre Peak	Peak	After Peak	Average
Northbound – Florida's Turnpike													
Atlantic Boulevard	1866.2	70.8	70.0	70.5	70.4	67.5	65.5	77.1	70.0	Calibrated	Calibrated	Calibrated	Calibrated
Coconut Creek Parkway	1577.4	69.3	67.4	68.6	68.4	67.5	63.5	72.0	67.7	Calibrated	Calibrated	Calibrated	Calibrated
West Sample Road	1815.5	70.8	68.5	70.1	69.8	75.8	56.5	74.5	68.9	Calibrated	Uncalibrated	Calibrated	Calibrated
Sawgrass Expressway	915.7	63.8	59.5	61.8	61.7	72.0	37.9	69.7	59.9	Calibrated	Uncalibrated	Calibrated	Calibrated
Glades Road	1677.9	71.1	69.1	69.1	69.8	72.0	67.5	75.3	71.6	Calibrated	Calibrated	Calibrated	Calibrated
Southbound – Florida's Turnpike													
Glades Road	1204.9	71.0	70.3	70.7	70.7	75.8	80.0	75.8	77.2	Calibrated	Calibrated	Calibrated	Calibrated
Sawgrass Expressway	5076.9	71.4	71.0	71.1	71.2	75.8	75.0	77.4	76.1	Calibrated	Calibrated	Calibrated	Calibrated
West Sample Road	1253.9	68.8	64.3	65.7	66.3	72.0	40.0	73.2	61.7	Calibrated	Uncalibrated	Calibrated	Calibrated
Coconut Creek Parkway	1583.4	69.2	64.5	66.4	66.7	65.5	56.8	75.8	66.0	Calibrated	Calibrated	Calibrated	Calibrated
Atlantic Boulevard	1331.6	70.9	70.1	70.2	70.4	74.5	77.1	73.2	74.9	Calibrated	Calibrated	Calibrated	Calibrated
Eastbound – Sawgrass Expressway													
North University Drive	4670.3	65.2	64.6	65.0	64.9	73.6	59.7	74.9	69.4	Calibrated	Calibrated	Calibrated	Calibrated
S.R. 7	2972.8	64.9	64.1	64.6	64.5	74.7	64.9	74.5	71.4	Calibrated	Calibrated	Calibrated	Calibrated
Lyons Road	3071.8	62.6	53.6	61.3	59.2	69.1	59.6	74.5	67.7	Calibrated	Calibrated	Uncalibrated	Calibrated
Florida's Turnpike	6347.6	54.4	49.2	44.4	49.3	62.0	55.6	55.1	57.6	Calibrated	Calibrated	Uncalibrated	Calibrated
Westbound – Sawgrass Expressway													
Florida's Turnpike	2718.2	54.2	52.7	53.2	53.4	56.2	55.6	57.3	56.4	Calibrated	Calibrated	Calibrated	Calibrated
Lyons Road	3673.8	62.4	61.7	62.0	62.0	69.6	71.4	70.3	70.4	Calibrated	Calibrated	Calibrated	Calibrated
S.R. 7	2463.3	66.1	65.2	65.7	65.7	73.2	72.0	73.8	73.0	Calibrated	Calibrated	Calibrated	Calibrated
North University Drive	3095.5	65.6	64.6	65.1	65.1	73.7	69.5	67.3	70.2	Calibrated	Calibrated	Calibrated	Calibrated
Eastbound – SW 10th Street													
Florida's Turnpike to Powerline Road	3936.3	21.7	11.4	11.9	15.0	15.2	9.6	19.5	14.8	Calibrated	Calibrated	Calibrated	Calibrated
Powerline Road to South Military Trail	7533.5	27.3	17.4	14.1	19.6	19.0	12.6	17.6	16.4	Calibrated	Calibrated	Calibrated	Calibrated
South Military Trail to FAU Boulevard	4485.9	23.7	22.4	21.5	22.5	18.1	20.5	21.8	20.1	Calibrated	Calibrated	Calibrated	Calibrated
Westbound – SW 10th Street													
FAU Boulevard to South Military Trail	4469.3	23.1	19.3	18.8	20.4	17.9	16.2	24.6	19.6	Calibrated	Calibrated	Calibrated	Calibrated
South Military Trail to Powerline Road	7560.7	31.7	27.2	22.7	27.2	29.8	25.2	32.2	29.1	Calibrated	Calibrated	Calibrated	Calibrated
Powerline Road to Florida's Turnpike	3656.8	42.1	37.9	38.2	39.4	39.3	38.7	44.7	40.9	Calibrated	Calibrated	Calibrated	Calibrated
Northbound – I-95													
Sample Road	2325.2	34.2	21.7	21.3	25.7	31.1	18.7	25.3	25.0	Calibrated	Calibrated	Calibrated	Calibrated
SW 10th Street	1446.4	44.1	21.1	20.5	28.6	39.0	29.6	27.0	31.9	Calibrated	Calibrated	Calibrated	Calibrated
Hillsboro Boulevard	1674.3	55.2	54.4	54.5	54.7	54.0	51.4	47.0	50.8	Calibrated	Calibrated	Calibrated	Calibrated
Southbound – I-95													
Hillsboro Boulevard	2118.0	60.7	59.9	60.3	60.3	56.5	68.6	67.0	64.0	Calibrated	Calibrated	Calibrated	Calibrated
SW 10th Street	2220.4	60.9	60.0	60.4	60.5	60.0	68.6	70.2	66.3	Calibrated	Calibrated	Calibrated	Calibrated
Sample Road	2323.7	60.0	58.7	59.3	59.3	62.6	68.6	68.6	66.6	Calibrated	Calibrated	Calibrated	Calibrated
Per Hour Speed Calibration Percentage										100%	90%	93%	100%
Overall Speed Calibration Percentage										94%			

Table 20
Existing 2016 PM VISSIM Model Speed Calibration

Segment	Length (ft)	PM Model Speed (mph)				PM Field Speed (mph)				PM Speed Calibration			
		Pre Peak	Peak	After Peak	Average	Pre Peak	Peak	After Peak	Average	Pre Peak	Peak	After Peak	Average
Northbound – Florida's Turnpike													
Atlantic Boulevard	1866.2	70.4	70.0	70.2	70.2	67.5	63.5	63.5	64.9	Calibrated	Calibrated	Calibrated	Calibrated
Coconut Creek Parkway	1577.4	70.5	70.3	70.3	70.4	72.0	63.5	67.5	67.7	Calibrated	Calibrated	Calibrated	Calibrated
West Sample Road	1815.5	70.5	70.4	70.5	70.5	75.8	72.0	72.0	73.3	Calibrated	Calibrated	Calibrated	Calibrated
Sawgrass Expressway	915.7	61.3	58.3	60.0	59.9	60.0	65.5	65.5	63.6	Calibrated	Calibrated	Calibrated	Calibrated
Glades Road	1677.9	70.1	69.6	69.8	69.8	67.5	74.5	67.5	69.8	Calibrated	Calibrated	Calibrated	Calibrated
Southbound – Florida's Turnpike													
Glades Road	1204.9	70.8	70.6	70.7	70.7	75.8	72.0	72.0	73.3	Calibrated	Calibrated	Calibrated	Calibrated
Sawgrass Expressway	5076.9	71.4	71.3	71.3	71.3	69.9	73.5	72.0	71.8	Calibrated	Calibrated	Calibrated	Calibrated
West Sample Road	1253.9	71.0	70.9	70.9	71.0	63.5	72.0	77.1	70.9	Calibrated	Calibrated	Calibrated	Calibrated
Coconut Creek Parkway	1583.4	70.6	70.5	70.5	70.5	72.0	72.0	72.0	72.0	Calibrated	Calibrated	Calibrated	Calibrated
Atlantic Boulevard	1331.6	70.3	70.1	70.2	70.2	63.5	72.0	72.0	69.2	Calibrated	Calibrated	Calibrated	Calibrated
Eastbound – Sawgrass Expressway													
North University Drive	4670.3	72.9	72.8	72.9	72.9	75.3	72.8	73.6	73.9	Calibrated	Calibrated	Calibrated	Calibrated
S.R. 7	2972.8	72.6	72.3	72.4	72.4	75.4	72.0	75.6	74.3	Calibrated	Calibrated	Calibrated	Calibrated
Lyons Road	3071.8	72.4	72.2	72.3	72.3	73.8	78.5	76.1	76.1	Calibrated	Calibrated	Calibrated	Calibrated
Florida's Turnpike	6347.6	64.6	64.5	64.5	64.5	62.7	64.7	64.3	63.9	Calibrated	Calibrated	Calibrated	Calibrated
Westbound – Sawgrass Expressway													
Florida's Turnpike	2718.2	51.3	51.5	52.0	51.6	54.5	50.7	55.1	53.5	Calibrated	Calibrated	Calibrated	Calibrated
Lyons Road	3673.8	61.9	61.6	61.6	61.7	67.5	63.8	65.9	65.7	Calibrated	Calibrated	Calibrated	Calibrated
S.R. 7	2463.3	66.4	66.2	66.0	66.2	70.6	66.7	68.4	68.5	Calibrated	Calibrated	Calibrated	Calibrated
North University Drive	3095.5	67.3	66.9	66.9	67.0	70.5	63.3	67.1	67.0	Calibrated	Calibrated	Calibrated	Calibrated
Eastbound – SW 10th Street													
Florida's Turnpike to Powerline Road	3936.3	26.6	25.7	26.1	26.1	26.3	18.6	29.1	24.7	Calibrated	Calibrated	Calibrated	Calibrated
Powerline Road to South Military Trail	7533.5	40.7	40.3	40.4	40.5	36.8	34.2	41.7	37.6	Calibrated	Calibrated	Calibrated	Calibrated
South Military Trail to FAU Boulevard	4486.0	23.0	22.1	22.3	22.4	18.0	16.2	17.9	17.4	Calibrated	Calibrated	Calibrated	Calibrated
Westbound – SW 10th Street													
FAU Boulevard to S Military Trail	4469.3	17.8	15.0	12.4	15.1	15.5	9.2	13.1	12.6	Calibrated	Calibrated	Calibrated	Calibrated
S Military Trail to Powerline Road	7560.7	25.4	24.7	24.8	25.0	24.0	23.9	24.5	24.2	Calibrated	Calibrated	Calibrated	Calibrated
Powerline Road to Florida's Turnpike	3656.8	48.3	47.3	47.3	47.6	47.0	41.2	43.6	44.0	Calibrated	Calibrated	Calibrated	Calibrated
Northbound – I-95													
Sample Road	2325.2	55.6	54.0	49.5	53.0	50.5	45.8	63.3	53.2	Calibrated	Calibrated	Uncalibrated	Calibrated
SW 10th Street	1446.4	58.6	57.0	56.7	57.4	56.8	60.0	65.5	60.8	Calibrated	Calibrated	Calibrated	Calibrated
Hillsboro Boulevard	1674.3	55.8	53.8	54.5	54.7	61.4	60.8	64.3	62.2	Calibrated	Calibrated	Calibrated	Calibrated
Southbound – I-95													
Hillsboro Boulevard	2118.0	28.1	20.4	21.3	23.3	24.0	22.5	38.9	28.5	Calibrated	Calibrated	Uncalibrated	Calibrated
SW 10th Street	2220.4	54.8	54.0	53.9	54.2	55.4	56.5	51.4	54.4	Calibrated	Calibrated	Calibrated	Calibrated
Sample Road	2323.7	47.5	38.2	35.6	40.4	60.0	29.7	27.7	39.1	Uncalibrated	Calibrated	Calibrated	Calibrated
Per Hour Speed Calibration Percentage										97%	100%	93%	100%
Overall Speed Calibration Percentage										97%			

Charts 1 through **32** show GPS and HERE field speeds compared to the AM and PM three-hour peak period models for the Florida's Turnpike, Sawgrass Expressway/SW 10th Street, and I-95.

The goal of the calibration effort was to have the model produce speed trends and speed values similar to the field GPS data during the peak periods. In **Charts 1** through **32**, variance between model and field GPS speeds can be observed on the heavily congested mainline segments due to daily randomness in the start and end time of congestion; however, speed variance on uncongested mainline segments was less and values closely matched the field GPS data.

Chart 1
Northbound Florida's Turnpike Speeds – AM Peak Period

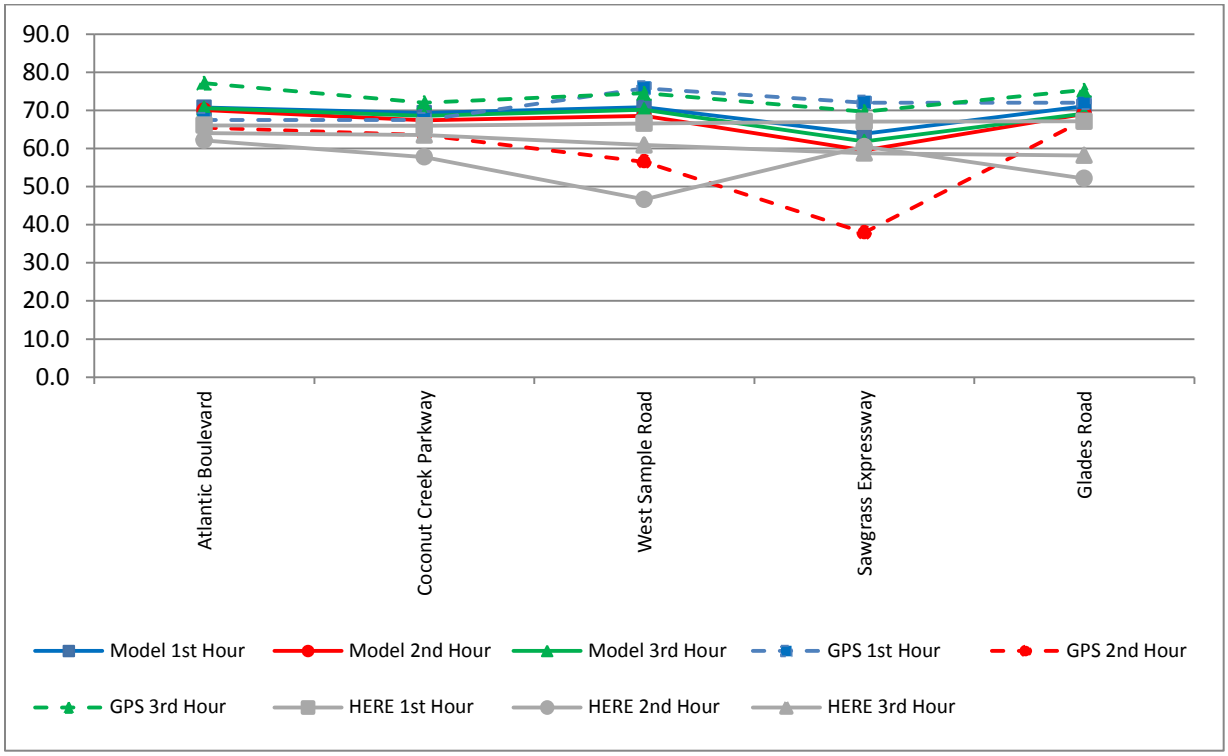


Chart 2
Southbound Florida's Turnpike Speeds – AM Peak Period

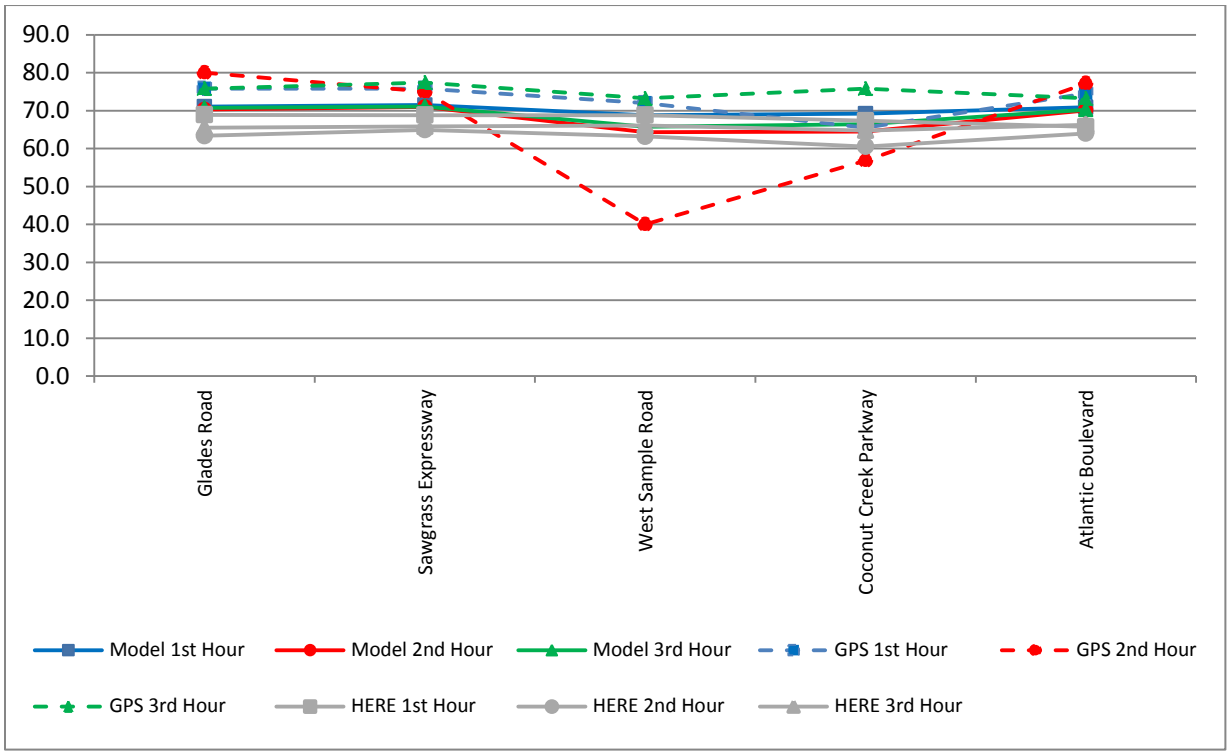


Chart 3
Northbound I-95 Speeds – AM Peak Period

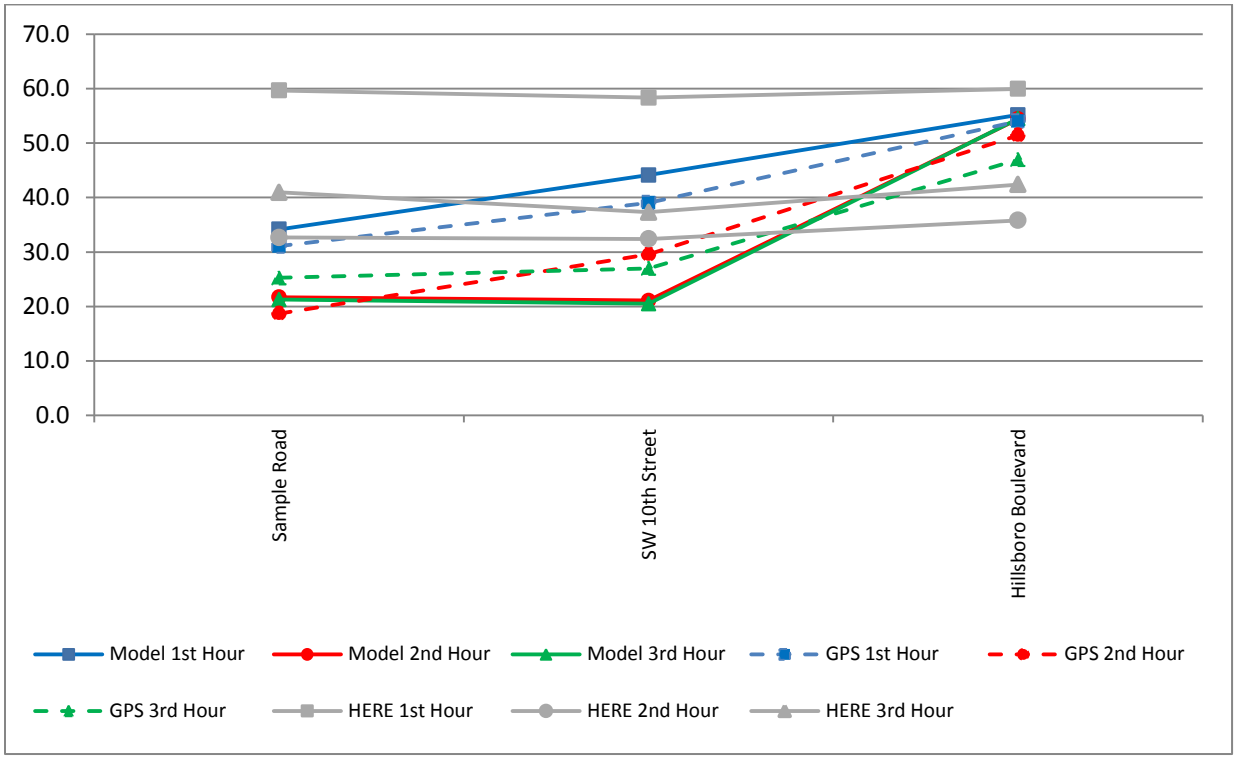


Chart 4
Southbound I-95 Speeds – AM Peak Period

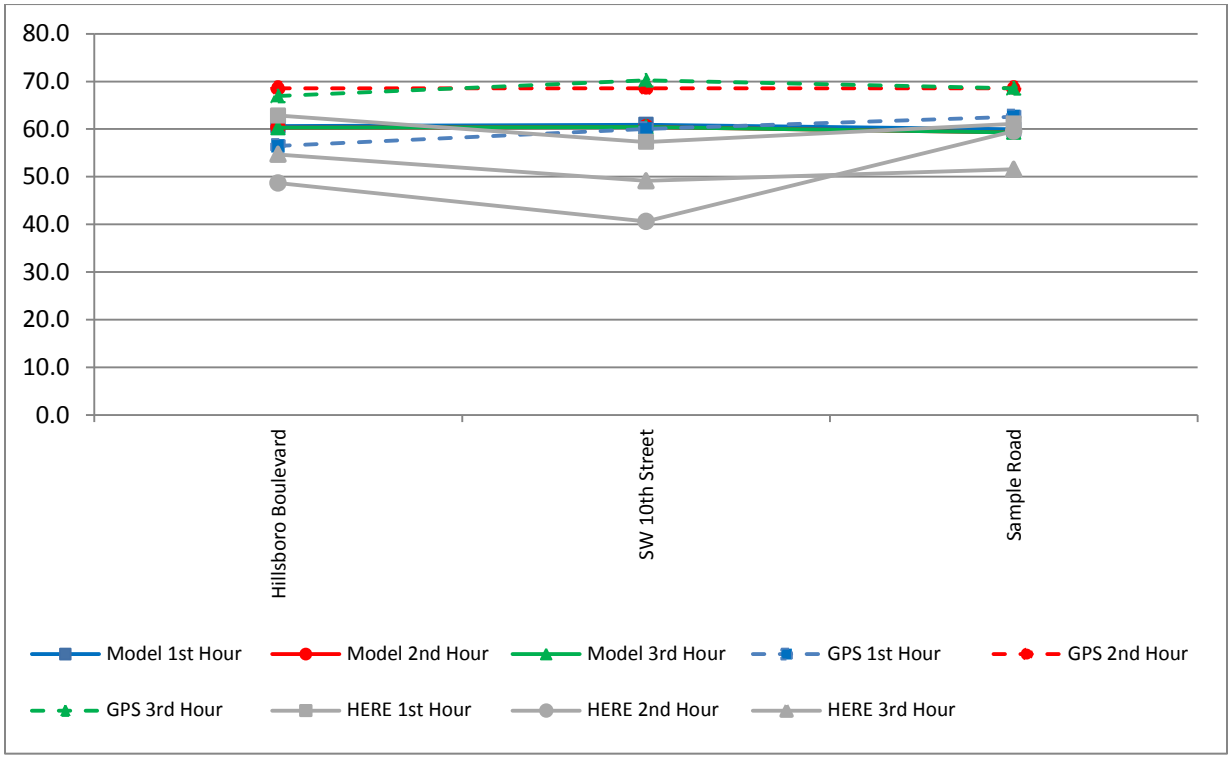
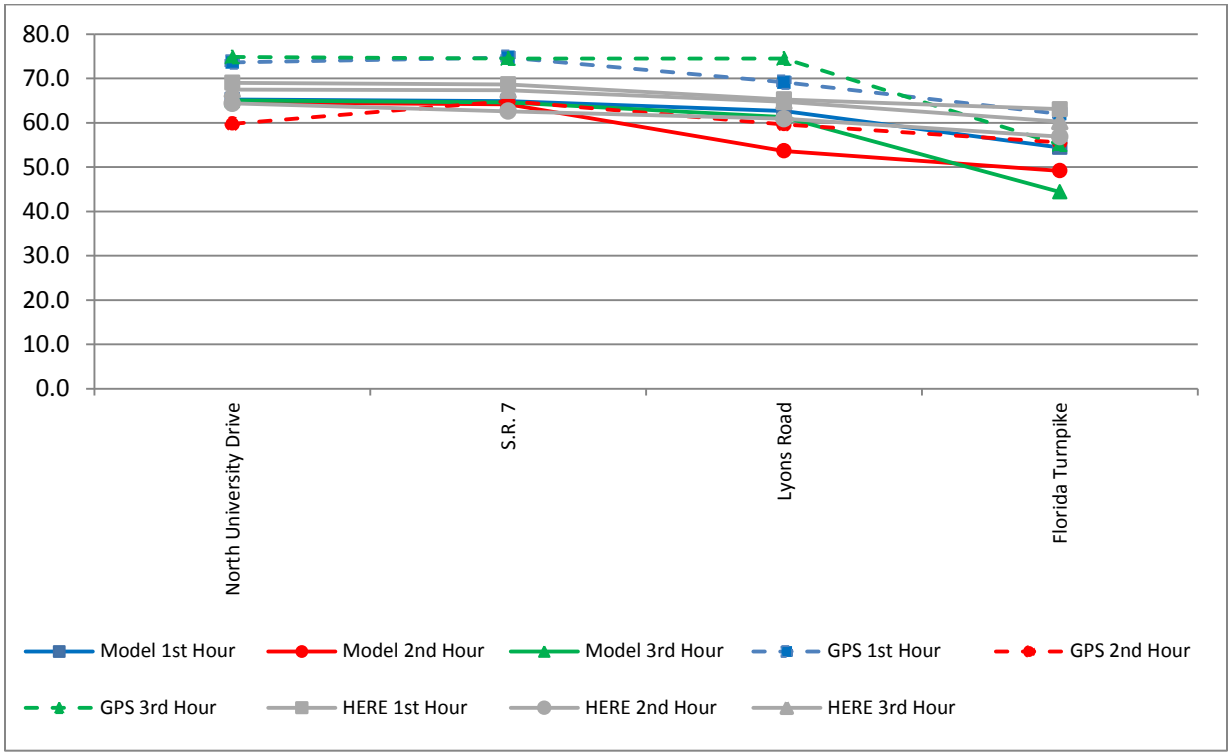


Chart 5
Eastbound Sawgrass Expressway Speeds – AM Peak Period



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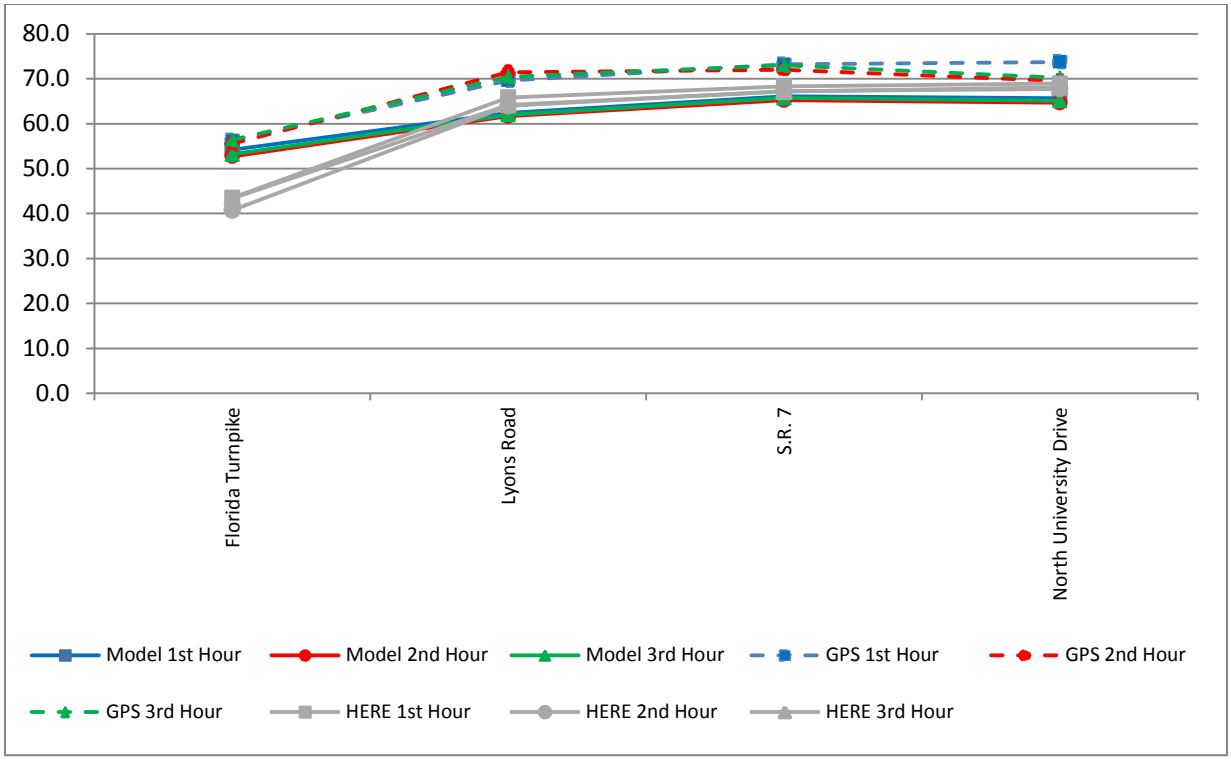
Westbound Sawgrass Expressway Speeds – AM Peak Period



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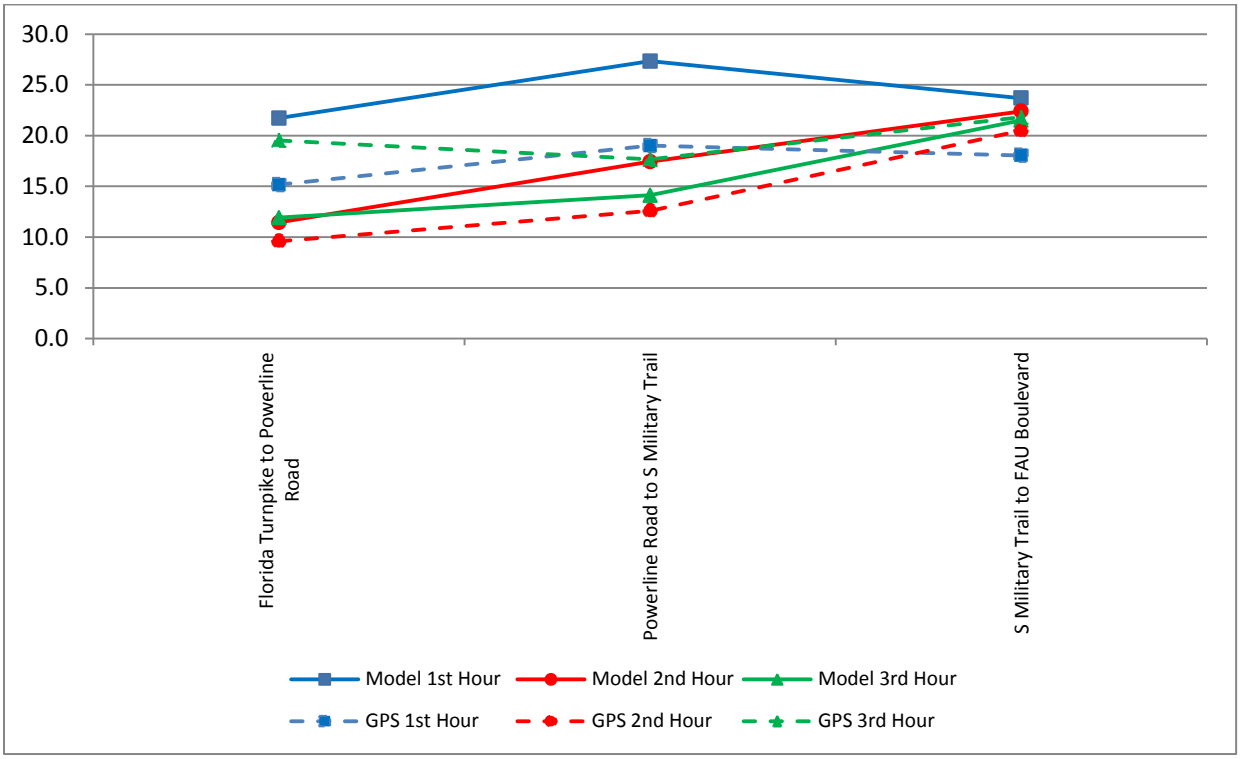
Eastbound SW 10th Street Speeds – AM Peak Period



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Westbound SW 10th Street Speeds – AM Peak Period

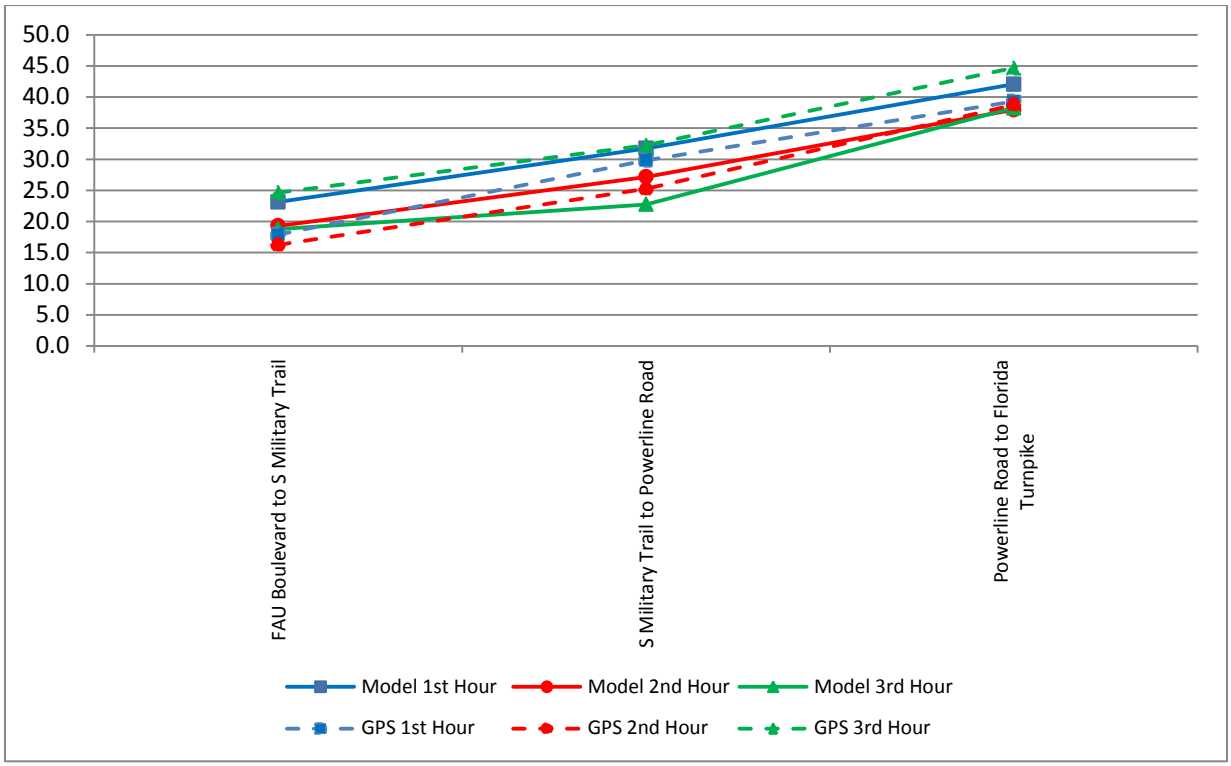


Chart 9
Northbound Florida's Turnpike Speeds – AM Average

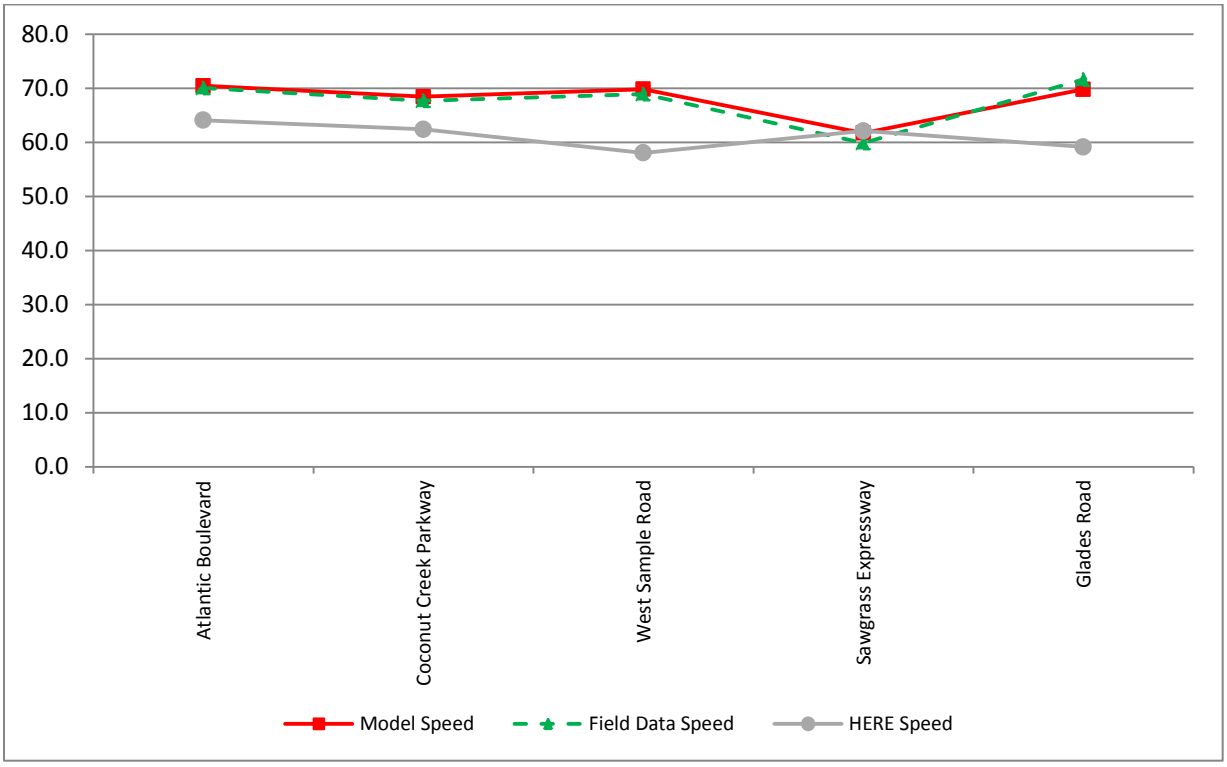


Chart 10
Southbound Florida's Turnpike Speeds – AM Average

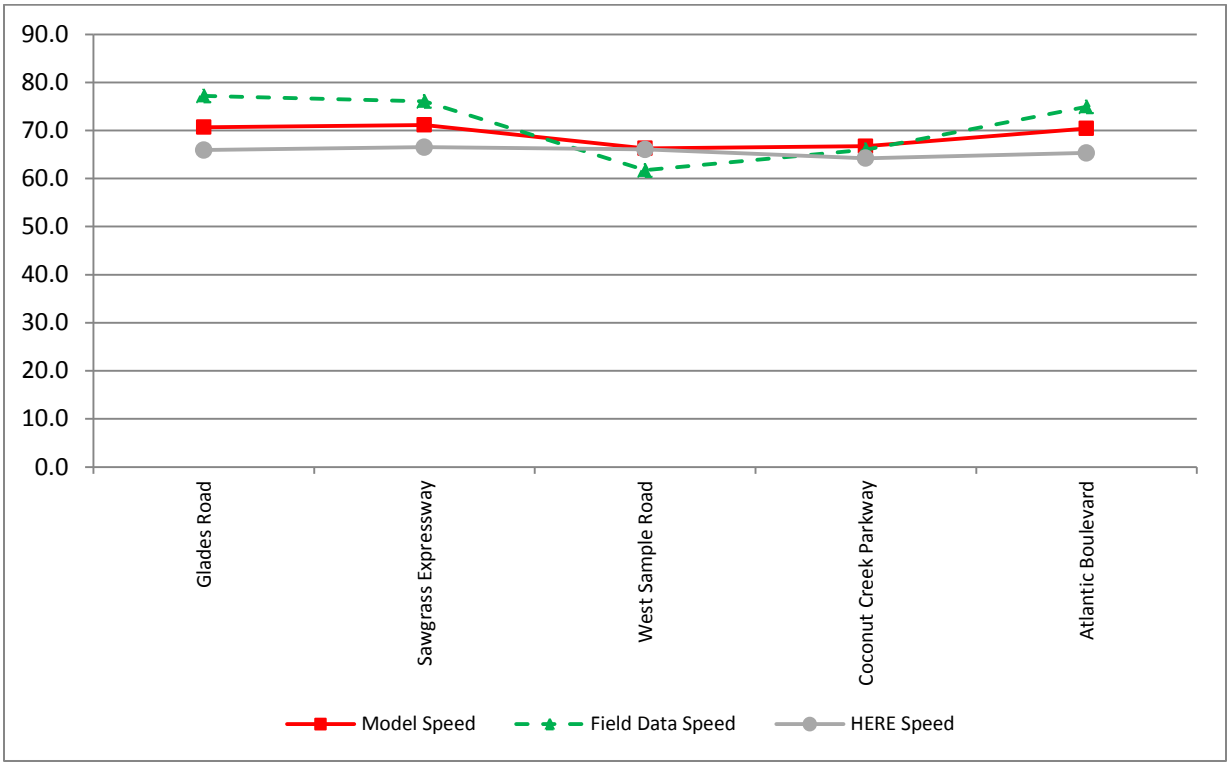


Chart 11
Northbound I-95 Speeds – AM Average

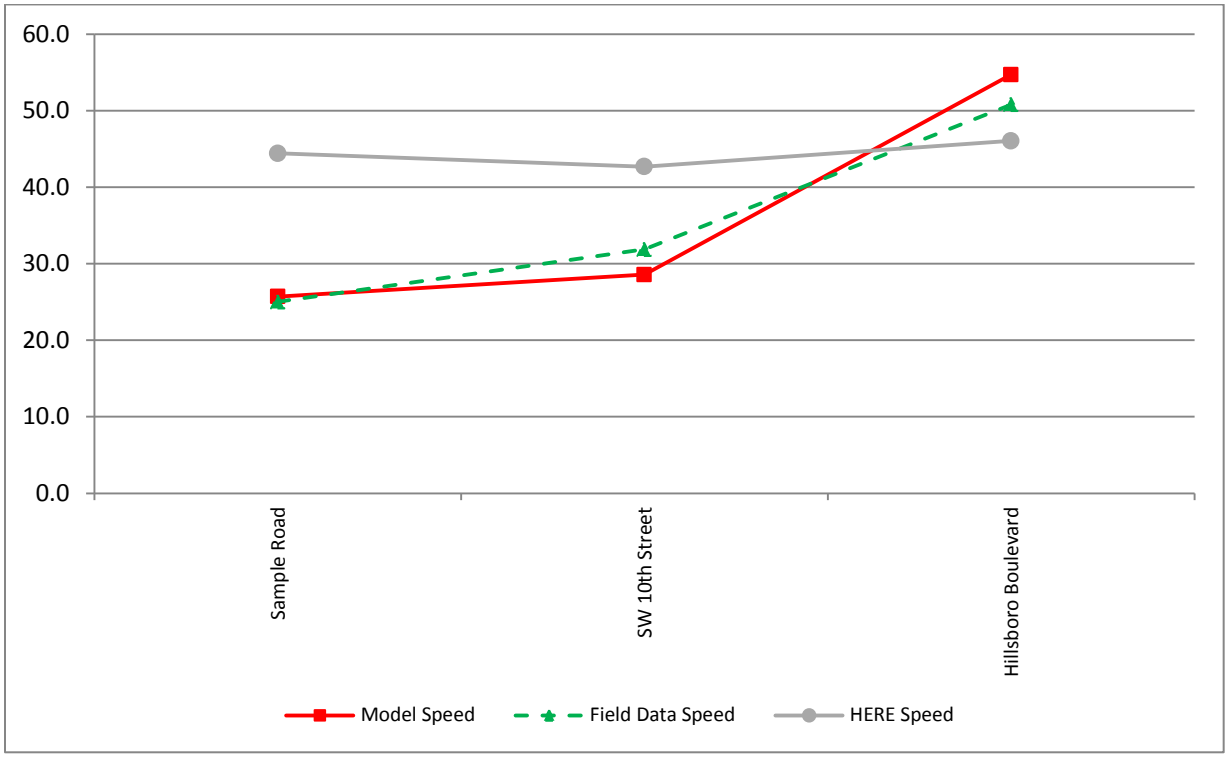
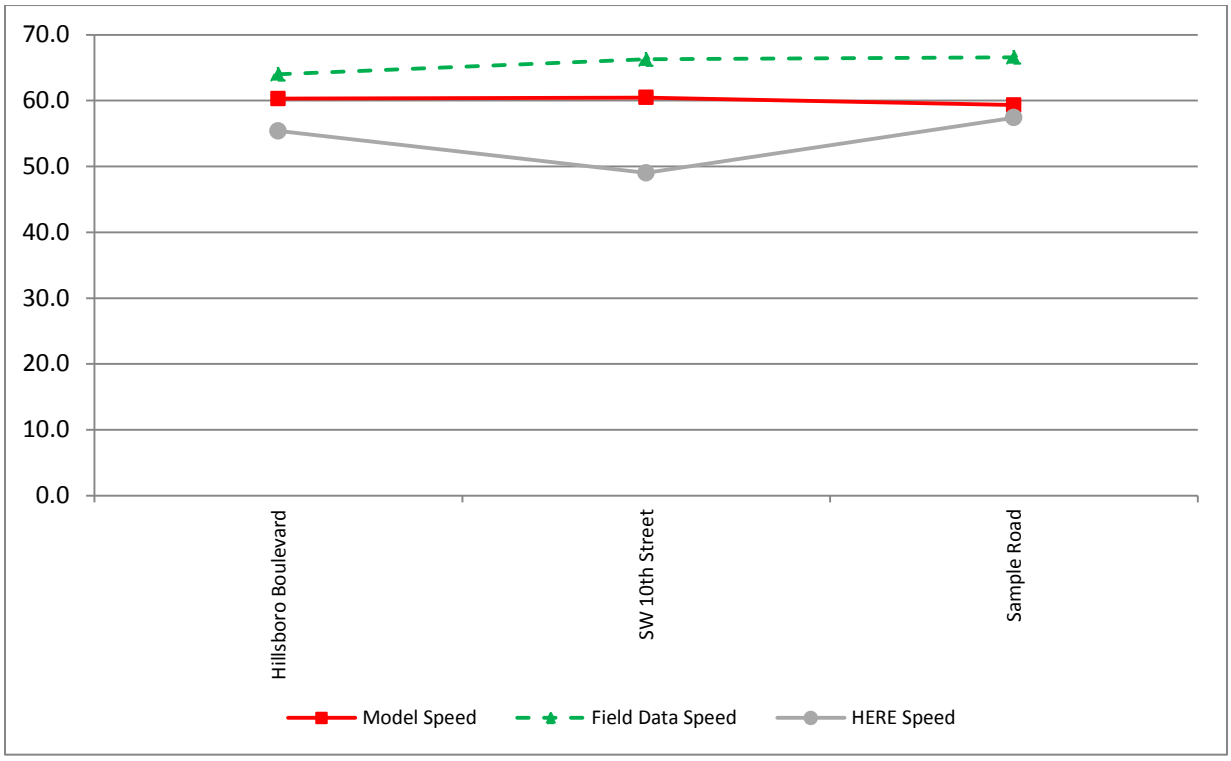


Chart 12
Southbound I-95 Speeds – AM Average



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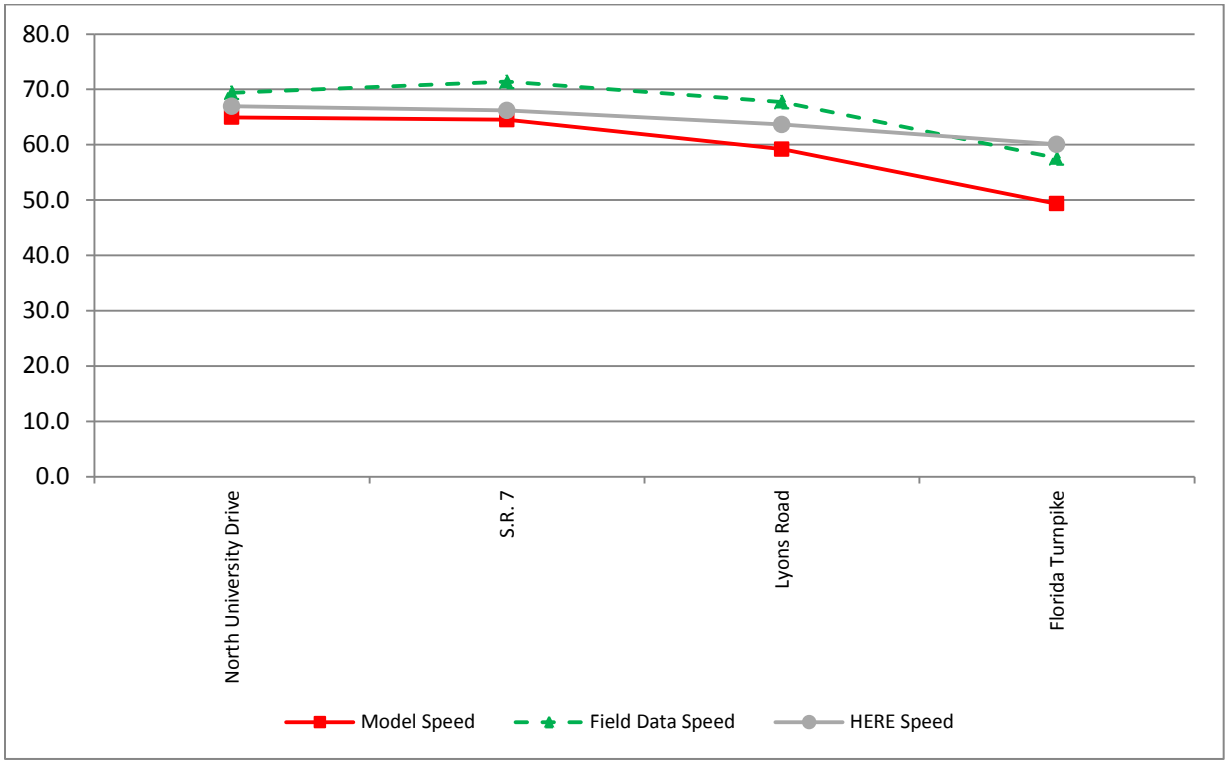
Eastbound Sawgrass Expressway Speeds – AM Average



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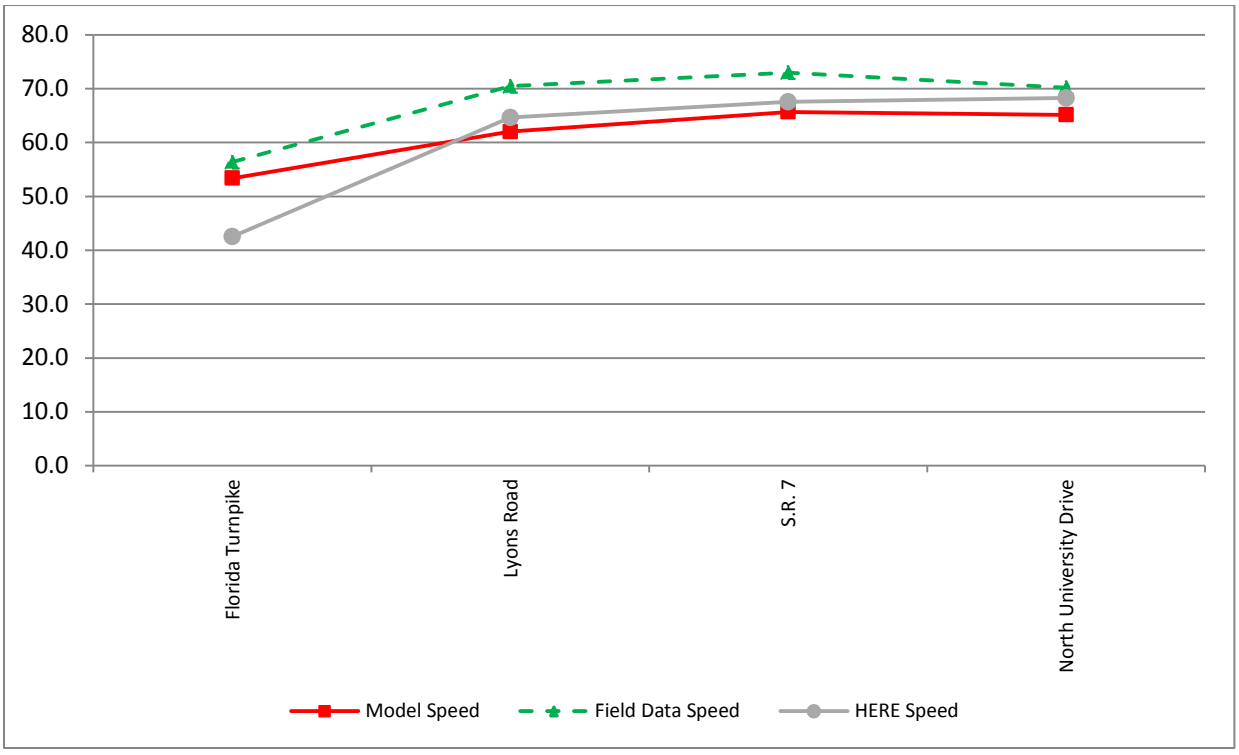

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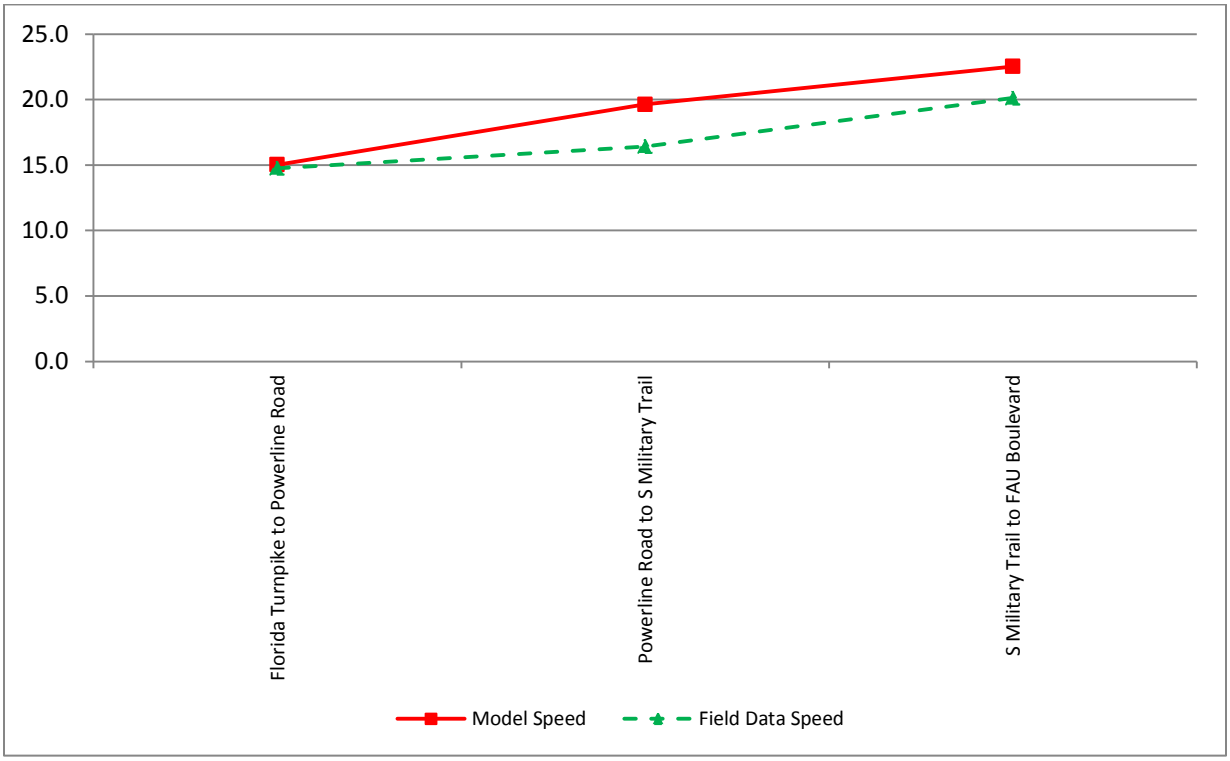
Eastbound SW 10th Street Speeds – AM Average



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Eastbound SW 10th Street Speeds – AM Average

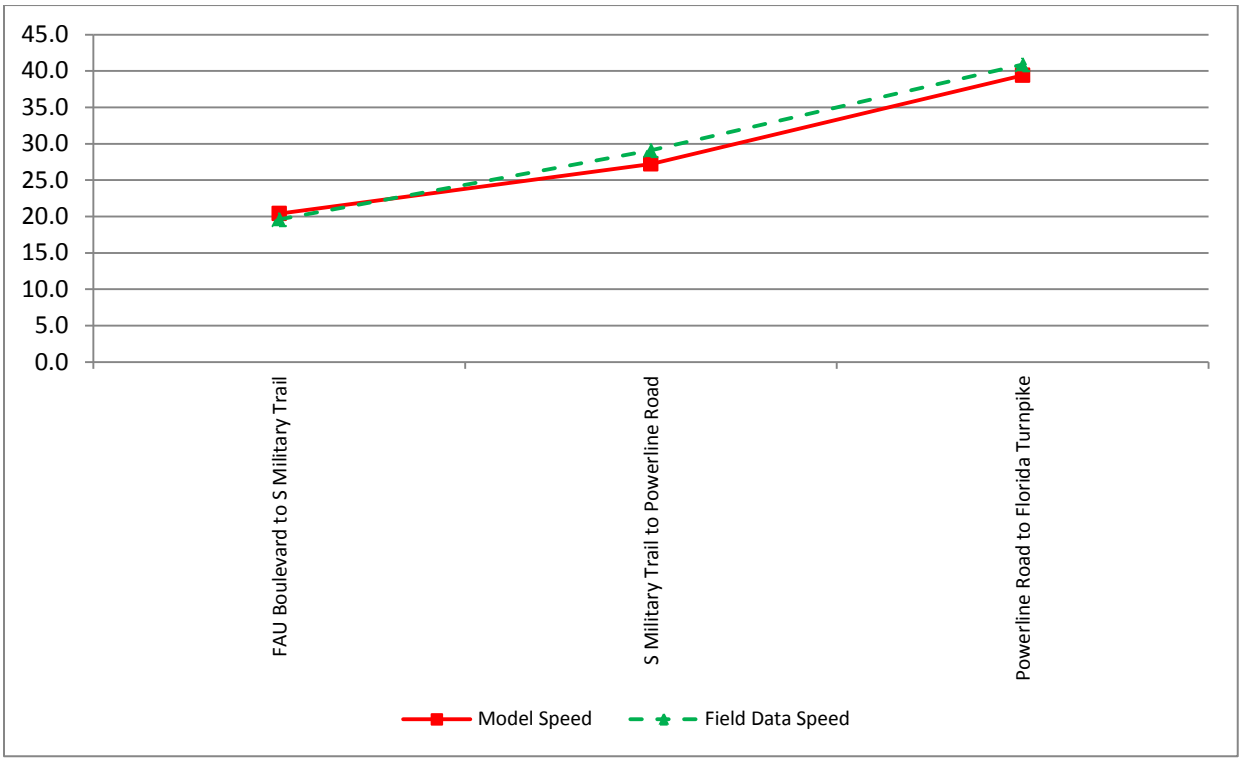
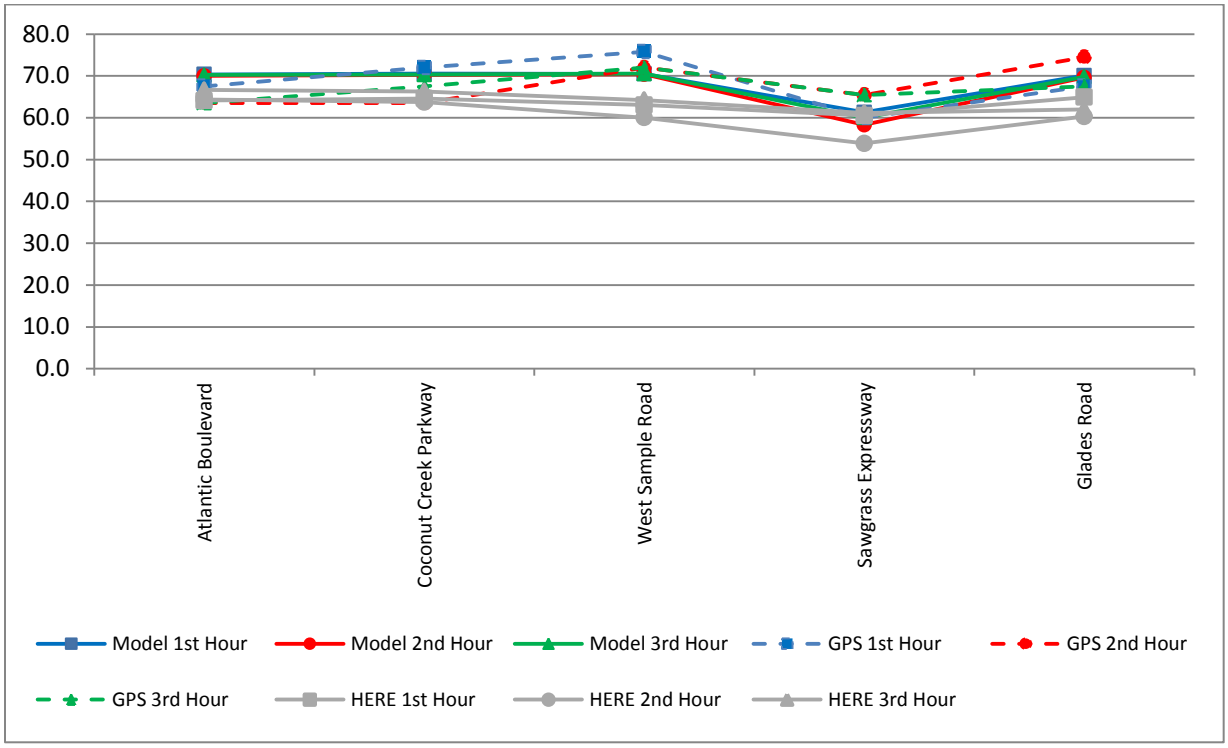


Chart 17
Northbound Florida's Turnpike Speeds – PM Peak Period



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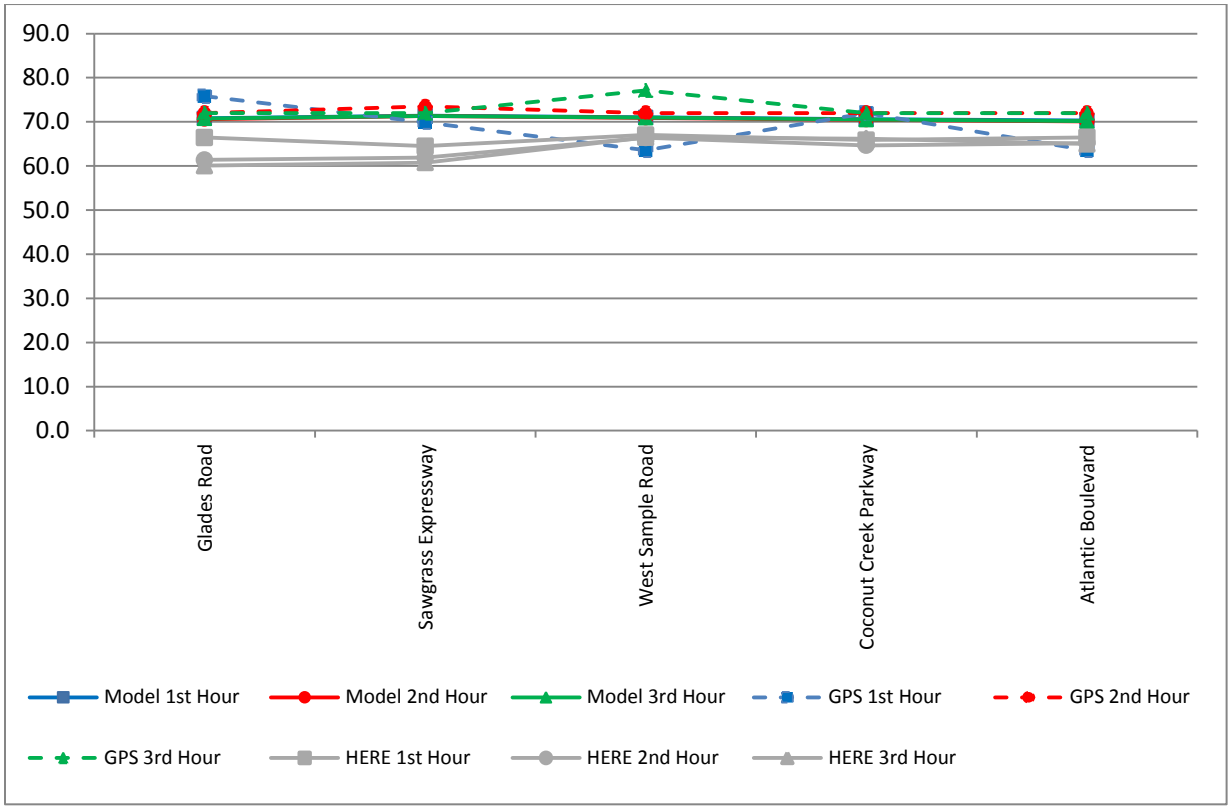
Southbound Florida's Turnpike Speeds – PM Peak Period



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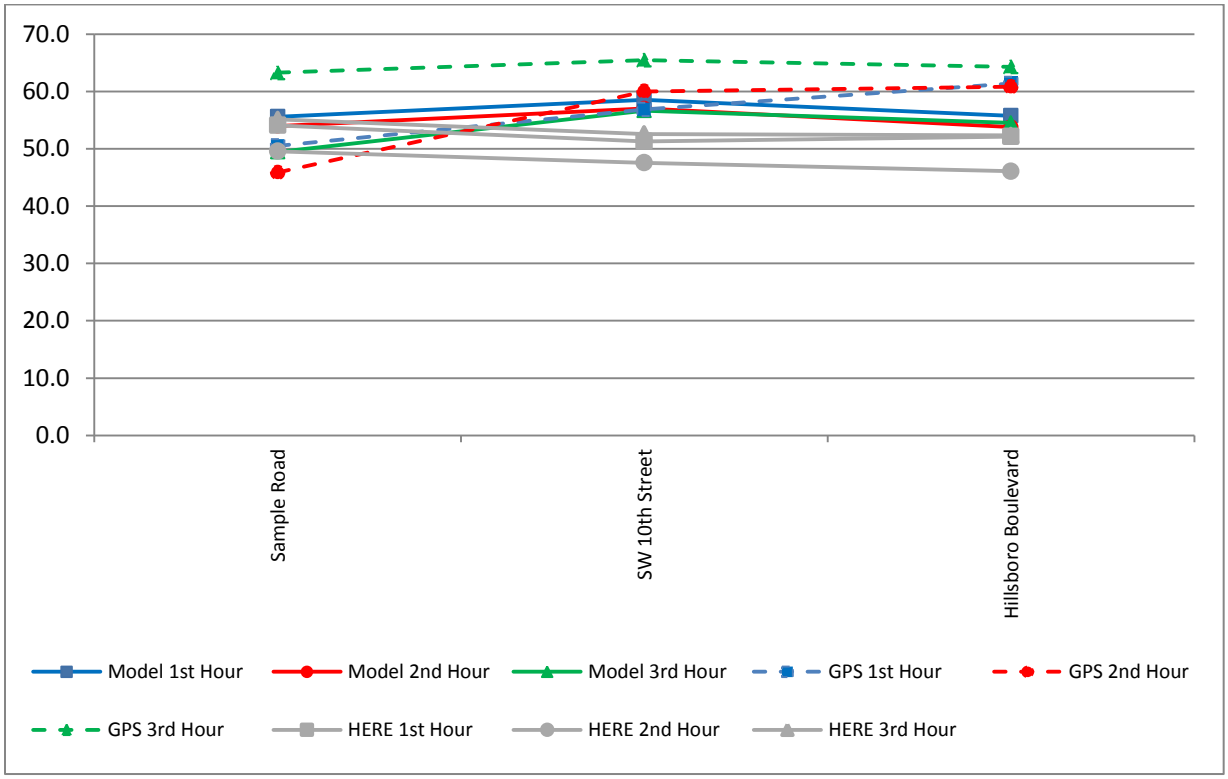
Northbound I-95 Speeds – PM Peak Period



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Southbound I-95 Speeds – PM Peak Period

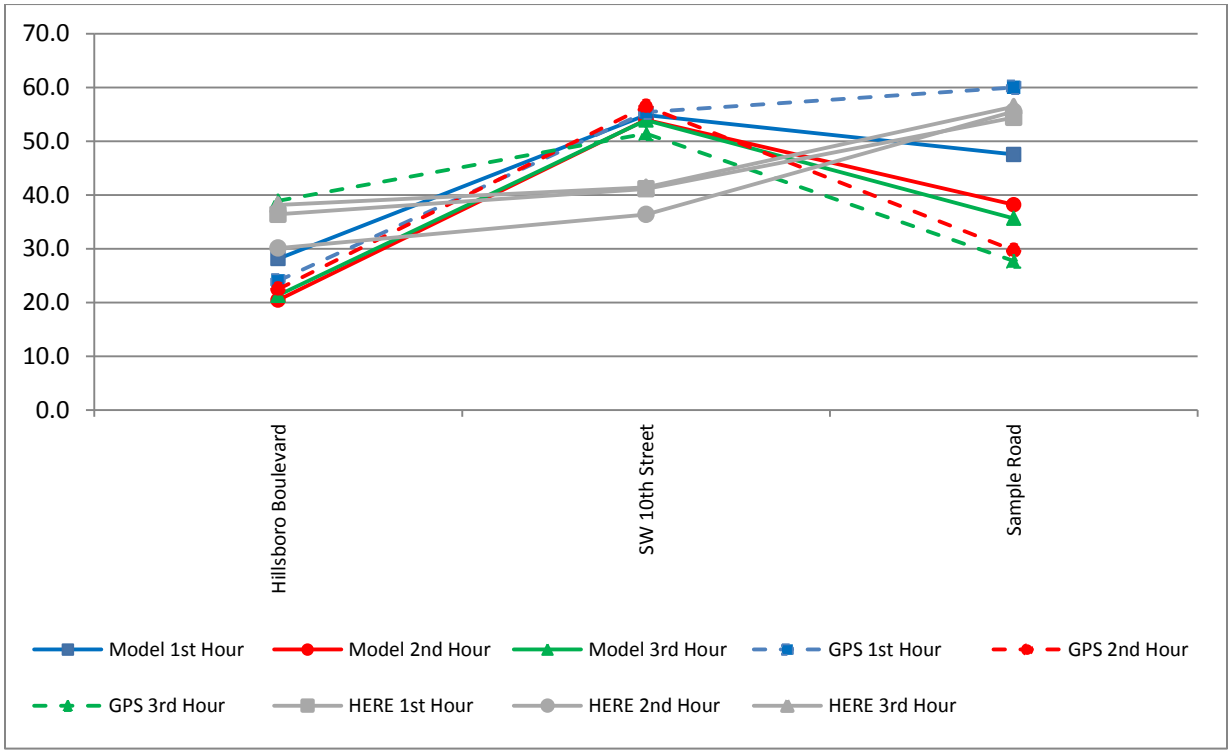


Chart 21
Eastbound Sawgrass Expressway Speeds – PM Peak Period

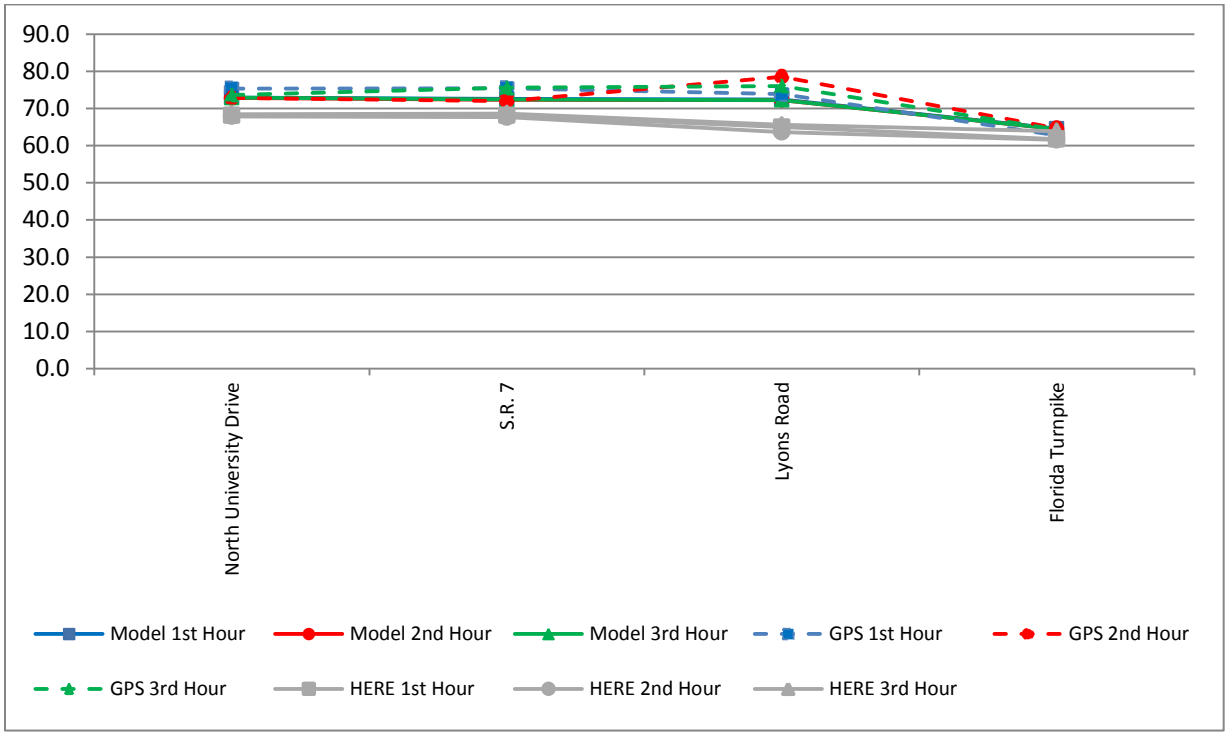


Chart 22
Westbound Sawgrass Expressway Speeds – PM Peak Period

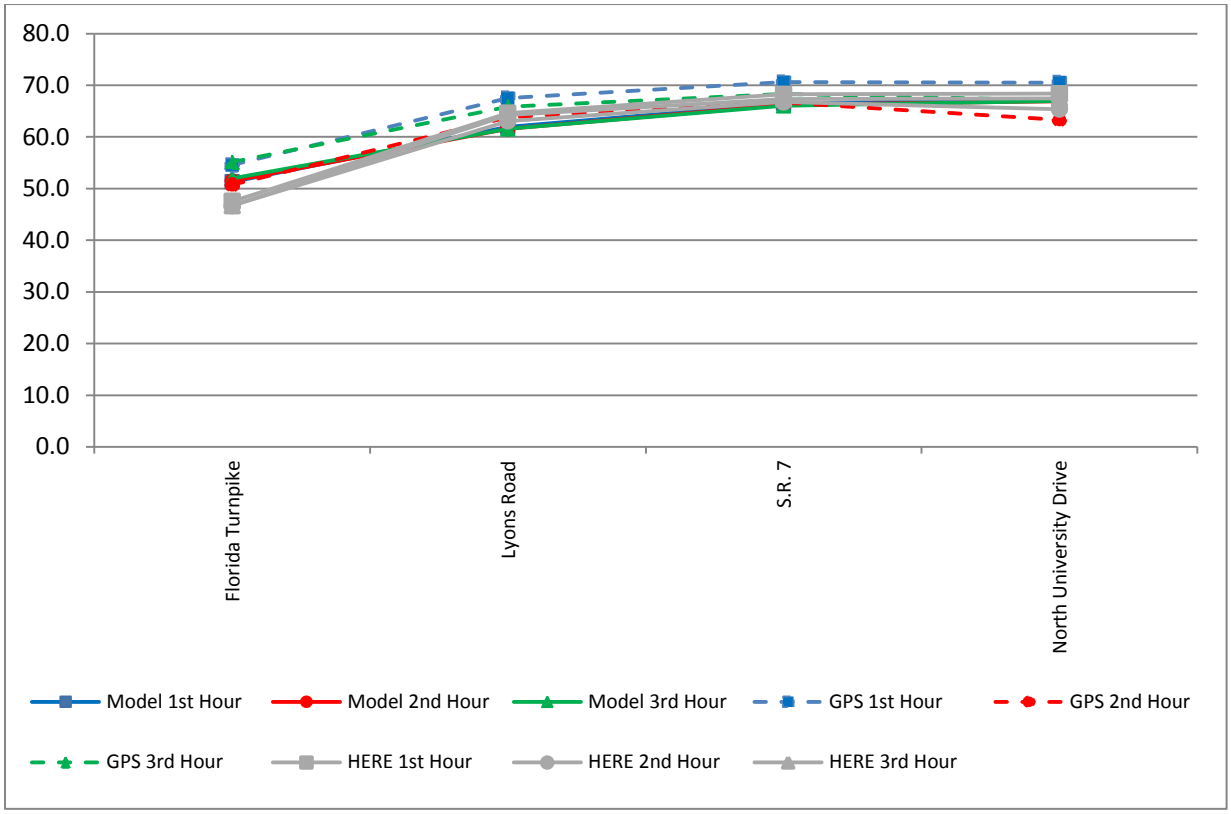


Chart 23
Eastbound SW 10th Street Speeds – PM Peak Period

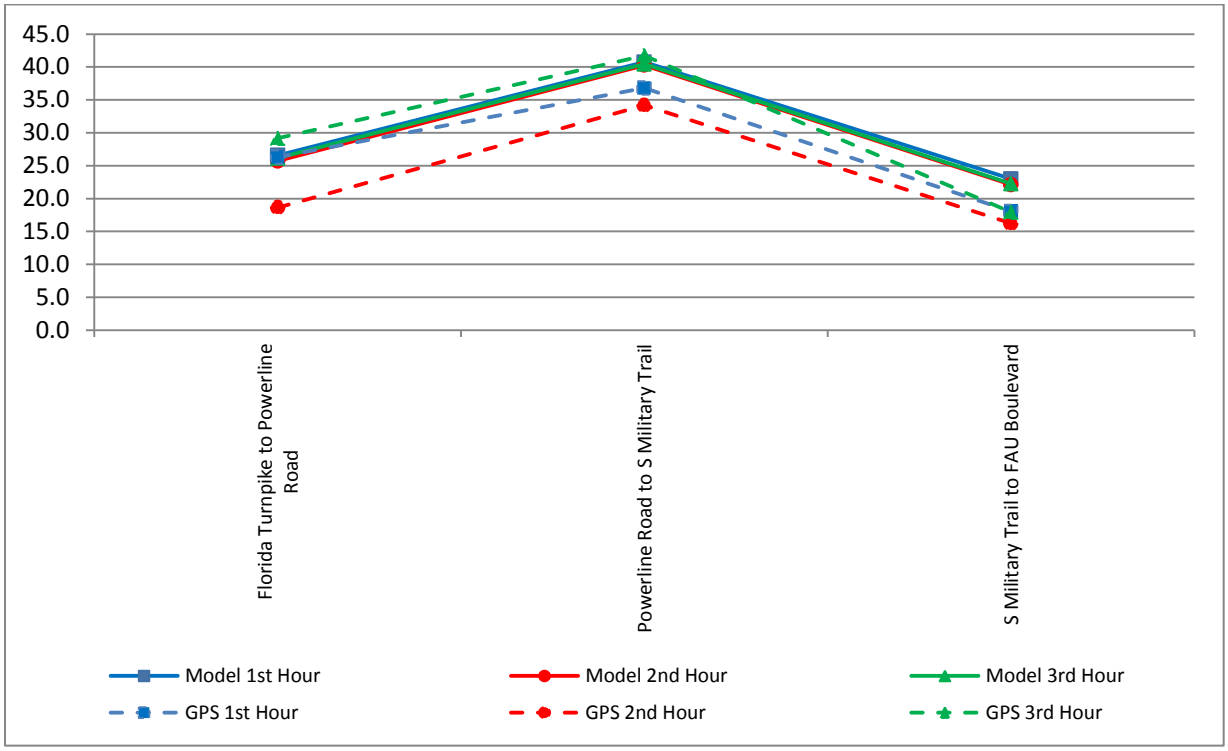


Chart 24
Westbound SW 10th Street Speeds – PM Peak Period

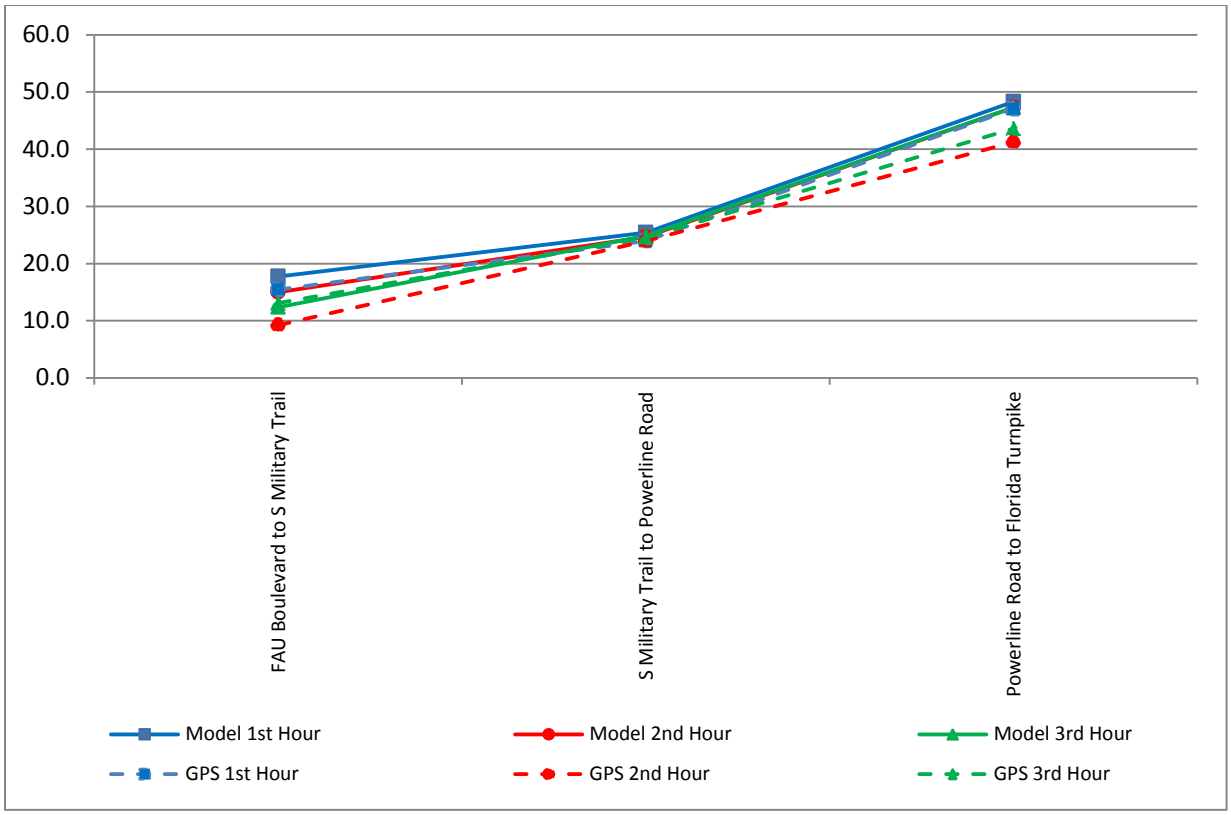


Chart 25
Northbound Florida's Turnpike Speeds – PM Average

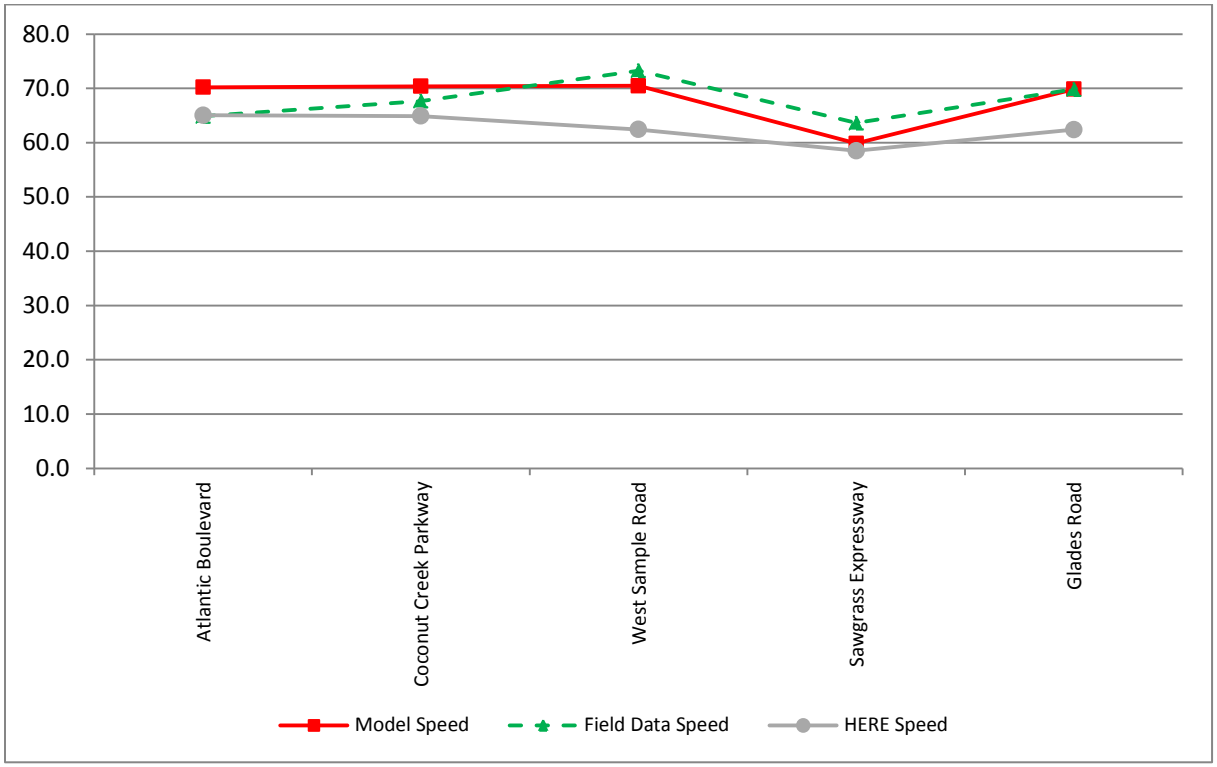


Chart 26
Southbound Florida's Turnpike Speeds – PM Average

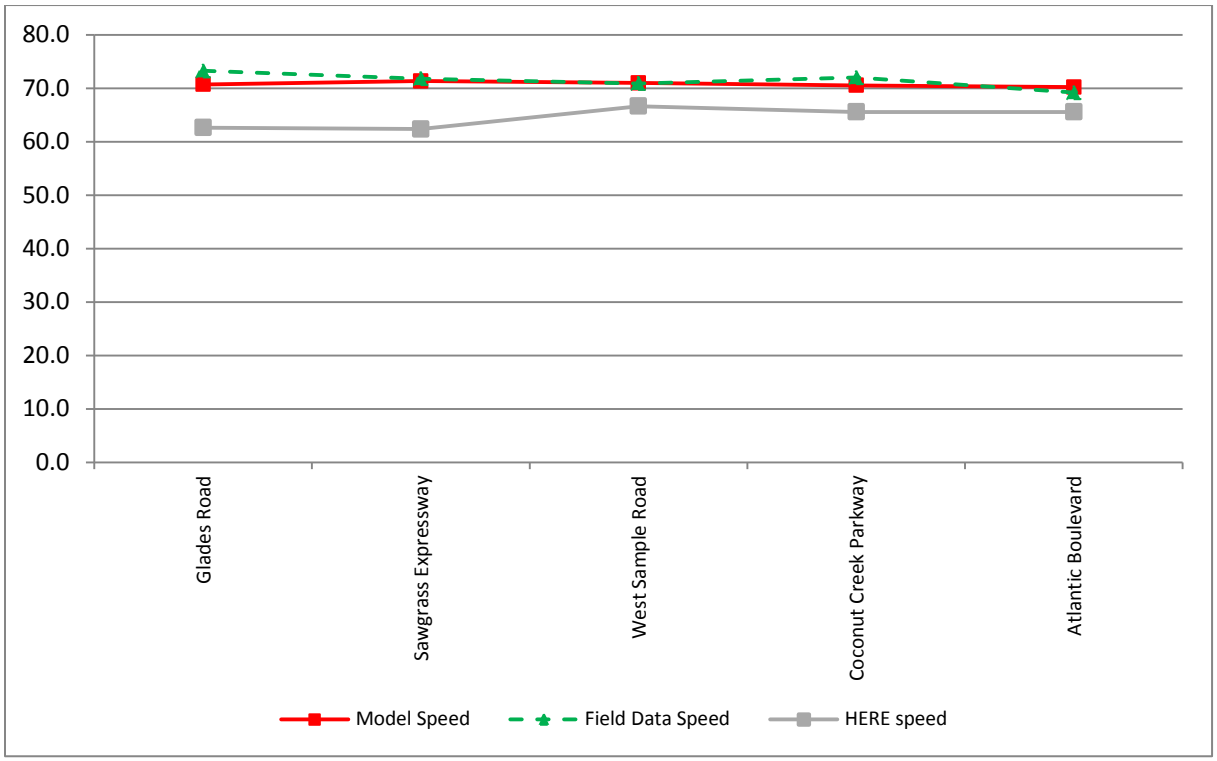
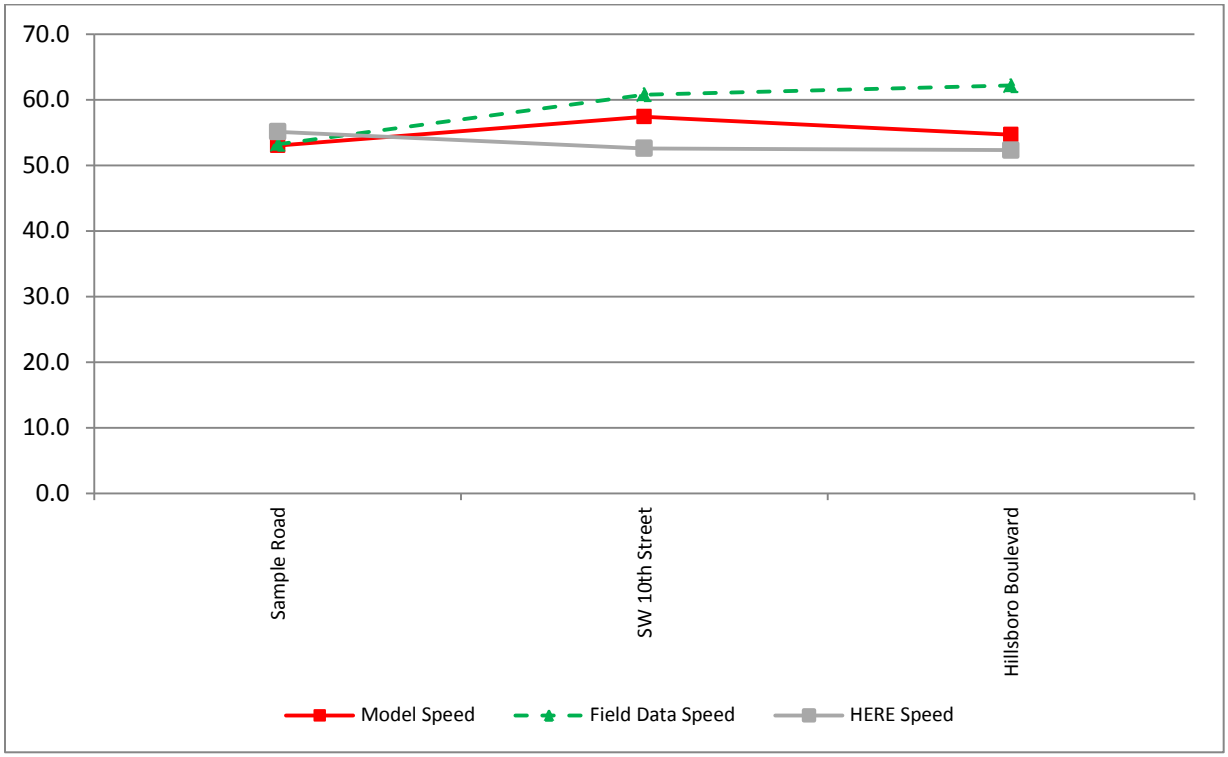


Chart 27
Northbound I-95 Speeds – PM Average



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Southbound I-95 Speeds – PM Average

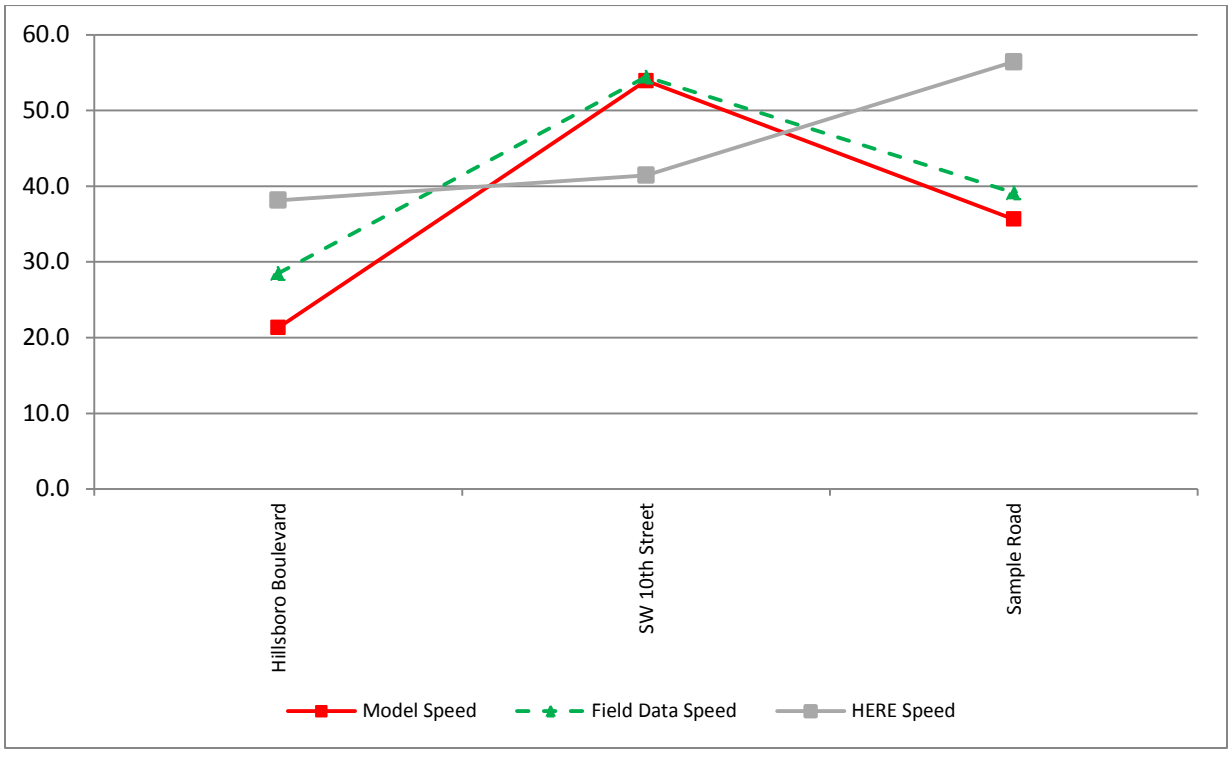


Chart 29
Eastbound Sawgrass Expressway Speeds – PM Average

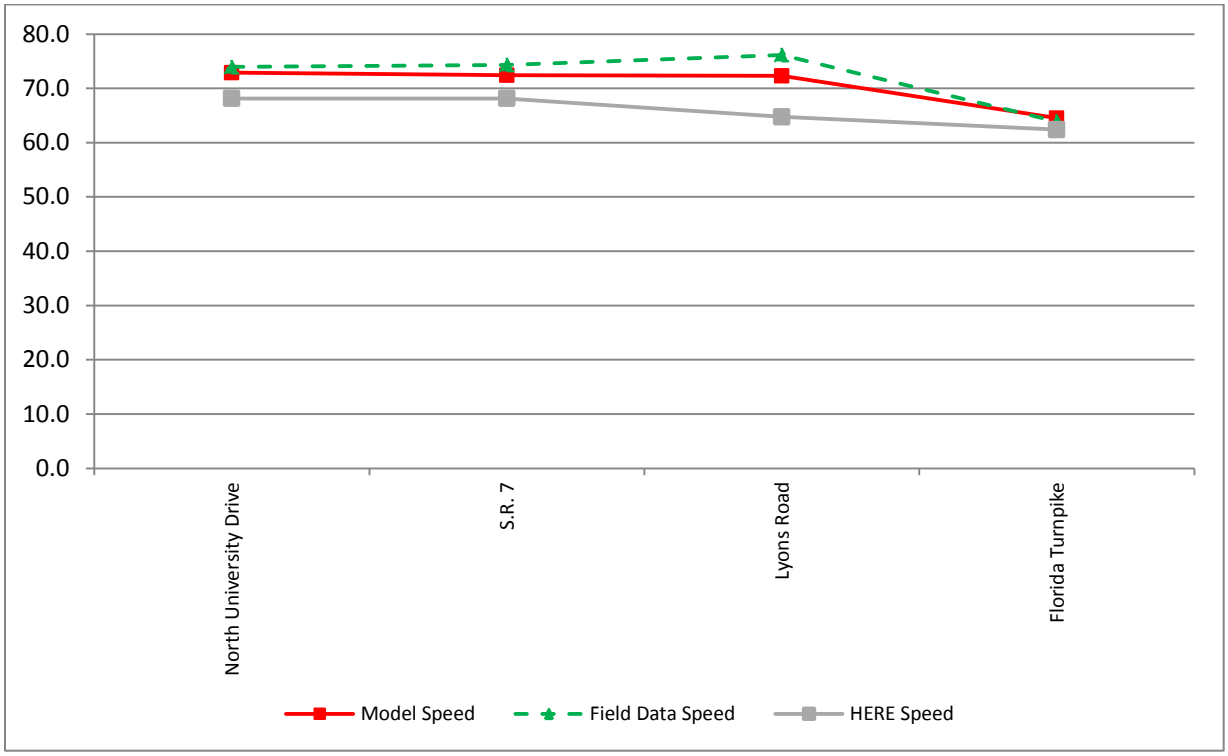


Chart 30
Westbound Sawgrass Expressway Speeds – PM Average

Chart 31
Eastbound SW 10th Street Speeds – PM Average

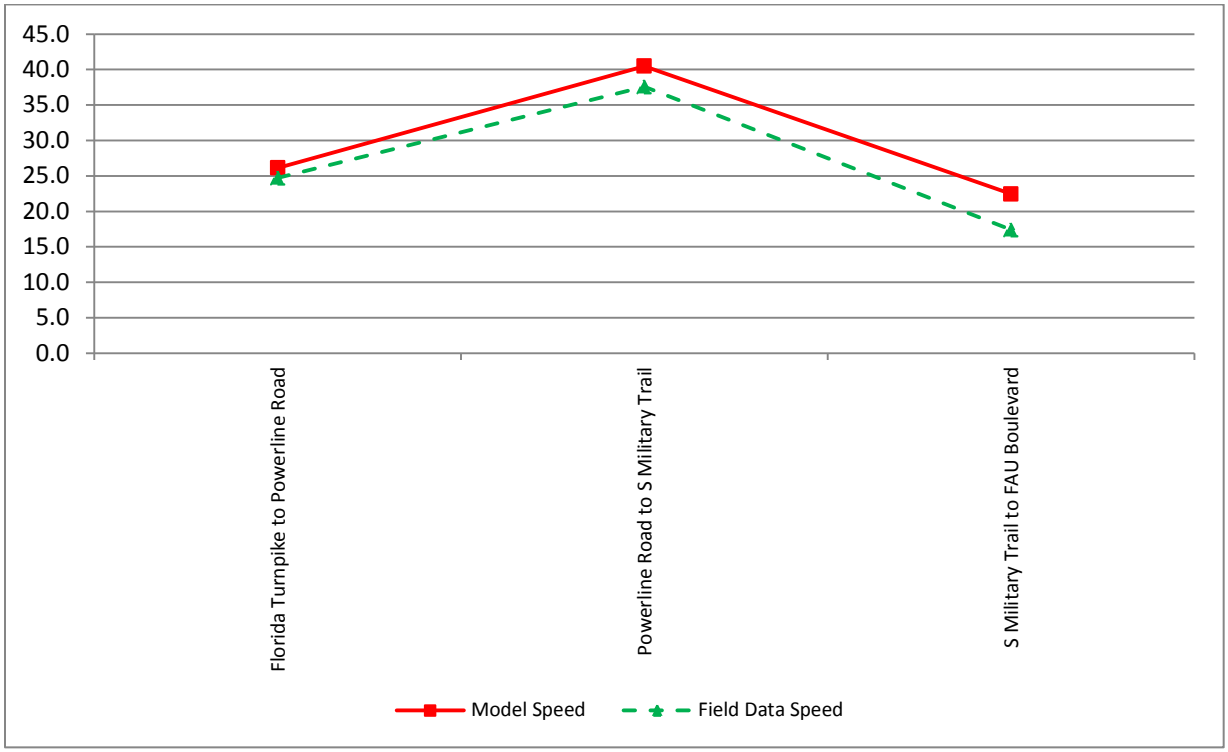
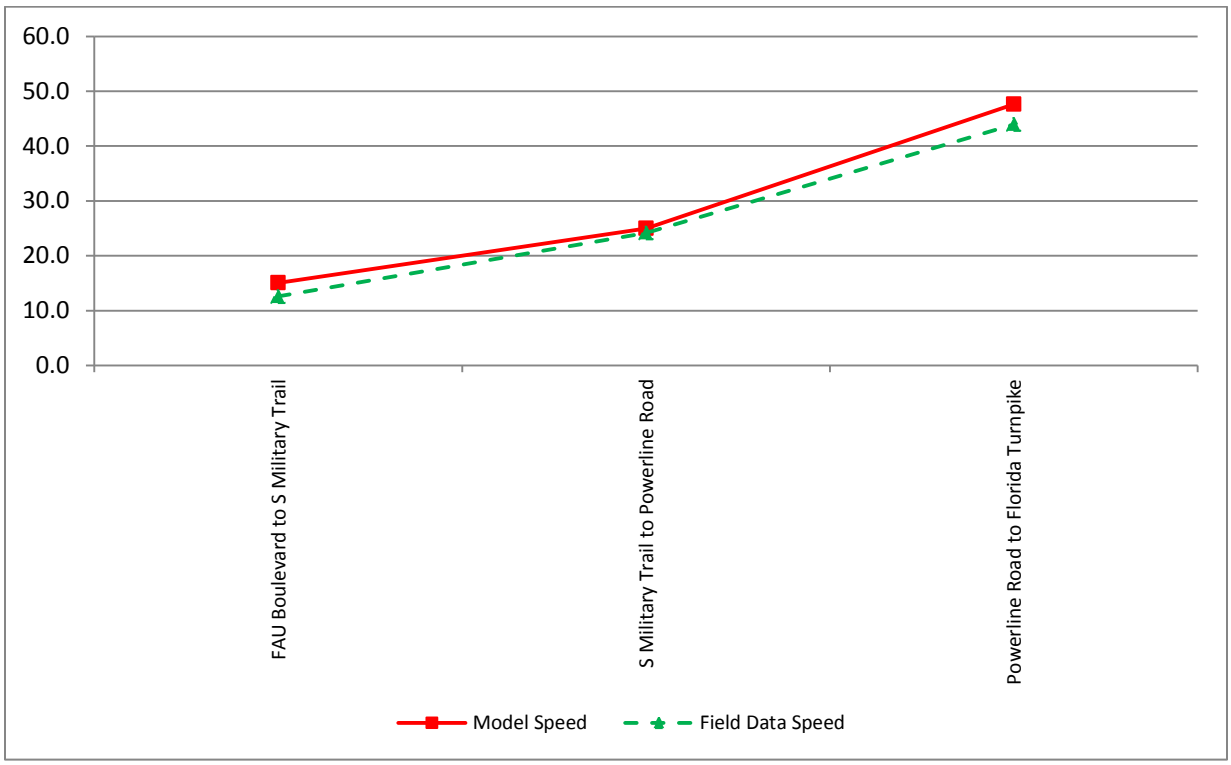


Chart 32
Westbound SW 10th Street Speeds – PM Average



The VISSIM average network performance statistics for the modeled peak hours, 7:30 AM to 8:30 AM and 5:00 PM to 6:00 PM, are shown in **Table 21**.

Table 21 indicates that during the AM peak hour, 117,413 vehicles were processed, with an average speed of 49 mph and an average delay time per vehicle of 1.53 minutes; and there was an unmet demand (i.e., unprocessed vehicles) of six in the network. Similarly during the PM peak hour, 124,969 vehicles were processed, with an average speed of 48 mph and an average delay time per vehicle of 1.67 minutes; and there was unmet demand (i.e., unprocessed vehicles) of two in the network.

Table 21
Existing 2016 Average VISSIM Network-wide Results

Measure of Effectiveness	AM	PM
Total Number of Vehicles Processed	117,413	124,969
Total Distance Traveled (miles)	772,988	786,405
Total Delay Time (vehicle hours)	2,995	3,487
Total Travel Time (vehicle hours)	15,928	16,438
Average Delay Time per Vehicle (seconds)	92	100
Average Speed (mph)	49	48
Unmet Demand	6	2

Driver parameters were adjusted to better reflect operations in the field to calibrate the existing conditions model. The calibration effort was successful considering the complexity of the network and varying congestion conditions. Only a few vehicles were not able to enter the system; there was virtually no unmet demand in the model. Calibration results are summarized in **Table 22**.

Table 22
Calibration Summary

Criteria	Peak Period	
	AM	PM
Volume Calibration of Mainline and Ramps		
Sum of Mainline and Ramp Link Flows	99.2%	99.2%
GEH Statistic for Individual Mainline and Ramp Link Flows	100%	99.2%
Volume Calibration of Intersections		
GEH Statistic for Individual Link Flows	100%	99.2%
Queues and Bottlenecks		
Visual Audits for Field-observed Traffic Characteristics	Satisfactory	Satisfactory
Speeds - SW 10th Street		
Eastbound Direction Speed Trend	Satisfactory	Satisfactory
Westbound Direction Speed Trend	Satisfactory	Satisfactory

Appendix D

I-95 Express Lanes – Phase 3 Planning Level Traffic & Revenue Study Land Use Assessment Report

URS | **Final Report**

I-95 Express Lanes - Phase 3

Planning Level Traffic & Revenue Study

Land Use Assessment Report

February 2014

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1.1 STUDY DESCRIPTION AND PURPOSE

The I-95 express lanes (95 Express) are an innovative, lower-cost alternative to traditional highway construction offering a variety of options to increase trip time reliability. Utilizing four proven transportation techniques: tolling, transit, travel-demand management, and technology, 95 Express is focused on increasing I-95's person-throughput and providing travel options to meet travel demands today and in the future. The dynamic tolling feature promotes increased highway efficiency by encouraging off-peak travel. Ride sharing and cleaner vehicle technologies are incentivized with a toll-free ride to those choosing to travel in a hybrid vehicle or in registered car/van pools. These measures, combined with the Bus-Rapid Transit service, reduce emissions and the number of cars on the road during peak travel periods and enhance travel speeds for all drivers on the highway.

Express lanes are currently operational on I-95 in Miami-Dade County from just north of I-395/S.R. 836 to the Golden Glades area, called Phase 1. The Phase 2 construction project to extend 95 Express to Broward Boulevard in Broward County began in November 2011 and is anticipated to open in 2015. On behalf of the Florida Department of Transportation - District 4, URS is conducting a Traffic & Revenue (T&R) Study for Phase 3, which will extend from Stirling Road in Broward to Linton Boulevard in Palm Beach County.

An important influence on the outcome of traffic forecasting studies is the set of assumptions that define the extent and location of future socioeconomic (SE) growth within the area of study. The purpose of this effort is to develop SE data that will be used for forecasting revenue on 95 Express Phase 3. The systematic, focused review of land use and datasets to refine the staged future development forecasts within the study area is outlined. Within the eastern portion of Broward and Palm Beach Counties through which I-95 traverses, land has been substantially built-out for many years. However, vacant land exists, as well as a high redevelopment potential. A thorough evaluation of study area development conditions against the model development assumptions and control totals are an important component of accurate forecast results. Up-to-date population data and projections were used to test the reasonableness of and make refinements to the latest available local model SE data.

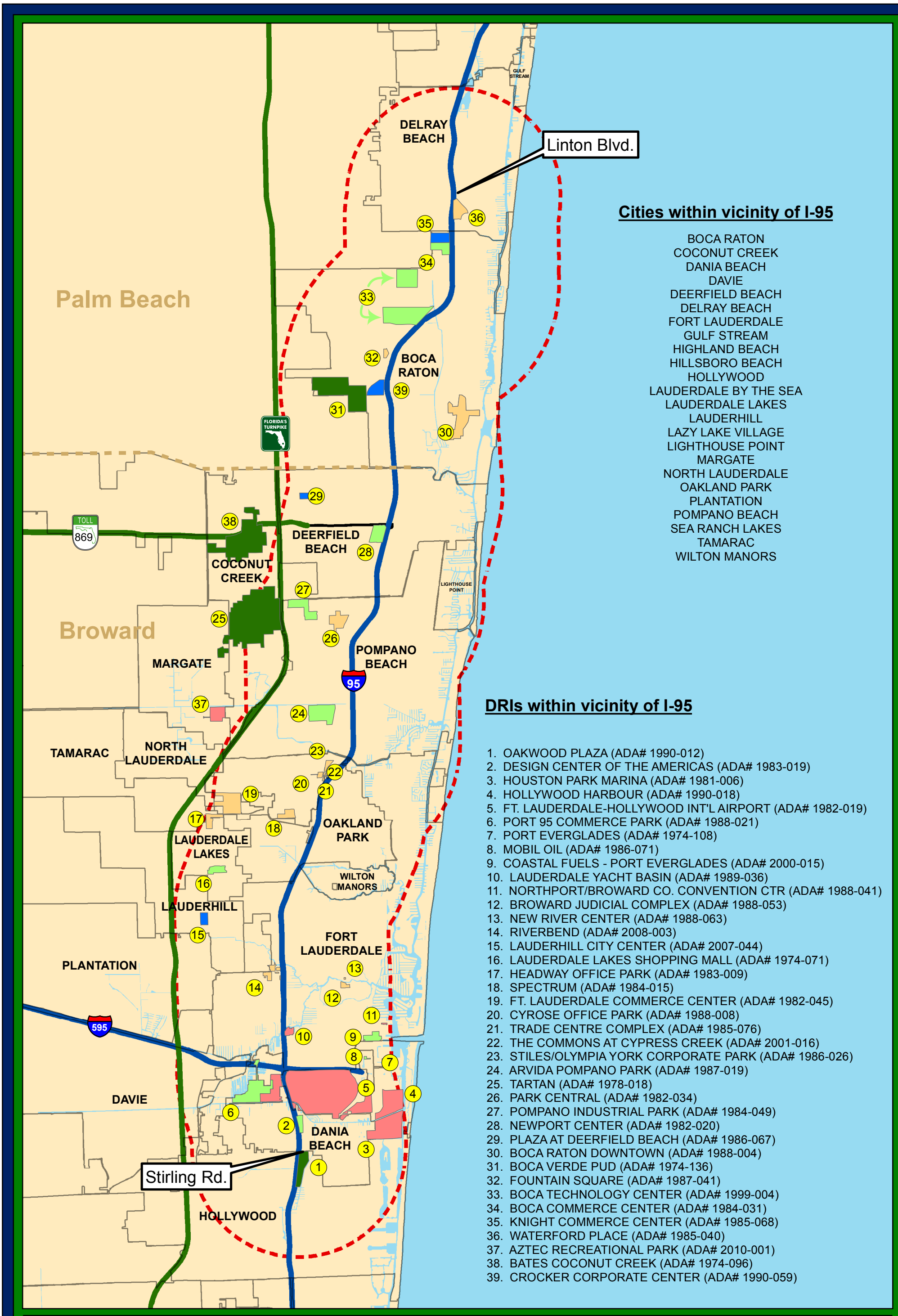
The SE data development process included selection of the base dataset and review of the data source for issues. During the review, negative growth was observed between the model's 2010 base year and 2040 future year in some geographic areas or Traffic Analysis Zones (TAZs), while county totals demonstrated reasonable growth. Additional assessments were performed to update the SE data with findings from review of the 2011 Bureau of Economic and Business Research (BEBR) data, developments of regional impact, and school enrollments. Finally, the adjusted SE databases for 2040 and 2010 were used to interpolate data for 2020 and 2030. The new data developed for this project will supersede the MPO adopted data currently used in the SERPM.

1.2 PROJECT STUDY AREA

The available datasets for the region as a whole were evaluated for appropriateness. This included the most recent county-level data update for the 2040 Long Range Transportation Plans and the dataset developed for the Seven50 Plan, a regional sustainability plan covering seven counties for the next 50 years. A detailed evaluation was conducted of an area extending 3 miles from I-95, which was selected as having the greatest potential to heavily influence traffic using the I-95 corridor. The land use study area was generally bounded by Stirling Road on the south, S.R. 7/U.S. 441 to the west, Linton Boulevard to the north, and U.S. 1/Dixie Highway on the east. The main effort focused on major developments that meet the state's requirements to be classified as a Development of Regional Impact (DRI). A map depicting the study area that was the focus of the review is provided on **Figure 1.1**. All approved or proposed DRIs in the primary study area were reviewed. Two additional DRIs outside of the 3-mile buffer were incorporated due to size, location, or regional significance in evaluating future conditions in the I-95 corridor. In all, 39 DRIs were evaluated.

1.3 TRAVEL DEMAND MODEL AND APPLICATION

The travel demand model being used for the I-95 managed lane traffic and revenue study is the Southeast Regional Planning Model (SERPM) 6.5. This is a three-county regional travel demand model that covers the southeastern portion of the state. The land use data developed from the independent review were converted to be consistent with the socioeconomic variables used in the model, which are population and number of employees (for non-residential land uses, including industrial, commercial, and service). The socioeconomic data for the major developments were assigned to the appropriate TAZs. Where major development project boundaries did not correspond precisely with the model's TAZ boundaries, the land use within the balance of the TAZ was also forecast.



Cities within vicinity of I-95

BOCA RATON
COCONUT CREEK
DANIA BEACH
DAVIE
DEERFIELD BEACH
DELRAY BEACH
FORT LAUDERDALE
GULF STREAM
HIGHLAND BEACH
HILLSBORO BEACH
HOLLYWOOD
LAUDERDALE BY THE SEA
LAUDERDALE LAKES
LAUDERHILL
LAZY LAKE VILLAGE
LIGHTHOUSE POINT
MARGATE
NORTH LAUDERDALE
OAKLAND PARK
PLANTATION
POMPANO BEACH
SEA RANCH LAKES
TAMARAC
WILTON MANORS

DRIs within vicinity of I-95

1. OAKWOOD PLAZA (ADA# 1990-012)
2. DESIGN CENTER OF THE AMERICAS (ADA# 1983-019)
3. HOUSTON PARK MARINA (ADA# 1981-006)
4. HOLLYWOOD HARBOUR (ADA# 1990-018)
5. FT. LAUDERDALE-HOLLYWOOD INT'L AIRPORT (ADA# 1982-019)
6. PORT 95 COMMERCE PARK (ADA# 1988-021)
7. PORT EVERGLADES (ADA# 1974-108)
8. MOBIL OIL (ADA# 1986-071)
9. COASTAL FUELS - PORT EVERGLADES (ADA# 2000-015)
10. LAUDERDALE YACHT BASIN (ADA# 1989-036)
11. NORTHPORT/BROWARD CO. CONVENTION CTR (ADA# 1988-041)
12. BROWARD JUDICIAL COMPLEX (ADA# 1988-053)
13. NEW RIVER CENTER (ADA# 1988-063)
14. RIVERBEND (ADA# 2008-003)
15. LAUDERHILL CITY CENTER (ADA# 2007-044)
16. LAUDERDALE LAKES SHOPPING MALL (ADA# 1974-071)
17. HEADWAY OFFICE PARK (ADA# 1983-009)
18. SPECTRUM (ADA# 1984-015)
19. FT. LAUDERDALE COMMERCE CENTER (ADA# 1982-045)
20. CYROSE OFFICE PARK (ADA# 1988-008)
21. TRADE CENTRE COMPLEX (ADA# 1985-076)
22. THE COMMONS AT CYPRESS CREEK (ADA# 2001-016)
23. STILES/OLYMPIA YORK CORPORATE PARK (ADA# 1986-026)
24. ARVIDA POMPANO PARK (ADA# 1987-019)
25. TARTAN (ADA# 1978-018)
26. PARK CENTRAL (ADA# 1982-034)
27. POMPANO INDUSTRIAL PARK (ADA# 1984-049)
28. NEWPORT CENTER (ADA# 1982-020)
29. PLAZA AT DEERFIELD BEACH (ADA# 1986-067)
30. BOCA RATON DOWNTOWN (ADA# 1988-004)
31. BOCA VERDE PUD (ADA# 1974-136)
32. FOUNTAIN SQUARE (ADA# 1987-041)
33. BOCA TECHNOLOGY CENTER (ADA# 1999-004)
34. BOCA COMMERCE CENTER (ADA# 1984-031)
35. KNIGHT COMMERCE CENTER (ADA# 1985-068)
36. WATERFORD PLACE (ADA# 1985-040)
37. AZTEC RECREATIONAL PARK (ADA# 2010-001)
38. BATES COCONUT CREEK (ADA# 1974-096)
39. CROCKER CORPORATE CENTER (ADA# 1990-059)

Figure 1.1

I-95 Express Lanes - Phase 3

Developments of Regional Impact Within Vicinity of I-95

Airport, Attraction, Marina, Port | Commercial, Industrial | Office | Retail | Residential | 3 Mile Buffer

Source: NAVTEQ, 2012; FGDL 2012

Path: gisprojects/managed lanes/layouts/stirling_to_linton_map.mxd

2.1 STUDY DATA COLLECTION METHOD

The land use review data collection for this study was performed in multiple steps:

- Available data compilation.
- Correspondence with regional planning staff and local government staff responsible for overseeing DRI/sub-DRI development. This provided insight and understanding of conditions associated with individual DRI projects and information on other development and local initiatives regarding future land use changes within the study area.
- Aerial reconnaissance to determine what construction has occurred, as experience has demonstrated that activity is not always consistent with development documentation. This approach provided the best available information for establishing base year conditions and input to future development forecasts.

The data compiled and considered in the evaluation are:

- DRI information provided by the two regional planning councils serving the study area, the Treasure Coast Regional Planning Council (Palm Beach) and the South Florida Regional Planning Council (SFRPC).
- Department of Economic Opportunity DRI records.
- Sub-DRI larger-scale residential, non-residential, and mixed-use projects reported by the local jurisdiction (i.e., Planned Unit Developments [PUDs]).
- Local college/university campus Master Plans.
- Redevelopment plans and overlay districts potentially impacting future year development, such as Community Redevelopment Areas (CRAs), Transit Oriented Corridors (TOCs), Regional Activity Centers (RACs), and Local Activity Centers (LACs).

2.2 LOCAL AGENCY INPUT

Input was solicited through correspondence and phone interviews with the 18 municipalities within the corridor. Feedback regarding the jurisdictional development information outlined below was solicited, compiled, and considered in the evaluation.

- Approved DRI development completed to date and realistic future build-out time frames for each of the approved DRIs within the municipality.
- An inventory of larger-scale (sub-DRI level) residential, non-residential, and mixed-use projects.
- Local area redevelopment plans and overlay districts potentially impacting development in future years, such as Community Redevelopment Areas (CRAs), Transit Oriented Corridors (TOCs), Regional Activity Centers (RACs), and Local Activity Centers (LACs).

The review of Developments of Regional Impact (DRIs) located within the 3-mile buffer area of I-95 identified 39 developments, in various stages of development. Thirty-seven of these developments are shown on **Figure 1.1**; and two other developments (Briger Tract/Scripps and MainStreet at Coconut Creek) are outside of the map area. These DRIs represent various types of development, from mixed use (residential and commercial) to industrial parks. The Briger Tract Development, also known as the Scripps Florida Phase II DRI in Northern Palm Beach County, was included in the development overview at the request of District 4.

Considering data resources, local jurisdictional input, and aerial reconnaissance, a spreadsheet was developed summarizing each development, overall totals, and three model forecast scenarios (2010, 2020, and 2040). Each development was identified by name, location/ jurisdiction, relationship of the development location to the model TAZs structure, square footage by timing/phasing, land use type (e.g., residential, industrial, commercial, institutional), current development status, and projected population and employment. Aerial reconnaissance also confirmed that actual built levels of the built-out DRIs were reasonable when compared to approved levels and development documentation. This approach provided the best available information for use in establishing base year conditions and input to future development forecasts. The DRI summary spreadsheets are included in **Appendix A**, which includes a table of approved developments, as well as estimates of completion by years 2010, 2020, and 2040.

A summary of the non-DRI information, which includes sub-DRI and local area redevelopment plans and overlay districts, is provided in **Appendix B**.

3.1 EXISTING AND FUTURE DEVELOPMENT STATUS

Since the base year for the travel demand model is 2010, an effort was made to ascertain the level of development that existed during that time frame. **Table 3.1** provides a summary of the year 2010 status of all major developments analyzed. Each development was assigned an activity status from one of the following four:

- Approved/No development
- Approved/No recent development
- Active development
- Built out

In addition to the 2010 development status, **Table 3.1** shows the future year status anticipated for each major development project, according to the findings of this land use review. The land use forecasts were based not only on data and field work, but also considered characteristics unique to the individual development projects.

The history and environs of project developments under review were considered to assess growth potential. The history included information that is site specific, with reference to actual development to-date and the rate of implementation over time. For example, while a project may encompass residential and non-residential uses, the residential may have been primary in growth, with non-residential lagging. The historical rate of growth over time provides insight as

to future activity. Environs refer to other active construction or current support facilities (such as schools) near the development. Market activity in the area of the development was also considered to assess growth potential. Active similar and/or complementary land uses under construction in the area would attract home buyers and/or non-residential users based on the synergy created.

Table 3.1
DRI Current and Forecast Status

No.	Development Name	2010 Status	Future Year Forecast Status	
			2020	2040
1	Boca Technology Center	Approved/Active Development	Approved/Active Development	Built Out
2	Boca Commerce Center	Built Out	Built Out	Built Out
3	Peninsula Corporate Center (Knight Commerce Center)	Built Out	Built Out	Built Out
4	Fountain Square	Built Out	Built Out	Built Out
5	Boca Raton Downtown	Approved/ Active Development	Approved/Active Development	Built Out
6	Lauderdale Lakes Shopping Mall[1]	Land Area Built Out	Built Out	Built Out
7	Bates Coconut Creek	Built Out	Built Out	Built Out
8	Port Everglades	Built Out	Built Out	Built Out
9	Trade Centre Complex	Built Out	Built Out	Built Out
10	Mobil Oil	Built Out	Built Out	Built Out
11	Tartan	Built Out	Built Out	Built Out
12	Design Center Of The Americas	Approved/Active Development	Built Out	Built Out
13	Houston Park Marina	Built Out	Built Out	Built Out
14	Ft. Lauderdale-Hollywood International Airport	Approved/Active Development	Approved/Active Development	Built Out
15	Newport Center/Deerfield Industrial Park	Built Out	Built Out	Built Out
16	Plaza At Deerfield Beach	Built Out	Built Out	Built Out
17	Coastal Fuels - Port Everglades	Built Out	Built Out	Built Out
18	Riverbend	Approved/No Development	Approved/No Development	Approved/Active Development
19	Spectrum	Approved/Active Development	Approved/Active Development	Built Out

[1] The DRI was formally withdrawn; however the site is now being developed. Currently there is an existing strip mall and also new development currently being built. This includes a new county library branch/educational complex, new office space and residential construction.

No.	Development Name	2010 Status	Future Year Forecast Status	
			2020	2040
20	Ft. Lauderdale Commerce Center	Built Out	Built Out	Built Out
21	Cyrose Office Park	Built Out	Built Out	Built Out
22	Northport/Broward County Convention Center	Built Out	Built Out	Built Out
23	Broward Judicial Complex/New Courthouse Expansion[2]	Land Area Built Out	Built Out	Built Out
24	Lightspeed Broward/The Commons at Cypress Creek	Approved/No Development	Approved/No Development	Approved/Active Development
25	New River Center	Built Out	Built Out	Built Out
26	Lauderdale Yacht Basin[3]	Land Area Built Out	Built Out	Built Out
27	Port 95 Commerce Park	Approved/Active Development	Approved/Active Development	Built Out
28	Oakwood Plaza	Built Out	Built Out	Built Out
29	Headway Office Park	Built Out	Built Out	Built Out
30	Lauderhill City Center	Approved/No Development	Approved/Active Development	Built Out
31	Aztec Recreational Vehicle Resort Park	Built Out	Built Out	Built Out
32	Crocker Corporate Center[4]	Land Area Built Out	Built Out	Built Out
33	Boca Verde (Via Verde)	Approved/Active Development	Built Out	Built Out
34	Waterford Place[5]	Land Area Built Out	Built Out	Built Out
35	Park Central	Approved/Active Development	Approved/Active Development	Built Out
36	Pompano Industrial Park	Built Out	Built Out	Built Out
37	Arvida Pompano Park	Built Out	Built Out	Built Out
38	Briger Tract/Scripps Florida	Approved/No Development	Approved/Active Development	Built Out
39	MainStreet at Coconut Creek	Approved/No Development	Approved/Active Development	Built Out

[2] Original DRI was built out. The courthouse is currently undergoing an expansion project that will result in an additional 714 ksf office land use at the site.

[3] The DRI was withdrawn, the site was ultimately developed and subsequently built out and is now named “Lauderdale Marine Center”. The development proposed in the original DRI is very similar to what was built. The land use projections reflect this.

[4] This location is now a shopping center, which has been built out.

[5] The DRI was substantially completed prior to abandonment; however the location was eventually developed and built out. The land use assessment accounts for this.

3.2 CONTROL TOTAL COMPARISONS

The 95 Express Lane T&R Study provided an opportunity to identify, review, and utilize the most up-to-date SE data available. At the time of the land use review, the ongoing Seven50 Plan had already developed a base year 2010 and future year 2040 dataset. The dataset is inclusive of the study area counties (Miami-Dade, Broward, and Palm Beach) as well as Monroe, Martin, St. Lucie, and Indian River Counties. For the purposes of this study, only the data for Miami-Dade, Broward, and Palm Beach County from the Seven50 Plan were used for comparison purposes.

Control totals for the base year 2010 were provided by the Metropolitan Planning Organizations (MPOs) in preparation for SERPM 7.0 and were based on Census data. The 2040 population control totals were obtained from the *Bureau of Economic and Business Research (BEBR) Florida Population Studies,* Volume 46, Bulletin 165, March 2013. The county control totals were compared with control totals from several other sources, including the I-75/S.R. 826 Investment Grade T&R model data, the I-95 Project Development and Environment Study model data, Seven50, and SERPM 7.

The overall comparisons of population are listed in **Table 3.2** and depicted on **Figure 3.1**. The employment data comparison is provided in tabular form in **Table 3.3** and graphically on **Figure 3.2**.

Table 3.2
Comparison of Population Data by Source

County/Source	2010					
	Census	**I-75/S.R. 826 T&R**	**I-95 PD&E**	**I-95 T&R**	**Seven50**	**SERPM 7**
Palm Beach	1,320,000	1,320,000	1,288,000	1,302,000	1,302,000	1,313,000
Broward	1,748,000	1,748,000	1,747,000	1,732,000	1,732,000	1,720,000
Miami-Dade	2,494,000	2,496,000	2,480,000	2,475,000	2,477,000	2,446,000
Total	**5,562,000**	**5,564,000**	**5,515,000**	**5,509,000**	**5,511,000**	**5,479,000**
County/Source	**2040**					
	BEBR-Med	**I-75/S.R. 826 T&R**	**I-95 PD&E**	**I-95 T&R**	**Seven50**	**SERPM 7**
Palm Beach	1,733,000	1,786,000	1,760,000	1,733,000	1,682,000	1,632,000
Broward	2,033,000	1,983,000	2,306,000	2,034,000	1,960,000	1,962,000
Miami-Dade	3,205,000	3,150,000	3,381,000	3,205,000	3,308,000	3,308,000
Total	**6,971,000**	**6,919,000**	**7,447,000**	**6,972,000**	**6,950,000**	**6,902,000**

Figure 3.1
Comparison of Population Data by Source

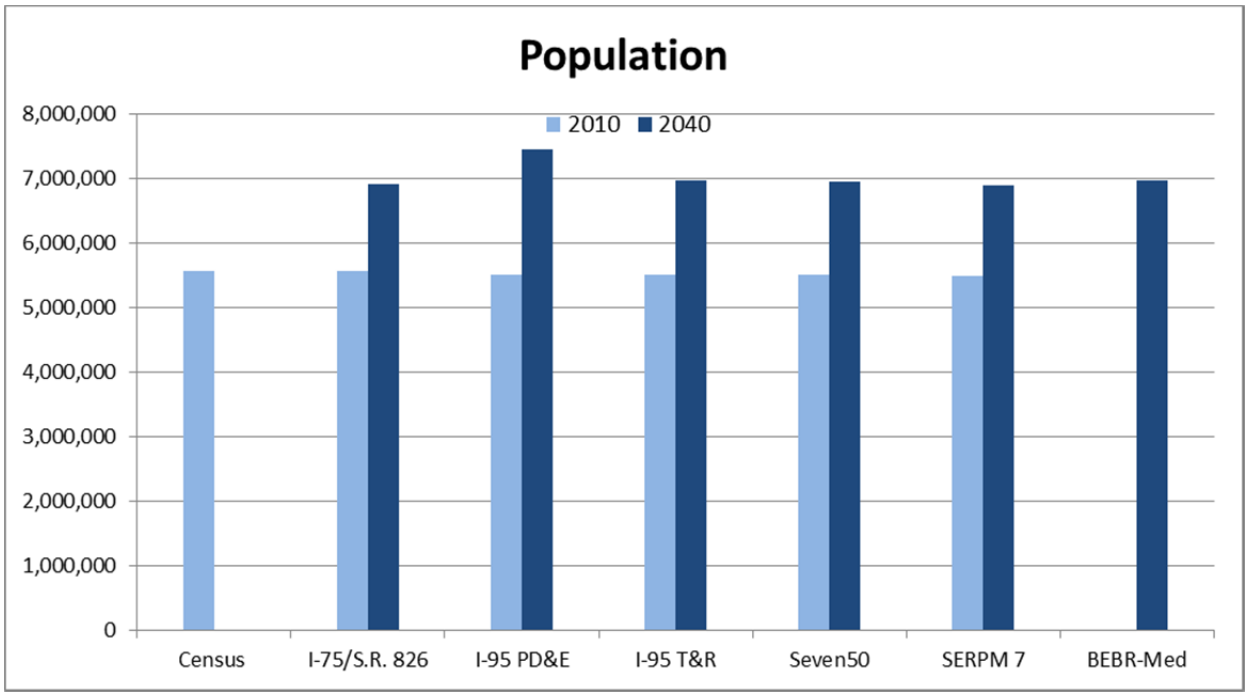
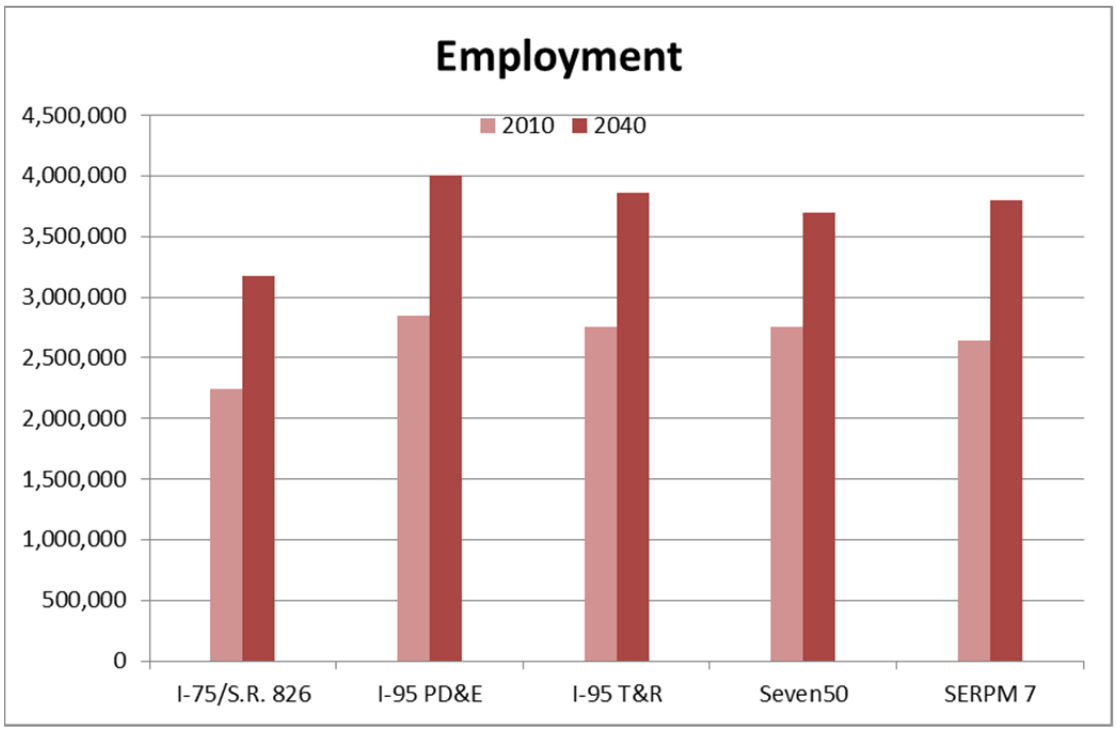


Table 3.3
Comparison of Employment Data by Source

County/Source	2010				
	I-75/S.R. 826	I-95 PD&E	I-95 T&R	Seven50	SERPM 7**
Palm Beach	538,000	587,000	638,000	638,000	518,000
Broward	722,000	782,000	868,000	868,000	862,000
Miami-Dade	982,000	1,482,000	1,249,000	1,252,000	1,266,000
Total	2,242,000	2,851,000	2,755,000	2,758,000	2,646,000
**Micro-analysis zone-based total was 2,755,659					
County/ Source	**2040**				
	I-75/S.R. 826	**I-95 PD&E**	**I-95 T&R**	**Seven50**	**SERPM 7**
Palm Beach	789,000	844,000	918,000	830,000	833,000
Broward	985,000	1,057,000	1,144,000	1,064,000	917,000
Miami-Dade	1,397,000	2,106,000	1,804,000	1,806,000	2,055,000
Total	3,171,000	4,007,000	3,866,000	3,700,000	3,805,000

Figure 3.2
Comparison of Employment Data by Source

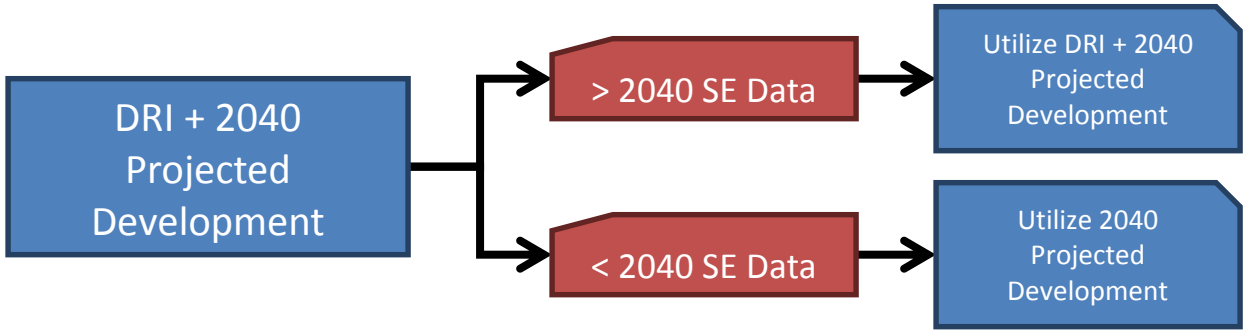


3.3 INCORPORATION OF DRI DATA

The I-95 T&R model dataset was updated to reflect the 2010 Census data and future BEBR Medium projections. The next step was the addition of DRIs in the TAZ format of the I-95 T&R model. DRI land use data were converted to the number of additional households, population, and employment and allocated to TAZs within each DRI. The methodology for incorporating the latest DRI development information and addressing redevelopment within a TAZ, for a given year, is outlined below.

- Step 1: Determine the percentage of the existing developed land for each TAZ in which new development from DRI would take place (common for all future years).
- Step 2: Use this percentage and Seven50 TAZ data to calculate allocation of TAZ SE data related to existing developed land.
- Step 3: Add estimated DRI land uses to the resulting number in Step 2.
- Step 4: If the number calculated in Step 3 is larger than the original TAZ data, the new number was used; otherwise the original TAZ data were used. The decision-making flow chart for SE data selection is shown on **Figure 3.3**.

Figure 3.3
Flow Chart for 2040 Socioeconomic Data Development



3.4 REVIEW OF NON-DRI DATA

Data for the sub-DRIs (i.e., PUDs), and municipal overlay districts (CRAs, TOCs, RACs, LACs, etc.) were provided by the local jurisdictions during the interviews. The data were separated by jurisdiction and municipal overlay district within the three-county area and included townhomes, apartments, senior living facilities, warehouses, and other developments. Additionally, the amount of projected population and employment increases were provided, with employment separated into the number of retail, office, or industrial employments. The full summary table is provided in **Appendix B**.

TAZs were listed for a majority of the developments; however, for those developments with this information missing, a TAZ was assigned after verifying the location of the development based on address field within the database. The study team reviewed the development information to confirm the TAZ socioeconomic data reflected these land uses; however, no specific adjustments were made to TAZ data based on this information.

3.5 REMOVAL OF NEGATIVE GROWTH

A comparison of Seven50 2010 and 2040 SE data indicated that although the county-level growth increment was reasonable, it showed a large number of TAZs with 2040 population and/or employment being lower than 2010 values. Also, steps to include new DRI land use information and associated adjustments to match the county-level BEBR Medium projections increased the number of zones with negative growth.

The project team decided that even though some TAZs within the region see a decline in population or employment in future, the future year TAZ data were assumed to be the same or higher than the base year 2010 for this study. The population and employment data for each future year was compared against the 2010 data and graphed in a geographic information system (GIS) to assess the location and number of negative growth TAZs. This analysis was performed for both the original Seven50 data and the I-95 T&R data.

For the final version of the TAZ data, all negative growth values were eliminated. When a future year SE data value for a TAZ was lower than 2010, it was made equal to 2010. All other TAZs with positive growth were adjusted to match the county-level BEBR projections. This process was conducted in an iterative fashion until no TAZ had negative growth between the base year and future year. **Table 3.4** shows the number of TAZs in different growth ranges, including negative growth, in the original 2040 Seven50 SE data.

Table 3.4
Number of TAZs by Growth Range in Original Socioeconomic Data from 2010 to 2040

Difference Range	Population				Households				Employment			
	SERPM	PB	BR	MD	SERPM	PB	BR	MD	SERPM	PB	BR	MD
Less than -1000	45	16	13	16	10	3	2	5	11	9		2
-1000 to -500	45	23	9	13	20	5	7	8	34	29	2	3
-500 to -1	873	370	228	275	666	249	117	300	1362	666	459	237
No Change	**341**	**246**	**20**	**75**	**386**	**260**	**28**	**98**	**93**	**67**	**8**	**18**
1 to 500	2032	837	484	711	2704	1144	693	867	2101	809	338	954
500 to 1000	371	137	95	139	208	43	54	111	247	71	61	115
More than 1000	399	90	72	237	112	15	20	77	258	68	53	137

Source: Seven50 TAZ files
PB = Palm Beach; BR = Broward; MD = Miami-Dade

3.6 ADJUSTMENT TO OTHER VARIABLES

Once the population and employment variables were finalized, the study team adjusted population-related variables to maintain the same ratios as the original Seven50 data. These variables included, but are not limited to:

- Households
- Workers
- Vehicles per Household
- School Enrollment

A special consideration was given to the school enrollment variable as high school enrollment is not directly related to just the one TAZ where that school is located, but a group of zones from which children attend that high school.

3.7 2020 AND 2030 DATA DEVELOPMENT

The opening year (2020) and an interim year (2030) SE data were also developed for this project. For the year 2020, DRI data were incorporated using the same process used for 2040. Each DRI was reviewed in detail and the percentage of the development expected to be completed by 2020 was determined. Then, the DRI land use was layered on the TAZ data using the same logic used for 2040. The 2030 TAZ data were developed by a linear interpolation between the 2020 and 2040 datasets. The interpolated data and future year SE data were then checked against the original SE data for the same year to confirm that the interpolation process was correct. As a final step, TAZ data for 2020 and 2030 were adjusted to match the county-level BEBR Medium control totals.

URS undertook an extensive effort to compile an inventory of DRI and sub-DRI land use information for the I-95 Express Lanes Phase 3 Project. All DRIs within a 3-mile buffer of the study corridor were analyzed and the resulting population and employment data were incorporated into the SERPM Model TAZ data. **Table 4.1** provides a summary of residential and non-residential development from DRIs.

Table 4.1
Summary of DRI Land Uses

Land Use	Approved	By 2010	By 2020	By 2040
Residential (DU)	32,824	21,190	24,388	32,099
Retail (SF)	10,511,904	6,220,254	7,338,277	9,542,327
Office (SF)	23,980,342	15,594,025	17,060,014	22,828,129
Industrial (SF)	18,077,933	14,363,421	15,071,457	18,077,933
Warehouse (SF)	2,947,545	2,947,545	2,947,545	2,947,545
Hotel/Motel (Rooms)	5,755	2,162	2,581	4,273
Miscellaneous	2,897,428	576,358	576,358	576,358

Table A.1: Approved DRIs

DCA#	Name	Notes	Model TAZs	Approved Residential (DU)		Approved					Miscellaneous		Status
				Single-Family	Multi-Family	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Hotel/Motel (Rooms)	Retail (SF)	Description	
Boca Raton													
99-004	Boca Technology Center		1425, 1426, 1427	198			2,198,381	1,500,000					RPC 2,198.4 KSF Built
84-031	Boca Commerce Center		594, 595				729,495	819,476	2,653,362	141	5,000	Theater Seats	Built Out
85-068	Peninsula Corporate Center (Knight Commerce Center)		594, 595	324		3,752	787,852				20	Gas Station Pumps	Built Out
87-041	Fountain Square	100% - City reports built out	616				256,000						Built Out
88-004	Boca Raton Downtown	Downtown Redevelopment Project	635, 638, 666, 667, 672, 668, 669, 670, 724, 1441, 1442, 1452	1,346		1,194,300	3,209,000			634	421,000	Institutional (SF)	
Broward County													
74-071	Lauderdale Lakes Shopping Mall		2161			713,000							Built Out (New Development)
74-096	Bates Coconut Creek	Appears to be built-out	1797, 1812, 1813	2,040	8,585	448,500	25,000						Built Out
74-108	Port Everglades		2419								476,000	Petroleum Barrels	Built Out
85-076	Trade Centre Complex		2133				772,760						Built Out
86-071	Mobil Oil		2378								328,000	Petroleum Barrels	Built Out
Coconut Creek													
78-018	Tartan	City reported DRI was built out 6 years ago	1814, 1833, 1834, 1943, 1944, 2654, 2655	1,210	4,170	434,000	100,000	427,000					Largely Built Out
Dania Beach													
83-019	Design Center Of The Americas		2397			1,000,000	180,000			369			Per Dania 75% Built
81-006	Houston Park Marina	DRI Rescinded	2422			10,000*					800	Community Facility (SF)	DRI Rescinded/Built Out
82-045	Ft. Lauderdale-Hollywood International Airport	Built-Out with future terminal expansion. DRI Information was unavailable	2381, 2390, 2392, 2394										
Deerfield Beach													
82-020	Newport Center/Deerfield Industrial Park		1816				141,030	993,020	141,030	207			Built Out
86-067	Plaza At Deerfield Beach	DRI area is built out.	1776			450,000							Built Out
Fort Lauderdale													
00-015	Coastal Fuels - Port Everglades		2633								1,100,000	Petroleum Barrels	Built Out
08-003	Riverbend		2032, 2099	1,250		1,069,080	3,505,896			850			Not Complete
84-015	Spectrum		2148			4,500	921,043	130,000		210	10,000	Restaurant (SF)	
82-045	Ft. Lauderdale Commerce Center		2142			100,000	686,100	1,458,000					Built Out
88-008	Cyrose Office Park	DRI Rescinded in June 2012, appears to be built out	2146			35,000	665,843						Built Out

DCA#	Name	Notes	Model TAZs	Approved Residential (DU)		Approved					Miscellaneous		Status
				Single-Family	Multi-Family	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Hotel/Motel (Rooms)	Retail (SF)	Description	
88-041	Northport/Broward County Convention Center		2076			300,000	170,000			1,000	550,000	Convention Center (SF)	Built Out
88-053	Broward Judicial Complex	Complex is currently undergoing renovations	2081, 2082				1,652,304						
01-016	Lightspeed Broward / The Commons at Cypress Creek		2132	417		40,000	730,000			400			
88-063	New River Center		2086	375		35,000	945,000			400			Built Out
89-036	Lauderdale Yacht Basin		2112	80	190	42,000	35,000				250	Marina Dry Slips	Built Out
Hollywood													
88-021	Port 95 Commerce Park		2404, 2405			88,000	660,000	2,815,000					
90-012	Oakwood Plaza		2416, 2418	380		995,000	175,638		153,153	150	5,712	Seat for an attraction	Built Out
Lauderdale Lakes													
83-009	Headway Office Park	Small amount of developable land remains in DRI	2151			72,460	243,198						Built Out
Lauderhill													
07-044	Lauderhill City Center	Redevelopment of an existing Commercial Site	2255	2,500		650,000	507,210						
Margate													
10-001	Aztec Recreational Vehicle Resort Park	RV Campground with 646 sites. Considered as Hotel/Motel	1900, 1901							646	646	RV Units	Built Out
Boca Raton													
90-059	Crocker Corporate Center					50,000	750,000						Built Out No DO Issued, though development is visible
Palm Beach County													
74-136	Boca Verde (Via Verde)		677, 690, 691, 692, 693, 695, 696	3,773									
85-040	Waterford Place	DRI Status is "Abandoned" but TAZ is nearly built out	586, 1419	536		135,000				78			Built Out
Pompano Beach													
82-034	Park Central		1930				443,097	1,094,421					
84-049	Pompano Industrial Park		1937, 1938			232,312	380,495	1,426,562		120			Built Out
87-019	Arvida Pompano Park		1954, 1956			320,000	1,385,000	1,310,000		250			Built Out
Palm Beach County													
	Briger Tract/Scripps Florida		28, 29	2,700		500,000	1,200,000	2,600,000		300			
MainStreet at Coconut Creek													
			1815		2,750	1,600,000	525,000						

Table A.2: DRI Development Completed by 2010

DCA#	Name	Notes	Model TAZs	Built by 2010						Miscellaneous		Status			Employment			
				Residential (DU)	Square Feet				Hotel/ Motel (Rooms)	Residential (DU)	Description		HMR_10	POP_10	INDE_10	COME_10	SVCE_10	TOTE_10
					Retail	Office	Industrial	Warehouse										
Boca Raton																		
99-004	Boca Technology Center		1425, 1426, 1427	7		2,198,381	1,500,000					RPC 2,198.4 MSF built		18	2,700	0	7,035	9,752
			1425										0	0	54		1266	1,320
			1426										0	0	2565		3447	6,012
			1427										0	0	81		2322	2,403
84-031	Boca Commerce Center		594, 595			729,495	819,476	2,653,362	120			120	120		6,251		2,334	8,585
			594			238,000											762	762
			595			491,495	819,476	2,653,362	120			120	120		6,251		1,573	7,944
85-068	Peninsula Corporate Center (Knight Commerce Center)		594, 595	324	18,752	715,000			149			Built Out	149	810	0	47	2,288	2,335
			594	324	18,752	715,000			149				149	807		44	2,521	2,565
			595											3		3		3
87-041	Fountain Square		616			256,000						Built Out	0	0	96	212	819	1,127
88-004	Boca Raton Downtown	Linked CRA Sub-Areas to TAZs	635, 638, 666, 667,668, 669, 670, 671, 672, 724, 1441, 1442, 1452	518	673,827	707,537					Institutional (SF)	In Progress		1,295		1,685	2,264	3,949
			635		13,988	95,290										35	305	340
			638		64,142	15,982										160	51	211
			666	272	91,134	46,948								680		228	150	378
			667		149,092	93,868								0		373	300	673
			672		2,124	57,473								0		5	184	189
			668	246	175,020	110,192								615		438	353	790
			669		38,809	30,304										97	97	194
			670													0	0	0
			671		6,045	163,578										15	523	
			724		68,299											171	0	171
			1441		8,600	30,000										22	96	118
			1442		17,700	43,850										44	140	185
			1452		25,916	13,368										65	43	108
			1453		12,958	6,684										32	21	
Broward County																		
74-071	Lauderdale Lakes Shopping Mall		2161		713,000							Built Out (New Development)				1,783		1,783

DCA#	Name	Notes	Model TAZs	Built by 2010						Miscellaneous		Status			Employment			
				Residential (DU)	Square Feet				Hotel/ Motel (Rooms)	Residential (DU)	Description		HMR_10	POP_10	INDE_10	COME_10	SVCE_10	TOTE_10
					Retail	Office	Industrial	Warehouse										
74-096	Bates Coconut Creek	Industrial Employment in DRI	1797, 1812, 1813	10,625	448,500	429,000						Built Out (Schools included as 'Office')		26,563		1,121	1,373	2,494
			1797	1,938		290,000								4,845		0	928	928
			1812	4,084	448,500									10,210		1,121	0	1,121
			1813	4,603		139,000								11,508		0	445	445
74-108	Port Everglades		2419								Petroleum Barrels	Built Out						0
85-076	Trade Centre Complex		2133		175,000	776,720						Built Out	0	833	42	438	2,486	2,966
86-071	Mobil Oil		2378				619,000				Petroleum Barrels	Built Out			1,114			1,114
Coconut Creek																		
78-018	Tartan		1814, 1833, 1834, 1943, 1944, 2654, 2655	5,166	434,000	145,826	427,000					Built Out		12,915	769	1,085	467	2,320
			1814											1,746	5	153	34	192
			1833			125,000								2,091	100	502	88	690
			1834		28,000									141	529	282	89	900
			1943		45,698	20,826				20,000	Early Learning Center			2,606	105	14	26	144
			1944											2,915	4	4	9	17
			2654											2,427	3	6	9	19
			2655											1,524	23	123	67	212
Dania Beach																		
83-019	Design Center of the Americas		2397		750,000	60,000			250			Per Dania 75% Built	250	314	456	1,875	192	2,523
81-006	Houston Park Marina	DRI Rescinded. Marinas are now exempt	2422								Community Facility (SF)	DRI Rescinded	0					0
82-045	Ft. Lauderdale-Hollywood International Airport	Terminal Expansion to produce 10 to 11k construction jobs. Projections based on current conditions	2381, 2390, 2392, 2394		106,403	2,074,981	80,363								145	266	6,640	7,051
			2381		631	79,369									0	2	254	256
			2390		47,201	669,695	80,363								145	118	2,143	2,406
			2392		7,094	206,306									0	18	660	678
			2394		51,476	1,119,613									0	129	3,583	3,711
Deerfield Beach																		
82-020	Newport Center/Deerfield Industrial Park		1816	0	0	141,030	993,020	141,030	207			Built Out	207	0	1,787		353	2,140
86-067	Plaza At Deerfield Beach		1776		450,000							Built Out	0		35	1,125		1,160

DCA#	Name	Notes	Model TAZs	Built by 2010						Miscellaneous		Status			Employment			
				Residential (DU)	Square Feet				Hotel/ Motel (Rooms)	Residential (DU)	Description		HMR_10	POP_10	INDE_10	COME_10	SVCE_10	TOTE_10
					Retail	Office	Industrial	Warehouse										
Fort Lauderdale																		
00-015	Coastal Fuels - Port Everglades		2633				2,785,000				Petroleum Barrels	Built Out			5,013			5,013
08-003	Riverbend		2032, 2099									Not Complete						0
			2032								Strayer University exists approximately 80 ksf							0
			2099															0
84-015	Spectrum		2148		10,000	488,966	130,000					Built Out				25	1,565	1,590
82-045	Ft. Lauderdale Commerce Center		2142		100,000	668,275	1,458,000					Built Out			2,624	250	2,138	5,013
88-008	Cyrose Office Park		2146		35,000	665,843						Built Out				88	2,131	2,218
88-041	Northport/Broward County Convention Center		2076		300,000	170,000				550,000	Convention Center (SF)	Built Out	292	70	20	750	544	1,314
88-053	Broward Judicial Complex/ New Courthouse Expansion		2081, 2082			911,304						In-Progress					2,916	2,916
			2081														16	16
			2082			911,304											2,900	2,900
01-016	Lightspeed Broward / The Commons at Cypress Creek		2132															0
88-063	New River Center		2086	375	35,000	945,000			400			Built Out		938		88	3,024	3,112
89-036	Lauderdale Yacht Basin		2112	270	42,000	35,000					Marina Dry Slips	Built Out				105	112	217
Hollywood																		
88-021	Port 95 Commerce Park		2404, 2405		88,000	92,028	2,815,000					Built Out			5,067	220	294	5,581
			2404												2,686	117	156	2,959
			2405												2,381	103	138	2,622
90-012	Oakwood Plaza		2416, 2418	380	995,000	175,638		153,153	150	5,712	Seats for an attraction	Built Out	250	950		2,488	562	3,050
			2416										250	273		1,818	186	2,004
			2418										0	677		670	376	1,046
Lauderdale Lakes																		
83-009	Headway Office Park		2151		72,460	243,198						Built Out	132	790	886	181	778	1,845
Lauderhill																		
07-044	Lauderhill City Center	Existing; Redevelopment Plans have been approved	2255										0	213	35	268	330	633

DCA#	Name	Notes	Model TAZs	Built by 2010						Miscellaneous		Status			Employment			
				Residential (DU)	Square Feet				Hotel/ Motel (Rooms)	Residential (DU)	Description		HMR_10	POP_10	INDE_10	COME_10	SVCE_10	TOTE_10
					Retail	Office	Industrial	Warehouse										
Margate																		
10-001	Aztec Recreational Vehicle Resort Park		1900, 1901						646	646	RV Units	Built Out	646					646
			1900										183					183
			1901										463					463
Boca Raton																		
90-059	Crocker Corporate Center		698		142,000	750,000			240			No DO Issued, though development is visible	240			355	2,400	2,755
Palm Beach County																		
74-136	Boca Verde (Via Verde)		677, 690, 691, 692, 693, 695, 696	2,989	119,000	170,000						Built Out		7,473	0	298	544	842
		Cannot locate approved Non Residential Development	677		58,000											145		145
			690											1,858				
			691											625				
			692			170,000								3,406			544	544
			693	46										160				
			695		61,000											153		153
			696											1,424				
85-040	Waterford Place		586, 1419	536	135,000							Built Out		1,340		338		338
			586		135,000											338		338
			1419	536												0		0
Pompano Beach																		
82-034	Park Central		1930			279,308						Built Out					894	894
84-049	Pompano Industrial Park	Large Flea Market in TAZ	1937, 1938		232,312	380,495	1,426,562					Built Out			2,568	581	1,218	4,366
			1937		104,577	241,480	642,176						0	0	1,156	261	773	2,190
			1938		127,735	139,015	784,386						0	0	1,412	319	445	2,176
87-019	Arvida Pompano Park		1954, 1956		320,000	1,385,000	1,310,000					Built Out			2,358	800	4,432	7,590
			1954		320,000	1,385,000	1,202,000								2,164	800	4,432	7,396
			1956				108,000								194	0	0	194
Palm Beach County																		
Briger Tract/Scripps Florida			28, 29															0
			28										0					0
			29										0					0
Coconut Creek																		
MainStreet at Coconut Creek			1815															

Table A.3: DRI Development Estimated to be completed by 2020

DCA#	Name	Model TAZs	Built by 2010						Miscellaneous				Employment			
			Residential (DU)	Square Feet				Hotel/ Motel (Rooms)	Residential (DU)	Description	HMR_20	POP_20	INDE_20	COME_20	SVCE_20	TOTE_20
				Retail	Office	Industrial	Warehouse									
Boca Raton																
99-004	Boca Technology Center	1425, 1426, 1427	7		2,198,381	1,500,000						18	2,700		7,035	9,752
		1425									0	0	54		1,266	1,320
		1426									0	0	2,565		3,447	6,012
		1427									0	0	81		2,322	2,403
84-031	Boca Commerce Center	594, 595			729,495	819,476	2,653,362	120			120		6,251		2,334	8,585
		594			238,000										762	762
		595			491,495	819,476	2,653,362	120			120		6,251		1,573	7,824
85-068	Peninsula Corporate Center (Knight Commerce Center)	594, 595	324	3,752	715,000			149			149	810		9	2,288	2,297
		594	324	3,752	715,000						149	807		7	2,521	2,528
		595										3		2	0	3
87-041	Fountain Square	616			256,000						0	0	108	211	819	1,138
88-004	Boca Raton Downtown	635, 638, 666, 667, 672, 668, 669, 670, 724, 1441, 1442, 1452		741,210	778,291							1,295		1,853	2,491	4,344
		635		15,387	104,819									38	335	374
		638		70,556	17,580									176	56	233
		666	272	100,247	51,643							680		251	165	1,096
		667		164,001	103,255									410	330	740
		672		2,336	63,220									6	202	208
		668	246	192,522	121,211							615		481	388	1,484
		669		42,690	33,334									107	107	213
		670		0	0									0	0	0
		671		6,650	179,936									17	576	592
		724		75,129	0									188	0	188
		1441		9,460	33,000									24	106	129
		1442		19,470	48,235									49	154	203
		1452		28,508	14,705									71	47	
		1453		14,254	7,352									36	24	

DCA#	Name	Model TAZs	Built by 2010						Miscellaneous				Employment			
			Residential (DU)	Square Feet				Hotel/ Motel (Rooms)	Residential (DU)	Description	HMR_20	POP_20	INDE_20	COME_20	SVCE_20	TOTE_20
				Retail	Office	Industrial	Warehouse									
Broward County																
74-071	Lauderdale Lakes Shopping Mall	2161		713,000										1,783		1,783
74-096	Bates Coconut Creek	1797, 1812, 1813	10,625	448,500	429,000							26,563	0	1,121	1,373	29,057
		1797	1,938		290,000						0	9,563		0	928	928
		1812	4,084	448,500							0	7,969		1,121	0	1,121
		1813	4,603		139,000						0	9,031		0	445	445
74-108	Port Everglades	2419														0
85-076	Trade Centre Complex	2133		175,000	776,720						0	831	64	438	2,486	2,988
86-071	Mobil Oil	2378														0
Coconut Creek																
78-018	Tartan	1814, 1833, 1834, 1943, 1944, 2654, 2655	5,380	434,000	100,000	427,000						13,450	769	1,085	320	2,174
		1814									0	1,746	5	153	34	192
		1833			125,000						0	2,091	100	502	88	690
		1834		28,000							0	141	529	282	89	900
		1943		45,698	20,826				20,000	Early Learning Center	0	2,606	105	14	26	144
		1944									0	2,915	4	4	9	17
		2654									0	2,427	3	6	9	19
		2655									0	1,524	23	123	67	212
Dania Beach																
83-019	Design Center Of The Americas	2397		1,000,000	180,000			369			903	354	511	2,500	576	3,587
81-006	Houston Park Marina	2422														0
82-045	Ft. Lauderdale-Hollywood International Airport	2381, 2390, 2392, 2394		117,043	2,282,480	88,399							159	293	7,304	7,756
		2381		695	87,306								0	2	279	281
		2390		51,921	736,664	88,399							159	130	2,357	2,646
		2392		7,804	226,936								0	20	726	746
		2394		56,624	1,231,574								0	142	3,941	4,083
Deerfield Beach																
82-020	Newport Center/Deerfield Industrial Park	1816	0	0	141,030	993,020	141,030	207			356	0	2,041	325	451	2,818
86-067	Plaza at Deerfield Beach	1776		450,000							0	81	32	1,125	664	1,821

DCA#	Name	Model TAZs	Built by 2010						Miscellaneous				Employment			
			Residential (DU)	Square Feet				Hotel/ Motel (Rooms)	Residential (DU)	Description	HMR_20	POP_20	INDE_20	COME_20	SVCE_20	TOTE_20
				Retail	Office	Industrial	Warehouse									
Fort Lauderdale																
00-015	Coastal Fuels - Port Everglades	2633				2,785,000							5,013			5,013
08-003	Riverbend	2032, 2099								Strayer exists						0
		2032														0
		2099														0
84-015	Spectrum	2148		10,000	488,966	130,000					103	1,347	959	25	1,565	2,549
82-045	Ft. Lauderdale Commerce Center	2142		100,000	668,275	1,458,000					246	756	2,624	250	2,138	5,013
88-008	Cyrose Office Park	2146		35,000	665,843						86	8	617	88	2,131	2,835
88-041	Northport/Broward County Convention Center	2076		300,000	170,000				550,000	SF- Conv. Center	235	51	17	750	544	1,311
88-053	Broward Judicial Complex/ New Courthouse Expansion	2081, 2082			1,652,304										5,287	5,287
		2081													0	0
		2082			1,652,304										5,287	5,287
01-016	Lightspeed Broward / The Commons at Cypress Creek	2132														0
88-063	New River Center	2086	375	35,000	945,000			400			400	938	96	88	3,024	3,208
89-036	Lauderdale Yacht Basin	2112	270	42,000	35,000									105	112	217
Hollywood																
88-021	Port 95 Commerce Park	2404, 2405		88,000	96,000	2,815,000							5,067	220	307	5,594
		2404											1,779	118	140	2,037
		2405											3,288	102	167	3,557
90-012	Oakwood Plaza	2416, 2418	380	995,000	175,638		153,153	150	5,712	Seats for an attraction	250	950		2,488	562	3,050
		2416									250	273		1,818	186	2,004
		2418									0	677		670	376	1,046
Lauderdale Lakes																
83-009	Headway Office Park	2151		72,460	243,198						138	868	806	181	778	1,765
Lauderhill																
07-044	Lauderhill City Center	2255	250	65,000	50,700						0	625	31	163	162	356
Margate																
10-001	Aztec Recreational Vehicle Resort Park	1900, 1901			17,890			646			646				57	57
		1900									0					0
		1901			17,890						0				57	57
Boca Raton																
90-059	Crocker Corporate Center			142,000	750,000			240			240			355	2,400	2,755

DCA#	Name	Model TAZs	Built by 2010						Miscellaneous				Employment			
			Residential (DU)	Square Feet				Hotel/ Motel (Rooms)	Residential (DU)	Description	HMR_20	POP_20	INDE_20	COME_20	SVCE_20	TOTE_20
				Retail	Office	Industrial	Warehouse									
Palm Beach County																
74-136	Boca Verde (Via Verde)	677, 690, 691, 692, 693, 695, 696	3,773	119,000	170,000							9,433		298	544	842
		677		58,000							0			145		145
		690									0	2,346				0
		691									0	789				0
		692			170,000						0	4,299			544	544
		693									0	201				0
		695		61,000							0			153		153
		696									0	1,798				0
85-040	Waterford Place	586, 1419	536	135,000								1,340		338		338
		586		135,000								0		338		338
		1419	536									1,340		0		0
Pompano Beach																
82-034	Park Central	1930			279,308										894	894
84-049	Pompano Industrial Park	1937, 1938		232,312	380,495	1,426,562							2,568	581	1,218	4,366
		1937		104,577	241,480	642,176					0	19	1,156	261	773	2,190
		1938		127,735	139,015	784,386					0	0	1,412	319	445	2,176
87-019	Arvida Pompano Park	1954, 1956		320,000	1,385,000	1,310,000							2,358	800	4,432	7,590
		1954		320,000	1,385,000	1,202,000							2,164	800	4,432	7,396
		1956				108,000							194	0	0	194
Palm Beach County																
	Briger Tract/Scripps Florida	28, 29	1,650	500,000	300,000	700,000		300			300	4,125	1,260	1,250	960	3,470
		28	920								80	1,871	1,260	1,250	923	3,433
		29	730								0	2,254	0	0	37	37
Coconut Creek																
	MainStreet at Coconut Creek	1815	300	240,000								750		600		600

Table A.4: DRI Development Estimated to be completed by 2040

DCA #	Name	Model TAZs	Built by 2010						Miscellaneous				Employment			
			Residential (DU)	Square Feet				Hotel/ Motel (Rooms)	Built by 2040	Description	HMR_40	POP_40	INDE_40	COME_40	SVCE_40	TOTE_40
				Retail	Office	Industrial	Warehouse									
Boca Raton																
99-004	Boca Technology Center	1425, 1426, 1427	198		2,198,381	1,500,000						495	2,700		7,035	10,230
		1425									0	0	54		1,266	1,320
		1426									0	0	2,565		3,447	6,012
		1427									0	0	81		2,322	2,403
84-031	Boca Commerce Center	594, 595			729,495	819,476	2,653,362	120			120		6,251		2,334	8,585
		594			238,000										762	762
		595			491,495	819,476	2,653,362	120			120		6,251		1,573	7,824
85-068	Peninsula Corporate Center (Knight Commerce Center)	594, 595	324	3,752	787,852			149			149	810		9	2,521	2,531
		594		3,752	787,852			149			149	810	0	2	1,521	1,523
		595										0			1,000	1,000
87-041	Fountain Square	616			256,000						0	0	142	209	819	1,170
88-004	Boca Raton Downtown	635, 638, 666, 667, 672, 668, 669, 670, 724, 1441, 1442, 1452	1346	1,194,300	3,209,000			634			634	3,365		2,928	10,172	13,100
		635		24,793	432,183									62	1,383	1,445
		638		113,686	72,486									284	232	516
		666		161,527	212,930									404	681	1,085
		667		264,253	425,734									661	1,362	2,023
		672		3,765	260,666									9	834	844
		668		310,208	499,771									776	1,599	2,375
		669		68,786	137,442									172	440	612
		670		0	0									0	0	0
		671		10,714	741,900									27	2,374	2,401
		724		121,054	0									303	0	303
		1441		15,243	136,064									38	435	474
		1442		31,372	198,880									78	636	715
		1452		45,934	60,630									115	194	309
		1453		22,967	30,315									57	97	154

DCA #	Name	Model TAZs	Built by 2010						Miscellaneous				Employment			
			Residential (DU)	Square Feet				Hotel/ Motel (Rooms)	Built by 2040	Description	HMR_40	POP_40	INDE_40	COME_40	SVCE_40	TOTE_40
				Retail	Office	Industrial	Warehouse									
Broward County																
74-071	Lauderdale Lakes Shopping Mall	2161		713,000										1,783		1,783
74-096	Bates Coconut Creek	1797, 1812, 1813	10,625	448,500	429,000							26,563		1,121	1,373	2,494
		1797	1,938		290,000						0	9,563		57	928	985
		1812	4,084	448,500							0	7,969		919	0	919
		1813	4,603		139,000						0	9,031		145	445	590
74-108	Port Everglades	2419														0
85-076	Trade Centre Complex	2133		175,000	772,760						0	826	53	438	2,473	2,964
86-071	Mobil Oil	2378														0
Coconut Creek																
78-018	Tartan	1814, 1833, 1834, 1943, 1944, 2654, 2655	5,380	434,000	145,826	427,000						13,450	769	1,085	467	2,320
		1814									0	1,746	5	153	34	192
		1833			125,000						0	2,091	100	502	400	1,002
		1834		28,000							0	141	529	282	0	812
		1943		45,698	20,826				20,000	Early Learning Center	0	2,606	105	14	67	185
		1944									0	2,915	4	4	9	17
		2654									0	2,427	3	6	9	19
		2655									0	1,524	23	123	67	212
Dania Beach																
83-019	Design Center Of The Americas	2397		1,000,000	180,000			369			1,391	463	664	2,500	576	3,740
81-006	Houston Park Marina	2422														0
82-045	Ft. Lauderdale-Hollywood International Airport	2381, 2390, 2392, 2394		133,003	2,593,727	100,454							181	333	8,300	8,813
		2381		789	99,211								0	2	317	319
		2390		59,001	837,118	100,454							181	148	2,679	3,007
		2392		8,868	257,882								0	22	825	847
		2394		64,346	1,399,516								0	161	4,478	4,639
Deerfield Beach																
82-020	Newport Center/Deerfield Industrial Park	1816	0	0	141,030	993,020	141,030	207			447	0	2,041	337	451	2,830
86-067	Plaza At Deerfield Beach	1776		450,000							0	144	22	1,125	574	1,721

DCA #	Name	Model TAZs	Built by 2010						Miscellaneous				Employment			
			Residential (DU)	Square Feet				Hotel/ Motel (Rooms)	Built by 2040	Description	HMR_40	POP_40	INDE_40	COME_40	SVCE_40	TOTE_40
				Retail	Office	Industrial	Warehouse									
Fort Lauderdale																
00-015	Coastal Fuels - Port Everglades	2633				2,785,000							5,013			5,013
08-003	Riverbend	2032, 2099	525	275,000	625,000							1,313		688	2,000	2,688
		2032														0
		2099														0
84-015	Spectrum	2148		10,000	921,043	130,000		210						25	2,947	2,972
82-045	Ft. Lauderdale Commerce Center	2142		100,000	686,100	1,458,000					118	1,332	749	250	2,196	3,195
88-008	Cyrose Office Park	2146		35,000	665,843						87	6	694	88	2,131	2,912
88-041	Northport/Broward County Convention Center	2076		300,000	170,000				550,000	SF- Conv. Center	77	0	7	750	544	1,301
88-053	Broward Judicial Complex/ New Courthouse Expansion	2081, 2082			1,652,304										5,287	5,287
		2081													1,259	1,259
		2082			1,652,304										4,028	4,028
01-016	Lightspeed Broward / The Commons at Cypress Creek	2132	417					400								0
88-063	New River Center	2086	375	0	945,000			400			400	938	357	0	3,024	3,381
89-036	Lauderdale Yacht Basin	2112	270	42,000	35,000									105	112	217
Hollywood																
88-021	Port 95 Commerce Park	2404, 2405		88,000	660,000	2,815,000							5,067	220	2,112	7,399
		2404											1,779	118	963	2,860
		2405											3,288	102	1,149	4,539
90-012	Oakwood Plaza	2416, 2418	380	995,000	175,638		153,153	150	5,712	Seats for an attraction	250	950		2,488	562	3,050
		2416									250	273		1,818	186	2,004
		2418									0	677		670	376	1,046
Lauderdale Lakes																
83-009	Headway Office Park	2151		72,460	243,198									181	778	959
Lauderhill																
07-044	Lauderhill City Center	2255	2,500	650,000	507,210						0	6,250		1,625	1,623	3,248

DCA #	Name	Model TAZs	Built by 2010						Miscellaneous				Employment			
			Residential (DU)	Square Feet				Hotel/ Motel (Rooms)	Built by 2040	Description	HMR_40	POP_40	INDE_40	COME_40	SVCE_40	TOTE_40
				Retail	Office	Industrial	Warehouse									
Margate																
10-001	Aztec Recreational Vehicle Resort Park	1900, 1901			17,890			646			646				57	57
		1900									0				0	0
		1901			17,890						0				57	57
Boca Raton																
90-059	Crocker Corporate Center	698		142,000	750,000			240			240			355	2,400	2,755
Palm Beach County																
74-136	Boca Verde (Via Verde)	677, 690, 691, 692, 693, 695, 696	3,773	119,000	170,000							9,433	0	298	544	842
		677		58,000										145		
		690										2,346				
		691										789				
		692			170,000							4,299			544	
		693										201				
		695		61,000										153		
		696										1,798				
85-040	Waterford Place	586, 1419	536	135,000				78				1,340		338		338
		586		135,000								0		338		
		1419	536									1,340				
Pompano Beach																
82-034	Park Central	1930			443,097	1,094,421							1,970		1,418	3,388
84-049	Pompano Industrial Park	1937, 1938		232,312	380,495	1,426,562		120					2,568	581	1,218	4,366
		1937		104,577	241,480	642,176					0	19	1,156	261	773	2,190
		1938		127,735	139,015	784,386					0	0	1,412	319	445	2,176
87-019	Arvida Pompano Park	1954, 1956		320,000	1,385,000	1,310,000		250					2,358	800	4,432	7,590
		1954		320,000	1,385,000	1,202,000							2,164	800	4,432	7,396
		1956				108,000							194	0	0	194
Palm Beach County																
	Briger Tract/Scripps Florida	28, 29	2,700	500,000	1,200,000	2,600,000		300			300	6,750	4,680	1,250	3,840	9,770
		28									300	3,048	4,680	1,250	3,664	9,594
		29									0	3,702	0	0	176	176
Coconut Creek																
	MainStreet at Coconut Creek	1815	2,750	1,600,000	525,000							6,875		4,000	1,680	5,680

Table B.1: Non-DRI Master Development Table

Name	Address (if available)	TAZ Number	Approved Residential (DU)		Hotel/Motel (Rooms)	Projected POP at Build Out	Approved (Square Feet)				Projected EMP at Build Out				Miscellaneous		Status
			Single-Family	Multi-Family	Approved		Retail	Office	Industrial	Warehouse	Retail	Office	Industrial	Warehouse	Approved	Description	
Boca Raton																	
Artis Senior Living	5910 N Federal Highway	642									0	0					In Approval Process
University Village	555 NW Spanish River Boulevard	650	750		250	1,875	196,780	275,000			492	880					In Approval Process
Spanish River Townhomes	4202 N Military Trail	1432	75			188					0	0					In Approval Process
Coconut Creek																	
Promenade	Southwest Corner of Wiles Road and Lyons Road	1815					250,000				625						83%
El Dorado Plaza	Lyons Road and Sawgrass Expressway	1798					153,000				383						100%
Bel Lago Apartments	Wiles Road (between S.R.7 and Lyons Road)	1812		270		675											Under Construction
Casa Palma Apartments	S.R.7 and Regency Lakes Boulevard	1798		350		875											Under Construction
Broadstone Apartments	Hillsboro and S.R.7	1787		396		990											Under Construction
Paloma Lakes Townhomes	Northwest Corner of Wiles Road and Lyons Road	1812		300		750											95%
Grand Cypress Townhomes	Lyons Road and Sawgrass Boulevard	1798		134		335											100%
Dania Beach																	
DJP Airport West	SW 31st Street	2406								200,000				360			
Luckey's Motel	205 N Federal Highway	2388			81												
San Souci Hotel	480 E Dania Beach Boulevard	2387			240												
Shops at Griffin	SW Corner of Griffin and Ravenswood	2411					48,000				120						
Townplace Suites Hotel	SW 19 Court (North of Stirling Road)	2398			127												
Dania Jai Alai	301 E Dania Beach Boulevard	2386			400		60,000				150				60,000 Square Ft of Additional Casino		
Lakeview Industrial Warehouse	2400 Collins Road	2404								240,560				433			
Residence Inn	4801 Anglers Avenue	2411			156												
San Souci Apartments	480 E Dania Beach Boulevard	2387		198		495											
Valgard Self-Storage	Stirling Road (West of SW 18th Court)	2397					100,000				250						

Name	Address (if available)	TAZ Number	Approved Residential (DU)		Hotel/Motel (Rooms)	Projected POP at Build Out	Approved (Square Feet)				Projected EMP at Build Out				Miscellaneous		Status
			Single-Family	Multi-Family	Approved		Retail	Office	Industrial	Warehouse	Retail	Office	Industrial	Warehouse	Approved	Description	
Deerfield Beach																	
LUPA (Golf Course to Proposed Employment Center)	Deerfield Beach Country Club	1766					151,000	151,000	453,000		378	483	815				Under current review
Warehouse/Showroom	1901 Sample Road	1830					37,000		60,615		93		109				Under current review
Delray Beach																	
Delray Place	SE corner of Linton/S. Federal Highway	528					138,130				345						In Approval Process
Uptown Delray	North side of SE 2nd Street, between SE 4th Avenue and SE 5th Avenue	1406		163		408	4,270				11						In Approval Process
Fairfield Inn	South side of W Atlantic Avenue, between SW 9th Avenue and SW 10th Avenue	560			95						0						In Approval Process
Bellantica Gardens	SE corner of West Atlantic Avenue/Military Trail	1415		200		500					0						In Approval Process
Fort Lauderdale																	
S.R. 84 Retail	2401 S Andrews Avenue	2127					50,000				125						Complete
Port Royale	3219 S Port Royale Drive	1979		737		1,843											Complete
Alantech	6451 N Federal Highway	2631		266		665											Approved
New River Yacht Club	400 SW 1 Avenue	2094		256		640											Approved
New River Village Phase 3	510 SE 5 Avenue	2081		195		488											Approved
Broward County Courthouse Garage	644 S Andrews Avenue	2082					1,500	12,000			4	38			83,123 Square Foot Parking Garage		Under Construction
One20Fourth	120 NE 4 Street	2051		386		965											Approved
Flagler Village I	720 NE 4 Street	2053		112		280											Approved
The Pearl	495 N Federal Highway	2049		327		818											Under Construction
Marina Lofts	400 SW 4th Avenue	2093		998		2,495											Under Review
William H Lindsay Property	765 NW 12 Avenue	2033		125		313											Approved
French Village	109 SE 9 Avenue	2056		202		505											Approved
French Quarter	215 SE 8 Avenue	2056		262		655											Approved
Waterway	3001 E Oakland Park Boulevard	1989		110		275											Approved
Crocker Tower	403 SE 2 Street	2083		395		988											Under Review
2nd St Residences	405 NE 2 Street	2052		398		995											Under Review
Pinnacle	803 SE 3rd Avenue	2082		112		280											Under Review

Name	Address (if available)	TAZ Number	Approved Residential (DU)		Hotel/Motel (Rooms)	Projected POP at Build Out	Approved (Square Feet)				Projected EMP at Build Out				Miscellaneous		Status
			Single-Family	Multi-Family	Approved		Retail	Office	Industrial	Warehouse	Retail	Office	Industrial	Warehouse	Approved	Description	
Hollywood																	
ArtsPark Village	17th Avenue and Van Buren Street	2515		437		1,093	27,000	6,000			68	19					0%
Hollywood Circle	17th Avenue and Polk Street			424		1,060	68,000	0			170	0					0%
Gardens at Driftwood	7350 N. Davie Road Extension	2458		120		300	0	0			0	0					100%
ICON	1895 Tyler Street	2514		0			0	72,000			0	230					0%
Hollywood Station Phase III	22nd Avenue and Van Buren Street	2502		250		625	500	0			1	0					0%
West Lake Commons	1700 Sheridan Street	2434		0			80,300	0			201	0					0%
Coliseum	2520 South Miami Road			209		523	0	0									0%
Lauderhill																	
NW Corner - 11th Place/ S.R. 7		2254	250			625									1,200 Seats	Arts Center	0%
7955 Royal Palm Boulevard				125		313											0%
Across from Lauderhill Mall		2055					45,000				113				45,000 Square Ft.	Ent Center (Nightclub/Bars)	0%
Development Phase II			1300			3,250	425,000				1,063				425,000 Square Ft.	Commercial Sq. Ft.	0%
Margate																	
Toscana	Southwest Corner of NW 31 Street and S.R. 7	1837		262		655											
Celebration Point	Rancho Boulevard and S.R. 7	1833		290		725											
Lennar	7955 Royal Palm Boulevard	1838	125			313									125 Townhomes		
Pompano Beach																	
Elderly/Aged Housing Project				251		628											
Mid-Rise Residential Project (KOI)				350		875											Approved December 2012
Tamarac																	
Palm Cove	Just east of Turnpike, south of Commercial Boulevard		61	164		153											Site Plan Recently Approved
Sabal Palm	Just west of Turnpike, both sides of Commercial Boulevard		429			1,073											
Tamarac Village	North side of Commercial Boulevard University Drive	2204	0	1875 max allowed			131 +/- acres	131 +/- acres									

Name	Address (if available)	TAZ Number	Approved Residential (DU)		Hotel/Motel (Rooms)	Projected POP at Build Out	Approved (Square Feet)				Projected EMP at Build Out				Miscellaneous		Status
			Single-Family	Multi-Family	Approved		Retail	Office	Industrial	Warehouse	Retail	Office	Industrial	Warehouse	Approved	Description	
Wilton Manors																	
Townhome project #1				74													Pending Approval
Townhome project #2				156													Pending Approval
Totals			**2,990**	**10,004**	**1,349**	**31,500**	**1,835,480**	**516,000**	**513,615**	**440,560**	**4,589**	**1,651**	**925**	**793**			
Municipal Overlay Districts (CRAs, TOCs, RACs, LACs, etc.)																	
Davie																	
Transit Oriented Corridor (TOC)			500 Townhouses	5700	750		500,000	1,700,000	1,200,000			5,440	2,160				Area of interest is now a TOC. The development intensities are the MAXIMUM allowed with the corridor
Dania Beach																	
RAC (Res, Retail, Industrial, Office)	East of I-95																Adopted in 2010
Hollywood																	
CRA District																	
Lauderhill																	
NE Corner - State Road 7/Sunrise		2022			150		150,000				375				150,000 Square Ft	Commercial Square Feet	0%
Margate																	
Transit Oriented Corridor																	
Plantation																	
Local Activity Center (LAC) and CRA**		2297, 2286, 2103, 2102, 2026, 2285, 2284		1,960			3,147,000					0			3.6 acres of Community Park Land		
Pompano Beach																	
Regional Activity Center (Isle of Capri Racino aka Arvida DRI*)				1,300			301,273	248,867	1,013,250			796	1823.85		135 acres commercial recreation, 27 acres of commercial, 26 of office		Passed November 2012
Transit Oriented Corridor			143	1,225			4,387,220	2,835,557	95,832			9,074	172.4976		1,459,260 sq. ft of Community Facility 2.1 acres of Park Space		Passed February 2011
Tamarac																	
(LAC) Local Activity Center	to NW 94 Avenue																
Wilton Manors																	
Dixie Highway / Transit Oriented Corridor																Transit-Oriented Corridor	
Totals			**643**	**10,185**	**900**		**8,485,493**	**4,784,424**	**2,309,082**		**375**	**15,310**	**4,156**				

Appendix E

Sawgrass Expressway Widening Future Land Use Update

FDOT

Florida's Turnpike Enterprise

FLORIDA'S TURNPIKE

Sawgrass Expressway Widening

Future Land Use Update

JUNE 2016

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Appendices

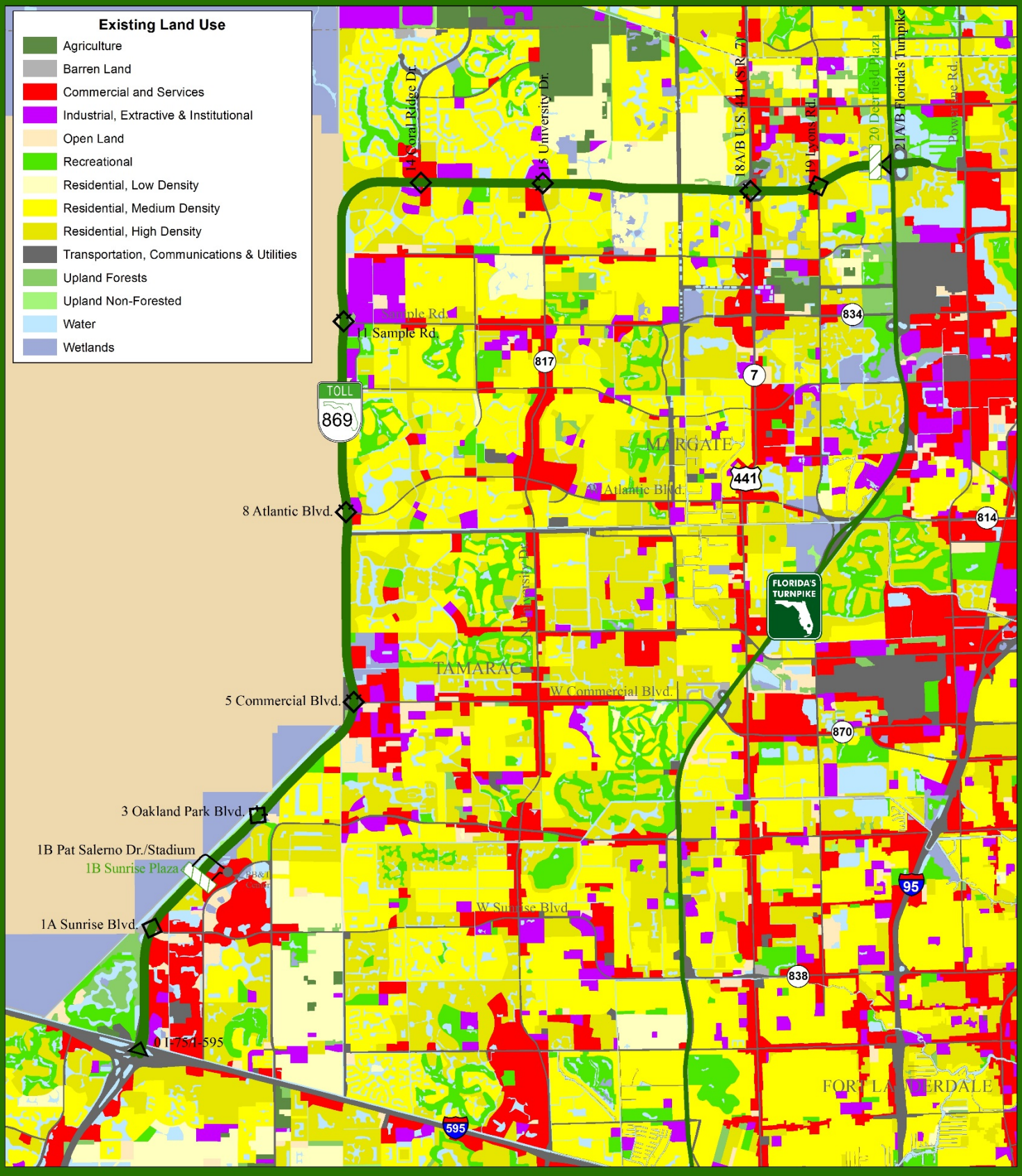
The Sawgrass Expressway (S.R. 869) is a tolled, 21-mile-long, limited-access facility located in northern Broward County. The majority of the facility is located on the western fringe of the Broward urban area. The facility has a north/south orientation from I-595/I-75 at the south end to the Coral Springs area to the north. The alignment changes to an east/west orientation prior to the interchange with Coral Ridge Drive on the west and continues east to the Florida's Turnpike Mainline. With traffic volumes in the area projected to increase, a series of Project Development and Environment (PD&E) studies will be conducted to evaluate the impacts of a proposed widening of the facility. The additional lanes constructed as part of the widening are currently proposed to be constructed in the form of managed express lanes.

As part of the project traffic forecasting efforts for the Sawgrass Widening PD&E studies, updated future traffic forecasts were produced. To support this effort, traffic modeling was completed using the Southeast Regional Planning Model (SERPM), which uses local population and employment data to model existing traffic conditions and to project and assign future traffic demand on area roads. Socioeconomic (SE) data are extremely important in producing accurate traffic forecasts, as future traffic demand is derived from these data. To provide reasonable traffic forecasts, the model must begin with up-to-date "base" model year data for the initial year. From this base year, future year SE data and future traffic forecasts are then developed.

To develop these forecasts, an extensive review of current and future land use in the project study area was conducted to provide the most accurate population and employment data for the base and future year forecasts. This included review of existing and proposed Developments of Regional Impact (DRIs) located within the study area and large-scale "sub-DRIs" (residential and non-residential developments with either 120+ dwelling units or over 50,000+ square feet of non-residential land use), Community Redevelopment Areas (CRAs), planned unit developments (PUDs), and master planned areas. The land use data were developed for the project model base year of 2010 and future years 2020, 2030, and 2040.

1.1 STUDY AREA

The project study area extended the entire 21-mile length of the Sawgrass Expressway, from milepost 0 (I-75/I-595) to milepost 21A/B (Florida's Turnpike). For the purposes of the study, development within a two-mile buffer along the Sawgrass Expressway corridor was analyzed, as the proximity of these developments and traffic analysis zones (TAZs) would likely produce the most significant traffic impacts to the facility in future years. **Figure 1** reveals the existing land use in the region, while **Figure 2** shows the 2-mile buffer and the DRIs evaluated.



Sawgrass Expressway, Existing Land Use

FDOT

Toll Plaza (All-Electronic)

Interchange With Toll Collection

Interchange With No Toll Collection

Existing Turnpike System Facility, Sawgrass Expressway

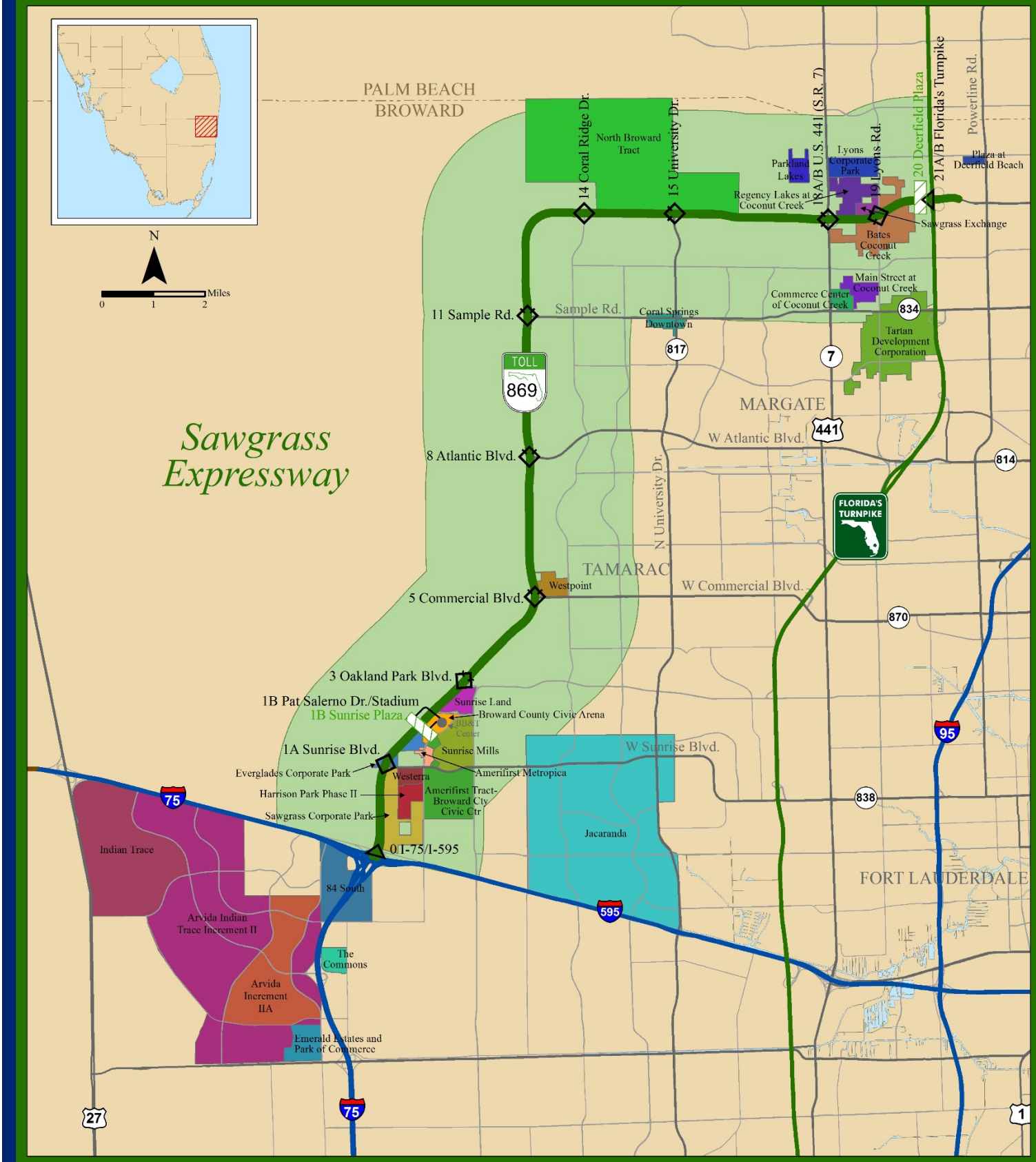
Existing Turnpike System Facility

County Boundary

FLORIDA'S TURNPIKE

May 13, 2015
Sources: NAVTEQ 2013
Florida's Turnpike Enterprise, 2015

Figure 1



Sawgrass Expressway, DRI Locations

FDOT

- Study Area
- Toll Plaza (All-Electronic)
- Interchange With Toll Collection
- Interchange With No Toll Collection
- Existing Turnpike System Facility, Sawgrass Expressway
- Existing Turnpike System Facility
- Interstate Highway
- Arterial
- Other Road
- County Boundary

FLORIDA'S TURNPIKE

May 13, 2015
Sources: NAVTEQ 2013
Florida's Turnpike Enterprise, 2015

Figure 2

2.1 STUDY DATA COLLECTION METHODOLOGY

The data for the land use review for this study were compiled from multiple sources using varying methods. This included:

- Review and analysis of DRIs with historical and current aerial photography to identify extent of constructed development and discover deviations from originally approved development plans.
- Field review of developments to identify where construction has begun on developments in situations where remotely accessible information was unavailable or insufficient.
- DRI information obtained from the South Florida Regional Planning Council (SFRPC)
- DRI and development information obtained from the Broward County Property Appraiser
- State of Florida Department of Economic Opportunity DRI records
- Redevelopment plans and overlay districts with future development plans such as CRAs, Transit-Oriented Corridors/Developments, Regional Activity Centers (RACs), and Local Activity Centers (LACs).
- Planned Unit Development entitlements obtained from the Broward County Planning and Zoning

2.2 LOCAL AGENCY INPUT

Municipalities located within a two-mile study area buffer zone (identified on **Figure 2**) were contacted and sent an editable summary table of known approved DRI information. Municipal planning staff members, as identified in **Table 1**, were asked to update the information, when appropriate, to identify changes in DRI status and additional sub-DRI approved development entitlements within their municipality. Respondents were asked to provide the number of approved dwelling units, dwelling unit type (single family, multi-family, etc.), square footage of non-residential development, and other development-related information that could be used to validate forecast model assumptions. Some respondents returned the table with input, while others preferred reviewing ongoing development activity via teleconference. This outreach effort identified previously unknown developments within the project study area and the status of known developments. This was a key component of the information used to update the future year model socioeconomic development data. **Table 1** provides a listing of each municipality contacted and the representative interviewed. The following tables are information provided by the municipalities. **Table 2** is a list of development information provided by the City of Lauderhill while **Table 3** is a list of development information provided by the City of Sunrise.

Table 1
Municipalities Contacted

Municipality	Representative	Position/Title	Land Use Input Method
Coconut Creek	Linda Whitman	Senior Planner	Meeting
Coral Springs*	N/A	N/A	N/A
Davie	David Quigley	Planning & Zoning Manager	Meeting
Deerfield Beach	Marcia Stevens	Long Range Planner	Meeting
Lauderhill	Earl Hahn	City Planner	Development Table
Margate	Courtney O'Neill	Planner	Meeting
Parkland	Damian Brink	Associate Planner	Meeting
Plantation	Laurence Leeds	Planning Director	Meeting
Sunrise	Josie Sesodia	Senior Planner	Development Table
Tamarac	Frank Zickar	Planning & Zoning Manager	Meeting
Weston	Sarah Sinatra	Senior Planner	Meeting

* Referred to public data available on the city website

Table 2
City of Lauderhill Development Input Table Transmitted

Development Name	Location (address or roads that border the development)	Residential Approved (Units)		Non Residential Approved (gross square foot)				Current Build-Out Status (Percent completed)
		Single Family	Multi-Family	Retail	Office	Hotel (rooms)	Industrial	
Townhome Development	NW Corner of Sunrise Boulevard and S.R. 7		160					10%
Potential multi-family development	West of S.R. 7 and NW 13th Place		400					0%
Retail/Commercial with Hotel	NE Corner of S.R. 7 and Sunrise Boulevard			300,000		300		0%
Retail Development	Commercial Boulevard / East of Pine Island Road			60,000				0%

Table 3
City of Sunrise Development Input Table Transmitted

Development Name	Location (address or roads that border the development)	Residential Approved (Units)		Non Residential Approved (gross square foot)				Current Build-Out Status (Percent completed)
		Single Family	Multi-Family	Retail	Office	Hotel (rooms)	Industrial	
84 South					67,800		42,700	95%
Amerifirst Tract	NW 136th Avenue/Sunrise/Flamingo				822,853			75%
BB&T Center Future Development	1 Panther Parkway		4,800	205,000	1,880,000	1,450		0%
Broward Civic Arena	1 Panther Parkway							100%
Deem	West of Hiatus Road/NW 50 Street/ NW 44th Street		1,238	684,000	684,000	120,300		0%
Everglades Corporate Center	West of Sawgrass Expressway at Sunrise Boulevard			30,000	634,000	350		0%
Fairway Isles	Center of golf course SE of University Drive/Oakland Park Boulevard		522					0%
Fruciante / North Broward Sites	SW Oakland Park Boulevard and Pine Island Road		54	45,700				0%
Metropica	NW136th Avenue north of Sunrise Boulevard on west and east sides		2,800	485,000	785,000			0%
Resort Villages PUD	West side of NW 136th Avenue south of West Oakland Park Boulevard		425					88%
Sawgrass Commercial	Sawgrass Expressway at Oakland Park Boulevard				335,000			0%
Sawgrass Corporate Park	Sunrise Boulevard/NW136th Avenue			252,702	1,000,004	895	434,022	65%
Sawgrass Mills	NW 136th Avenue to Flamingo Road north of Sunrise Boulevard			513,563	164,603	700		85%
Westerra	SW corner Sunrise Boulevard and NW 136th Avenue		1,750	285,000	1,094,002	300	3,095	33%

The model base year for the project was 2010. An updated 2010 SE dataset was used and the zones with noted development activity (DRI, substantial sub-DRI developments, and re-development districts) were updated with the latest data regarding the development's growth up to that time. Much of the land area east of the Sawgrass Expressway is largely built out. Because of this, many of the DRIs in the study area are older developments that reached build-out prior to 2010. Some developments were under construction in 2010, while some had no development activity on-site.

Future development was projected for model years 2020, 2030, and 2040. Each development was closely examined in order to produce realistic projections for development growth and rate of growth over the model years. Each development's history, likelihood for future growth, and pace of growth were established from field reviews and discussions with the city staff in which the development was located. Other factors for development growth included, but were not limited to local market activity, infrastructure improvements, growth of surrounding land uses, and area-specific growth initiatives.

Table 2 displays the 2010 status and projected future year development status for each of the identified DRIs in the project area.

Details of the major developments and land use forecast are presented in **Appendix A**.

Table 4
Project Area DRIs – Existing and Future Status

Development Name	2010 Status	Future Year Forecast Status		
		2020	2030	2040
84 South	Built Out	Built Out	Built Out	Built Out
Amerifirst Tract (Broward Civic Center)	Active/Approved	Active/Approved	Active/Approved	Built Out
Arvida Increment IIA-ECUMED	Active/Approved	Built Out	Built Out	Built Out
Arvida Indian Trace Increment II	Active/Approved	Built Out	Built Out	Built Out
Bates Coconut Creek	Active/Approved	Built Out	Built Out	Built Out
Broward County Civic Arena (Florida Panthers Entertainment District)*	Active/Approved	Active/Approved	Active/Approved	Built Out
Commerce Center of Coconut Creek	Built Out	Built Out	Built Out	Built Out
Coral Springs Downtown**	Active/Approved	Active/Approved	Active/Approved	Active/Approved
Emerald Estates and Park of Commerce	Active/Approved	Active/Approved	Built Out	Built Out
Everglades Corporate Park	Approved/No Development	Active/Approved	Built Out	Built Out
Harrison Park Phase II	Active/Approved	Built Out	Built Out	Built Out
Indian Trace	Built Out	Built Out	Built Out	Built Out
Jacaranda	Built Out	Built Out	Built Out	Built Out
Lyons Corporate Park	Built Out	Built Out	Built Out	Built Out
Main Street at Coconut Creek	Approved/No Development	Active/Approved	Active/Approved	Active/Approved
Metropica	Approved/No Development	Active/Approved	Active/Approved	Built Out
North Broward Tract (Parkland)	Active/Approved	Active/Approved	Built Out	Built Out
Parkland Lakes	Built Out	Built Out	Built Out	Built Out
Plaza at Deerfield Beach	Built Out	Built Out	Built Out	Built Out
Regency Lakes at Coconut Creek	Active/Approved	Built Out	Built Out	Built Out
Sawgrass Corporate Park	Active/Approved	Active/Approved	Built Out	Built Out

Table 4 (continued)
Project Area DRIs – Existing and Future Status

Development Name	2010 Status	Future Year Forecast Status		
		2020	2030	2040
Sawgrass Exchange***	Built Out	Built Out	Built Out	Built Out
Sawgrass Mills	Active/Approved	Active/Approved	Built Out	Built Out
Sunrise Land	Active/Approved	Built Out	Built Out	Built Out
Tartan	Built Out	Built Out	Built Out	Built Out
The Commons	Approved/No Development	Active/Approved	Built Out	Built Out
Westerra	Approved/No Development	Active/Approved	Active/Approved	Built Out
Westpoint	Active/Approved	Active/Approved	Built Out	Built Out

Notes:

The original Butler Farms DRI, located near exit 18A/B on the Sawgrass Expressway, was denied. A large residential development was built at the same location. The development is now built out and the TAZ reflecting this was included in the future land use projection.

*The Florida Panthers Entertainment District is a development located at the same location as the Broward County Civic Arena; however, the development has not yet been approved at this time.

**Refers to the Coral Springs Downtown CRA Development Plan.

***DRI was approved and later abandoned. The location now features mixed residential and commercial development. The TAZ was included in the future land use projections

3.1 INCORPORATION OF DRI DATA INTO PROJECT SE DATASET

The socioeconomic (SE) data used to project future year population and employment totals were merged and balanced within the larger SERPM SE data, which utilized "medium" level growth projections from the University of Florida's Bureau of Economic and Business Research (BEBR). The SERPM zonal data were updated by incorporating the growth associated with specific developments into the overall total for each zone. This process is outlined below:

- Identify the TAZs within the project area with known development (DRI, sub-DRI, CRAs, etc.), known as "development zones." The SE data updates were applied specifically to these TAZs.
- Establish Population and Employment growth totals for model base year (2010) and future years (2020, 2030, and 2040) for the development zones identified in the previous step.
- Establish Population and Employment totals for remaining areas within the TAZ not within a development zone.
- Combine totals from the previous two steps to establish a new population and employment projection for the zone.

The quantification of current and future land use from this effort was integrated into the model by converting the dwelling units and built non-residential square footage into residential population and employees, respectively. From this conversion, the numbers of population and employees were then distributed within the model by assigning the growth to the corresponding TAZ. The SE data were increased in each TAZ throughout each model year in which growth took place. The growth was assigned to each zone based on known development patterns within the area. An analysis was also completed to evaluate the amount of developable land available within each TAZ so that growth is not assigned to "built out" TAZs, those without the capacity for more growth.

3.1.1 Incorporation of Sub-DRI Data into Project SE Dataset

Data for the sub-DRI developments, PUDs, CRA redevelopment districts, transit-oriented corridors, etc., were collected via research and coordination with area municipalities and the South Florida Regional Planning Council. Data were provided in terms of numbers of proposed single-family and multi-family units and square footage of retail, office, and/or industrial buildings. Hotel information, when applicable, was provided in terms of the proposed number of hotel rooms.

SE data within TAZs in close proximity to the Sawgrass Expressway but not containing a DRI or identified non-DRI development were also examined for appropriateness of the population and employment growth totals. Because of their locations, these zones were of particular importance as they have a high likelihood of affecting traffic volumes on the facility if projections are unusually high or low.

3.1.2 Adjustments to Zones with Negative Zonal Growth

In the original SERPM zonal data, some zones would see reductions over time in population that would result in increases in employment or zones would see reductions in employment but would result in increases in population. These zones were identified as "redevelopment zones," reflecting the phenomena of older residential development being replaced by office/commercial development or older non-residential development being replaced by new single-family or multi-family developments. Reflecting this in the SE data can sometimes result in negative growth in some land uses over time; however, for the purposes of this study, negative zonal growth was not permitted and was eliminated by assuming zero growth in zones where this type of development was projected to occur or in areas projected for flat/no growth.

3.2 FUTURE YEAR DATA DEVELOPMENT

In addition to developing the 2010 base year data, SE data were also developed for years 2020, 2030 and 2040. For the 2020 data, many of the DRIs approaching build-out were assumed to have been completed by this time. The land use data were adjusted to reflect this. For the 2040 outer year, it was assumed that nearly all of the project area DRIs would be either at or near build-out, with non-DRI developments either at or near build-out as well. For the 2030 interim year, those developments that were not projected to be at or near build-out at that time had growth allocated to them via annual growth rates. The probability of developments reaching build out by a particular model year was determined from input received from city staff and analysis of annual growth rates associated with each development.

With these growth assumptions; population and employment growth was distributed to each corresponding TAZ where the identified development was located. Each TAZ was analyzed in order to ensure that growth was not attributed to zones that had become "built out" in a previous model year.

A complete table of the study area TAZs and future year SE Data are presented in **Appendix B**

Despite the dense nature of development within Broward County (17th most populous in the United States), population and employment growth is expected to continue at a fairly consistent rate. As economic conditions continue to improve statewide and nationally, residential real estate and business investment will continue to spur growth in the region. The county is also well positioned to take advantage of the state's new emphasis on freight/port economic activity. Though growth is not expected to return to pre-recession levels, the county, with its large residential population and broad economic base, is positioned well for consistent growth into the future.

This section presents descriptions for each of the major developments evaluated, including a summary of land use for the approved developments, and 2010 base year and forecasts for the planning years 2020, 2030, and 2040. Note that developments are often approved for more land use entitlements than what is eventually completed at build-out. The developments are listed in alphabetical order.

84 South DRI

Located in the City of Sunrise, the development was first approved in 1977. Through various changes to the originally approved entitlements, the development was approved for 2,917 dwelling units, 360,000 square feet of office use, 122,000 square feet of retail use, and 440,000 square feet of industrial use. The development is currently built out.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Built Out	2,917	0	122,000	360,000	444,000	0	0

Amerifirst Tract DRI

Located in the City of Sunrise, the development was first approved in 1987. The development was originally approved for 1,998 dwelling units, 1.07 million square feet of office use, 442,480 square feet of retail use, and 1.28 million square feet of industrial use. A new American Express Corporate Office building will be built on the tract. The development is projected to reach build-out by 2017.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved	2,370	0	442,480	1,074,653	0	0	0
2010	2,320	250	391,250	573,960	0	0	0
2020	2,320	250	405,250	1,396,810	0	0	0
2030	2,320	250	426,000	1,400,000	0	0	0
2040	2,320	250	426,000	1,400,000	0	0	0

Arvida Increment (ECUMED) – Indian Trace I DRI

Located in the City of Weston, the development was first approved in 1984. The development was approved for 663 dwelling units, 2.3 million square feet of office use, and 168,000 square feet of industrial use. The development is expected to reach build-out by 2017.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved	1,600	1,500	0	2,300,000	168,000	0	0
2010	1,600	100	74,600	1,023,523	2,200,000	79,190	0
2020	1,600	100	75,000	1,023,523	2,400,000	79,190	0
2030-2040	1,600	100	75,000	1,023,523	2,471,590	79,190	0

Arvida Increment – Indian Trace II DRI

Located in the City of Weston, the development was first approved in 1979. The development was approved for 14,953 dwelling units, 3.3 million square feet of office use, and 1.4 million square feet of retail use. The development is currently built out.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Built Out	14,953	0	1,400,000	3,300,000	0	0	0
2010	13,852	535	766,580	1,930,595	338,470	78,100	0
2020	14,100	535	800,910	2,221,450	338,470	78,100	0
2030	14,100	535	803,560	2,321,500	338,470	78,100	0
2040	14,953	535	816,060	2,325,500	338,470	78,100	0

Bates Coconut Creek DRI

Located in the City of Coconut Creek, the development was first approved in 1974. The development was approved for 10,000 dwelling units. The development is currently built out.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved	10,000	0	448,500	25,000	0	0	0
2010	7,420	0	448,500	25,000	0	0	0
2020 - 2040	7,510	0	448,500	25,000	0	0	0

Broward County Civic Arena/Florida Panthers Entertainment District DRI

Located in the City of Sunrise, the development was first approved in 1997. The development was originally approved to construct an 872,000 square foot arena with a seating capacity of 21,371. The arena has been constructed and is currently operational. In 2009, an additional development was proposed at the arena site, which would include 4,800 dwelling units, 1.85 million square feet of office, 950,000 square feet of retail, a 9,200-seat theater, and 1,450 hotel rooms.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other (Seats)
Approved*	4,535	1,450	240,900	1,830,035	0	0	21,500
2010	0	0	0	0	0	0	21,500
2020	0	0	0	0	0	0	21,500
2030	2,535	1,200	240,000	970,000	0	0	21,500
2040	4,535	1,450	240,900	1,830,035	0	0	21,500

* Assumes approval of final plans for development

Commerce Center of Coconut Creek DRI

Located in the City of Coconut Creek, the development was first approved in 1986. The development was approved for 323,389 square feet of office use, 487,270 square feet of retail use, and 199,538 square feet of industrial use. The development is currently built out.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Built Out*	0	0	487,270	323,389	199,538	0	0
2010 - 2040	0	0	0	120,270	0	0	0

* Development contains several car dealerships; nearby casino is not part of the DRI

Coral Springs Community Redevelopment Area (CRA) / Downtown Development of Regional Impact (DDRI)

Located in the City of Coral Springs, the CRA was first created in 2001, with the DDRI approved in 2005. The development was approved for development maximums (including existing) of 2,400 dwelling units, 2 million square feet of office use, 1.2 million square feet of retail use, an 80,000-square-foot movie theater, and 750 hotel rooms. The development/redevelopment plan is tentatively scheduled for build-out in 2035.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other (SF)
Approved	2,400	750	1,200,000	2,000,000	0	0	80,000
2010	0	224	147,800	22,000	0	0	80,000
2020	1,115	224	211,800	22,000	0	0	80,000
2030	1,455	620	251,800	22,000	0	0	80,000
2040	1,955	620	251,800	22,000	0	0	80,000

* = square feet theater

Everglades Corporate Center/Corporate Park DRI

Located in the City of Sunrise, the development was first approved in 1989. The project was abandoned in 1993, however a new development has been planned in the same location. The development is proposed to include 634,000 square feet of office use, 30,000 square feet of retail use and 350 hotel rooms. The development is scheduled to be completed by 2020.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved*	0	350	30,000	634,000	0	0	0
2010	0	0	0	0	0	0	0
2020	0	0	15,000	150,000	0	0	0
2030	0	300	30,000	450,000	0	0	0
2040	0	350	30,000	634,000	0	0	0

Harrison Park Phase II DRI

Located in the City of Sunrise, the development was first approved in 1984. The development was approved for 725,000 square feet of office use and 900,000 square feet of industrial use. The development is nearing build-out, with a small amount of vacant developable land available.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Built Out	0	0	0	725,000	900,000	0	0

Jacaranda DRI

Located in the City of Plantation, the development was first approved in 1974. The development was approved for 29,235 dwelling units, 6.7 million square feet of office use, 5.3 million square feet of retail use, and 2,366 hotel rooms. The development is currently built out.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Built Out	29,235	2,366	5,300,000	6,700,000	900,000	0	0
2010	20,274	1,935	3,263,123	5,832,682	1,037,510	124,144	0
2020	20,476	1,935	3,275,047	5,890,870	1,052,136	125,385	0
2030	20,493	1,935	3,278,047	5,896,370	1,134,136	125,385	0
2040	20,493	1,935	3,280,047	5,901,870	1,138,136	125,385	0

Lyons Corporate Park DRI

Located in the City of Coconut Creek, the development was first approved in 1991. The development was approved for 210,000 square feet of office use, 10,000 square feet of retail use, and 851,000 square feet of industrial use. The development is nearing build-out, with a small amount of vacant development land available.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved	0	0	10,000	210,000	851,000	0	0
2010	0	0	10,000	205,000	841,000	0	0
2020 - 2040	0	0	10,000	210,000	851,000	0	0

MainStreet at Coconut Creek DRI

Located in the City of Coconut Creek, the development was first approved in 2008. The development was approved for development maximums of 3,750 dwelling units, 525,000 square feet of office use, and 1.6 million square feet of retail use. Development has not yet begun on the property and is tentatively scheduled for build-out in 2040.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved	3,750	0	1,600,000	525,000	0	0	0
2010	0	0	0	0	0	0	0
2020	500	0	278,950	23,860	0	98,043	0
2030	2,000	0	671,050	476,140	0	98,043	0
2040	2,750	0	950,000	525,000	0	98,043	0

Metropica DRI

Located in the City of Sunrise, the development was first approved in 2007. The development was approved for 2,800 dwelling units, 785,000 square feet of office use, and 485,000 square feet of retail use. The development has not yet begun and is projected to reach build-out by 2030.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved	2,800	0	680,000	980,000	0	0	0
2010	0	0	0	0	0	0	0
2020	1,150	0	200,000	103,900	0	0	0
2030 - 2040	2,800	0	485,000	785,000	0	0	0

North Broward Tract (Parkland) DRI

Located in the City of Parkland, the development was first approved in 1974. The development was approved for 25,120 dwelling units. Development is ongoing and is likely to reach build-out in 2020. (Note that the development dwelling unit build-out will not approach the initially approved total.)

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved*	25,120	0	0	0	0	0	0
2010	5,700	0	341,600	34,700	0	0	0
2020	6,785	0	341,600	34,700	0	0	0
2030 - 2040	6,825	0	341,600	34,700	0	0	0

* The number of constructed dwelling units will be much lower than the approved total

Plaza at Deerfield Beach DRI

Located in the City of Deerfield Beach, the development was first approved in 1986. The development was approved for 450,000 square feet of retail use. The development is currently built out.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Built Out	0	0	450,000	0	0	0	0

Regency Lakes at Coconut Creek (aka Sawgrass Park of Commerce) DRI

Located in the City of Coconut Creek, the development was first approved in 1987. The development was approved for 1,175 dwelling units, 1.1 million square feet of office use, 196,000 square feet of retail use, and 1.5 million square feet of industrial use. The development is nearing build-out, with a small amount of vacant development land available.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved	1,175	0	196,000	1,100,000	1,500,000	0	0
2010	1,100	0	125,130	143,922	0	0	0
2020 - 2040	1,100	0	125,130	150,000	0	0	0

Sawgrass Corporate Park DRI

Located in the City of Sunrise, the development was first approved in 1987. The development was approved for 3.7 million square feet of office use, 250,000 square feet of retail use, 2.9 million square feet of industrial use, and 895 hotel rooms. The development is projected to reach build-out by 2020.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved*	0	895	250,000	3,700,000	2,900,000	0	0
2010	0	225	512,370	3,700,000	1,271,560	0	0
2020	0	525	530,000	3,700,000	1,360,000	0	0
2030	0	525	530,000	3,700,000	1,500,000	0	0
2040	0	850	530,000	3,700,000	1,560,000	0	0

***** Amount of industrial square footage will be much lower than the originally approved total

Sawgrass Exchange DRI

Located in the City of Coconut Creek, the development was first approved in 1987. The development was approved for 402 dwelling units, 405,000 square feet of office use, 280,000 square feet of retail use, and 285,000 square feet of industrial use. The DRI was abandoned in 2007; however, a mixed-use development was built and completed on the property.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved*	402	0	280,000	405,000	285,000	0	0
2010 - 2040	298	0	148,920	0	0	0	0

Sawgrass Mills DRI

Located in the City of Sunrise, the development was first approved in 1990. It was not categorized as a DRI. Because of expansion, the development was classified as a DRI in 2000. The development, with expansion, has been approved for 396 dwelling units, 200,000 square feet of office use, and 3.3 million square feet of retail use.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved	396	700	3,342,000	200,000	0	0	0
2010	396	0	3,196,600	200,000	0	0	0
2020	396	0	3,200,000	200,000	0	0	0
2030	396	0	3,300,000	200,000	0	0	0
2040	396	0	3,300,000	200,000	0	0	0

Sunrise Land DRI/Artesia Development

Located in the City of Sunrise, the development was first proposed in 2000. The development initially proposed 109,000 square feet of office use and 1.5 million square feet of retail. The DRI proposal was later withdrawn, and the area has since been developed into a mixed-use residential/retail/office development.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved	0	0	1,500,000	109,000	0	0	0
2010	1,220	0	0	0	0	0	0
2020 - 2040	2,073	0	21,500	134,000	0	0	0

Tartan DRI

Located in the City of Coconut Creek, the development was first proposed in 1978. The development was initially approved for 5,380 dwelling units, 100,000 square feet of office use, 434,000 square feet of retail use, and 427,000 square feet of industrial use. The development is currently built out.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Built Out	5,380	0	434,000	100,000	427,000	0	0

The "Wedge" Development

Located in the City of Parkland, the land for the development was transferred via annexation from Palm Beach County to Broward County in 2009. The development was approved for a maximum of 4,612 dwelling units, 785,169 square feet of commercial/office use, and 3,576,189 square feet of industrial use. Development is ongoing and should reach build-out by 2030.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved	4,612	0	785,169	0	3,576,189	0	0
2010	0	0	0	0	0	0	0
2020	1,500	0	30,000	0	350,000	0	0
2030	4,580	0	760,000	0	1,950,000	0	0
2040	4,580	0	760,000	0	1,950,000	0	0

Westerra/Sawgrass Technology Park DRI

Located in the City of Sunrise, the original development was first proposed in 1982 under the name Sawgrass Technology Park. This development was approved for 556,000 square feet of office use and 166,900 square feet of industrial use. The original development was completed as a 653,000-square-foot office complex. The Westerra development was also approved for 1,750 dwelling units, 1.09 million square feet of office use, 285,000 square feet of retail, 140,000 square feet of industrial use, and 300 hotel rooms. This development is projected to reach build-out by 2030.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Approved	1,750	300	285,000	1,090,000	140,000	0	0
2010	0	0	0	0	0	0	0
2020	450	0	100,000	309,000	20,307	0	0
2030	1,600	0	285,000	684,000	50,000	0	0
2040	1,650	300	285,000	989,000	60,000	0	0

Westpoint DRI

Located in the City of Tamarac, the development was first proposed in 1989. The development was initially approved for 480,000 square feet of office use and 427,000 of industrial use. The development is currently built out.

Status / Year	Residential Units	Hotel/Motel Rooms	Retail (SF)	Office (SF)	Industrial (SF)	Warehouse (SF)	Other
Built Out	0	300	245,000	848,900	440,000	0	0
2010	0	113	245,000*	830,000	407,490	0	0
2020 - 2040	0	113	245,000	848,900	440,000	0	0

2020 TAZ SE Data

TAZ	2020						
	Hotel/Motel Residences	Dwelling Units	Population	Industrial Employment	Commercial Employment	Service Employment	Total Employment
779	0	1,500	3,750	630	38	0	668
1776	0	0	0	0	1,125	0	1,125
1789	0	865	2,163	0	0	0	0
1790	0	213	533	0	38	0	38
1791	0	1,050	2,625	0	0	0	0
1792	0	1,225	3,063	0	0	0	0
1793	0	1,275	3,188	0	0	0	0
1794	0	785	1,963	0	0	0	0
1795	0	300	833	0	0	0	0
1797	0	2,450	6,125	0	0	928	928
1798	150	1,528	3,820	1,664	1,675	744	4,083
1801	0	365	913	0	0	0	0
1802	0	295	738	0	0	0	0
1803	0	665	1,663	0	0	0	0
1804	0	550	1,375	0	685	64	749
1811	0	1,690	3,622	0	193	0	193
1812	0	2,440	6,100	0	1,121	0	1,121
1813	0	2,620	6,550	0	0	445	445
1814	0	1,435	3,588	0	161	232	393
1815	0	500	1250	176	2,039	469	2,684
1856	121	785	1,963	0	158	0	158
1857	0	1,130	2,825	0	244	669	912
1859	0		0	4,140	1,063	3,520	8,723
1863	0	5,065	10,130	0	656	2,670	3,326
1943	0	2,470	6,175	0	114	67	181
1944	0	2,970	4,713	0	0	0	0
2217	0		0	839	775	728	2,342
2218	0	300	450	3,960	538	4,138	8,635
2221	0	3,410	5,115	0	865	422	1,287
2228	0	1,100	2,750	0	6,601	640	7,241
2229	0	1,150	2,300	0	463	224	687

TAZ	2020						
	Hotel/Motel Residences	Dwelling Units	Population	Industrial Employment	Commercial Employment	Service Employment	Total Employment
2231	225	450	1,125	2,289	1,350	9,750	13,389
2232	250	2,320	5,800	0	1,013	4,470	5,483
2240	0	313	0	0	38	0	0
2241	0	404	1,010	0	0	0	0
2242	0	263	657	0	343	0	343
2247	0	556	1,389	0	0	0	0
2259	0	0	0	1,327	0	0	1,327
2263	0	0	0	0	506	614	1,120
2264	0	778	1,944	0	629	0	629
2265	0	343	859	0	0	0	0
2266	0	1,581	3,952	0	0	0	0
2267	0	1,192	2,980	0	0	0	0
2268	0	1,742	3,485	0	0	288	288
2269	400	1,136	2,841	118	151	386	655
2275	0	657	1,641	0	0	0	0
2276	0	1,970	3,939	0	403	62	465
2277	0	828	2,071	0	291	0	291
2278	0	1,237	3,093	0	69	0	69
2279	0	3,560	7,121	305	199	902	1,407
2280	670	0	0	0	363	6,542	6,905
2292	0	0	0	0	2,806	51	2,857
2293	625	223	558	135	1,780	7,840	9,755
2294	0	2,879	6,333	0	0	0	0
2295	0	556	1,389	0	0	0	0
2296	240	260	520	144	648	2,166	2,957
2324	0	2,820	7,050	884	380	756	2,021
2325	0	1,380	3,450	0	1,638	863	2,501
2328	0	1,500	3,750	0	348	0	348
2329	0	2,190	5,475	0	0	0	0
2333	0	1,240	3,100	0	0	0	0
2334	120	2,240	4,705	0	651	688	1,339
2335	0	810	2,025	0	0	0	0
2338	0	445	1,113	0	0	0	0

TAZ	2020						
	Hotel/Motel Residences	Dwelling Units	Population	Industrial Employment	Commercial Employment	Service Employment	Total Employment
2339	0	1,155	2,888	0	0	0	0
2340	0	430	1,075	0	0	0	0
2347	0	3,600	9,000	0	502	34	536
2403	103	935	2,338	0	749	3,406	4,156
2638	0	2,520	6,300	0	0	0	0
2639	200	0	0	609	448	3,425	4,482
2640	100	320	800	4,320	188	1,906	6,414
2641	0		0	0	63	2,962	3,025
2646	0	1,320	3,300	0	54	429	483
2653	0	575	1,438	0	169	47	216
2654	0	1,885	4,713	0	0	0	0
2655	0	1,200	3,000	0	885	46	930

2020 TAZ SE Data

TAZ	2040						
	Hotel/Motel Residences	Dwelling Units	Population	Industrial Employment	Commercial Employment	Service Employment	Total Employment
779	0	3,840	9,600	5,793	1,213	0	7,006
1776	0	0	0	0	1,125	0	1,125
1789	0	905	2,263	0	0	0	0
1790	0	913	2,283	0	688	0	688
1791	0	1,050	2,625	0	0	0	0
1792	0	1,225	3,063	0	0	0	0
1793	0	1,275	3,188	0	0	0	0
1794	0	825	2,063	0	0	0	0
1795	0	300	833	0	0	0	0
1797	0	2,450	6,050	0	0	928	928
1798	150	1,528	3,820	1,734	1,675	744	4,153
1801	0	365	913	0	0	0	0
1802	0	295	738	0	0	0	0
1803	0	665	1,663	0	0	0	0
1804	0	550	1,375	0	685	64	749
1811	0	1,690	3,622	0	193	0	193
1812	0	2,440	6,100	0	1,121	0	1,121
1813	0	2,620	6,550	0	0	445	445
1814	0	1,450	3,625	0	161	232	393
1815	0	2,750	6,875	176	2,375	1,993	4,544
1856	121	785	1,963	0	158	0	158
1857	0	1,410	3,525	0	404	669	1,072
1859	0	0	0	4,320	788	4,160	9,268
1863	0	5,265	10,530	0	656	2,670	3,326
1943	0	2,470	4,940	0	114	67	181
1944	0	2,970	4,455	0	0	0	0
2217	0	0	0	839	775	728	2,342
2218	0	1,230	1,845	5,421	1,713	5,722	12,855
2221	0	3,410	5,115	0	865	422	1,287
2228	0	3,196	7,990	0	7,363	880	8,243
2229	1,200	4,700	9,400	0	1,125	4,800	5,925

TAZ	2040						
	Hotel/Motel Residences	Dwelling Units	Population	Industrial Employment	Commercial Employment	Service Employment	Total Employment
2231	525	1,650	4,125	2,289	1,955	12,485	16,729
2232	250	2,320	5,800	0	1,065	4,480	5,545
2240	0	313	783	0	0	0	0
2241	0	404	1,010	0	0	0	0
2242	0	263	657	0	343	0	343
2247	0	556	1,389	0	0	0	0
2259	0	0	0	1,327	0	0	1,327
2263	0	0	0	0	506	614	1,120
2264	0	778	1,944	0	629	0	629
2265	0	343	859	0	0	0	0
2266	0	1,581	3,952	0	0	0	0
2267	0	1,192	2,980	0	0	0	0
2268	0	1,742	3,485	0	0	288	288
2269	400	1,136	2,841	118	151	386	655
2275	0	657	1,641	0	0	0	0
2276	0	1,970	3,939	0	403	62	465
2277	0	828	2,071	0	291	0	291
2278	0	1,237	3,093	0	69	0	69
2279	0	3,560	7,121	305	199	902	1,407
2280	670	0	0	0	363	6,542	6,905
2292	0	0	0	0	2,806	48	2,854
2293	625	230	575	155	1,793	7,872	9,819
2294	0	2,879	6,333	0	0	0	0
2295	0	556	1,389	0	0	0	0
2296	240	270	540	0	648	2,166	2,813
2324	0	2,820	7,050	936	380	756	2,072
2325	0	1,380	3,450	0	1,655	863	2,518
2328	0	1,500	3,750	0	348	0	348
2329	0	2,190	5,475	0	0	0	0
2333	0	1,240	3,100	0	0	0	0
2334	235	2,240	4,705	0	683	704	1,387
2335	0	810	2,025	0	0	0	0
2338	0	445	1,113	0	0	0	0

TAZ	2040						
	Hotel/Motel Residences	Dwelling Units	Population	Industrial Employment	Commercial Employment	Service Employment	Total Employment
2339	0	1,155	2,888	0	0	0	0
2340	0	645	1,613	0	138	0	138
2347	0	3,600	9,000	0	0	0	0
2403	103	1,720	4,300	0	849	3,406	4,256
2638	0	2,520	6,300	0	0	0	0
2639	300	0	0	609	448	3,520	4,577
2640	100	320	800	4,449	59	1,910	6,419
2641	0	0	0	0	70	3,184	3,254
2646	0	1,345	3,363	0	54	429	483
2653	0	575	1,438	0	169	47	216
2654	0	1,885	4,713	0	0	0	0
2655	0	1,200	3,000	0	885	46	930

FDOT

Florida's Turnpike Enterprise

Appendix F

Future K and D Factors and Year 2020 Design Hour Volumes Figures

Table F1: Turnpike Mainline K and D Factors

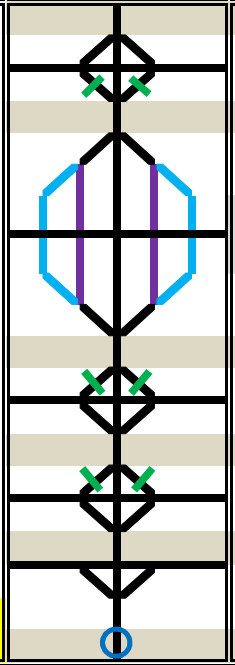
Mile Post - Description	Profile	2020 No-Build-No-Interchange (NBNI)		2040 No-Build-No-Interchange (NBNI)		2020 No-Build (NB)		2040 No-Build (NB)		2040 Build	
		K Factor	D Factor	K Factor	D Factor	K Factor	D Factor	K Factor	D Factor	K Factor	D Factor
		**10.3%**	**56.6%**	**9.5%**	**56.6%**	**11.1%**	**53.2%**	**9.8%**	**56.9%**	**10.2%**	**59.1%**
75 - Glades Road		12.0%	59.9%	12.0%	60.1%	7.5%	58.9%	8.3%	55.2%	12.3%	59.9%
		14.2%	63.7%	12.7%	63.8%	10.4%	51.4%	13.0%	64.2%	12.9%	63.9%
		10.9%	**50.9%**	**9.8%**	**50.9%**	**11.4%**	**52.5%**	**10.5%**	**52.4%**	**10.5%**	**53.9%**
71 - Sawgrass Expressway		12.7%	56.7%	14.0%	56.2%	12.1%	51.2%	12.8%	50.5%	12.7%	50.1%
Sawgrass Expressway West		12.7%	56.7%	14.0%	56.2%	12.7%	56.7%	14.0%	56.2%	14.0%	56.2%
SW 10th Street East											
SW 10th Street East											
Sawgrass Expressway West		17.1%	67.3%	17.2%	67.2%	17.5%	68.4%	17.5%	68.0%	17.5%	68.0%
		17.1%	67.3%	17.2%	67.2%	12.8%	52.5%	12.8%	52.6%	12.6%	51.6%
		11.3%	**57.9%**	**9.8%**	**57.5%**	**11.6%**	**54.0%**	**10.4%**	**53.7%**	**10.4%**	**54.6%**
69 - Sample Road		13.1%	55.6%	13.2%	55.6%	13.9%	54.9%	14.3%	54.6%	15.1%	55.0%
		13.7%	53.1%	14.7%	53.0%	13.3%	54.7%	14.3%	51.2%	16.5%	51.3%
		11.6%	**55.4%**	**10.3%**	**55.3%**	**11.6%**	**54.0%**	**10.6%**	**53.3%**	**10.8%**	**53.6%**
67 - Coconut Creek Parkway		13.1%	64.8%	13.2%	64.7%	13.1%	64.9%	13.1%	64.8%	13.0%	64.5%
		10.8%	63.6%	10.9%	63.4%	10.9%	63.5%	10.9%	63.7%	10.9%	63.7%
		11.2%	**51.3%**	**10.0%**	**51.0%**	**11.3%**	**50.2%**	**10.3%**	**50.7%**	**10.4%**	**50.2%**
66 - Atlantic Boulevard		10.7%	57.6%	10.7%	57.5%	10.7%	57.0%	10.6%	56.7%	10.8%	57.4%
Control Point for the Corridor											
65 - Pompano Beach Service Area		**11.1%**	**50.2%**	**10.1%**	**50.2%**	**11.2%**	**50.9%**	**10.3%**	**51.5%**	**10.5%**	**51.1%**

Table F2: Sawgrass Expressway K and D Factors

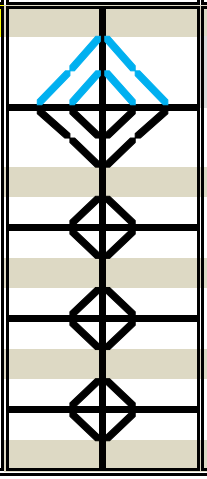
Mile Post - Description	Profile	2020 No-Build-No-Interchange (NBNI)		2040 No-Build-No-Interchange (NBNI)		2020 No-Build (NB)		2040 No-Build (NB)		2040 Build	
		K Factor	D Factor	K Factor	D Factor	K Factor	D Factor	K Factor	D Factor	K Factor	D Factor
West of Waterways - Control Point for the Corridor		**13.1%**	**60.9%**	**11.0%**	**60.9%**	**11.3%**	**65.4%**	**9.9%**	**64.9%**	**9.7%**	**64.0%**
20 - SW 10th To/From Turnpike South						9.5%	68.0%	9.5%	67.9%	9.5%	68.0%
SW 10th To/From Turnpike North						10.0%	73.3%	10.0%	68.2%	10.0%	68.4%
Sawgrass Expressway To/From Turnpike North		12.7%	56.7%	14.0%	56.2%	12.7%	56.7%	14.0%	56.2%	14.0%	56.2%
Sawgrass Expressway To/From Turnpike Sorth		17.1%	67.3%	17.2%	67.2%	17.5%	68.4%	17.5%	68.0%	17.5%	68.0%
		13.7%	**60.8%**	**13.1%**	**60.7%**	**13.6%**	**61.7%**	**12.9%**	**61.3%**	**12.3%**	**60.8%**
		13.2%	56.9%	13.3%	56.9%	13.2%	56.9%	13.4%	56.8%	13.4%	56.8%
19 - Lyons Road		17.3%	51.2%	14.2%	51.6%	17.4%	51.2%	14.1%	51.6%	14.2%	51.6%
		14.2%	**59.6%**	**13.2%**	**59.6%**	**14.1%**	**60.3%**	**13.1%**	**59.9%**	**12.4%**	**59.7%**
		11.9%	67.7%	11.3%	67.3%	11.2%	67.6%	11.3%	67.5%	11.3%	67.5%
18 - US 441/ SR 7		12.1%	54.0%	11.3%	54.2%	12.1%	54.1%	11.3%	54.1%	11.3%	54.2%
		14.1%	**56.1%**	**13.1%**	**56.1%**	**14.1%**	**56.6%**	**13.0%**	**56.1%**	**12.3%**	**56.1%**
		12.9%	64.6%	12.6%	65.7%	12.6%	65.6%	12.6%	65.5%	12.6%	65.6%
15 - University		12.6%	57.5%	12.7%	57.8%	12.6%	57.5%	12.7%	57.7%	12.7%	57.8%
		14.2%	**53.2%**	**13.2%**	**51.3%**	**14.3%**	**53.5%**	**13.0%**	**51.5%**	**12.3%**	**51.1%**

Table F3: SW 10th Street K and D Factors

	Profile	2020 No-Build-No-Interchange (NBNI)		2040 No-Build-No-Interchange (NBNI)		2020 No-Build (NB)		2040 No-Build (NB)		2040 Build	
		K Factor	D Factor	K Factor	D Factor	K Factor	D Factor	K Factor	D Factor	K Factor	D Factor
		8.6%	**53.1%**	**8.5%**	**54.2%**	**7.2%**	**51.3%**	**8.5%**	**53.3%**	**7.7%**	**51.7%**
Natura Boulevard (to/from North)		9.4%	61.9%	10.2%	61.5%	8.4%	62.6%	10.2%	58.7%	9.7%	60.5%
(to/from South)		9.1%	52.4%	7.7%	54.4%	8.3%	50.3%	7.0%	50.7%	7.1%	50.0%
		8.4%	**55.7%**	**8.3%**	**56.1%**	**7.2%**	**54.9%**	**8.6%**	**55.5%**	**7.6%**	**54.9%**
I-95											
Control Point for the Corridor		**9.3%**	**50.3%**	**9.2%**	**50.0%**	**8.5%**	**51.4%**	**9.5%**	**50.8%**	**9.6%**	**51.5%**
Newport Center Drive (to/from North)		13.5%	83.4%	12.7%	82.9%	10.3%	83.4%	11.2%	80.3%	11.8%	82.0%
(to/from South)		13.5%	84.7%	13.1%	84.4%	13.6%	84.5%	13.6%	81.2%	13.9%	83.8%
		9.7%	**61.8%**	**9.6%**	**61.1%**	**8.6%**	**61.3%**	**9.6%**	**59.6%**	**9.8%**	**59.5%**
South Military Trail (to/from North)		11.0%	52.6%	10.7%	52.7%	10.2%	53.9%	10.3%	52.5%	10.6%	52.7%
(to/from South)		8.5%	62.1%	8.5%	60.6%	8.9%	59.6%	9.1%	60.8%	8.9%	58.1%
		9.5%	**58.6%**	**9.4%**	**58.6%**	**9.5%**	**60.9%**	**10.2%**	**57.7%**	**9.2%**	**59.2%**
Driveways (to/from South)											
			59.3%		**60.1%**		**61.6%**		**58.2%**		**59.3%**
SW 24th Avenue (to/from South)		10.4%	70.4%	9.8%	69.1%	10.4%	70.4%	9.8%	69.1%	9.8%	69.1%
		9.8%	**60.2%**	**9.6%**	**60.0%**	**9.8%**	**62.2%**	**10.1%**	**58.9%**	**9.3%**	**60.0%**
SW 28th Avenue (to/from South)		10.2%	82.2%	11.7%	78.6%	9.3%	78.8%	10.8%	75.0%	8.4%	76.1%
		9.8%	**58.4%**	**9.7%**	**58.2%**	**9.8%**	**60.7%**	**10.3%**	**57.1%**	**9.5%**	**58.4%**
SW 30th Avenue (to/from South)		8.8%	68.2%	8.8%	68.2%	8.8%	68.2%	8.0%	62.5%	6.3%	54.5%
		9.9%	**59.5%**	**9.8%**	**59.2%**	**10.0%**	**61.5%**	**11.7%**	**57.6%**	**9.6%**	**58.6%**
Driveways (Industrial Park) (to/from North)		7.8%	75.0%	7.8%	75.0%	7.8%	75.0%	7.8%	75.0%	7.8%	75.0%
		9.7%	**60.3%**	**9.6%**	**60.0%**	**9.8%**	**62.1%**	**10.3%**	**58.2%**	**9.5%**	**59.1%**
Powerline Road (S.R. 845) (to/from North)		10.0%	54.9%	10.2%	55.0%	10.7%	59.8%	10.0%	63.4%	10.0%	60.8%
(to/from South)		10.5%	52.4%	11.0%	52.5%	11.8%	55.8%	11.7%	57.5%	11.3%	58.0%
		14.3%	**64.0%**	**10.8%**	**63.7%**	**10.8%**	**68.2%**	**9.7%**	**67.3%**	**9.7%**	**66.0%**
Independence Drive (to/from South)		8.0%	75.0%	8.0%	75.0%	7.1%	75.0%	5.2%	75.0%	5.2%	75.0%
		14.6%	**63.6%**	**11.0%**	**63.3%**	**11.0%**	**67.8%**	**9.7%**	**66.9%**	**9.7%**	**65.7%**
Waterways Boulevard (to/from South)		9.7%	83.2%	9.7%	83.2%	9.7%	83.2%	9.7%	83.2%	9.7%	83.2%
Control Point for the Corridor		**13.1%**	**60.9%**	**11.0%**	**60.9%**	**11.3%**	**65.4%**	**9.9%**	**64.9%**	**9.7%**	**64.0%**
Turnpike											
Sawgrass Expressway											

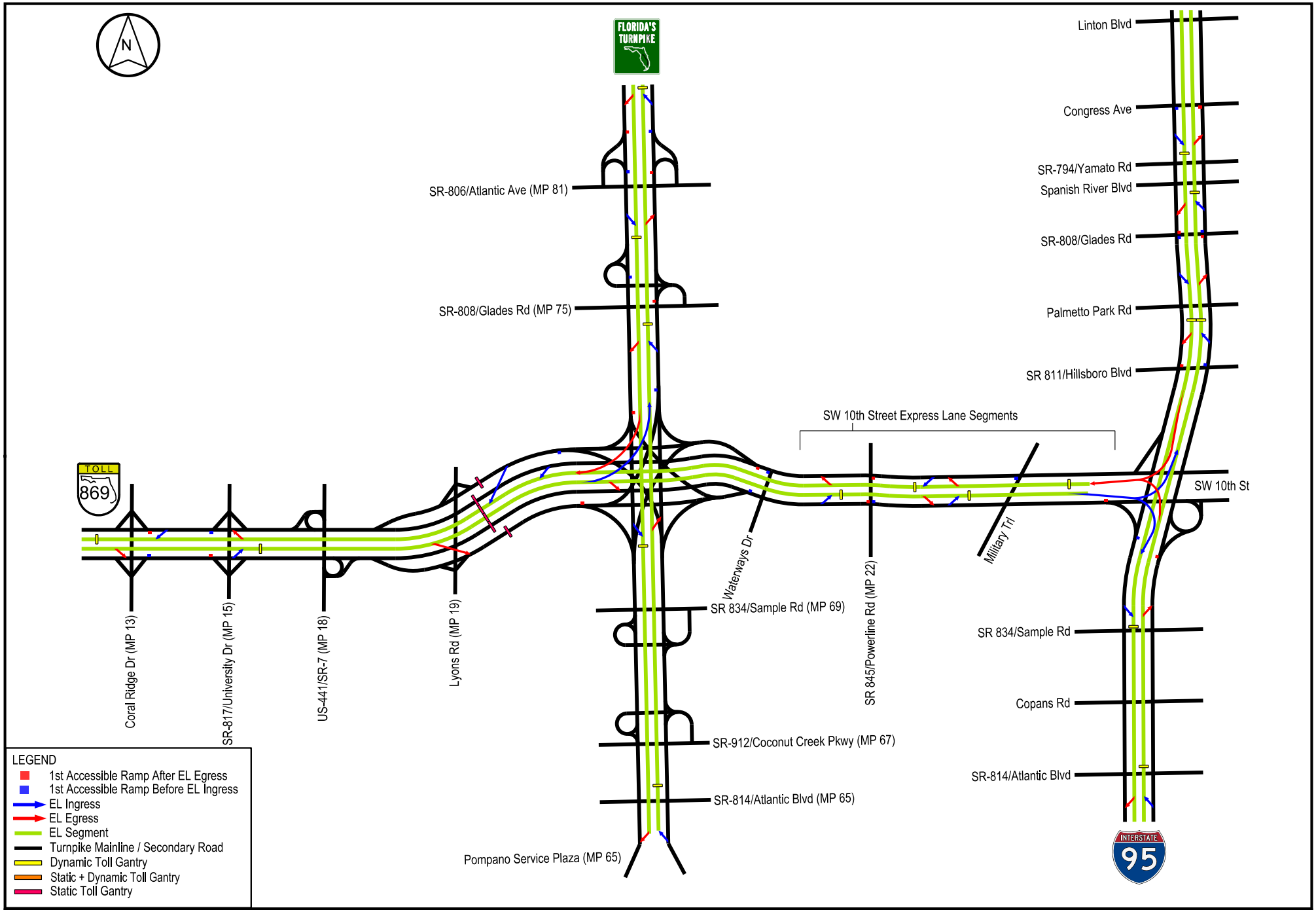
Table F4: I-95 K and D Factors

Mile Post - Description	Profile	2020 No-Build-No-Interchange (NBNI)		2040 No-Build-No-Interchange (NBNI)		2020 No-Build (NB)		2040 No-Build (NB)		2040 Build	
		K Factor	D Factor	K Factor	D Factor	K Factor	D Factor	K Factor	D Factor	K Factor	D Factor
		7.3%	**56.7%**	**7.3%**	**58.0%**	**7.3%**	**56.7%**	**7.3%**	**57.9%**	**7.2%**	**57.8%**
50 - Congress Avenue		**10.3%**	**80.6%**	**10.3%**	**80.8%**	**10.3%**	**80.7%**	**10.3%**	**80.5%**	**10.3%**	**80.5%**
		8.89%	65.00%	8.83%	65.29%	8.90%	65.43%	8.91%	65.04%	8.88%	65.35%
		7.2%	**53.2%**	**7.1%**	**53.7%**	**7.2%**	**53.2%**	**7.1%**	**53.7%**	**7.1%**	**53.5%**
48 - S.R. 794 (Yamato Road)		8.84%	66.18%	8.86%	66.10%	8.85%	66.30%	8.84%	66.10%	8.85%	66.28%
		8.74%	65.57%	8.74%	65.47%	8.73%	65.68%	8.72%	65.57%	8.73%	65.48%
		7.17%	**52.95%**	**7.09%**	**52.73%**	**7.17%**	**52.92%**	**7.09%**	**52.72%**	**7.08%**	**52.79%**
Spanish River Boulevard		8.58%	58.51%	8.08%	57.48%	8.58%	58.51%	8.05%	57.48%	8.09%	57.41%
		8.76%	54.33%	8.62%	55.50%	8.78%	54.26%	8.59%	55.45%	8.62%	55.60%
		7.13%	**54.56%**	**7.14%**	**54.39%**	**7.13%**	**54.51%**	**7.15%**	**54.35%**	**7.14%**	**54.44%**
45 - S.R. 808 (Glades Road)		6.62%	63.74%	6.60%	64.13%	6.61%	63.93%	6.62%	63.88%	6.64%	64.00%
		6.13%	63.05%	6.12%	62.84%	6.16%	62.93%	6.16%	62.90%	6.12%	62.95%
		7.04%	**58.01%**	**7.07%**	**57.97%**	**7.05%**	**57.94%**	**7.07%**	**57.91%**	**7.06%**	**57.93%**
44 - C.R. 798 (Palmetto Park Road)		7.77%	57.40%	7.80%	57.39%	7.81%	57.33%	7.80%	57.38%	7.79%	57.34%
		7.68%	50.40%	7.66%	50.37%	7.66%	50.41%	7.65%	50.37%	7.69%	50.36%
Control Point for the Corridor		**7.04%**	**56.70%**	**7.04%**	**56.70%**	**7.04%**	**56.67%**	**7.04%**	**56.66%**	**7.04%**	**56.69%**
42 - S.R. 810 (Hillsboro Boulevard)		8.86%	51.00%	9.39%	50.69%	8.82%	50.81%	8.89%	50.92%	8.75%	50.57%
		7.91%	51.12%	7.78%	53.07%	7.89%	50.79%	7.79%	54.61%	7.69%	54.95%
		6.94%	**56.25%**	**6.86%**	**55.94%**	**6.93%**	**56.27%**	**6.86%**	**55.99%**	**6.87%**	**56.03%**
41 - S.R. 869 (SW 10th Street)		8.18%	55.26%	8.15%	53.90%	8.18%	55.32%	8.16%	53.89%	8.14%	54.03%
		7.31%	53.25%	7.39%	54.58%	7.31%	53.26%	7.40%	54.52%	7.60%	53.89%
		6.80%	**54.95%**	**6.75%**	**54.47%**	**6.76%**	**54.77%**	**6.70%**	**54.39%**	**6.70%**	**54.35%**
39 - S.R. 834 (Sample Road)		7.58%	58.69%	7.54%	58.17%	7.67%	58.77%	7.56%	58.47%	7.53%	58.40%
		6.74%	68.85%	6.90%	67.01%	6.79%	68.85%	6.91%	67.12%	6.89%	66.89%
		6.70%	**50.36%**	**6.67%**	**50.19%**	**6.66%**	**50.13%**	**6.62%**	**50.00%**	**6.62%**	**50.03%**
38 - Copans Road		7.50%	50.26%	7.49%	50.23%	7.51%	50.26%	7.51%	50.22%	7.49%	50.22%
		7.90%	56.71%	7.92%	56.63%	7.89%	56.76%	7.92%	56.72%	7.91%	56.68%
		6.80%	**50.92%**	**6.78%**	**51.07%**	**6.76%**	**51.16%**	**6.73%**	**51.31%**	**6.73%**	**51.33%**
36 - S.R. 814 (Atlantic Boulevard)		6.82%	52.40%	6.82%	52.44%	6.81%	52.40%	6.82%	52.51%	6.81%	52.39%
		6.63%	51.49%	6.61%	51.50%	6.62%	51.47%	6.64%	51.46%	6.63%	51.46%
		6.77%	**51.07%**	**6.74%**	**51.27%**	**6.73%**	**51.30%**	**6.69%**	**51.55%**	**6.69%**	**51.54%**

Appendix G

Build Options Traffic Volumes and Toll Plans

Build Option 3A



FDOT

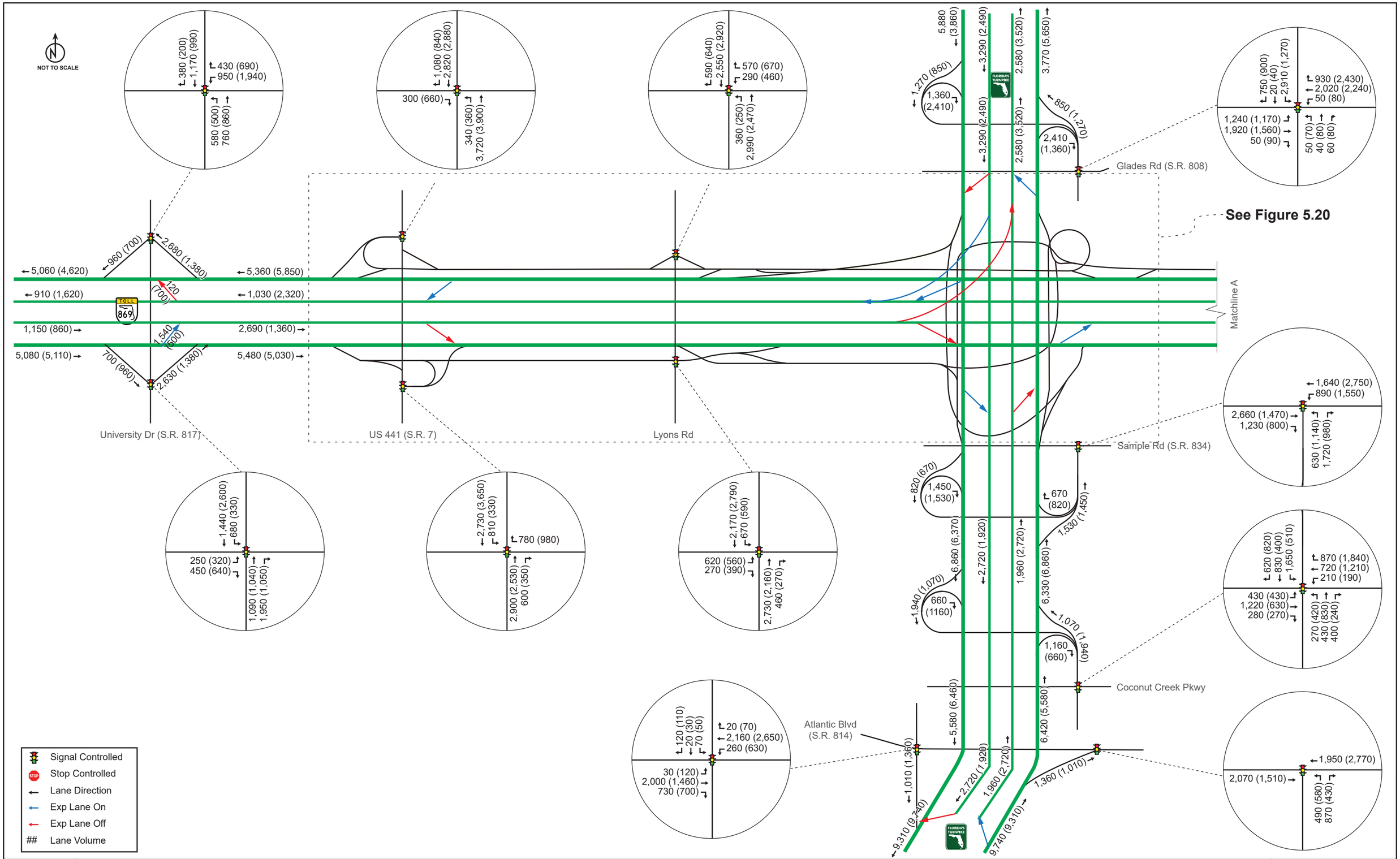
SW 10th Street PD&E Study Project
Traffic Forecast Memorandum

Toll Plan and Access Points-Build with Intermediate Access

Figure G.1

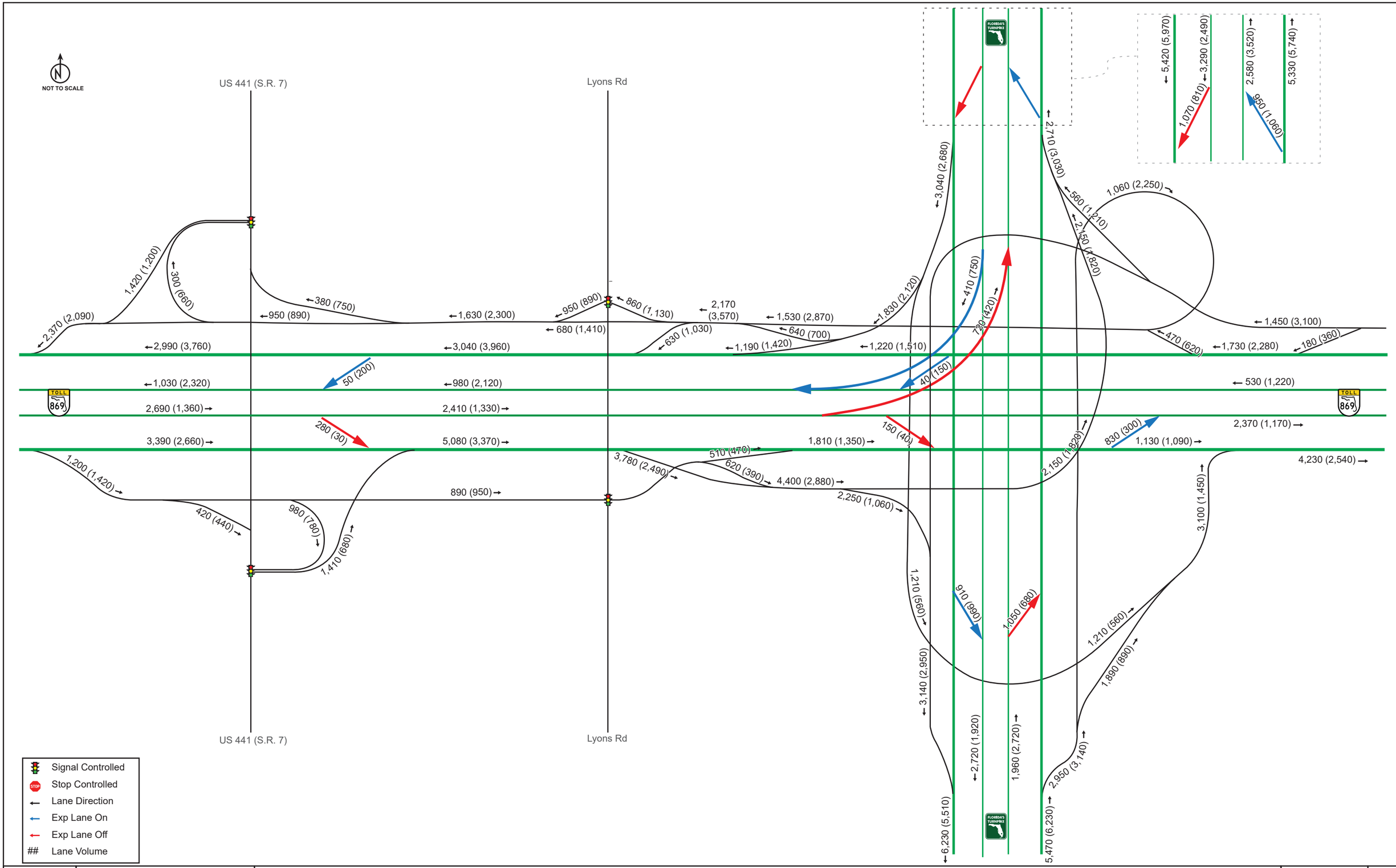
FLORIDA'S TURNPIKE

NOT TO SCALE



- Signal Controlled
- Stop Controlled
- Lane Direction
- Exp Lane On
- Exp Lane Off
- ## Lane Volume

FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	Sawgrass Expressway and Florida's Turnpike - 2040 AM (PM) Build DDHVs	Figure G.2



FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	Sawgrass Expressway and Florida's Turnpike - 2040 AM (PM) Build DDHVs	Figure G.3

NOT TO SCALE

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway F

Quiet Waters Business Park Driveway

Matchline B

Matchline A

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

869

890

740

- Signal Controlled
- Stop Controlled
- Lane Direction
- Exp Lane On
- Exp Lane Off
- ## Lane Volume

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

East Driveway

West

E Newport Center Dr

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Sample Rd (S.R. 834)

Signal Controlled
Stop Controlled
Lane Direction
Exp Lane On
Exp Lane Off
Lane Volume

NOT TO SCALE

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway F

Quiet Waters Business Park Driveway

Matchline B

Matchline A

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

869

- Signal Controlled
- Stop Controlled
- Lane Direction
- Exp Lane On
- Exp Lane Off
- ## Lane Volume

SW 10th Street - 2040 PM Build DDHVs

Figure G.6

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

East Driveway

West

E Newport Center Dr

FAU Research Park Blvd

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

Sample Rd (S.R. 834)

S Military Trl

869

95

Signal Controlled
Stop Controlled
Lane Direction
Exp Lane On
Exp Lane Off
Lane Volume

FDOT

SW 10th Street PD&E Study
Project Traffic Forecast Memorandum

SW 10th Street and I-95 - 2040 PM Build DDHVs

Figure G.7

FLORIDA'S TURNPIKE

Build Option 3D-1.2

DRAFT PLAN

FLORIDA'S TURNPIKE

TOLL 869

Linton Blvd

Congress Ave

SR-794/Yamato Rd

Spanish River Blvd

SR-808/Glades Rd

Palmetto Park Rd

SR 811/Hillsboro Blvd

SR-806/Atlantic Ave (MP 81)

SR-808/Glades Rd (MP 75)

SR 834/Sample Rd (MP 69)

SR-912/Coconut Creek Pkwy (MP 67)

SR-814/Atlantic Blvd (MP 65)

Pompano Service Plaza (MP 65)

Coral Ridge Dr (MP 13)

SR-817/University Dr (MP 15)

US-441/SR-7 (MP 18)

Lyons Rd (MP 19)

Waterways Dr

Independence Dr

SR 845/Powerline Rd (MP 22)

Sawgrass Extension

SW 10th St WB

SW 10th St EB

Military Tr

SW 10th St

SR 834/Sample Rd

Copans Rd

SR-814/Atlantic Blvd

INTERSTATE 95

LEGEND

- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- EL Ingress
- EL Egress
- EL Segment
- Turnpike Mainline / Secondary Road
- Dynamic Toll Gantry
- Static + Dynamic Toll Gantry
- Static Toll Gantry
- Turnpike DMS Control
- D4 DMS Control

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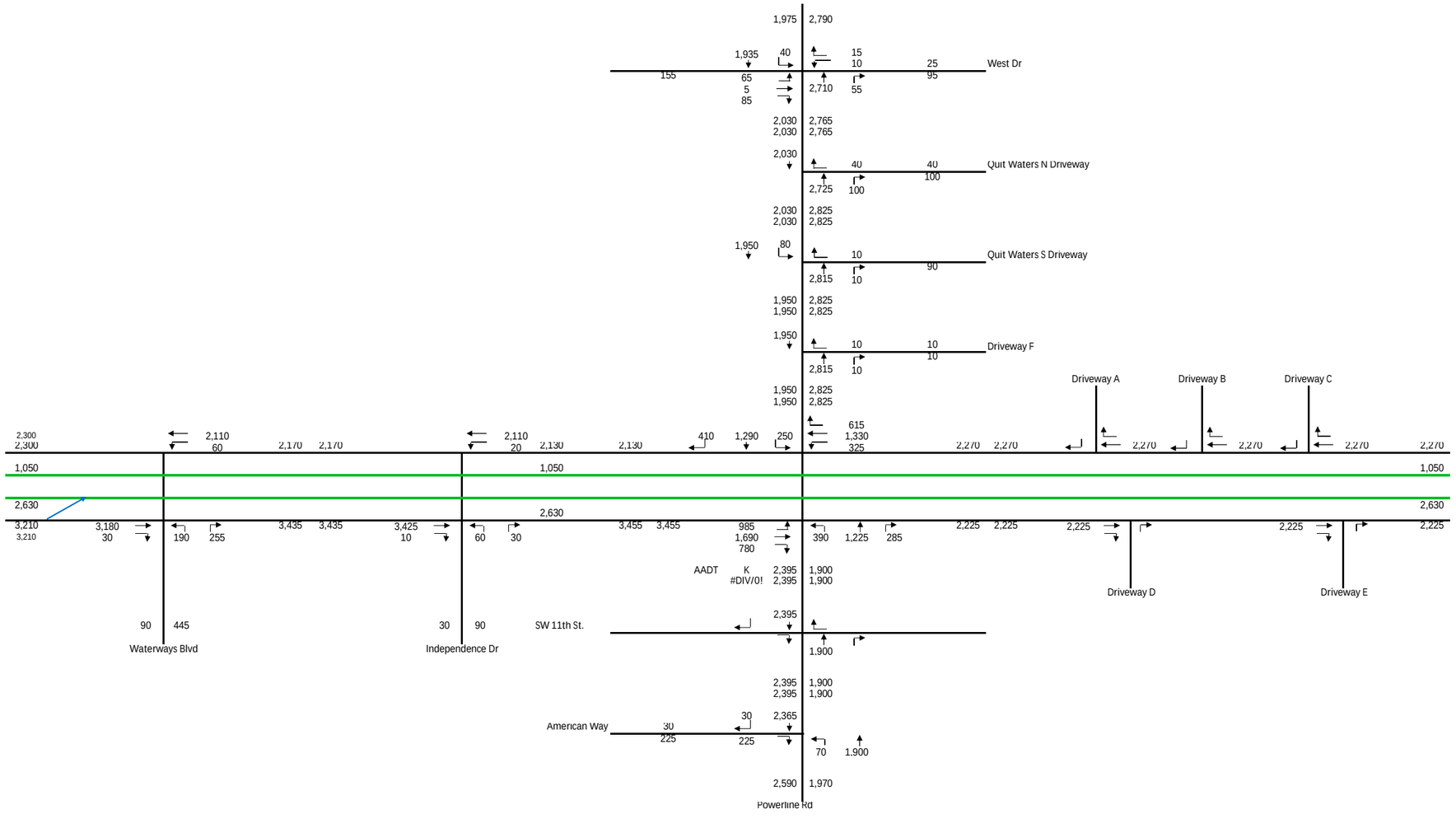
...\Plot Driver\ConceptsANA.pltcfg ConceptsANA.tbl

Revision Date: 12/15/2017	Sawgrass Expy / Turnpike / SW 10th St Express / I-95 Conceptual Express Lane Master Plan	Ultimate Configuration Option 3D-1.2: with intermediate ingress/egress and WB ingress at I-95	Sheet 1 of 1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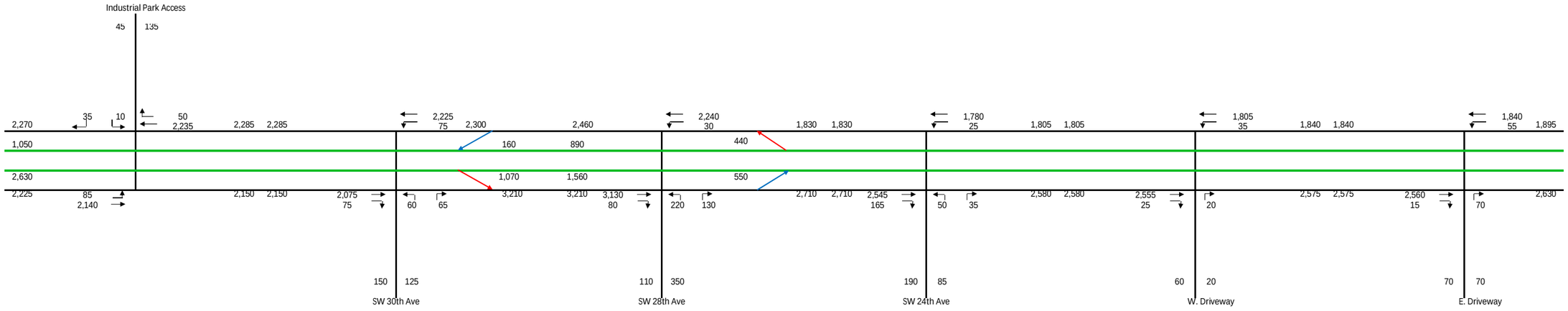
2,790
1,935
40
15
10
25
West Dr
155
65
5
85
95
2,710
55
2,030
2,765
2,030
2,765
2,030
40
40
Quit Waters N Driveway
100
2,725
100
2,030
2,825
2,030
2,825
1,950
80
10
Quit Waters S Driveway
90
2,815
10
1,950
2,825
1,950
2,825
1,950
10
10
Driveway F
2,815
10
1,950
2,825
1,950
2,825
Driveway A
Driveway B
Driveway C
2,300
2,300
2,110
60
2,170
2,170
2,110
20
2,130
2,130
410
1,290
250
615
1,330
325
2,270
2,270
2,270
2,270
2,270
2,270
1,050
1,050
1,050
2,630
2,630
2,630
3,210
3,210
3,180
30
190
255
3,435
3,435
3,425
10
60
30
3,455
3,455
985
1,690
780
390
1,225
285
2,225
2,225
2,225
2,225
2,225
AADT
K
2,395
1,900
#DIV/0!
2,395
1,900
Driveway D
Driveway E
2,395
90
445
30
90
SW 11th St.
1,900
Waterways Blvd
Independence Dr
2,395
1,900
2,395
1,900
30
2,365
American Way
30
225
225
70
1,900
2,590
1,970
Powerline Rd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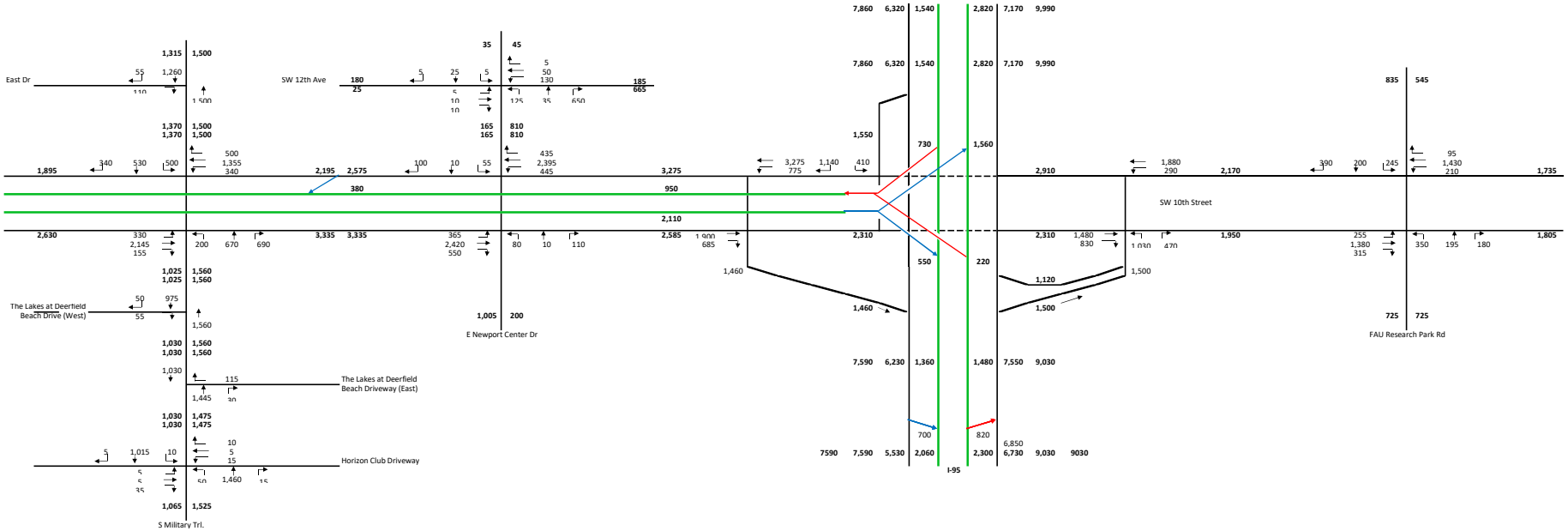
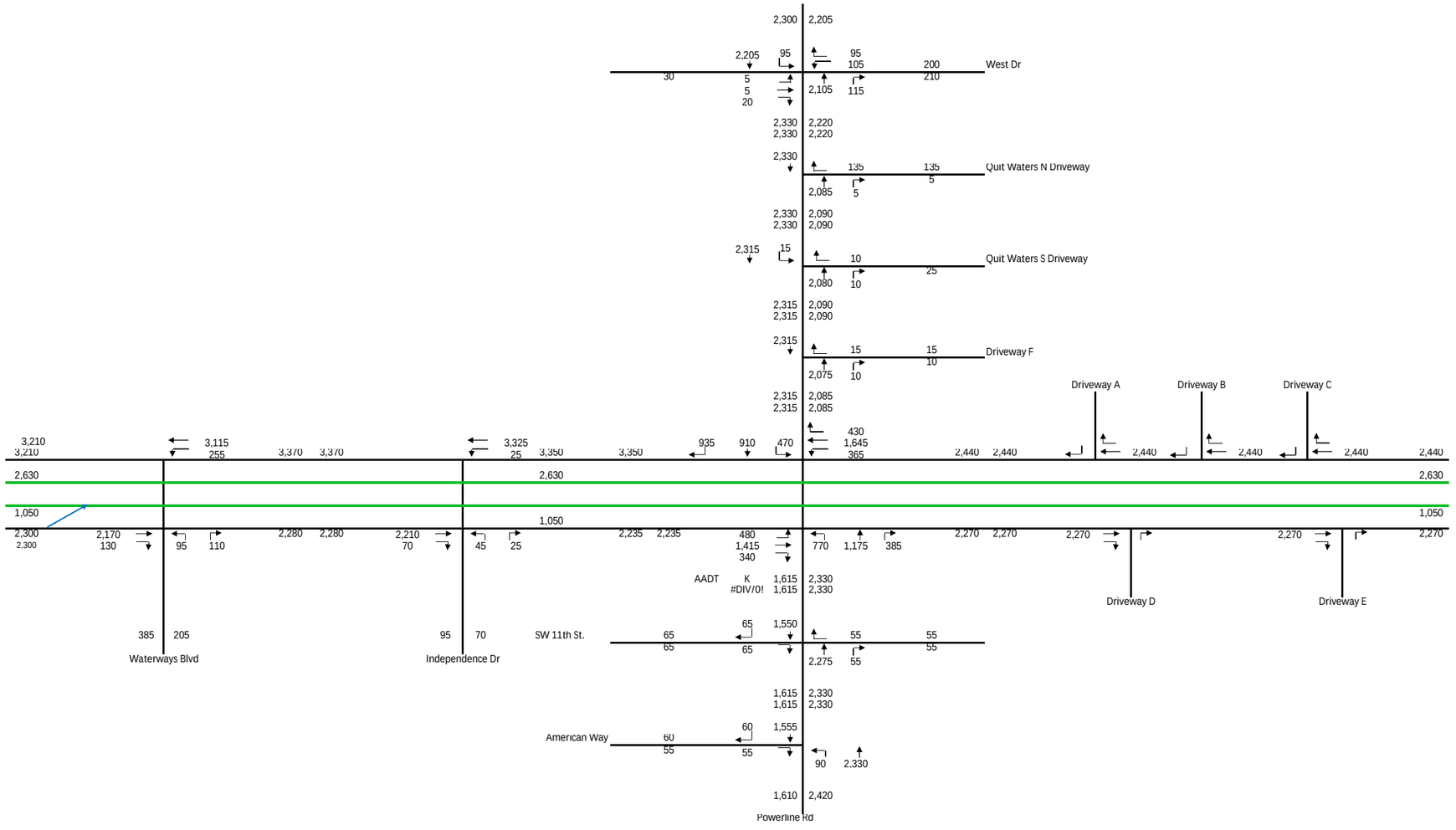
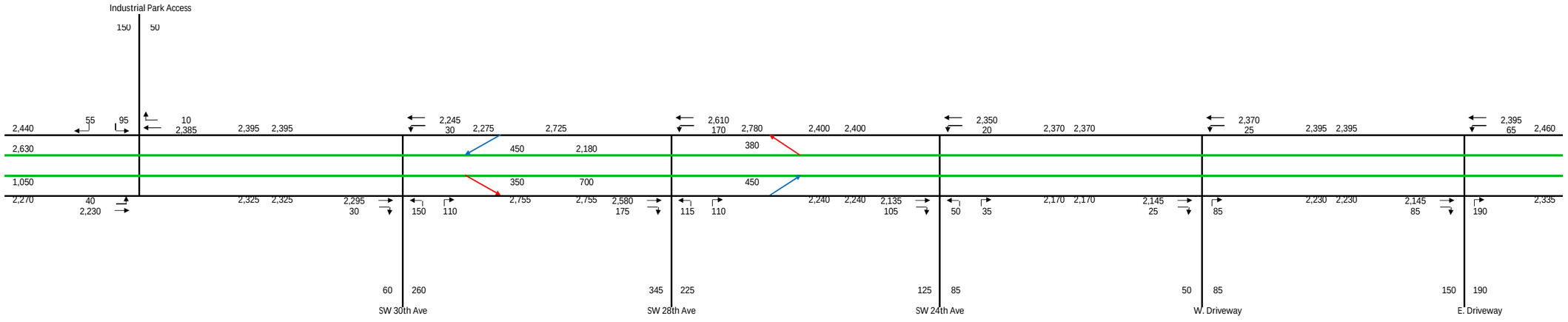
135
2,270
35
10
50
2,235
2,285
2,285
2,225
75
2,300
2,460
2,240
30
1,830
1,830
1,780
25
1,805
1,805
1,805
35
1,840
1,840
1,840
55
1,895
1,050
160
890
440
2,630
1,070
1,560
550
2,225
85
2,140
2,150
2,150
2,075
75
60
65
3,210
3,210
3,130
80
220
130
2,710
2,710
2,545
165
50
35
2,580
2,580
2,555
25
20
2,575
2,575
2,560
15
70
2,630
150
125
110
350
190
85
60
20
70
70
SW 30th Ave
SW 28th Ave
SW 24th Ave
W. Driveway
E. Driveway


East Dr
SW 12th Ave
SW 10th Street
The Lakes at Deerfield Beach Drive (West)
The Lakes at Deerfield Beach Driveway (East)
Horizon Club Driveway
S Military Trl
E Newport Center Dr
FAU Research Park Rd
I-95


West Dr
Quit Waters N Driveway
Quit Waters S Driveway
Driveway F
Driveway A
Driveway B
Driveway C
Driveway D
Driveway E
Waterways Blvd
Independence Dr
SW 11th St.
American Way
Powerline Rd
AADT
K
#DIV/0!


Industrial Park Access
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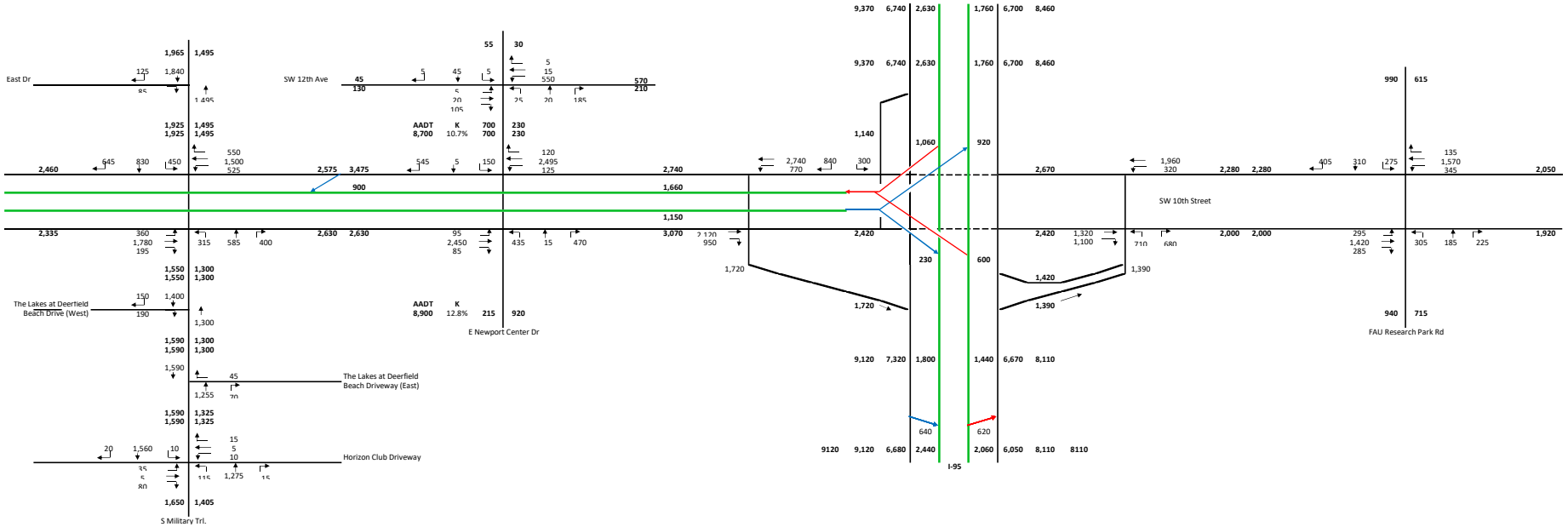
50
2,440
55
95
10
2,385
2,395
2,395
2,245
30
2,275
2,725
2,610
170
2,780
2,400
2,400
2,350
20
2,370
2,370
2,370
25
2,395
2,395
2,395
65
2,460
2,630
450
2,180
380
1,050
350
700
450
2,270
40
2,230
2,325
2,325
2,295
30
150
110
2,755
2,755
2,580
175
115
110
2,240
2,240
2,135
105
50
35
2,170
2,170
2,145
25
85
2,230
2,230
2,145
85
190
2,335
60
260
345
225
125
85
50
85
150
190
SW 30th Ave
SW 28th Ave
SW 24th Ave
W. Driveway
E. Driveway


East Dr
SW 12th Ave
The Lakes at Deerfield Beach Drive (West)
The Lakes at Deerfield Beach Driveway (East)
Horizon Club Driveway
S Military Trl
E Newport Center Dr
SW 10th Street
FAU Research Park Rd
I-95
AADT 8,700 K 10.7% 700 230
AADT 8,900 K 12.8% 215 920

Build Option 3D-1.3

DRAFT PLAN

FLORIDA'S TURNPIKE

TOLL 869

SR-806/Atlantic Ave (MP 81)

SR-808/Glades Rd (MP 75)

Coral Ridge Dr (MP 13)

SR-817/University Dr (MP 15)

US-441/SR-7 (MP 18)

Lyons Rd (MP 19)

Waterways Dr

Independence Dr

SR 845/Powerline Rd (MP 22)

Sawgrass Extension

SW 10th St WB

SW 10th St EB

SW 10th St

Military Trl

Linton Blvd

Congress Ave

SR-794/Yamato Rd

Spanish River Blvd

SR-808/Glades Rd

Palmetto Park Rd

SR 811/Hillsboro Blvd

SR 834/Sample Rd (MP 69)

SR 834/Sample Rd

Copans Rd

SR-912/Coconut Creek Pkwy (MP 67)

SR-814/Atlantic Blvd (MP 65)

SR-814/Atlantic Blvd

Pompano Service Plaza (MP 65)

INTERSTATE 95

LEGEND

- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- EL Ingress
- EL Egress
- EL Segment
- Turnpike Mainline / Secondary Road
- Dynamic Toll Gantry
- Static + Dynamic Toll Gantry
- Static Toll Gantry
- Turnpike DMS Control
- D4 DMS Control

Revision Date: 6/20/2018	Sawgrass Expy / Turnpike / SW 10th St Express / I-95 Conceptual Express Lane Master Plan	Ultimate Configuration Option 3D-1.3: With Military Trail Bypass

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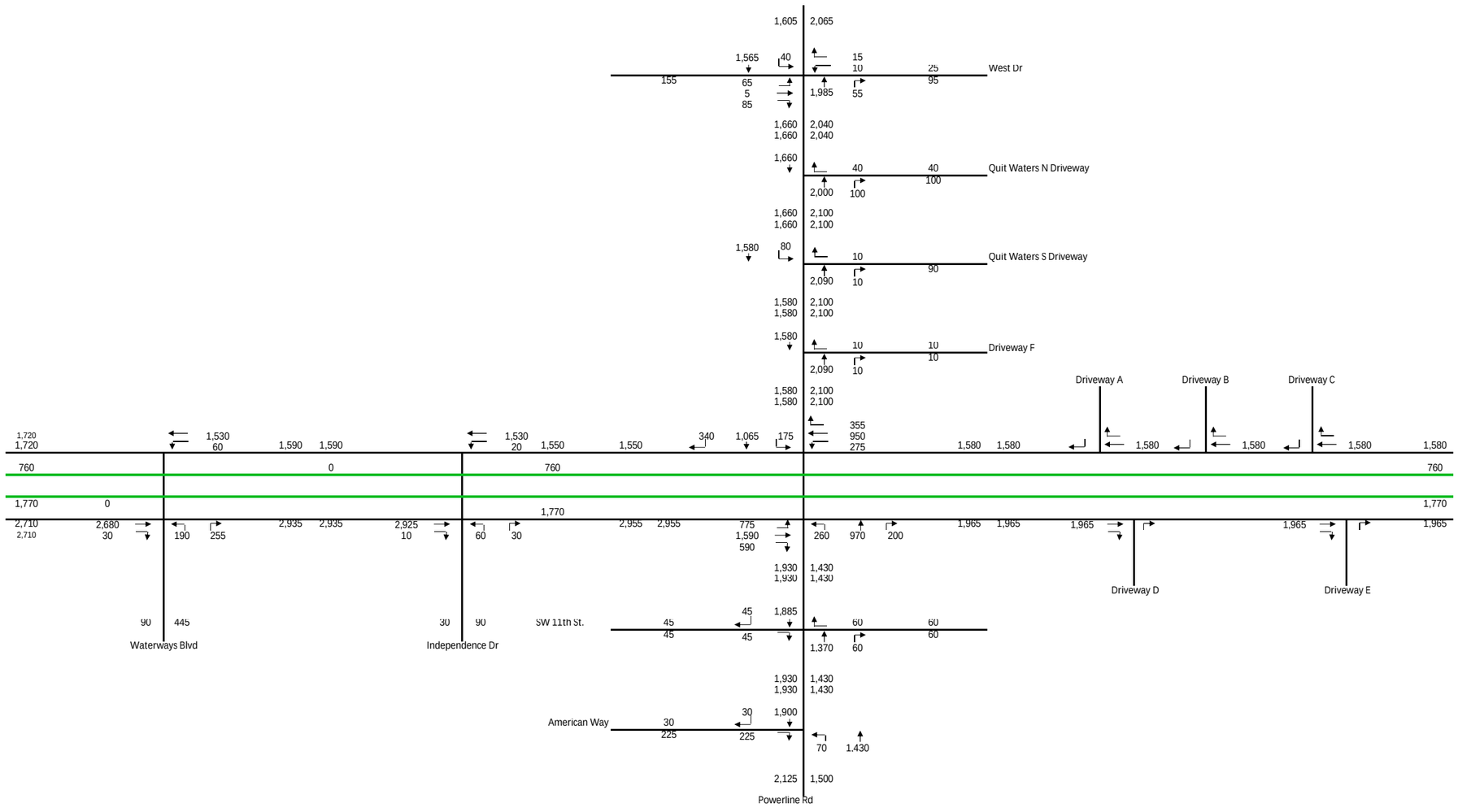
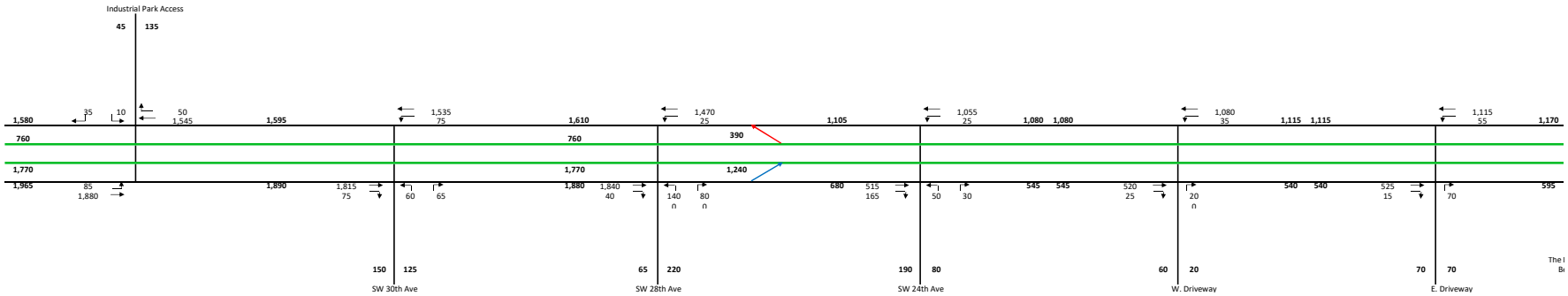

West Dr
Quit Waters N Driveway
Quit Waters S Driveway
Driveway F
Driveway A
Driveway B
Driveway C
Driveway D
Driveway E
Waterways Blvd
Independence Dr
SW 11th St.
American Way
Powerline Rd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35
10
50
1,545
1,595
1,535
75
1,610
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1,055
25
1,080
1,080
1,080
35
1,115
1,115
1,115
55
1,170
760
760
390
1,770
1,770
1,240
1,965
85
1,880
1,890
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75
60
65
1,880
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525
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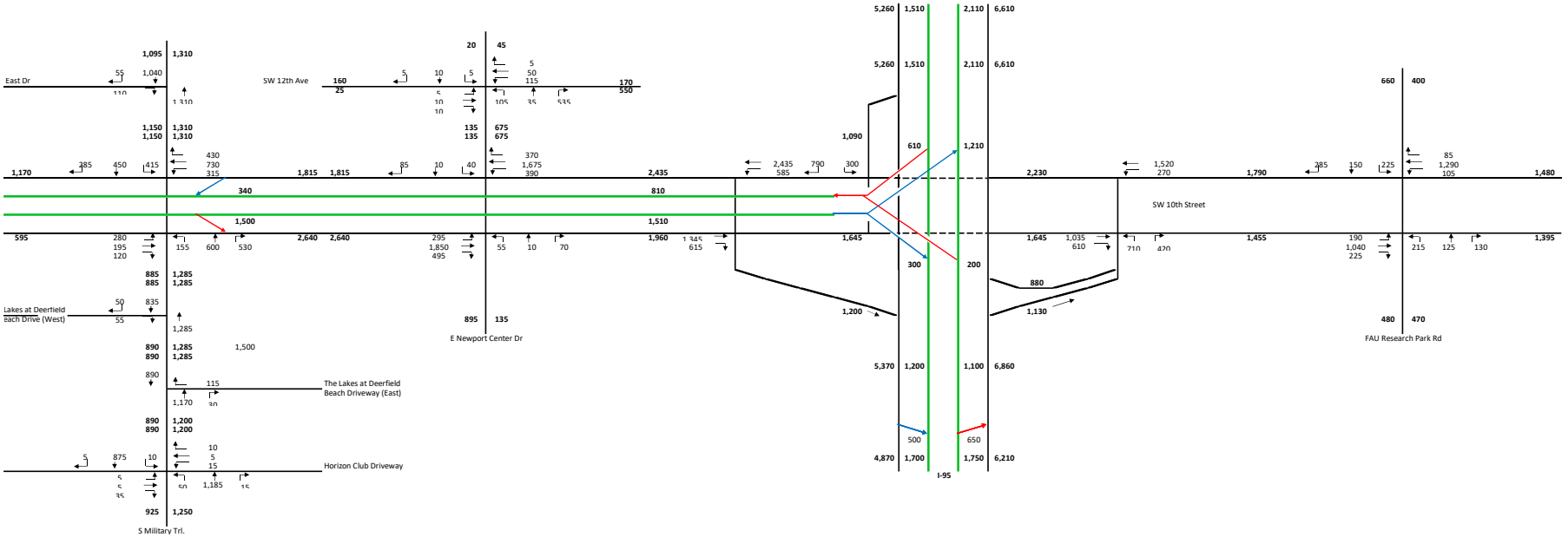
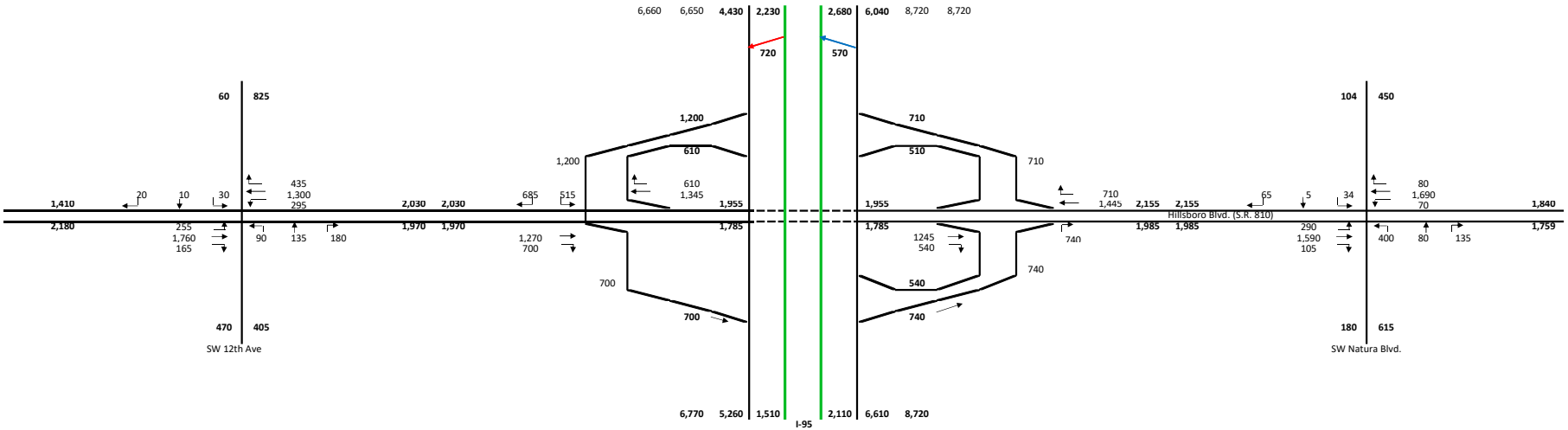
SW 30th Ave
SW 28th Ave
SW 24th Ave
W. Driveway
E. Driveway


East Dr
SW 12th Ave
S Military Trl.
E Newport Center Dr
Lakes at Deerfield Beach Driveway (West)
The Lakes at Deerfield Beach Driveway (East)
Horizon Club Driveway
SW 10th Street
FAU Research Park Rd
I-95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2,680
6,040
8,720
8,720
720
570
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825
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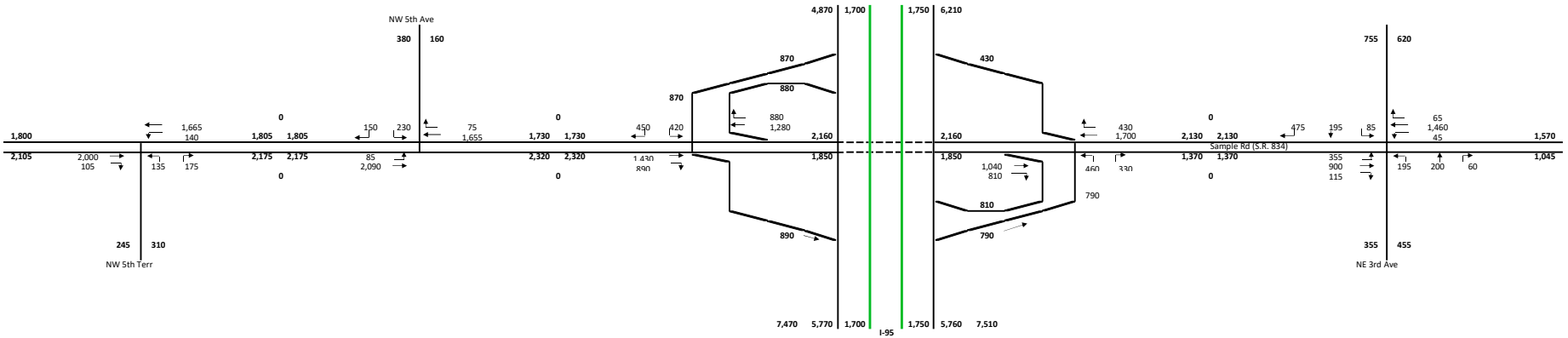
510
1,200
610
1,345
710
710
1,445
104
450
80
1,690
70
435
1,300
295
1,410
20
10
30
2,030
2,030
685
515
1,955
1,955
2,155
2,155
65
5
34
1,840
Hillsboro Blvd. (S.R. 810)
2,180
255
1,760
165
90
135
180
1,970
1,970
1,270
700
1,785
1,785
1245
540
740
1,985
1,985
290
1,590
105
400
80
135
1,759
700
740
540
700
740
470
405
180
615
SW 12th Ave
SW Natura Blvd.
6,770
5,260
1,510
2,110
6,610
8,720
I-95


NW 5th Ave
NW 5th Terr
NE 3rd Ave
Sample Rd (S.R. 834)
I-95
1,800
2,105
2,000
105
1,665
140
135
175
380
160
245
310
0
1,805
1,805
2,175
2,175
0
150
230
85
2,090
75
1,655
0
1,730
1,730
2,320
2,320
0
450
420
1,430
890
870
870
880
880
1,280
4,870
1,700
2,160
1,850
7,470
5,770
1,700
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5,760
7,510
6,210
430
2,160
1,850
1,040
810
810
790
790
430
1,700
460
330
0
2,130
2,130
1,370
1,370
0
475
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200
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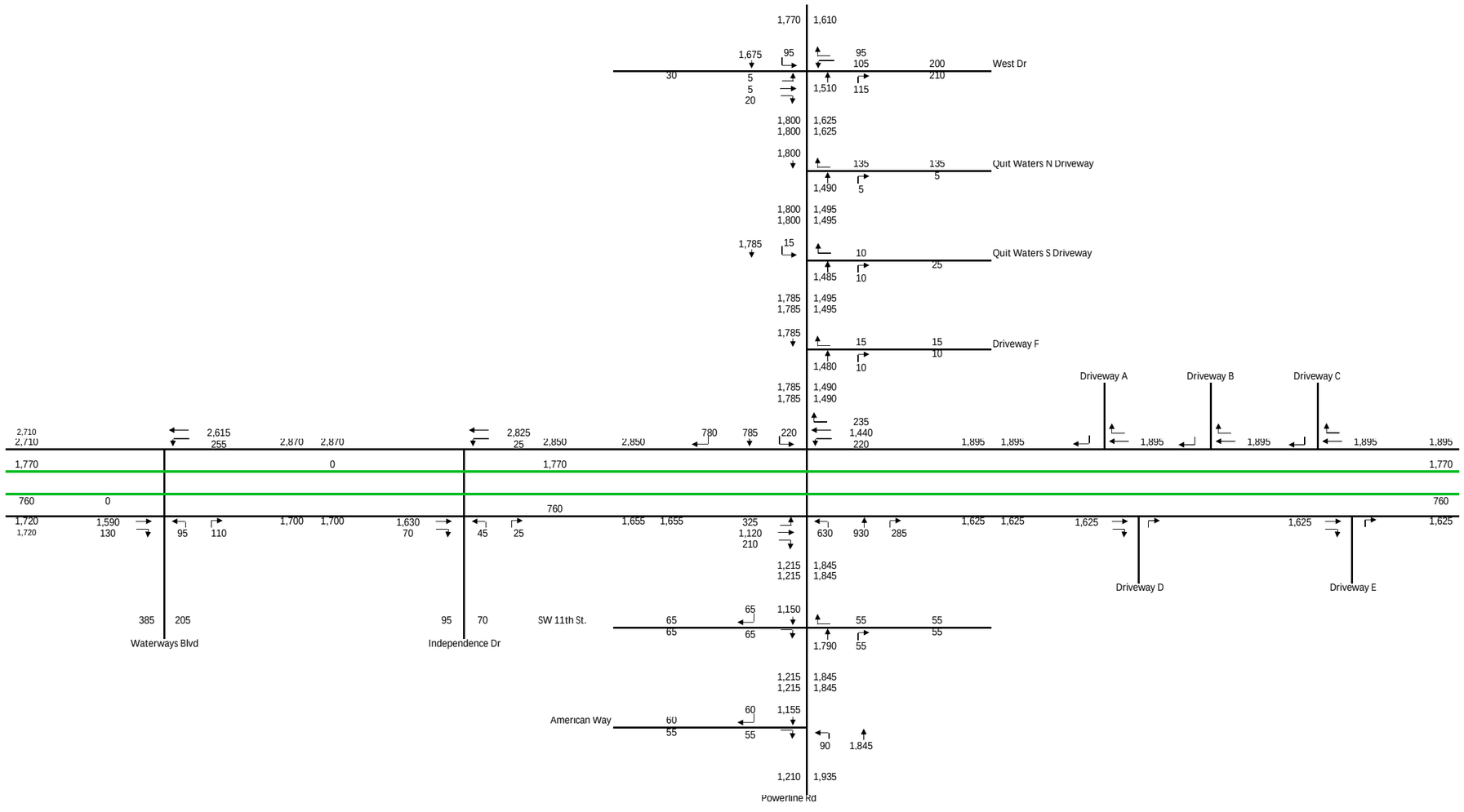
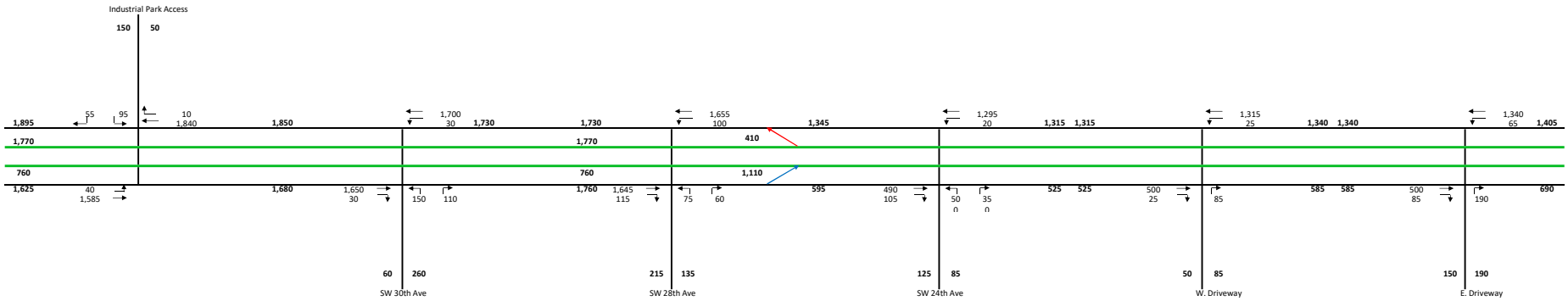
1,570
1,045
355
455


West Dr
Quit Waters N Driveway
Quit Waters S Driveway
Driveway F
Driveway A
Driveway B
Driveway C
Driveway D
Driveway E
Waterways Blvd
Independence Dr
SW 11th St.
American Way
Powerline Rd


Industrial Park Access
150
50
1,895
55
95
10
1,840
1,850
1,700
30
1,730
1,730
1,655
100
1,345
1,295
20
1,315
1,315
1,315
25
1,340
1,340
1,340
65
1,405
1,770
1,770
410
760
760
1,110
1,625
40
1,585
1,680
1,650
30
150
110
1,760
1,645
115
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50
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0
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525
500
25
85
585
585
500
85
190
690
60
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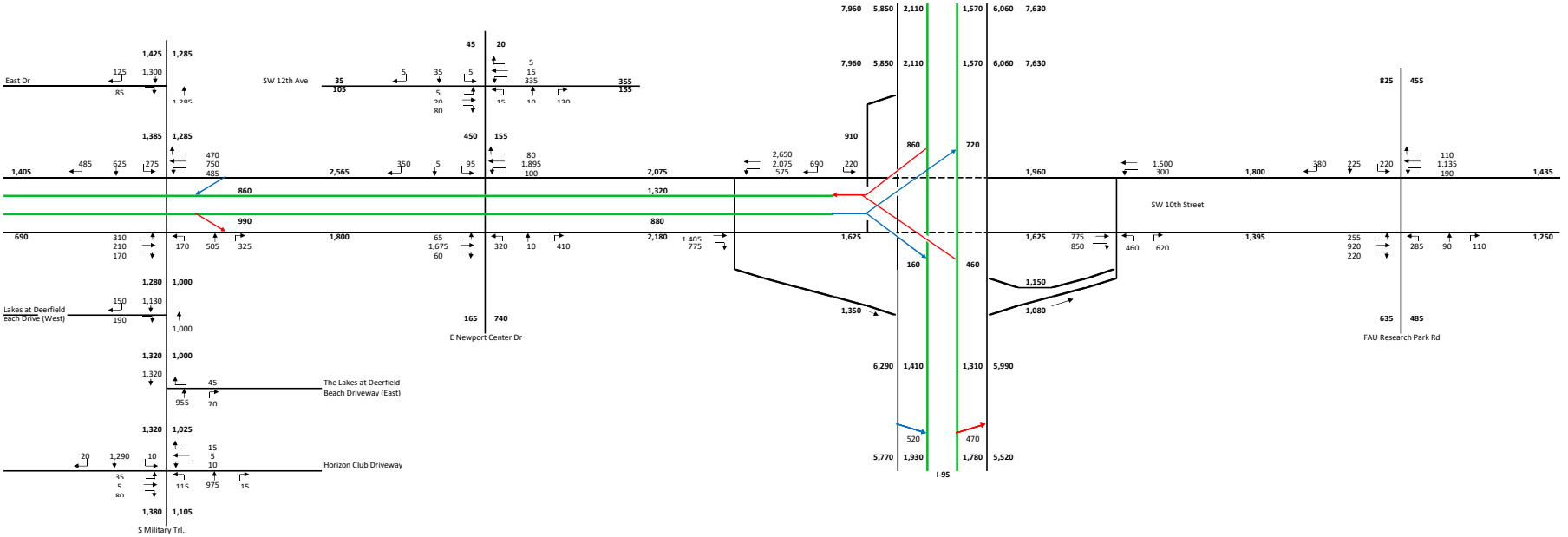
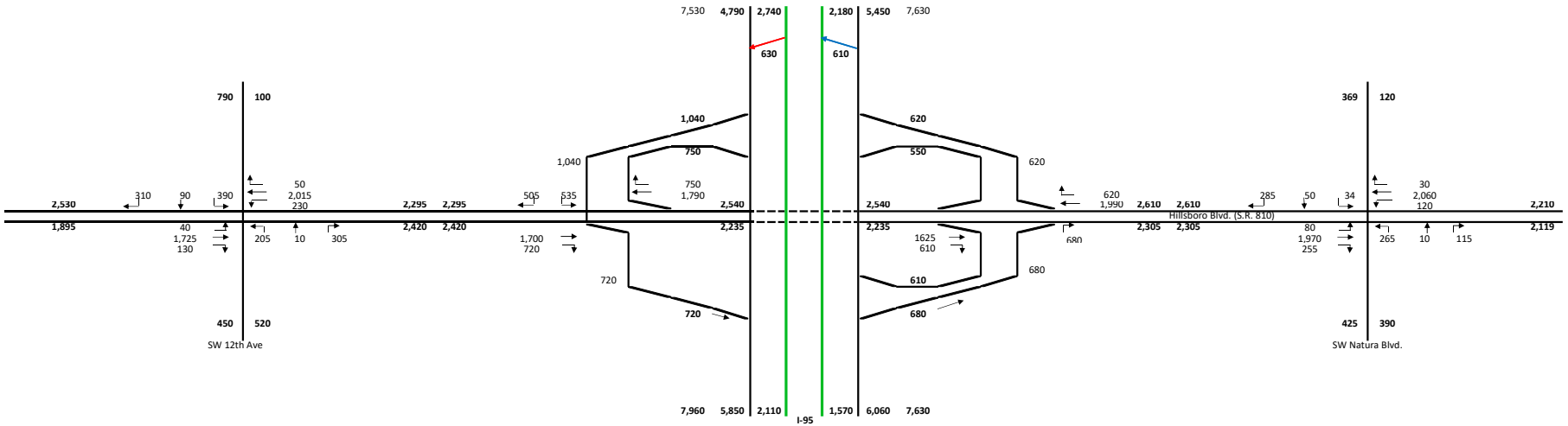
50
85
150
190
SW 30th Ave
SW 28th Ave
SW 24th Ave
W. Driveway
E. Driveway


East Dr
SW 12th Ave
Lakes at Deerfield Each Drive (West)
The Lakes at Deerfield Beach Driveway (East)
Horizon Club Driveway
S Military Trl
E Newport Center Dr
I-95
SW 10th Street
FAU Research Park Rd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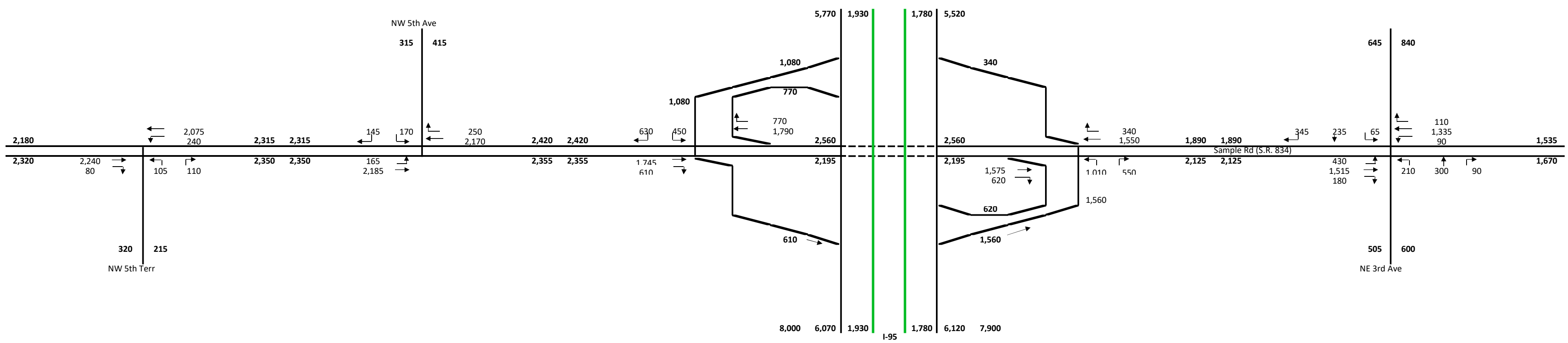
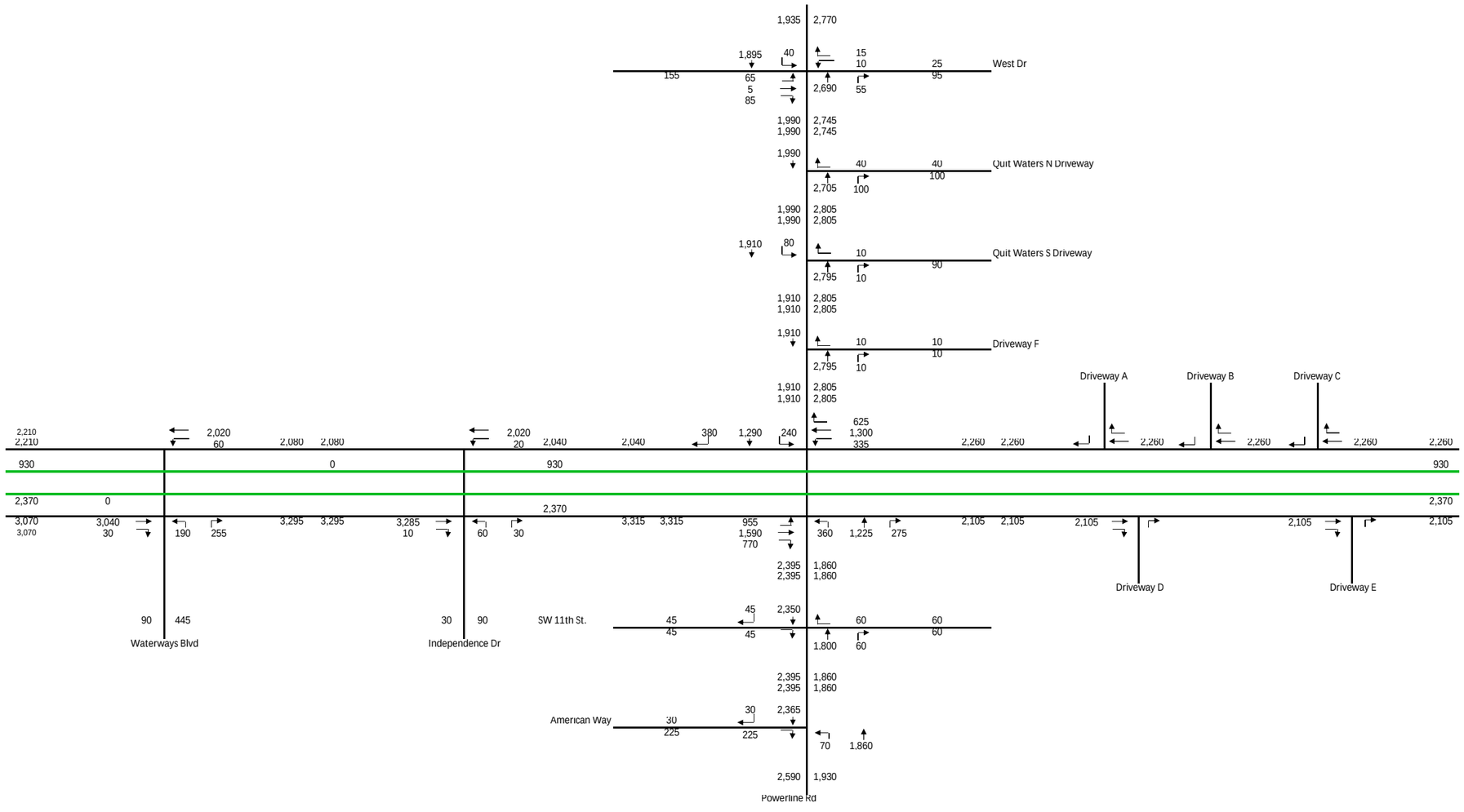
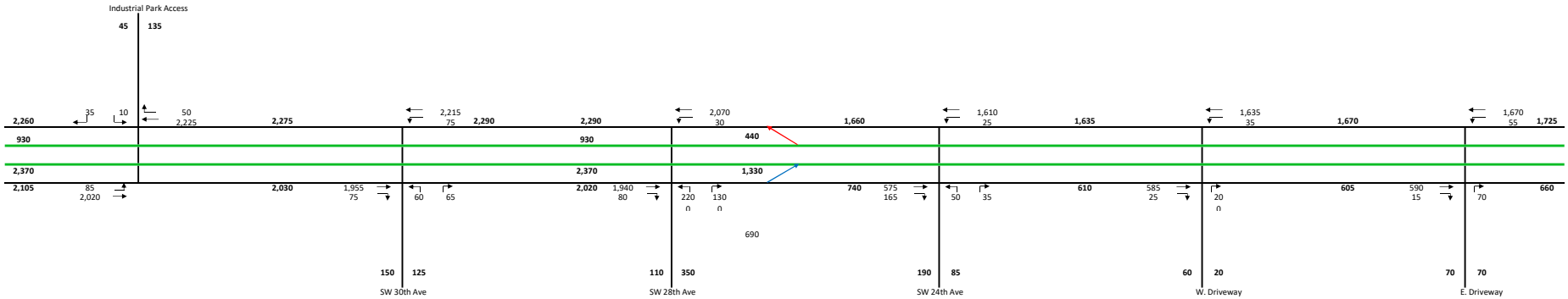
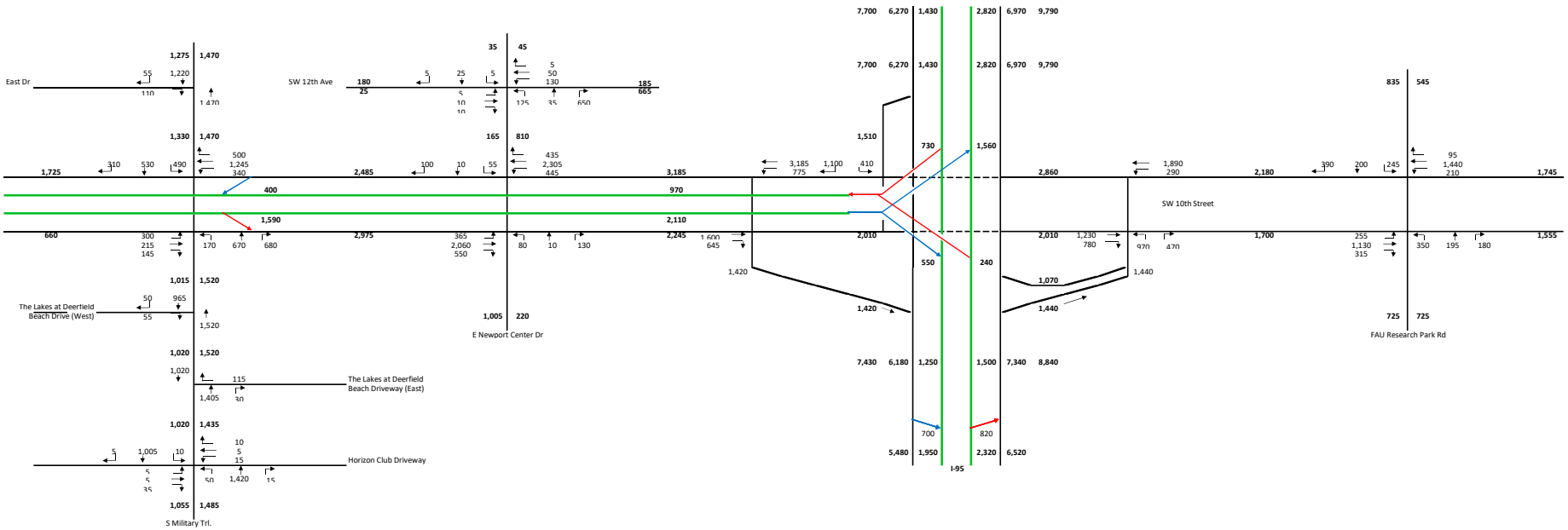
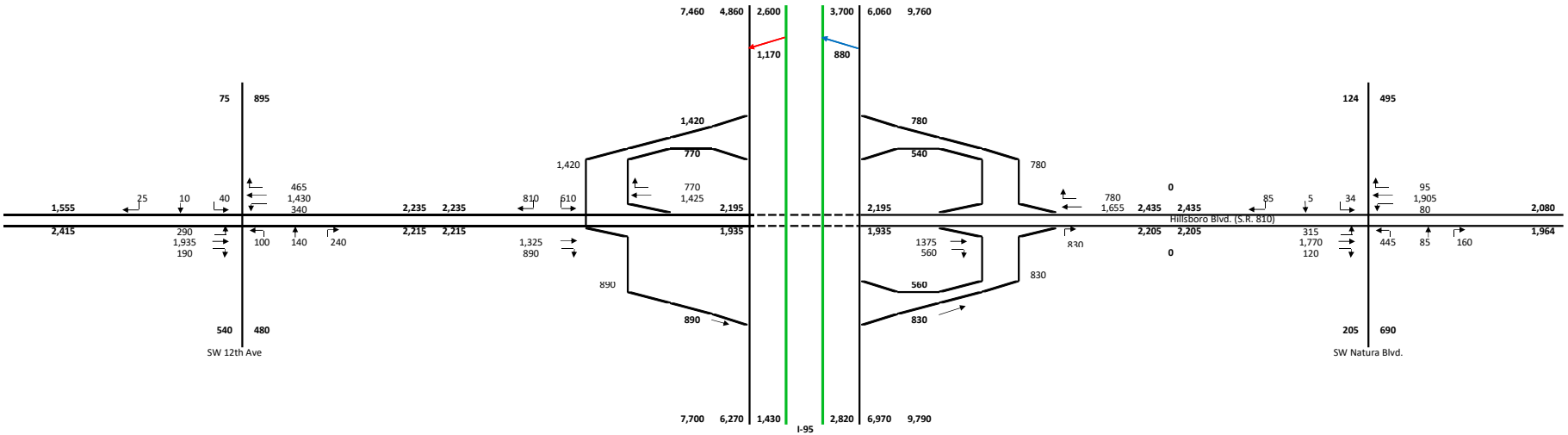
750 1,790
620 1,990
2,530 310 90 390 50 2,015 230 2,295 2,295 505 535 2,540 2,540 2,610 2,610 285 50 34 30 2,060 120 2,210
Hillsboro Blvd. (S.R. 810)
1,895 40 1,725 130 205 10 305 2,420 2,420 1,700 720 2,235 2,235 1625 610 680 2,305 2,305 80 1,970 255 265 10 115 2,119
720 680 610
720 680
450 520 425 390
SW 12th Ave
SW Natura Blvd.
7,960 5,850 2,110 1,570 6,060 7,630
I-95

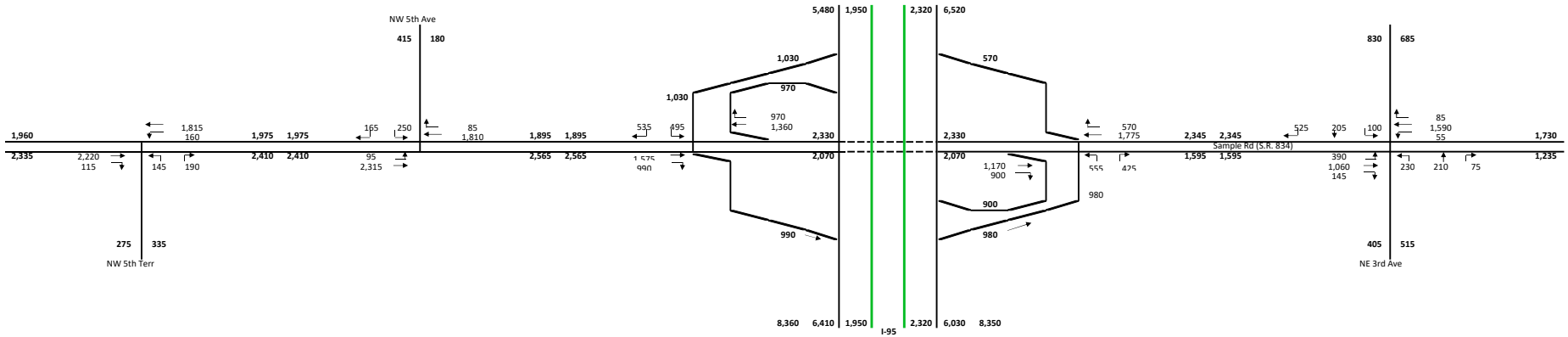

NW 5th Ave
NW 5th Terr
NE 3rd Ave
Sample Rd (S.R. 834)
I-95
5,770
1,930
1,780
5,520
8,000
6,070
1,930
1,780
6,120
7,900
315
415
645
840
320
215
505
600
2,180
2,320
2,315
2,315
2,350
2,350
2,420
2,420
2,355
2,355
2,560
2,195
2,560
2,195
1,890
1,890
2,125
2,125
1,535
1,670
1,080
770
1,080
340
610
620
1,560
1,560
2,075
240
2,240
80
105
110
145
170
250
2,170
165
2,185
630
450
1,745
610
770
1,790
1,575
620
340
1,550
1,010
550
345
235
65
110
1,335
90
430
1,515
180
210
300
90


West Dr
Quit Waters N Driveway
Quit Waters S Driveway
Driveway F
Driveway A
Driveway B
Driveway C
Driveway D
Driveway E
Waterways Blvd
Independence Dr
SW 11th St.
American Way
Powerline Rd


Industrial Park Access
45
135
2,260
35
10
50
2,225
2,275
2,215
75
2,290
2,290
2,070
30
440
1,660
1,610
25
1,635
1,635
35
1,670
1,670
1,670
55
1,725
930
930
2,370
2,370
1,330
2,105
85
2,020
2,030
1,955
75
60
65
2,020
1,940
80
220
0
130
0
740
575
165
50
35
610
585
25
20
0
605
590
15
70
660
690
150
125
110
350
190
85
60
20
70
70
SW 30th Ave
SW 28th Ave
SW 24th Ave
W. Driveway
E. Driveway


East Dr
SW 12th Ave
E Newport Center Dr
SW 10th Street
FAU Research Park Rd
The Lakes at Deerfield Beach Drive (West)
The Lakes at Deerfield Beach Driveway (East)
Horizon Club Driveway
S Military Trl.
I-95


7,460 4,860 2,600
3,700 6,060 9,760
1,170
880
75 895
1,420
770
780
540
1,420
780
124 495
465
1,430
340
770
1,425
780
1,655
0
2,435 2,435
85
5
34
95
1,905
80
1,555
25
10
40
2,235 2,235
810
610
2,195
2,195
2,080
Hillsboro Blvd. (S.R. 810)
2,415
290
1,935
190
100
140
240
2,215 2,215
1,325
890
1,935
1,935
1375
560
830
2,205 2,205
0
315
1,770
120
445
85
160
1,964
890
830
560
890
830
540 480
205 690
SW 12th Ave
SW Natura Blvd.
7,700 6,270 1,430
2,820 6,970 9,790
I-95


NW 5th Ave
NW 5th Terr
NE 3rd Ave
Sample Rd (S.R. 834)
I-95
1,960
2,335
2,220
115
1,815
160
145
190
415
180
275
335
1,975
1,975
2,410
2,410
165
250
95
2,315
85
1,810
1,895
1,895
2,565
2,565
535
495
1,575
990
5,480
1,950
1,030
1,030
970
970
1,360
2,330
2,070
8,360
6,410
1,950
2,320
6,520
570
570
1,775
2,330
2,070
1,170
900
900
980
980
990
2,320
6,030
8,350
555
425
2,345
2,345
1,595
1,595
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145
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685
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515
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1,590
55
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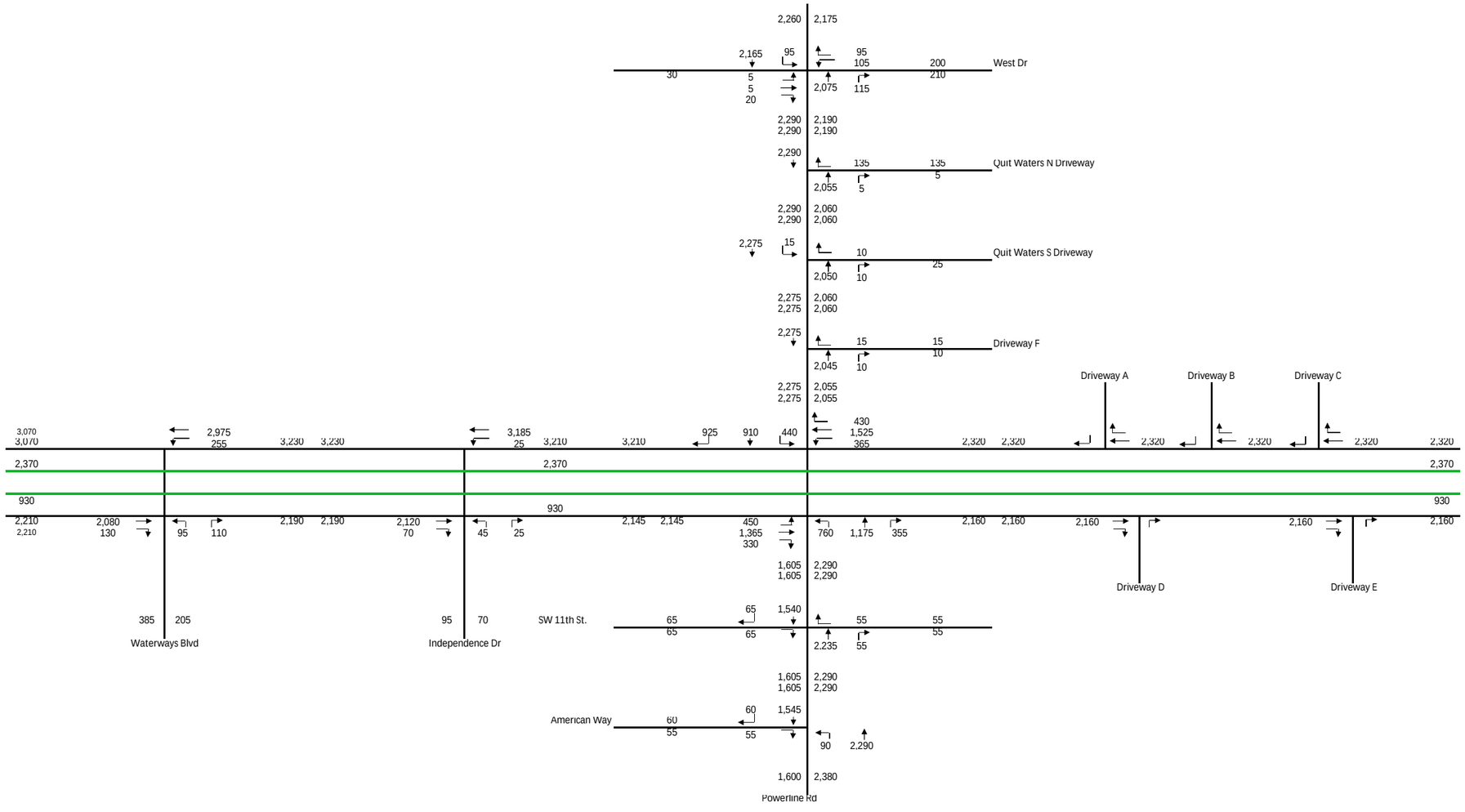
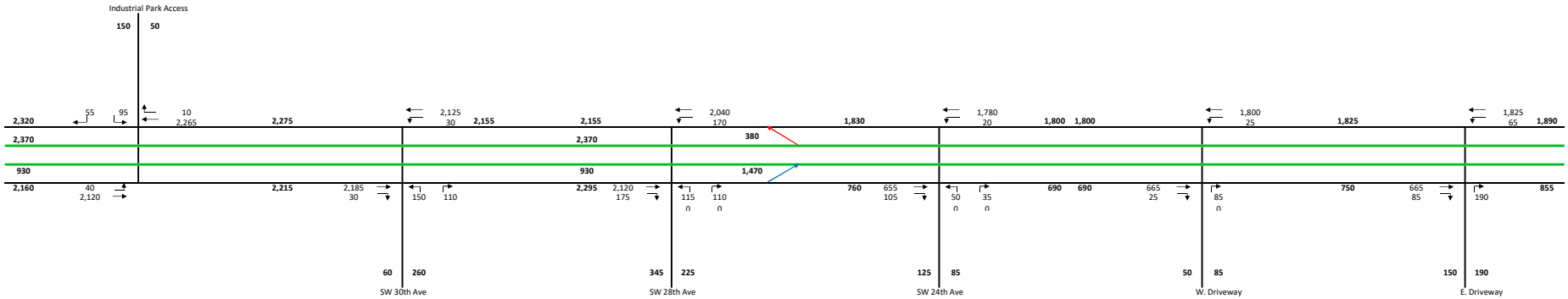
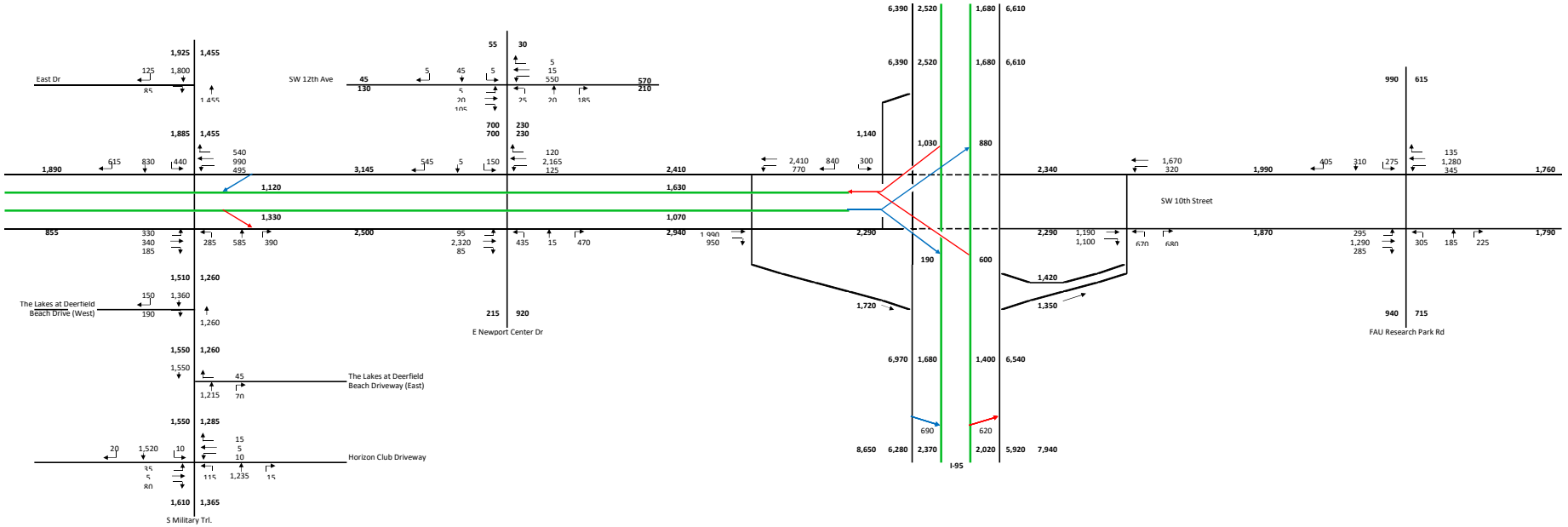
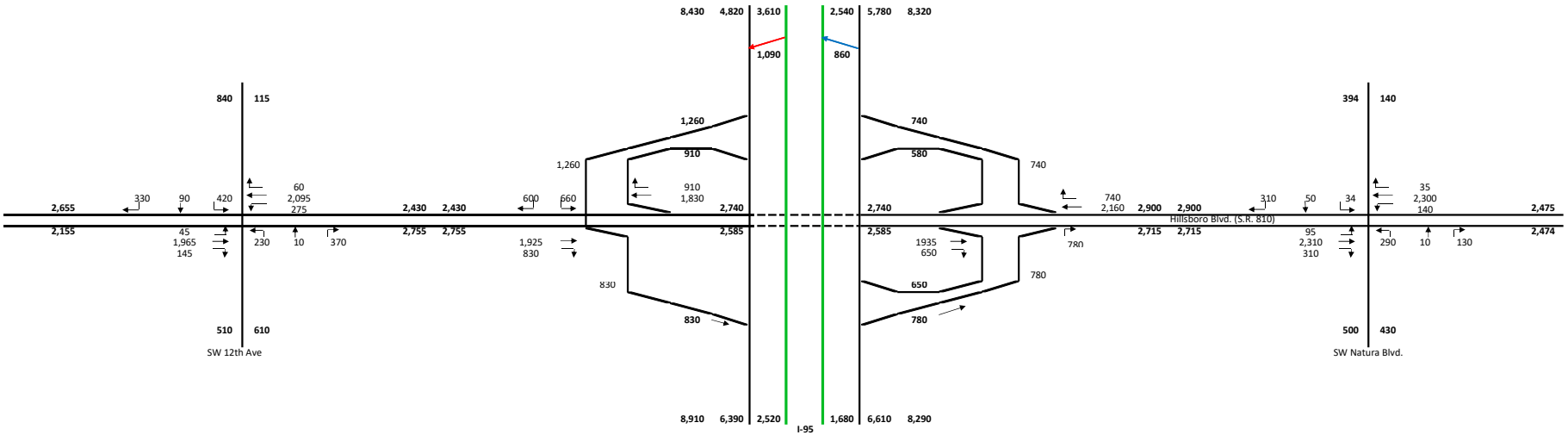
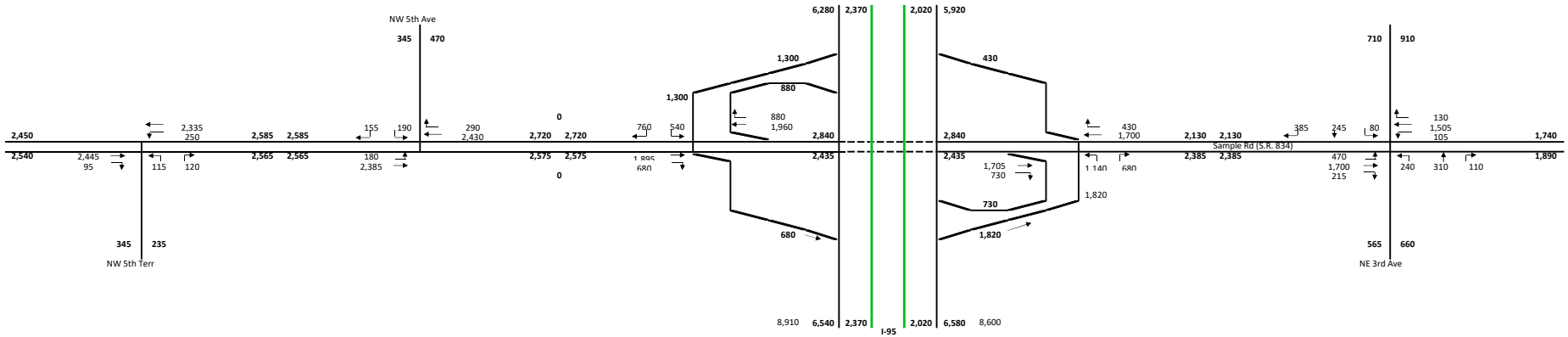
210
75
1,730
1,235


West Dr
Quit Waters N Driveway
Quit Waters S Driveway
Driveway F
Driveway A
Driveway B
Driveway C
Driveway D
Driveway E
Waterways Blvd
Independence Dr
SW 11th St.
American Way
Powerline Rd


Industrial Park Access
150
50
2,320
55
95
10
2,265
2,275
2,125
30
2,155
2,155
2,040
170
1,830
1,780
20
1,800
1,800
1,800
25
1,825
1,825
65
1,890
2,370
2,370
380
930
930
1,470
2,160
40
2,120
2,215
2,185
30
2,295
2,120
175
760
655
105
690
690
665
25
750
665
85
855
150
110
115
110
50
35
85
190
60
260
345
225
125
85
50
85
150
190
SW 30th Ave
SW 28th Ave
SW 24th Ave
W. Driveway
E. Driveway

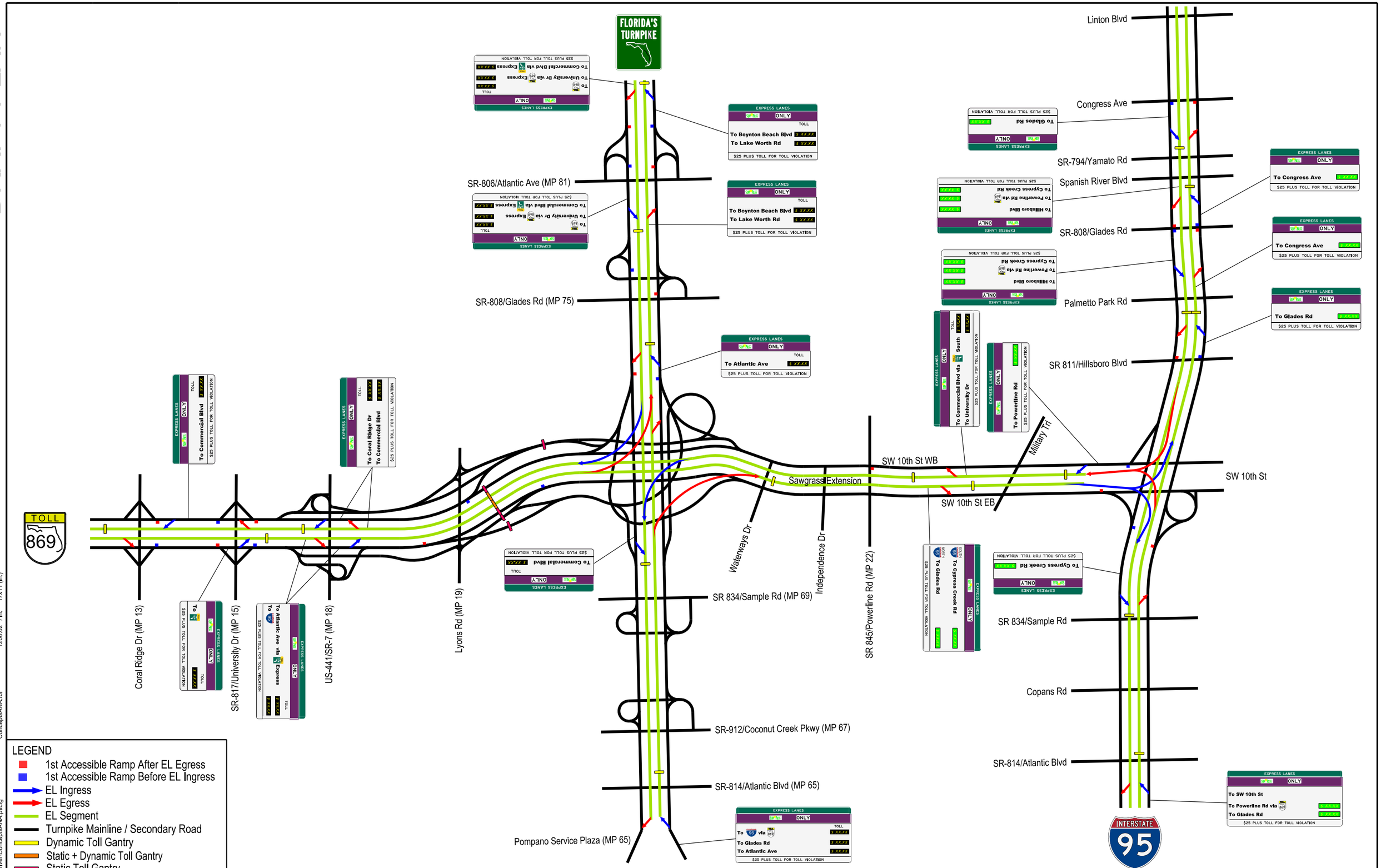

East Dr
SW 12th Ave
SW 10th Street
The Lakes at Deerfield Beach Drive (West)
The Lakes at Deerfield Beach Driveway (East)
Horizon Club Driveway
S Military Trl.
E Newport Center Dr
FAU Research Park Rd
I-95


8,430 4,820 3,610
2,540 5,780 8,320
1,090
860
840 115
394 140
1,260
740
910
580
1,260
740
910
1,830
740
2,160
35
2,300
140
2,655
330
90
420
60
2,095
275
600
660
2,740
2,740
2,900
2,900
310
50
34
2,475
Hillsboro Blvd. (S.R. 810)
2,430 2,430
2,155
45
1,965
145
230
10
370
2,755 2,755
1,925
830
2,585
2,585
1935
650
780
2,715 2,715
95
2,310
310
290
10
130
2,474
830
780
650
830
780
510 610
500 430
SW 12th Ave
SW Natura Blvd.
8,910 6,390 2,520
1,680 6,610 8,290
I-95


NW 5th Ave
NW 5th Terr
NE 3rd Ave
Sample Rd (S.R. 834)
I-95
2,450
2,540
2,445
95
2,335
250
115
120
345
470
345
235
2,585
2,585
2,565
2,565
155
190
180
2,385
290
2,430
0
2,720
2,720
2,575
2,575
0
760
540
1,895
680
1,300
1,300
880
880
1,960
6,280
2,370
2,840
2,435
8,910
6,540
2,370
2,020
5,920
430
2,840
2,435
1,705
730
730
1,820
1,820
2,020
6,580
8,600
430
1,700
1,140
680
2,130
2,130
2,385
2,385
385
245
80
470
1,700
215
710
910
565
660
130
1,505
105
240
310
110
1,740
1,890

Build Option 3D-1.4

DRAFT PLAN

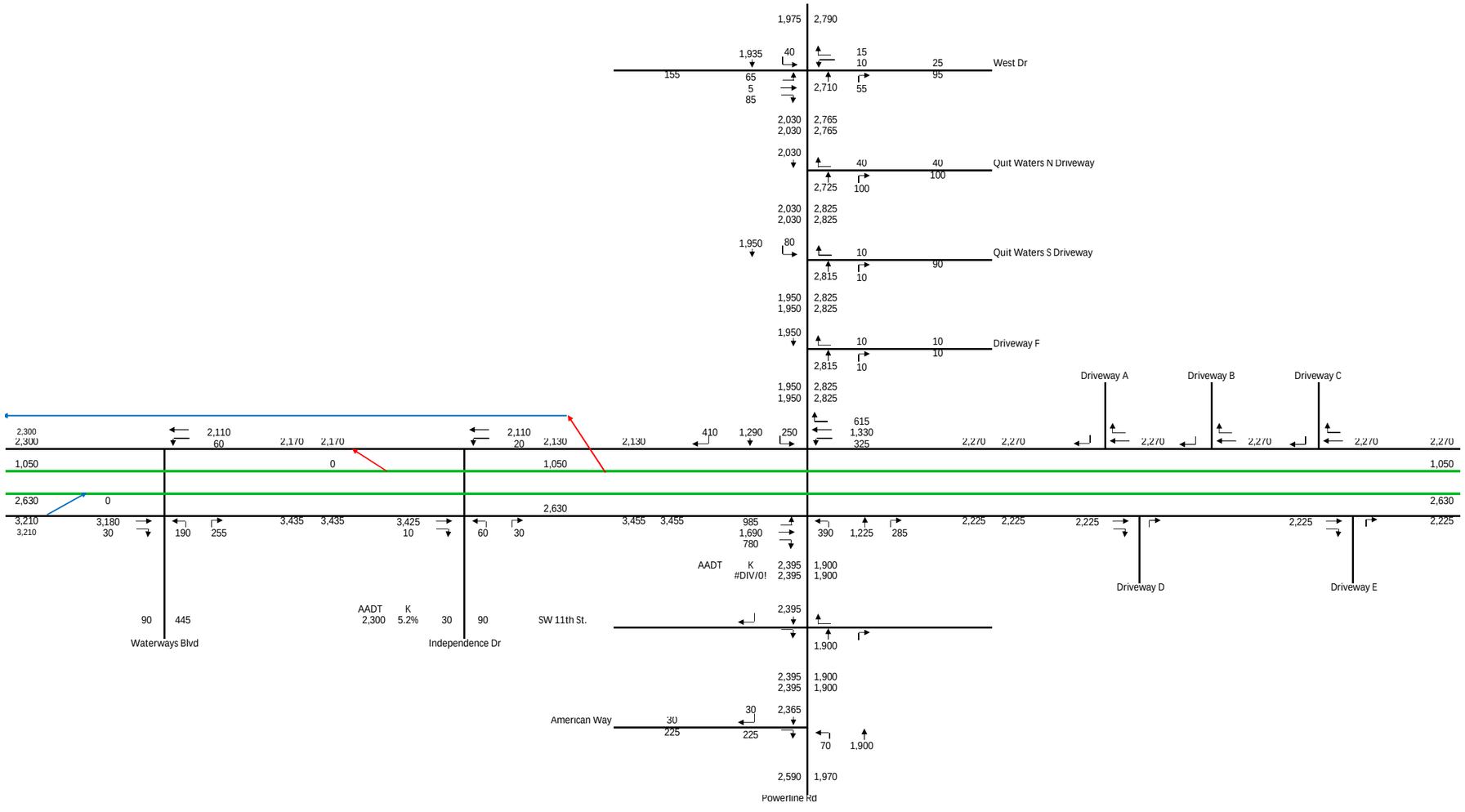


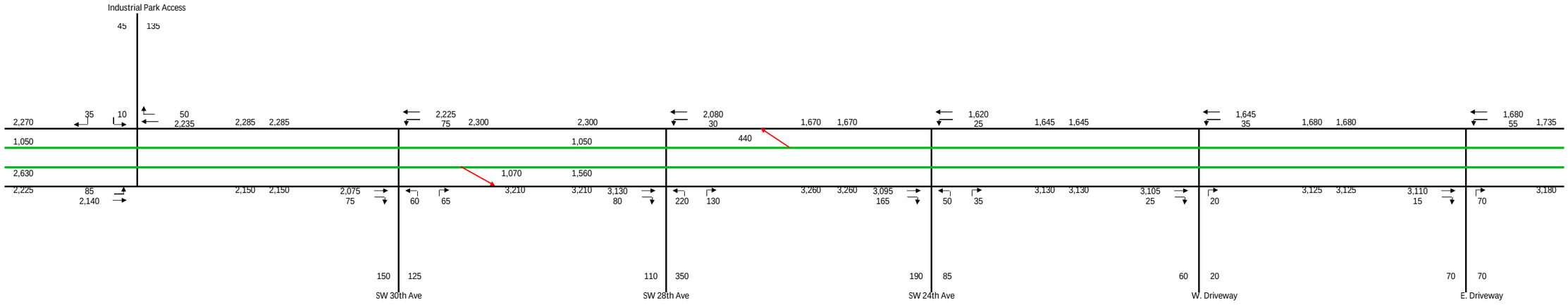
LEGEND

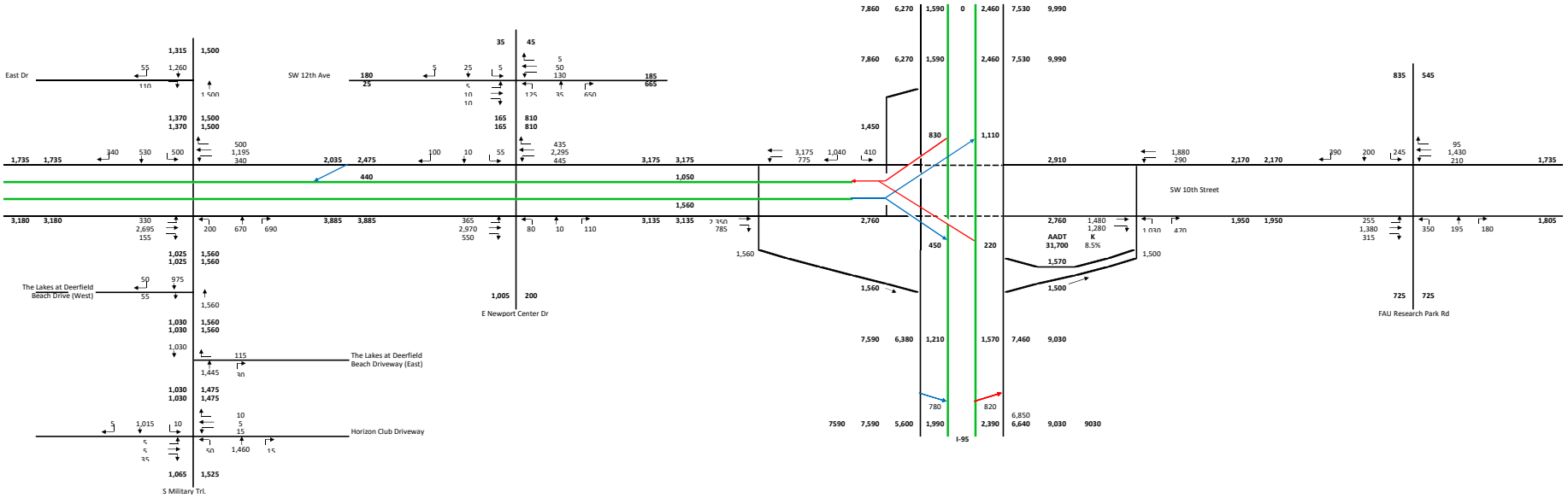
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- EL Ingress
- EL Egress
- EL Segment
- Turnpike Mainline / Secondary Road
- Dynamic Toll Gantry
- Static + Dynamic Toll Gantry
- Static Toll Gantry

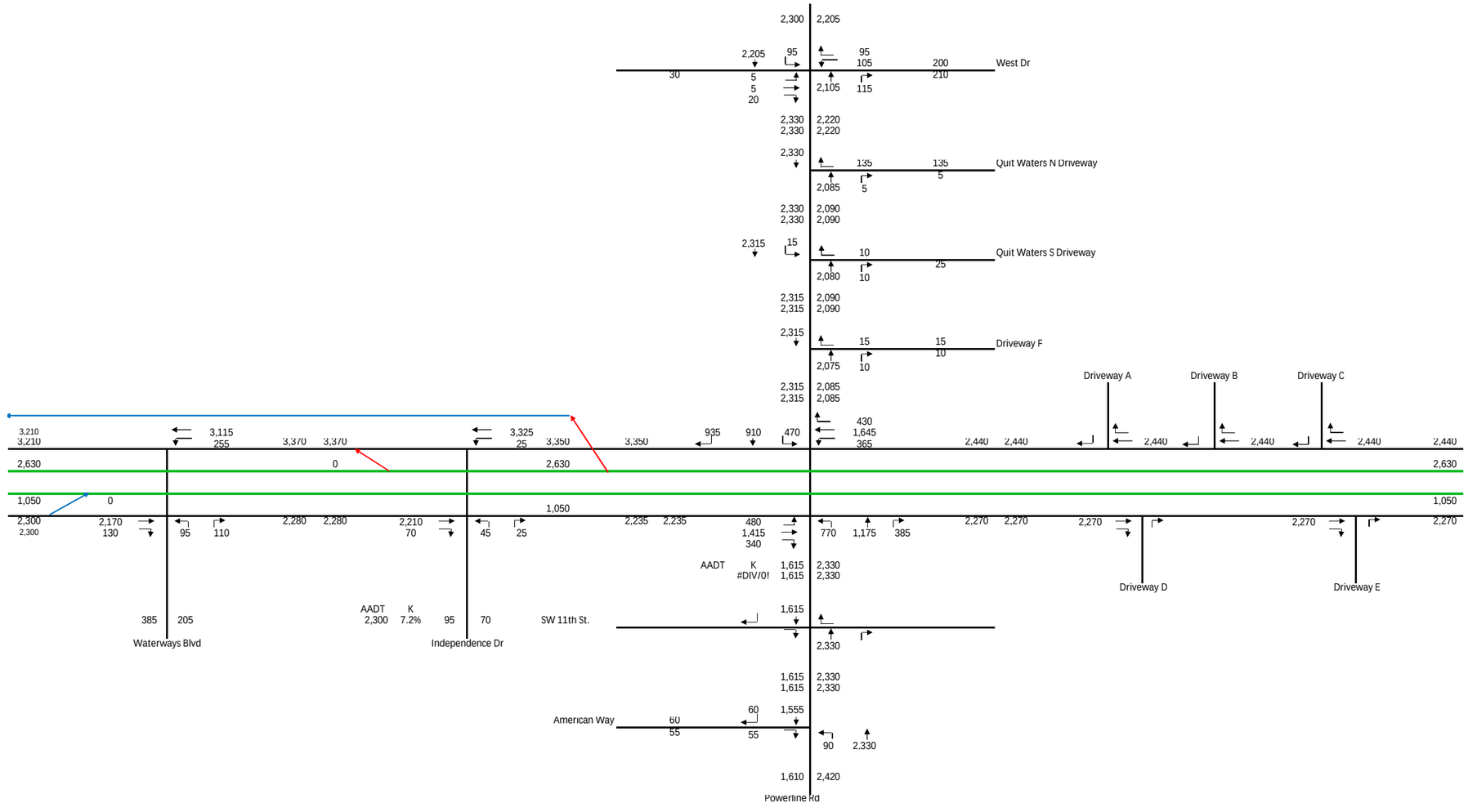
Revision Date: 12/15/2017	Sawgrass Expy / Turnpike / SW 10th St Express / I-95 Conceptual Express Lane Master Plan	Ultimate Configuration Option 3D-1.4: with Military Trail bypass and EB egress only at I-95	Sheet 1 of 1

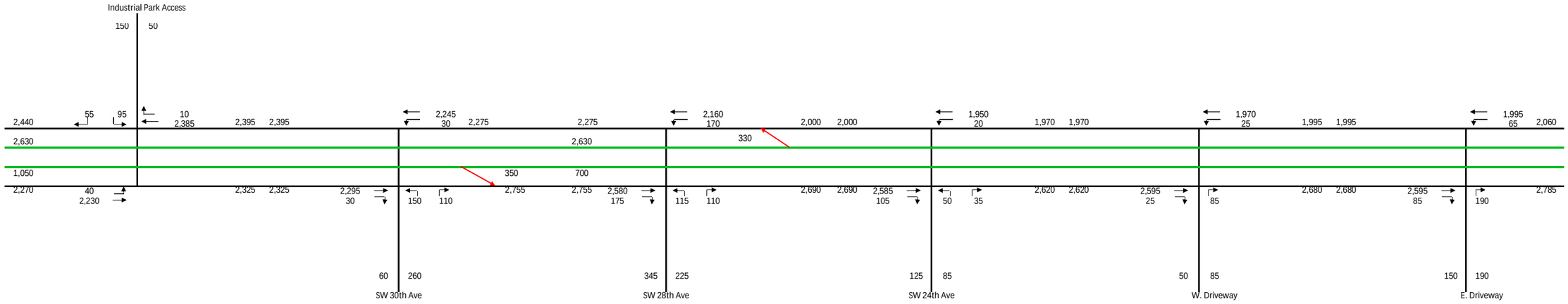
H:\Projects\Systemwide\Express Lane Concept Master Plan\Mainline MP 0X to 116\CADD\Sawgrass-Turnpike-I95 - Ultimate Plan.dgn
12/15/2017 1200.02 ' / in. 17x11 (in.)
...\Plot Driver\ConceptsANA.pltcfg ConceptsANA.tbl

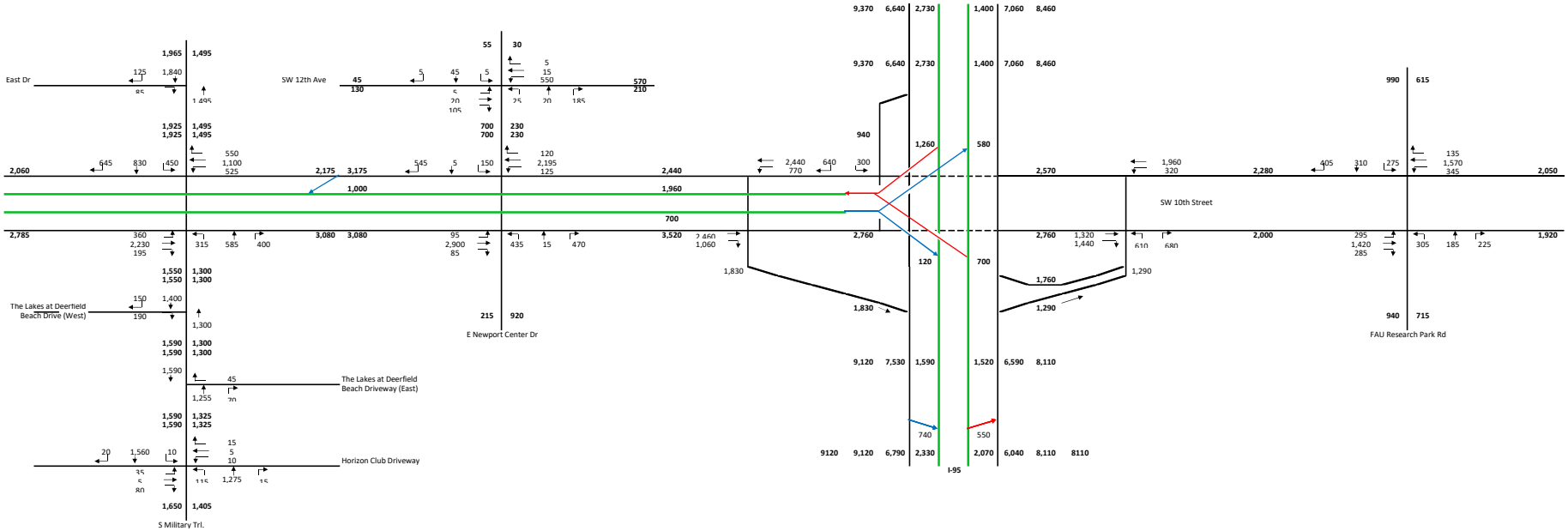

1,975
2,790
1,935
40
15
10
25
West Dr
155
65
5
85
95
2,710
55
2,030
2,765
2,030
2,765
2,030
40
40
Quit Waters N Driveway
100
2,725
100
2,030
2,825
2,030
2,825
1,950
80
10
Quit Waters S Driveway
90
2,815
10
1,950
2,825
1,950
2,825
1,950
10
10
Driveway F
10
2,815
10
1,950
2,825
1,950
2,825
Driveway A
Driveway B
Driveway C
615
2,300
2,300
2,110
60
2,170
2,170
2,110
20
2,130
2,130
410
1,290
250
1,330
325
2,270
2,270
2,270
2,270
2,270
2,270
1,050
0
1,050
1,050
2,630
0
2,630
2,630
3,210
3,210
3,180
30
190
255
3,435
3,435
3,425
10
60
30
3,455
3,455
985
1,690
780
390
1,225
285
2,225
2,225
2,225
2,225
2,225
AADT
K
#DIV/0!
2,395
2,395
1,900
1,900
Driveway D
Driveway E
AADT
2,300
K
5.2%
2,395
90
445
30
90
SW 11th St.
1,900
Waterways Blvd
Independence Dr
2,395
2,395
1,900
1,900
30
2,365
American Way
30
225
225
70
1,900
2,590
1,970
Powerline Rd


Industrial Park Access
45
135
2,270
35
10
50
2,235
2,285
2,285
2,225
75
2,300
2,300
2,080
30
1,670
1,670
1,620
25
1,645
1,645
1,645
35
1,680
1,680
1,680
55
1,735
1,050
1,050
440
2,630
1,070
1,560
2,225
85
2,140
2,150
2,150
2,075
75
60
65
3,210
3,210
3,130
80
220
130
3,260
3,260
3,095
165
50
35
3,130
3,130
3,105
25
20
3,125
3,125
3,110
15
70
3,180
150
125
SW 30th Ave
110
350
SW 28th Ave
190
85
SW 24th Ave
60
20
W. Driveway
70
70
E. Driveway


East Dr
SW 12th Ave
SW 10th Street
The Lakes at Deerfield Beach Drive (West)
The Lakes at Deerfield Beach Driveway (East)
Horizon Club Driveway
S Military Trl
E Newport Center Dr
FAU Research Park Rd
I-95
AADT
31,700
K
8.5%


West Dr
Quit Waters N Driveway
Quit Waters S Driveway
Driveway F
Driveway A
Driveway B
Driveway C
Driveway D
Driveway E
Waterways Blvd
Independence Dr
SW 11th St.
American Way
Powerline Rd
AADT
K
#DIV/0!
AADT
2,300
K
7.2%


Industrial Park Access
150
50
2,440
55
95
10
2,385
2,395
2,395
2,245
30
2,275
2,275
2,160
170
2,000
2,000
1,950
20
1,970
1,970
1,970
25
1,995
1,995
1,995
65
2,060
2,630
2,630
330
1,050
350
700
2,270
40
2,230
2,325
2,325
2,295
30
150
110
2,755
2,755
2,580
175
115
110
2,690
2,690
2,585
105
50
35
2,620
2,620
2,595
25
85
2,680
2,680
2,595
85
190
2,785
60
260
SW 30th Ave
345
225
SW 28th Ave
125
85
SW 24th Ave
50
85
W. Driveway
150
190
E. Driveway


East Dr
SW 12th Ave
S Military Trl
E Newport Center Dr
The Lakes at Deerfield Beach Drive (West)
The Lakes at Deerfield Beach Driveway (East)
Horizon Club Driveway
SW 10th Street
FAU Research Park Rd
I-95

Build Option 3D-1.5

DRAFT PLAN

FLORIDA'S TURNPIKE

SR-806/Atlantic Ave (MP 81)

SR-808/Glades Rd (MP 75)

Coral Ridge Dr (MP 13)

SR-817/University Dr (MP 15)

US-441/SR-7 (MP 18)

Lyons Rd (MP 19)

Waterways Dr

Independence Dr

SR 845/Powerline Rd (MP 22)

SR 834/Sample Rd (MP 69)

SR-912/Coconut Creek Pkwy (MP 67)

SR-814/Atlantic Blvd (MP 65)

Pompano Service Plaza (MP 65)

Linton Blvd

Congress Ave

SR-794/Yamato Rd

Spanish River Blvd

SR-808/Glades Rd

Palmetto Park Rd

SR 811/Hillsboro Blvd

Military Trl

SW 10th St WB

Sawgrass Extension

SW 10th St EB

SW 10th St

SR 834/Sample Rd

Copans Rd

SR-814/Atlantic Blvd

TOLL 869

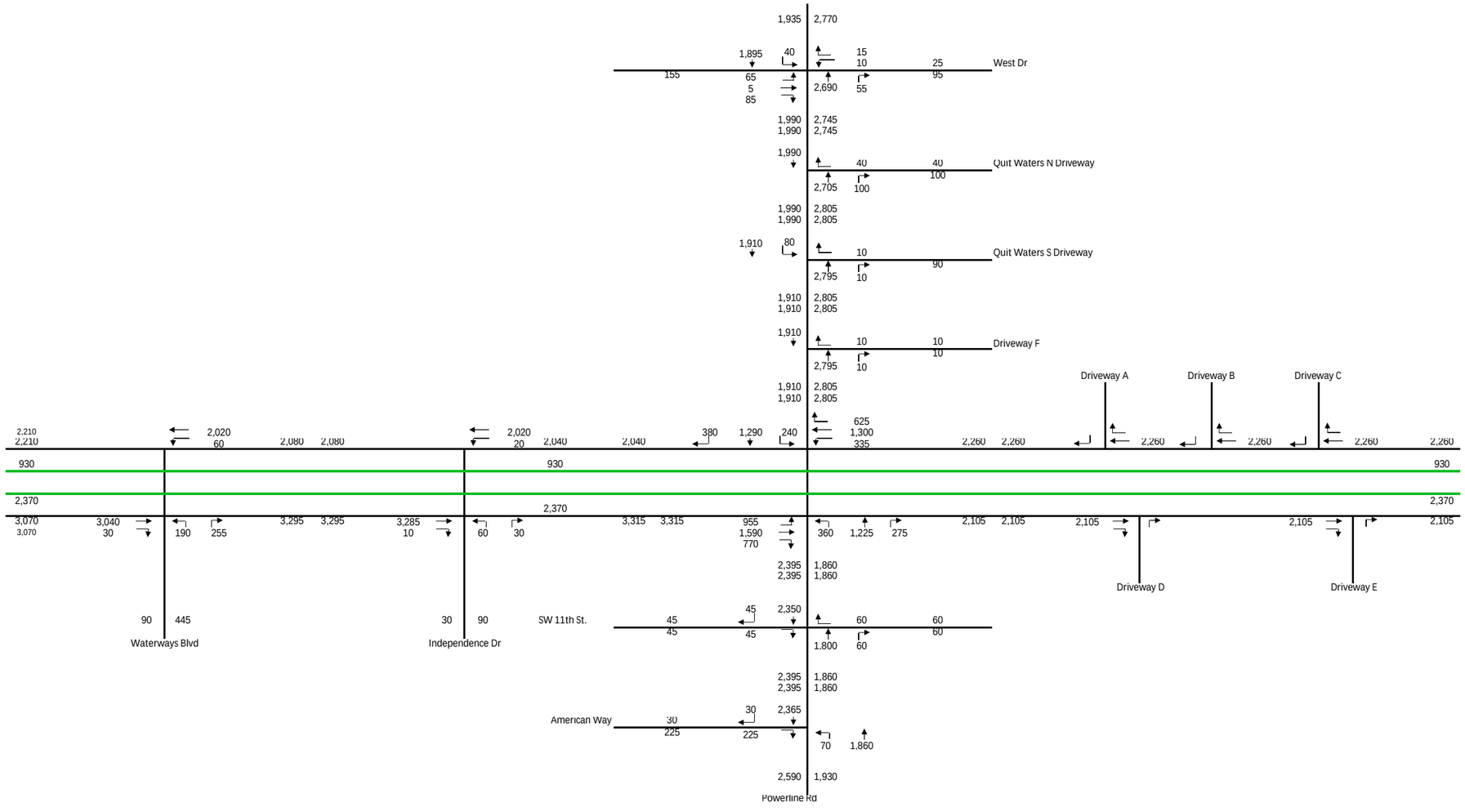
INTERSTATE 95

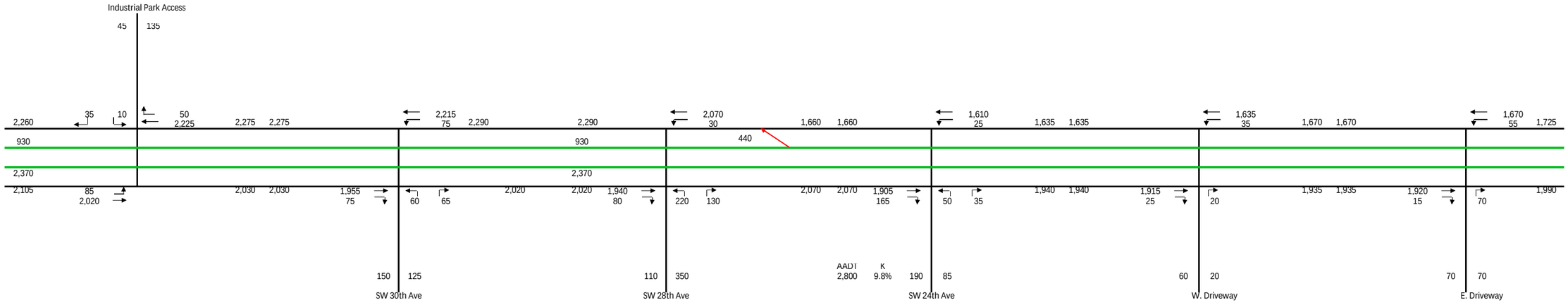
LEGEND

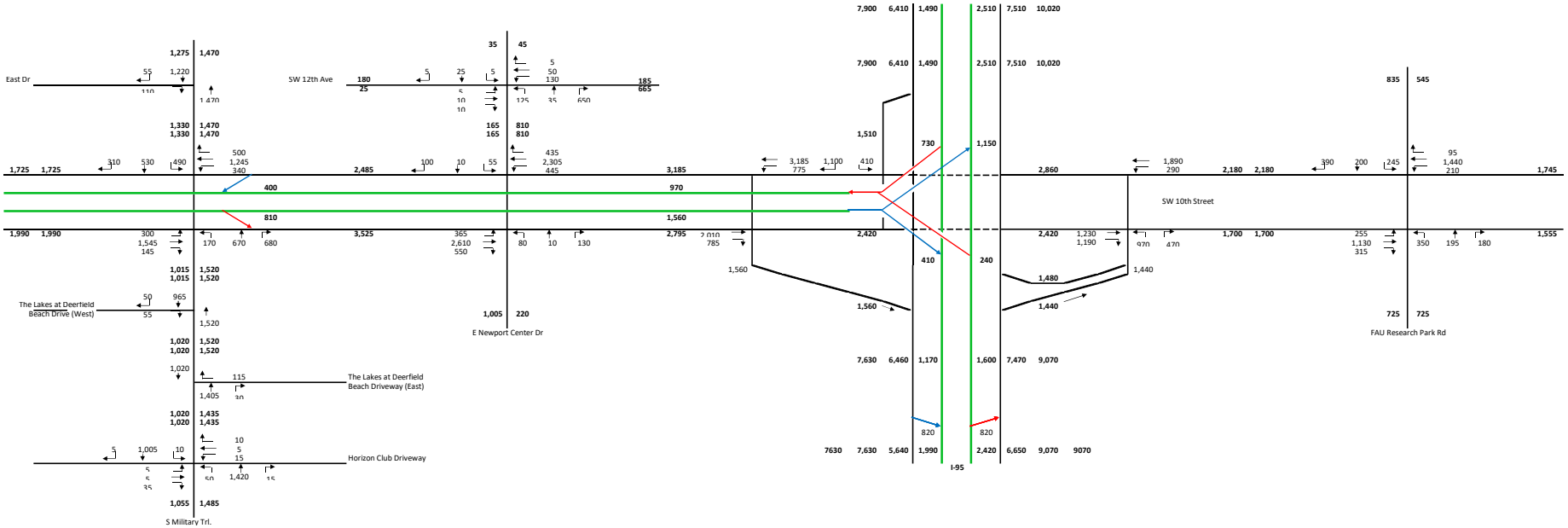
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- EL Ingress
- EL Egress
- EL Segment
- Turnpike Mainline / Secondary Road
- Dynamic Toll Gantry
- Static + Dynamic Toll Gantry
- Static Toll Gantry

Revision Date: 2/2/2018	Sawgrass Expy / Turnpike / SW 10th St Express / I-95 Conceptual Express Lane Master Plan	Ultimate Configuration Option 3D-1.5: No EB EL ingress on SW 10th Street	Sheet 1 of 1

H:\Projects\Systemwide\Express Lane Concept Master Plan\Mainline MP 0X to 116\CADD\Sawgrass-Turnpike-I95 - Ultimate Plan.dgn
2/2/2018 ...\Plot Driver\ConceptsANA.pltcfg ConceptsANA.tbl 1200.02 ' / in. 17x11 (in.)


West Dr
Quit Waters N Driveway
Quit Waters S Driveway
Driveway F
Driveway A
Driveway B
Driveway C
Driveway D
Driveway E
Waterways Blvd
Independence Dr
SW 11th St.
American Way
Powerline Rd


Industrial Park Access
45
135
2,260
35
10
50
2,225
2,275
2,275
2,215
75
2,290
2,290
2,070
30
1,660
1,660
1,610
25
1,635
1,635
1,635
35
1,670
1,670
1,670
55
1,725
930
930
440
2,370
2,370
2,105
85
2,020
2,030
2,030
1,955
75
60
65
2,020
2,020
1,940
80
220
130
2,070
2,070
1,905
165
50
35
1,940
1,940
1,915
25
20
1,935
1,935
1,920
15
70
1,990
AADT
2,800
K
9.8%
150
125
SW 30th Ave
110
350
SW 28th Ave
190
85
SW 24th Ave
60
20
W. Driveway
70
70
E. Driveway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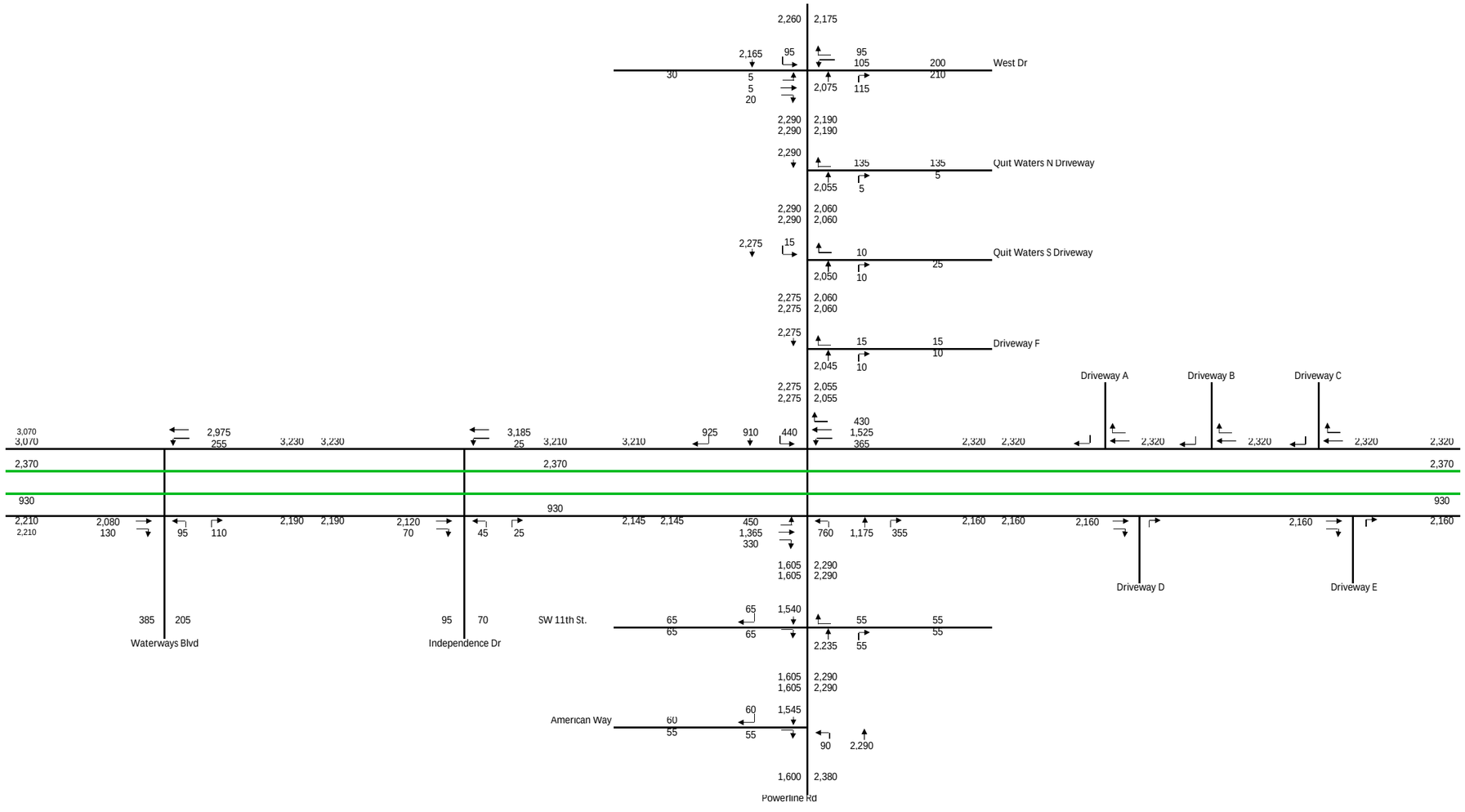
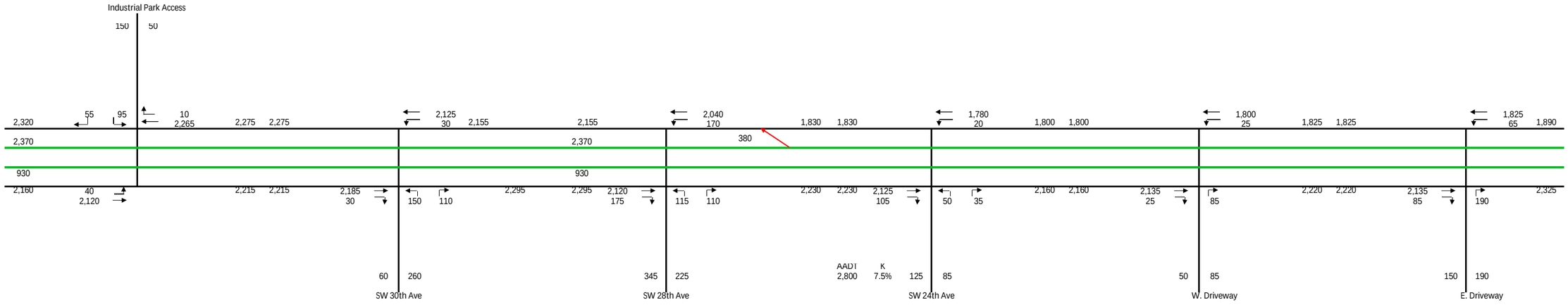
SW 12th Ave
SW 10th Street
The Lakes at Deerfield Beach Drive (West)
The Lakes at Deerfield Beach Driveway (East)
Horizon Club Driveway
E Newport Center Dr
FAU Research Park Rd
S Military Trl.
I-95


West Dr
Quit Waters N Driveway
Quit Waters S Driveway
Driveway F
Driveway A
Driveway B
Driveway C
Driveway D
Driveway E
Waterways Blvd
Independence Dr
SW 11th St.
American Way
Powerline Rd


Industrial Park Access
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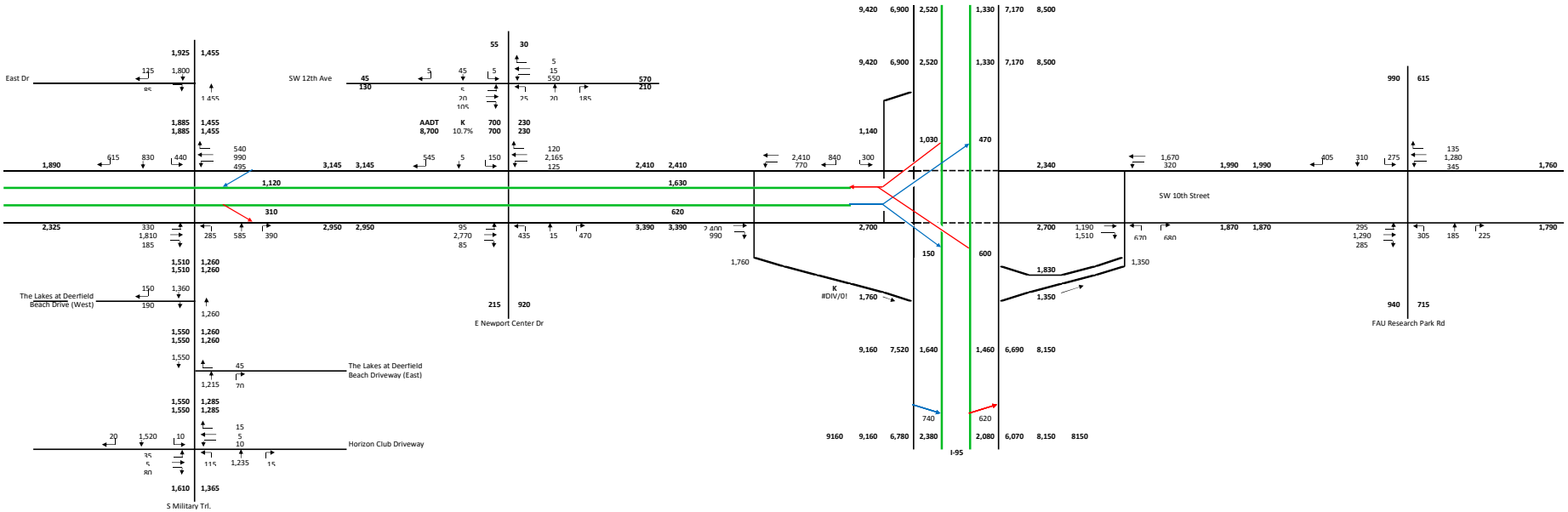
50
2,320
55
95
10
2,265
2,275
2,275
2,125
30
2,155
2,155
2,040
170
1,830
1,830
1,780
20
1,800
1,800
1,800
25
1,825
1,825
1,825
65
1,890
2,370
380
2,370
930
930
2,160
40
2,120
2,215
2,215
2,185
30
150
110
2,295
2,295
2,120
175
115
110
2,230
2,230
2,125
105
50
35
2,160
2,160
2,135
25
85
2,220
2,220
2,135
85
190
2,325
AADT
2,800
K
7.5%
60
260
345
225
125
85
50
85
150
190
SW 30th Ave
SW 28th Ave
SW 24th Ave
W. Driveway
E. Driveway


East Dr
SW 12th Ave
E Newport Center Dr
FAU Research Park Rd
SW 10th Street
The Lakes at Deerfield Beach Drive (West)
The Lakes at Deerfield Beach Driveway (East)
Horizon Club Driveway
S Military Trl.
I-95
AADT 8,700
K 10.7%
700
230
K #DIV/0!

Build Option 3D-1.6

DRAFT PLAN

LEGEND
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- EL Ingress
- EL Egress
- EL Segment
- Turnpike Mainline / Secondary Road
- Dynamic Toll Gantry
- Static + Dynamic Toll Gantry
- Static Toll Gantry
- Turnpike DMS Control
- D4 DMS Control

FLORIDA'S TURNPIKE

TOLL 869

INTERSTATE 95

Linton Blvd
Congress Ave
SR-794/Yamato Rd
Spanish River Blvd
SR-808/Glades Rd
Palmetto Park Rd
SR 811/Hillsboro Blvd
SR-806/Atlantic Ave (MP 81)
SR-808/Glades Rd (MP 75)
Coral Ridge Dr (MP 13)
SR-817/University Dr (MP 15)
US-441/SR-7 (MP 18)
Lyons Rd (MP 19)
SR 834/Sample Rd (MP 69)
SR-912/Coconut Creek Pkwy (MP 67)
SR-814/Atlantic Blvd (MP 65)
Pompano Service Plaza (MP 65)
Waterways Dr
Independence Dr
SR 845/Powerline Rd (MP 22)
SW 10th St WB
Sawgrass Extension
SW 10th St EB
Military Trl
SW 10th St
SR 834/Sample Rd
Copans Rd
SR-814/Atlantic Blvd
O (GTL), O (EL)
S(GTL), S(EL)

EXPRESS LANES — ONLY — TOLL — $25 PLUS TOLL FOR TOLL VIOLATION

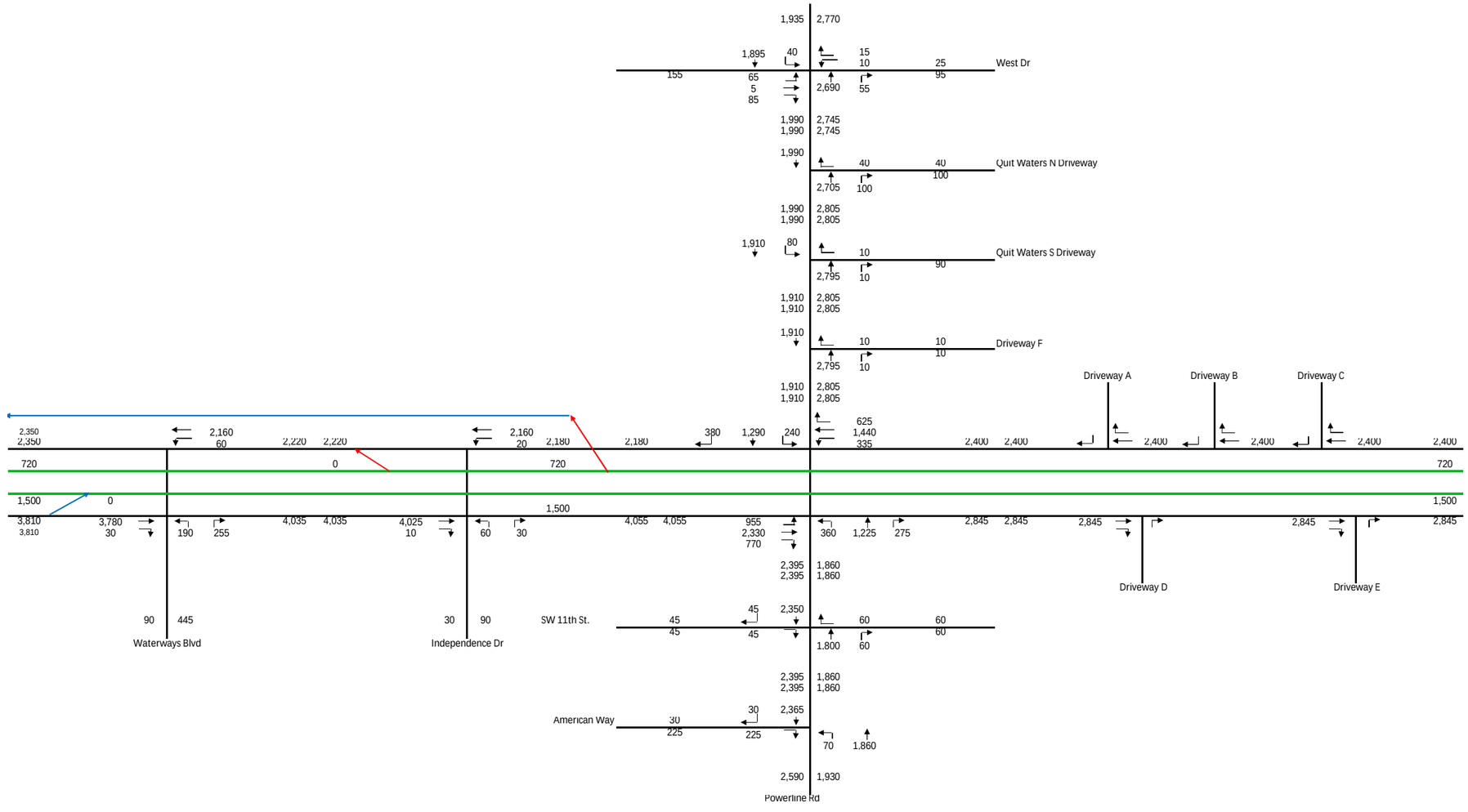
- To Boynton Beach Blvd $XXXX — M
- To Lake Worth Rd $XXXX — M+_
- To Atlantic Ave $XXXX — L
- To Commercial Blvd $XXXX — Q
- To Coral Ridge Dr $XXXX — P
- To Commercial Blvd $XXXX — P+Q
- To Commercial Blvd via Express $XXXX — S(GTL)+S(EL)+L
- To Glades Rd via Express $XXXX — S(GTL)+S(EL)+B+F
- To Cypress Creek Rd via Express $XXXX — S(GTL)+S(EL)+B+D
- To Glades Rd $XXXX — F
- To Congress Ave $XXXX — G
- To Gyprress Creek Rd $XXXX — D
- To SW 10th St $XXXX — E
- To University Dr via E xpress $XXXX — E+J+O(GTL)+O(EL)
- To Glades Rd $XXXX — E+F
- To Cypress Creek Rd via Express $XXXX — A+B+D
- To Glades Rd via Express $XXXX — A+B+F
- To Glades Rd via Express $XXXX — A
- To Atlantic Ave $XXXX — A+L

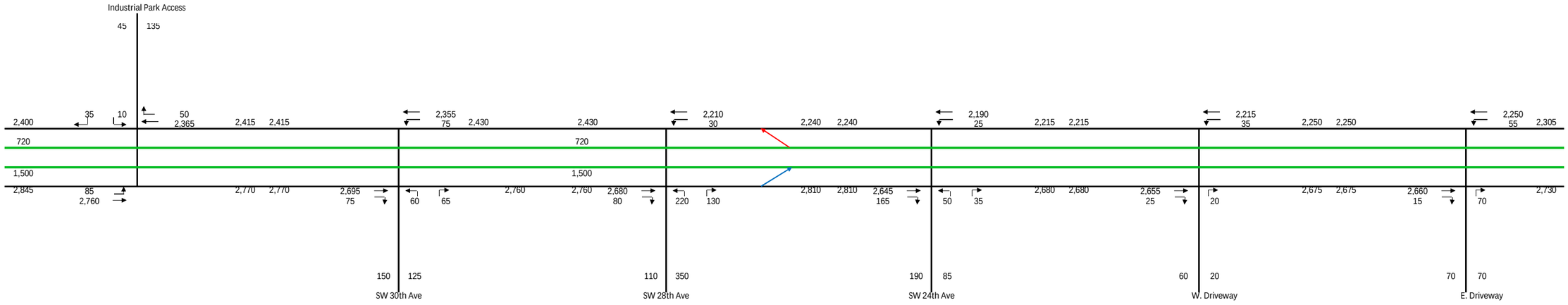
EXPRESS LANES — ONLY — TOLL — $25 PLUS TOLL FOR TOLL VIOLATION

- To Commercial Blvd $XXXX — T
- To Glades Rd $XXXX — H
- To Hillsboro Blvd $XXXX — I
- To Commercial Blvd via Express $XXXX — I+J+T
- To University Dr via Express $XXXX — I+J+O(GTL)+O(EL)
- To Cypress Creek Rd $XXXX — I+D
- To Commercial Blvd via Express $XXXX — N+T
- To University Dr via Express $XXXX — N+O(GTL)+O(EL)
- To $XXXX — N

H:\Projects\Systemwide\Express Lane Concept Master Plan\Mainline MP 0X to 116\CADD\Sawgrass-Turnpike-I95 - Ultimate Plan.dgn
6/28/2018 ...\Plot Driver\ConceptsANA.pltcfg ConceptsANA.tbl 1200.02 ' / in. 17x11 (in.)

Revision Date: 5/2/2018	Sawgrass Expy / Turnpike / SW 10th St Express / I-95 Conceptual Express Lane Master Plan	Ultimate Configuration Option 3D-1.6: No EL Access To/From SW 10th Street	Sheet 1 of 1


West Dr
Quit Waters N Driveway
Quit Waters S Driveway
Driveway F
Driveway A
Driveway B
Driveway C
Driveway D
Driveway E
Waterways Blvd
Independence Dr
SW 11th St.
American Way
Powerline Rd


Industrial Park Access
45
135
2,400
35
10
50
2,365
2,415
2,415
2,355
75
2,430
2,430
2,210
30
2,240
2,240
2,190
25
2,215
2,215
2,215
35
2,250
2,250
2,250
55
2,305
720
720
1,500
1,500
2,845
85
2,760
2,770
2,770
2,695
75
60
65
2,760
2,760
2,680
80
220
130
2,810
2,810
2,645
165
50
35
2,680
2,680
2,655
25
20
2,675
2,675
2,660
15
70
2,730
150
125
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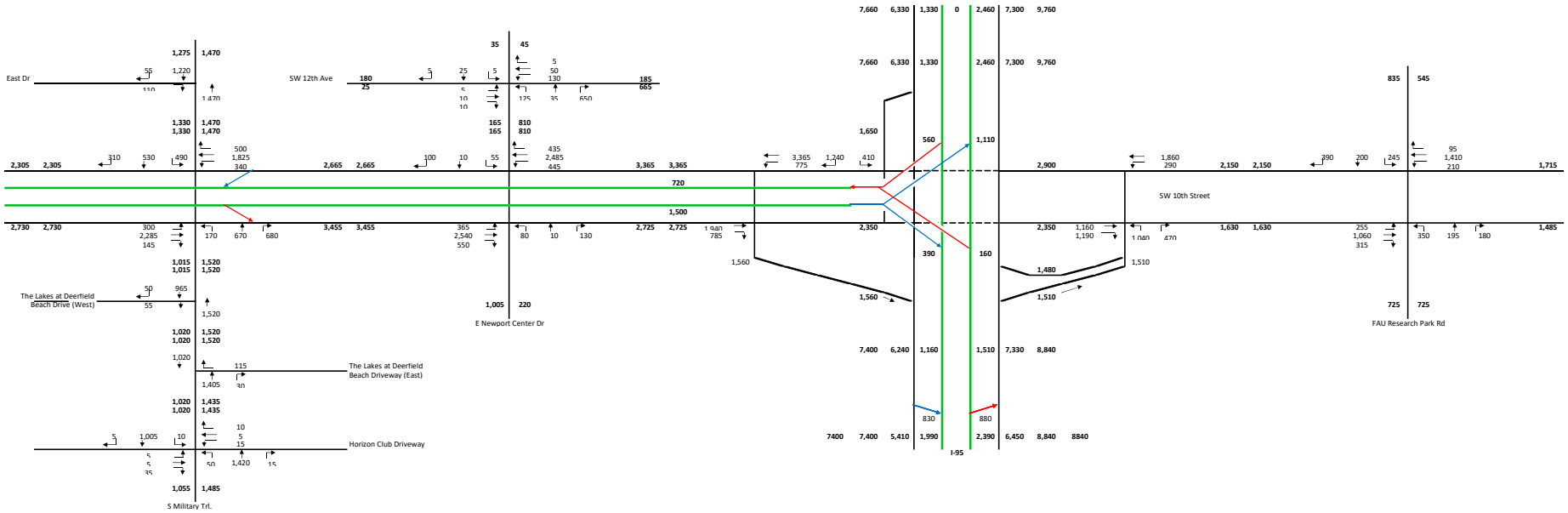
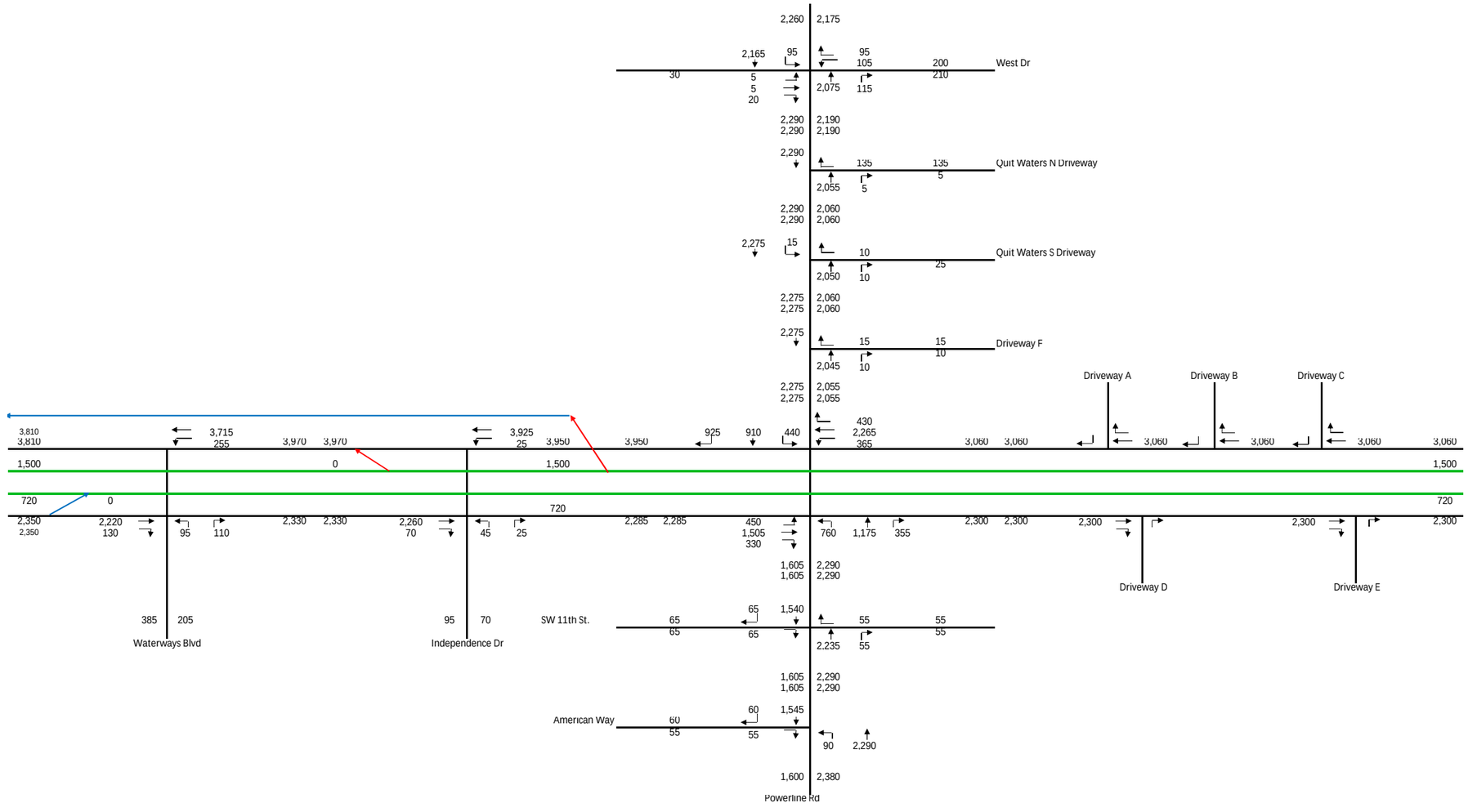
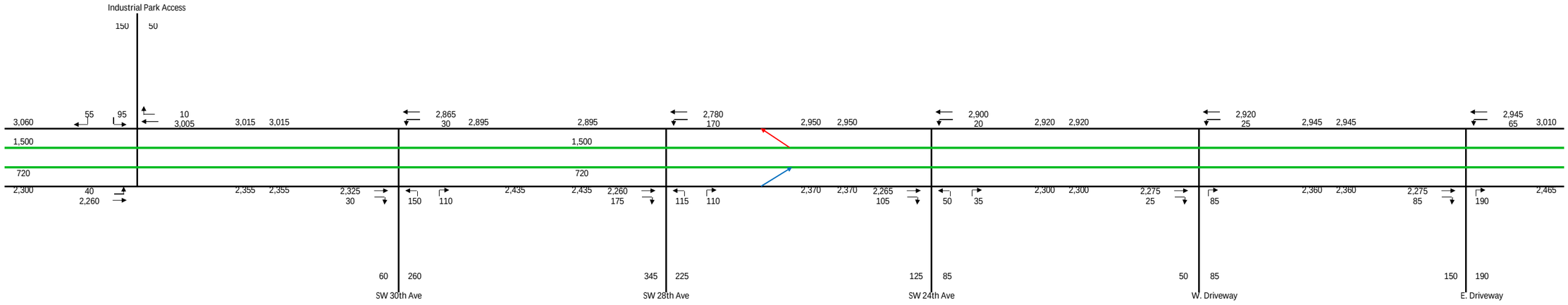
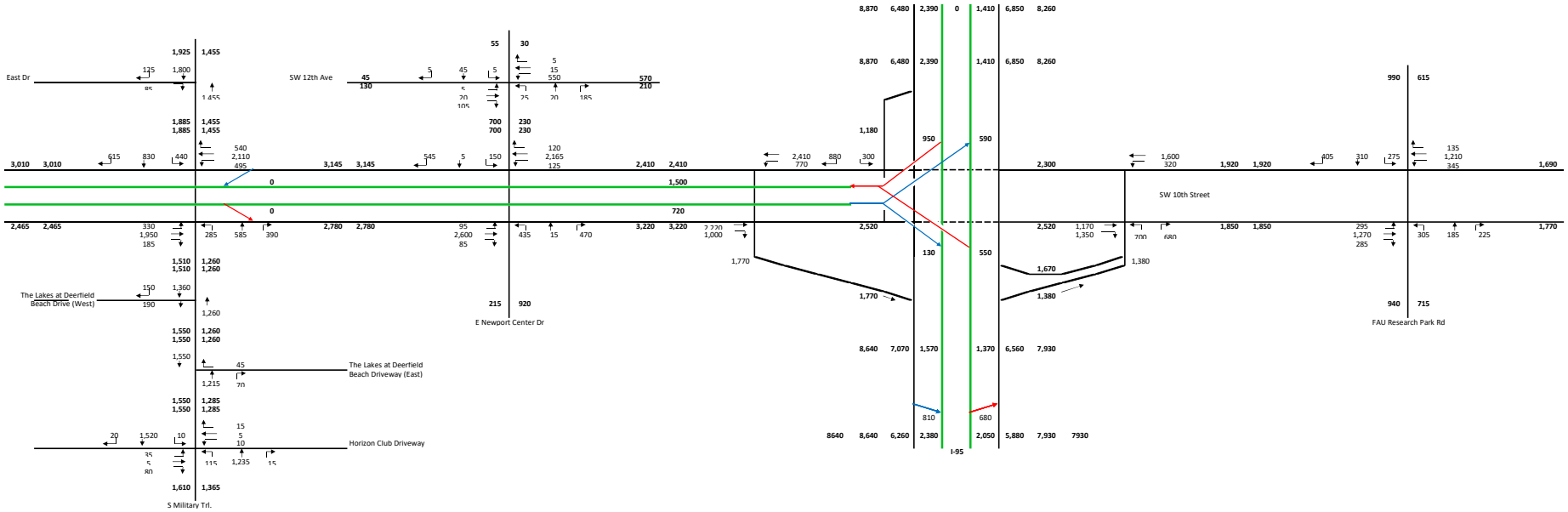
110
350
SW 28th Ave
190
85
SW 24th Ave
60
20
W. Driveway
70
70
E. Driveway


East Dr
SW 12th Ave
SW 10th Street
The Lakes at Deerfield Beach Drive (West)
The Lakes at Deerfield Beach Driveway (East)
Horizon Club Driveway
S Military Trl.
E Newport Center Dr
FAU Research Park Rd
I-95


West Dr
Quit Waters N Driveway
Quit Waters S Driveway
Driveway F
Driveway A
Driveway B
Driveway C
Driveway D
Driveway E
Waterways Blvd
Independence Dr
SW 11th St.
American Way
Powerline Rd

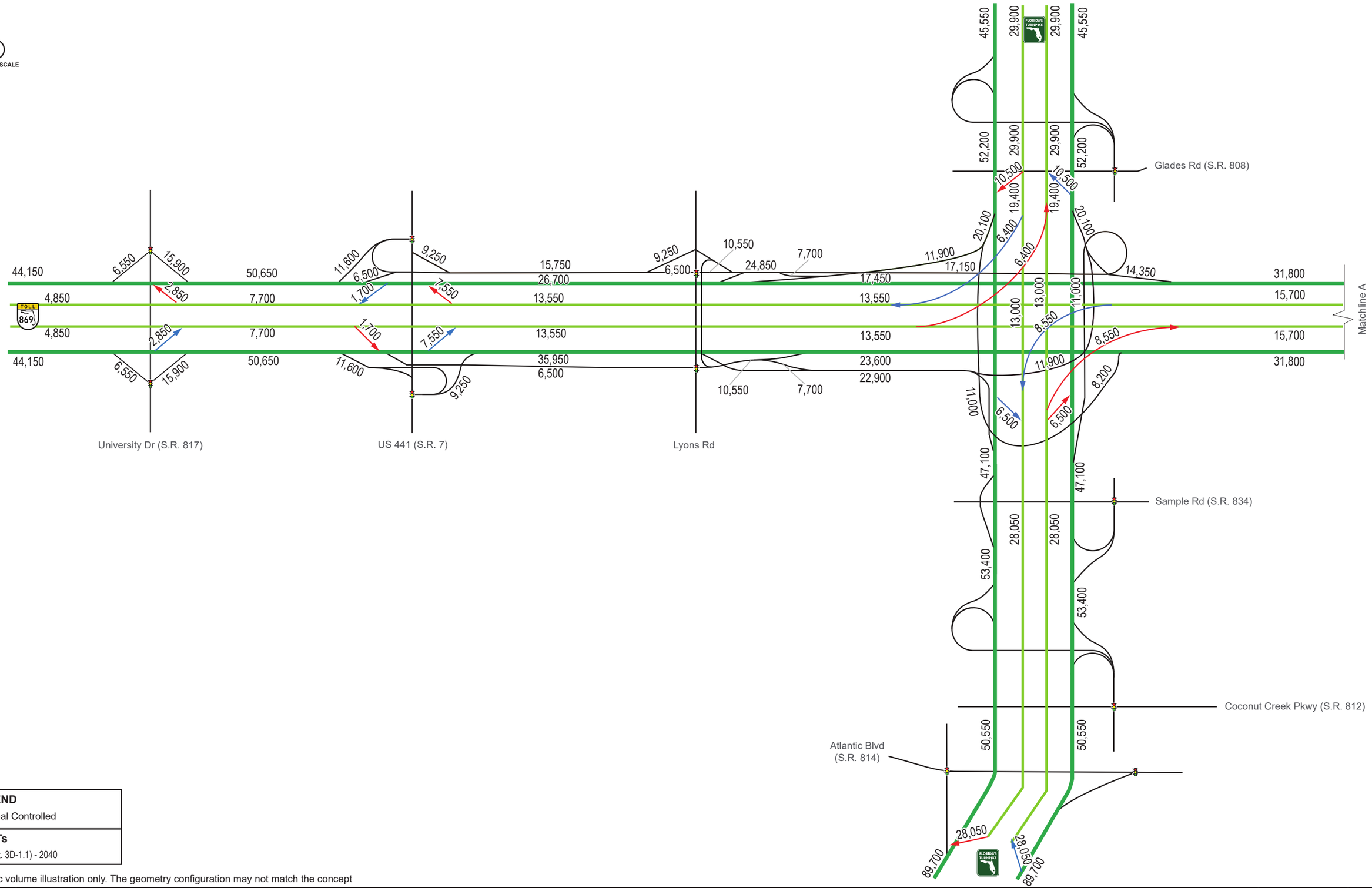

Industrial Park Access
150
50
3,060
55
95
10
3,005
3,015
3,015
2,865
30
2,895
2,895
2,780
170
2,950
2,950
2,900
20
2,920
2,920
2,920
25
2,945
2,945
2,945
65
3,010
1,500
1,500
720
720
2,300
40
2,260
2,355
2,355
2,325
30
150
110
2,435
2,435
2,260
175
115
110
2,370
2,370
2,265
105
50
35
2,300
2,300
2,275
25
85
2,360
2,360
2,275
85
190
2,465
60
260
345
225
125
85
50
85
150
190
SW 30th Ave
SW 28th Ave
SW 24th Ave
W. Driveway
E. Driveway


East Dr
SW 12th Ave
SW 10th Street
The Lakes at Deerfield Beach Drive (West)
The Lakes at Deerfield Beach Driveway (East)
Horizon Club Driveway
S Military Trl.
E Newport Center Dr
FAU Research Park Rd
I-95

Appendix H

Express Lane and General Use Lane AADT Splits

NOT TO SCALE



LEGEND

Signal Controlled

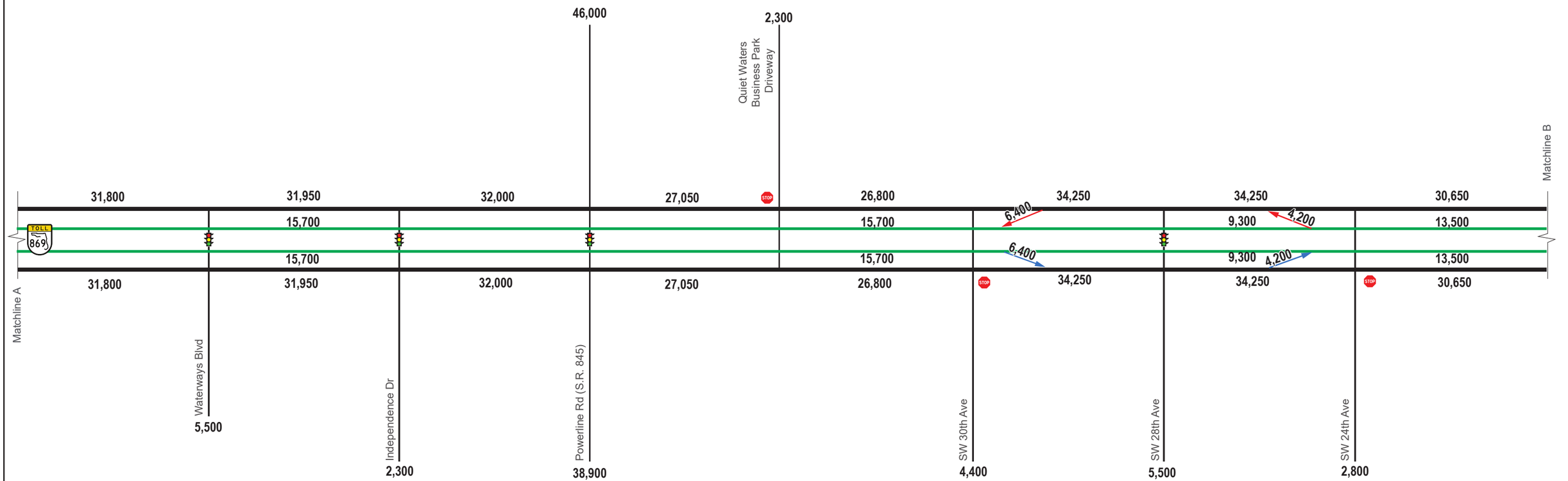
AADTs

Build (Alt. 3D-1.1) - 2040

*For traffic volume illustration only. The geometry configuration may not match the concept

FDOT	SW 10th Street PD&E Study Project Traffic Forecast Memorandum	Sawgrass Expressway (S.R. 869) and Florida's Turnpike Mainline (S.R. 91) - 2040 Build Annual Average Daily Traffic	Figure H-1

NOT TO SCALE



LEGEND

Signal Controlled

Stop Controlled

AADTs

Build (Alt. 3D-1.1) - 2040

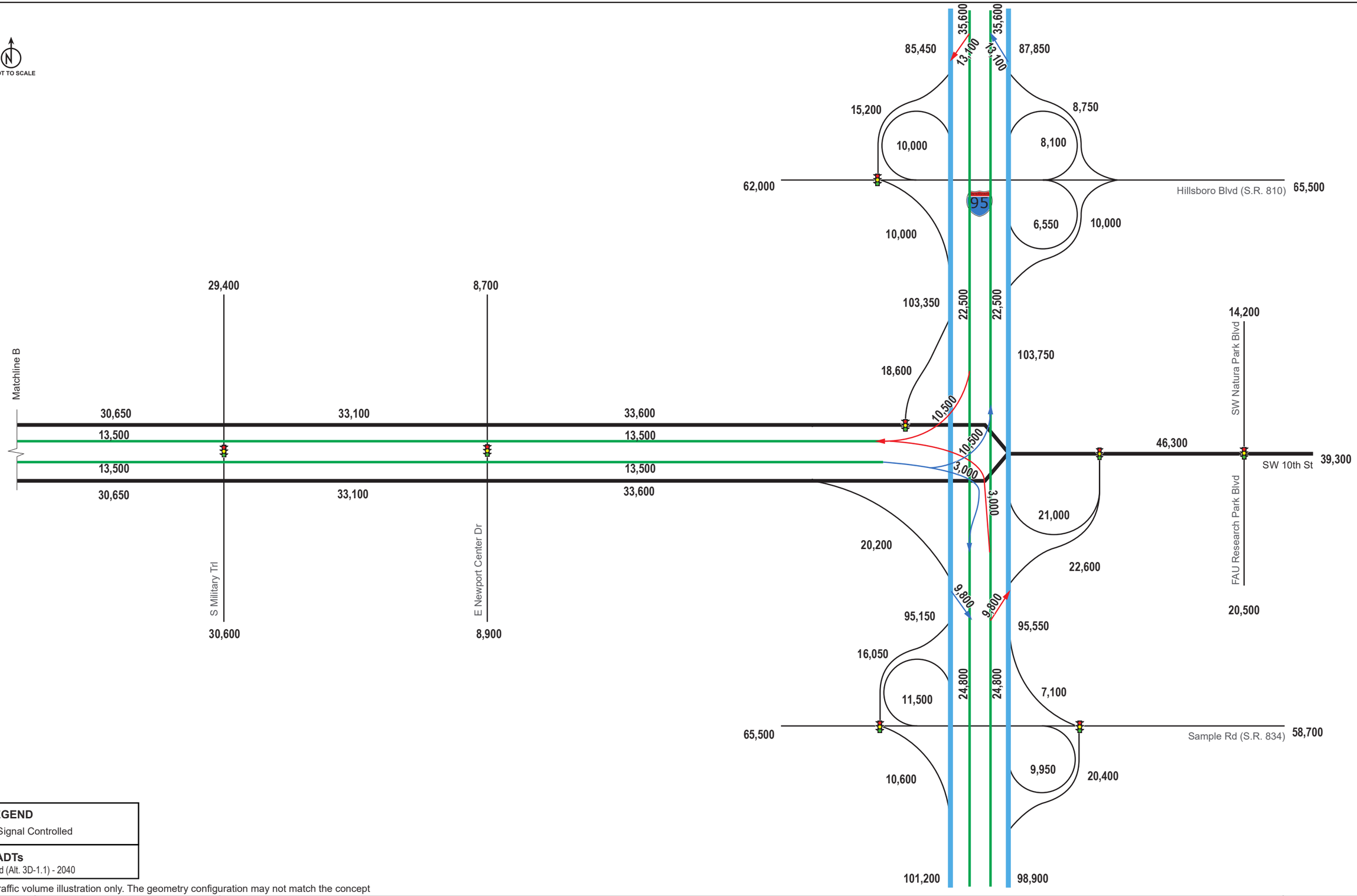
*For traffic volume illustration only. The geometry configuration may not match the concept

SW 10th Street - 2040 Build Annual Average Daily Traffic

Figure H-2

FLORIDA'S TURNPIKE

NOT TO SCALE



LEGEND

Signal Controlled

AADTs

Build (Alt. 3D-1.1) - 2040

*For traffic volume illustration only. The geometry configuration may not match the concept

FDOT

SW 10th Street PD&E Study
Project Traffic Forecast Memorandum

SW 10th Street and I-95 (S.R. 9) - 2040 Build Annual Average Daily Traffic

Figure H-3

FLORIDA'S TURNPIKE

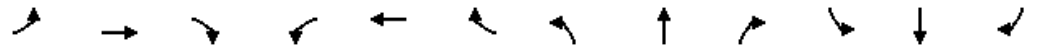
Appendix I

Future 2040 No-Build and Partial-Build Synchro Analysis Files and Output

No-Build 2040

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	0	450	0	0	0	0	1120	1860	650	1430	0
Future Volume (vph)	250	0	450	0	0	0	0	1120	1860	650	1430	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		2.0					5.0	2.0	5.0	5.0	
Lane Util. Factor	0.94		1.00					0.81	1.00	0.97	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	4942		1568					7399	1568	3400	4988	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	4942		1568					7399	1568	3400	4988	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.95	0.95	0.90	0.95
Adj. Flow (vph)	263	0	474	0	0	0	0	1244	1958	684	1589	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	263	0	474	0	0	0	0	1244	1958	684	1589	0
Heavy Vehicles (%)	3%	4%	3%	4%	4%	4%	4%	4%	3%	3%	4%	4%
Turn Type	Prot		Free					NA	Free	Prot	NA	
Protected Phases	4							2		1	2 1 5	
Permitted Phases			Free						Free			
Actuated Green, G (s)	6.7		80.0					33.4	80.0	18.9	59.3	
Effective Green, g (s)	8.7		80.0					35.4	80.0	20.9	61.3	
Actuated g/C Ratio	0.11		1.00					0.44	1.00	0.26	0.77	
Clearance Time (s)	7.0							7.0		7.0		
Vehicle Extension (s)	2.0							3.0		1.5		
Lane Grp Cap (vph)	537		1568					3274	1568	888	3822	
v/s Ratio Prot	0.05							0.17		0.20	0.32	
v/s Ratio Perm			0.30						c1.25			
v/c Ratio	0.49		0.30					0.38	1.25	0.77	0.42	
Uniform Delay, d1	33.6		0.0					14.9	40.0	27.3	3.2	
Progression Factor	1.00		1.00					1.00	1.00	1.14	0.46	
Incremental Delay, d2	0.3		0.5					0.3	117.4	2.9	0.0	
Delay (s)	33.8		0.5					15.3	157.4	34.2	1.5	
Level of Service	C		A					B	F	C	A	
Approach Delay (s)		12.4			0.0			102.2			11.3	
Approach LOS		B			A			F			B	

Intersection Summary			
HCM 2000 Control Delay	58.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.64		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	56.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	910	0	400	580	790	0	0	1170	380
Future Volume (vph)	0	0	0	910	0	400	580	790	0	0	1170	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0		2.0	5.0	5.0			5.0	2.0
Lane Util. Factor				0.94		1.00	0.97	0.91			0.81	1.00
Frt				1.00		0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95		1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				4942		1568	3400	4988			7399	1568
Flt Permitted				0.95		1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				4942		1568	3400	4988			7399	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.95	0.95	0.90	0.95
Adj. Flow (vph)	0	0	0	958	0	421	611	878	0	0	1300	400
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	958	0	421	611	878	0	0	1300	400
Heavy Vehicles (%)	4%	4%	4%	3%	4%	3%	3%	4%	4%	4%	4%	3%
Turn Type				Prot		Free	Prot	NA			NA	Free
Protected Phases				8			5	6 5 1			6	
Permitted Phases						Free						Free
Actuated Green, G (s)				18.5		80.0	18.9	47.5			21.6	80.0
Effective Green, g (s)				20.5		80.0	20.9	49.5			23.6	80.0
Actuated g/C Ratio				0.26		1.00	0.26	0.62			0.30	1.00
Clearance Time (s)				7.0			7.0				7.0	
Vehicle Extension (s)				2.0			1.5				3.0	
Lane Grp Cap (vph)				1266		1568	888	3086			2182	1568
v/s Ratio Prot				c0.19			c0.18	0.18			c0.18	
v/s Ratio Perm						0.27						0.26
v/c Ratio				0.76		0.27	0.69	0.28			0.60	0.26
Uniform Delay, d1				27.4		0.0	26.6	7.1			24.1	0.0
Progression Factor				1.00		1.00	1.24	0.91			1.00	1.00
Incremental Delay, d2				2.3		0.4	1.7	0.0			1.2	0.4
Delay (s)				29.8		0.4	34.8	6.4			25.3	0.4
Level of Service				C		A	C	A			C	A
Approach Delay (s)		0.0			20.8			18.1			19.5	
Approach LOS		A			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	19.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	56.4%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	320	0	640	0	0	0	0	1070	1000	310	2530	0
Future Volume (vph)	320	0	640	0	0	0	0	1070	1000	310	2530	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		2.0					5.0	2.0	5.0	5.0	
Lane Util. Factor	0.94		1.00					0.81	1.00	0.97	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	4942		1568					7399	1568	3400	4988	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	4942		1568					7399	1568	3400	4988	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.95	0.95	0.90	0.95
Adj. Flow (vph)	337	0	674	0	0	0	0	1189	1053	326	2811	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	337	0	674	0	0	0	0	1189	1053	326	2811	0
Heavy Vehicles (%)	3%	4%	3%	4%	4%	4%	4%	4%	3%	3%	4%	4%
Turn Type	Prot		Free					NA	Free	Prot	NA	
Protected Phases	4							2		1	2 1 5	
Permitted Phases			Free						Free			
Actuated Green, G (s)	7.1		80.0					39.1	80.0	12.8	58.9	
Effective Green, g (s)	9.1		80.0					41.1	80.0	14.8	60.9	
Actuated g/C Ratio	0.11		1.00					0.51	1.00	0.19	0.76	
Clearance Time (s)	7.0							7.0		7.0		
Vehicle Extension (s)	2.0							3.0		1.5		
Lane Grp Cap (vph)	562		1568					3801	1568	629	3797	
v/s Ratio Prot	0.07							0.16		0.10	c0.56	
v/s Ratio Perm			0.43						c0.67			
v/c Ratio	0.60		0.43					0.31	0.67	0.52	0.74	
Uniform Delay, d1	33.7		0.0					11.3	0.0	29.4	5.2	
Progression Factor	1.00		1.00					1.00	1.00	0.99	0.71	
Incremental Delay, d2	1.2		0.9					0.2	2.3	0.2	0.4	
Delay (s)	34.9		0.9					11.5	2.3	29.3	4.1	
Level of Service	C		A					B	A	C	A	
Approach Delay (s)		12.2			0.0			7.2			6.7	
Approach LOS		B			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	7.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	71.6%	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												
Traffic Volume (vph)	0	0	0	1850	0	660	500	890	0	0	990	200
Future Volume (vph)	0	0	0	1850	0	660	500	890	0	0	990	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0		2.0	5.0	5.0			5.0	2.0
Lane Util. Factor				0.94		1.00	0.97	0.91			0.81	1.00
Frt				1.00		0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95		1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				4942		1568	3400	4988			7399	1568
Flt Permitted				0.95		1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				4942		1568	3400	4988			7399	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.95	0.95	0.90	0.95
Adj. Flow (vph)	0	0	0	1947	0	695	526	989	0	0	1100	211
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	1947	0	695	526	989	0	0	1100	211
Heavy Vehicles (%)	4%	4%	4%	3%	4%	3%	3%	4%	4%	4%	4%	3%
Turn Type				Prot		Free	Prot	NA			NA	Free
Protected Phases				8			5	6 5 1			6	
Permitted Phases						Free						Free
Actuated Green, G (s)				32.8		80.0	12.8	33.2			13.4	80.0
Effective Green, g (s)				34.8		80.0	14.8	35.2			15.4	80.0
Actuated g/C Ratio				0.43		1.00	0.19	0.44			0.19	1.00
Clearance Time (s)				7.0			7.0				7.0	
Vehicle Extension (s)				2.0			1.5				3.0	
Lane Grp Cap (vph)				2149		1568	629	2194			1424	1568
v/s Ratio Prot				c0.39			c0.15	0.20			c0.15	
v/s Ratio Perm						0.44						0.13
v/c Ratio				0.91		0.44	0.84	0.45			0.77	0.13
Uniform Delay, d1				21.1		0.0	31.4	15.6			30.6	0.0
Progression Factor				1.00		1.00	1.18	1.20			1.00	1.00
Incremental Delay, d2				5.8		0.9	8.6	0.1			4.1	0.2
Delay (s)				26.9		0.9	45.7	18.9			34.8	0.2
Level of Service				C		A	D	B			C	A
Approach Delay (s)		0.0			20.1			28.2			29.2	
Approach LOS		A			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	24.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	71.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	440	140	160	3390	330	130	3300
Future Volume (vph)	440	140	160	3390	330	130	3300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	1.00	0.91
Frt	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1770	5085	1583	1770	5085
Flt Permitted	0.95	1.00	0.04	1.00	1.00	0.04	1.00
Satd. Flow (perm)	1770	1583	79	5085	1583	81	5085
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	489	156	178	3767	367	144	3667
RTOR Reduction (vph)	0	64	0	0	116	0	0
Lane Group Flow (vph)	489	92	178	3767	251	144	3667
Turn Type	Prot	Prot	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	8	8	5	2		1	6
Permitted Phases			2		2	6	
Actuated Green, G (s)	39.0	39.0	102.0	92.5	92.5	98.0	90.5
Effective Green, g (s)	39.0	39.0	106.0	94.5	94.5	102.0	92.5
Actuated g/C Ratio	0.24	0.24	0.66	0.59	0.59	0.64	0.58
Clearance Time (s)	6.0	6.0	7.5	7.5	7.5	7.5	7.5
Vehicle Extension (s)	2.0	2.0	1.5	3.0	3.0	1.5	3.0
Lane Grp Cap (vph)	431	385	173	3003	934	151	2939
v/s Ratio Prot	c0.28	0.06	c0.07	c0.74		0.06	0.72
v/s Ratio Perm			0.61		0.16	0.55	
v/c Ratio	1.13	0.24	1.03	1.25	0.27	0.95	1.25
Uniform Delay, d1	60.5	48.6	57.6	32.8	15.9	54.1	33.8
Progression Factor	1.00	1.00	1.24	0.82	0.48	1.00	1.00
Incremental Delay, d2	85.5	0.1	70.3	116.9	0.6	58.6	114.5
Delay (s)	146.0	48.7	141.9	143.8	8.3	112.7	148.2
Level of Service	F	D	F	F	A	F	F
Approach Delay (s)	122.5			132.2			146.9
Approach LOS	F			F			F

Intersection Summary			
HCM 2000 Control Delay	137.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.22		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	108.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↱	↰↰	↑↑↑↑
Traffic Volume (vph)	0	0	2910	580	780	2750
Future Volume (vph)	0	0	2910	580	780	2750
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.5	2.0	5.5	2.0
Lane Util. Factor			0.91	1.00	0.97	0.86
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			5085	1568	3433	6346
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			5085	1568	3433	6346
Peak-hour factor, PHF	0.90	0.90	0.90	0.95	0.90	0.95
Adj. Flow (vph)	0	0	3233	611	867	2895
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	3233	611	867	2895
Heavy Vehicles (%)	2%	2%	2%	3%	2%	3%
Turn Type			NA	Free	Prot	NA
Protected Phases			2		1	Free
Permitted Phases				Free		
Actuated Green, G (s)			112.5	160.0	32.5	160.0
Effective Green, g (s)			114.5	160.0	34.5	160.0
Actuated g/C Ratio			0.72	1.00	0.22	1.00
Clearance Time (s)			7.5		7.5	
Vehicle Extension (s)			3.0		2.0	
Lane Grp Cap (vph)			3638	1568	740	6346
v/s Ratio Prot			c0.64		c0.25	0.46
v/s Ratio Perm				0.39		
v/c Ratio			0.89	0.39	1.17	0.46
Uniform Delay, d1			17.8	0.0	62.8	0.0
Progression Factor			0.78	1.00	1.15	1.00
Incremental Delay, d2			0.4	0.1	88.4	0.2
Delay (s)			14.2	0.1	160.3	0.2
Level of Service			B	A	F	A
Approach Delay (s)	0.0		12.0			37.1
Approach LOS	A		B			D

Intersection Summary			
HCM 2000 Control Delay	24.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	85.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	340	3720	2820	1080
Future Volume (vph)	0	0	340	3720	2820	1080
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.5	2.0	5.5	5.5
Lane Util. Factor			0.97	0.86	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)			3433	6346	5085	1568
Flt Permitted			0.95	1.00	1.00	1.00
Satd. Flow (perm)			3433	6346	5085	1568
Peak-hour factor, PHF	0.90	0.90	0.90	0.95	0.90	0.95
Adj. Flow (vph)	0	0	378	3916	3133	1137
RTOR Reduction (vph)	0	0	0	0	0	15
Lane Group Flow (vph)	0	0	378	3916	3133	1122
Heavy Vehicles (%)	2%	2%	2%	3%	2%	3%
Turn Type			Prot	NA	NA	Perm
Protected Phases			5	Free	6	
Permitted Phases						6
Actuated Green, G (s)			21.9	160.0	123.1	123.1
Effective Green, g (s)			23.9	160.0	125.1	125.1
Actuated g/C Ratio			0.15	1.00	0.78	0.78
Clearance Time (s)			7.5		7.5	7.5
Vehicle Extension (s)			2.0		3.0	3.0
Lane Grp Cap (vph)			512	6346	3975	1225
v/s Ratio Prot			0.11	0.62	0.62	
v/s Ratio Perm						c0.72
v/c Ratio			0.74	0.62	0.79	0.92
Uniform Delay, d1			65.1	0.0	9.9	13.4
Progression Factor			0.92	1.00	0.27	0.42
Incremental Delay, d2			3.7	0.3	0.2	1.4
Delay (s)			63.3	0.3	2.8	7.0
Level of Service			E	A	A	A
Approach Delay (s)	0.0			5.9	3.9	
Approach LOS	A			A	A	

Intersection Summary			
HCM 2000 Control Delay	4.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	83.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	580	140	110	350	70	240	70	2670	220	140	2510	100
Future Volume (vph)	580	140	110	350	70	240	70	2670	220	140	2510	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	5.5	5.5	4.0	5.5	5.5	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3306		1770	1863	1583	1770	5085	1583	1770	5085	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3306		1770	1863	1583	1770	5085	1583	1770	5085	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	644	156	122	389	78	267	78	2967	244	156	2789	111
RTOR Reduction (vph)	0	101	0	0	0	157	0	0	72	0	0	31
Lane Group Flow (vph)	644	177	0	389	78	110	78	2967	172	156	2789	80
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases						8			2			6
Actuated Green, G (s)	47.5	12.8		50.2	15.5	15.5	14.5	55.8	106.0	14.2	55.5	103.0
Effective Green, g (s)	47.5	12.8		50.2	15.5	15.5	16.5	57.8	110.0	16.2	57.5	107.0
Actuated g/C Ratio	0.30	0.08		0.31	0.10	0.10	0.10	0.36	0.69	0.10	0.36	0.67
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	7.5	7.5	6.0	7.5	7.5	6.0
Vehicle Extension (s)	1.5	2.0		1.5	2.0	2.0	1.5	3.0	1.5	1.5	3.0	1.5
Lane Grp Cap (vph)	525	264		555	180	153	182	1836	1088	179	1827	1098
v/s Ratio Prot	c0.36	0.05		c0.22	0.04		0.04	c0.58	0.05	0.09	c0.55	0.02
v/s Ratio Perm						c0.07			0.06			0.03
v/c Ratio	1.23	0.67		0.70	0.43	0.72	0.43	1.62	0.16	0.87	1.53	0.07
Uniform Delay, d1	56.2	71.5		48.3	68.1	70.1	67.3	51.1	8.8	70.9	51.2	9.2
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.20	1.08	2.17
Incremental Delay, d2	118.0	4.9		3.3	0.6	12.5	0.6	279.8	0.0	31.2	239.5	0.0
Delay (s)	174.3	76.5		51.6	68.7	82.7	67.9	330.9	8.8	116.4	294.7	20.1
Level of Service	F	E		D	E	F	E	F	A	F	F	C
Approach Delay (s)		144.8			64.7			300.7			275.6	
Approach LOS		F			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	251.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.40		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	110.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	320	140	120	3690	200	150	3280
Future Volume (vph)	320	140	120	3690	200	150	3280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	1.00	0.91
Frt	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1770	5085	1583	1770	5085
Flt Permitted	0.95	1.00	0.04	1.00	1.00	0.04	1.00
Satd. Flow (perm)	1770	1583	76	5085	1583	72	5085
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	356	156	133	4100	222	167	3644
RTOR Reduction (vph)	0	88	0	0	61	0	0
Lane Group Flow (vph)	356	68	133	4100	161	167	3644
Turn Type	Prot	Prot	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	8	8	5	2		1	6
Permitted Phases			2		2	6	
Actuated Green, G (s)	30.0	30.0	99.9	95.4	95.4	116.5	104.5
Effective Green, g (s)	30.0	30.0	103.9	97.4	97.4	118.5	106.5
Actuated g/C Ratio	0.19	0.19	0.65	0.61	0.61	0.74	0.67
Clearance Time (s)	6.0	6.0	7.5	7.5	7.5	7.5	7.5
Vehicle Extension (s)	2.0	2.0	1.5	3.0	3.0	1.5	3.0
Lane Grp Cap (vph)	331	296	118	3095	963	218	3384
v/s Ratio Prot	c0.20	0.04	c0.05	c0.81		0.07	c0.72
v/s Ratio Perm			0.68		0.10	0.49	
v/c Ratio	1.08	0.23	1.13	1.32	0.17	0.77	1.08
Uniform Delay, d1	65.0	55.2	52.5	31.3	13.6	56.3	26.8
Progression Factor	1.00	1.00	0.82	1.12	1.66	1.00	1.00
Incremental Delay, d2	71.0	0.1	112.6	148.0	0.3	13.4	40.9
Delay (s)	136.0	55.3	155.6	183.1	22.9	69.7	67.6
Level of Service	F	E	F	F	C	E	E
Approach Delay (s)	111.5			174.3			67.7
Approach LOS	F			F			E

Intersection Summary			
HCM 2000 Control Delay	124.4	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)	17.0
Intersection Capacity Utilization	108.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↱	↰↰	↑↑↑↑
Traffic Volume (vph)	0	0	2560	340	320	3640
Future Volume (vph)	0	0	2560	340	320	3640
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.5	2.0	5.5	2.0
Lane Util. Factor			0.91	1.00	0.97	0.86
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			5085	1568	3433	6346
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			5085	1568	3433	6346
Peak-hour factor, PHF	0.90	0.90	0.90	0.95	0.90	0.95
Adj. Flow (vph)	0	0	2844	358	356	3832
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	2844	358	356	3832
Heavy Vehicles (%)	2%	2%	2%	3%	2%	3%
Turn Type			NA	Free	Prot	NA
Protected Phases			2		1	Free
Permitted Phases				Free		
Actuated Green, G (s)			124.1	160.0	20.9	160.0
Effective Green, g (s)			126.1	160.0	22.9	160.0
Actuated g/C Ratio			0.79	1.00	0.14	1.00
Clearance Time (s)			7.5		7.5	
Vehicle Extension (s)			3.0		2.0	
Lane Grp Cap (vph)			4007	1568	491	6346
v/s Ratio Prot			c0.56		0.10	0.60
v/s Ratio Perm				0.23		
v/c Ratio			0.71	0.23	0.73	0.60
Uniform Delay, d1			8.2	0.0	65.5	0.0
Progression Factor			2.59	1.00	0.84	1.00
Incremental Delay, d2			0.1	0.0	3.7	0.4
Delay (s)			21.2	0.0	58.9	0.4
Level of Service			C	A	E	A
Approach Delay (s)	0.0		18.8			5.3
Approach LOS	A		B			A

Intersection Summary			
HCM 2000 Control Delay	11.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	360	3900	2880	840
Future Volume (vph)	0	0	360	3900	2880	840
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.5	2.0	5.5	5.5
Lane Util. Factor			0.97	0.86	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)			3433	6346	5085	1568
Flt Permitted			0.95	1.00	1.00	1.00
Satd. Flow (perm)			3433	6346	5085	1568
Peak-hour factor, PHF	0.90	0.90	0.90	0.95	0.90	0.95
Adj. Flow (vph)	0	0	400	4105	3200	884
RTOR Reduction (vph)	0	0	0	0	0	8
Lane Group Flow (vph)	0	0	400	4105	3200	876
Heavy Vehicles (%)	2%	2%	2%	3%	2%	3%
Turn Type			Prot	NA	NA	Perm
Protected Phases			5	Free	6	
Permitted Phases						6
Actuated Green, G (s)			21.6	160.0	123.4	123.4
Effective Green, g (s)			23.6	160.0	125.4	125.4
Actuated g/C Ratio			0.15	1.00	0.78	0.78
Clearance Time (s)			7.5		7.5	7.5
Vehicle Extension (s)			2.0		3.0	3.0
Lane Grp Cap (vph)			506	6346	3985	1228
v/s Ratio Prot			0.12	0.65	c0.63	
v/s Ratio Perm						0.56
v/c Ratio			0.79	0.65	0.80	0.71
Uniform Delay, d1			65.8	0.0	10.1	8.5
Progression Factor			1.11	1.00	1.74	1.76
Incremental Delay, d2			7.1	0.5	0.2	0.3
Delay (s)			80.4	0.5	17.8	15.3
Level of Service			F	A	B	B
Approach Delay (s)	0.0			7.6	17.2	
Approach LOS	A			A	B	

Intersection Summary			
HCM 2000 Control Delay	12.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	73.2%	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												
Traffic Volume (vph)	220	70	60	270	190	160	120	2520	260	200	3120	320
Future Volume (vph)	220	70	60	270	190	160	120	2520	260	200	3120	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	5.5	5.5	4.0	5.5	5.5	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3294		1770	1863	1583	1770	5085	1583	1770	5085	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3294		1770	1863	1583	1770	5085	1583	1770	5085	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	244	78	67	300	211	178	133	2800	289	222	3467	356
RTOR Reduction (vph)	0	57	0	0	0	117	0	0	117	0	0	59
Lane Group Flow (vph)	244	88	0	300	211	61	133	2800	172	222	3467	297
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases						8			2			6
Actuated Green, G (s)	16.8	24.0		14.0	21.2	21.2	12.5	77.5	91.5	17.5	82.5	99.3
Effective Green, g (s)	16.8	24.0		14.0	21.2	21.2	14.5	79.5	95.5	19.5	84.5	103.3
Actuated g/C Ratio	0.11	0.15		0.09	0.13	0.13	0.09	0.50	0.60	0.12	0.53	0.65
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	7.5	7.5	6.0	7.5	7.5	6.0
Vehicle Extension (s)	1.5	2.0		1.5	2.0	2.0	1.5	3.0	1.5	1.5	3.0	1.5
Lane Grp Cap (vph)	185	494		154	246	209	160	2526	944	215	2685	1061
v/s Ratio Prot	c0.14	0.03		c0.17	c0.11		0.08	0.55	0.02	c0.13	c0.68	0.03
v/s Ratio Perm						0.04			0.09			0.15
v/c Ratio	1.32	0.18		1.95	0.86	0.29	0.83	1.11	0.18	1.03	1.29	0.28
Uniform Delay, d1	71.6	59.4		73.0	67.9	62.6	71.5	40.2	14.6	70.2	37.8	12.3
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.94	0.76	0.79
Incremental Delay, d2	176.3	0.1		449.4	23.5	0.3	28.1	55.2	0.0	64.5	133.5	0.0
Delay (s)	247.9	59.5		522.4	91.5	62.9	99.6	95.5	14.6	130.2	162.2	9.7
Level of Service	F	E		F	F	E	F	F	B	F	F	A
Approach Delay (s)		177.6			271.7			88.4			147.0	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	136.1	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)	23.0
Intersection Capacity Utilization	104.5%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Traffic Volume (vph)	290	0	590	360	2970	0	0	2550	590	0	0
Future Volume (vph)	290	0	590	360	2970	0	0	2550	590	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0			4.0	4.0		
Lane Util. Factor	0.97		1.00	1.00	0.91			0.86	1.00		
Frt	1.00		0.85	1.00	1.00			1.00	0.85		
Flt Protected	0.95		1.00	0.95	1.00			1.00	1.00		
Satd. Flow (prot)	3400		1568	1752	4988			6285	1568		
Flt Permitted	0.95		1.00	0.07	1.00			1.00	1.00		
Satd. Flow (perm)	3400		1568	127	4988			6285	1568		
Peak-hour factor, PHF	0.95	0.90	0.95	0.95	0.90	0.90	0.90	0.90	0.95	0.90	0.90
Adj. Flow (vph)	305	0	621	379	3300	0	0	2833	621	0	0
RTOR Reduction (vph)	0	0	115	0	0	0	0	0	192	0	0
Lane Group Flow (vph)	305	0	506	379	3300	0	0	2833	429	0	0
Heavy Vehicles (%)	3%	4%	3%	3%	4%	4%	4%	4%	3%	4%	4%
Turn Type	Prot		Prot	custom	NA			NA	Perm		
Protected Phases	8		8	5	2 5 1			6			
Permitted Phases				2 1					6		
Actuated Green, G (s)	23.0		23.0	75.0	75.0			52.0	52.0		
Effective Green, g (s)	25.0		25.0	77.0	77.0			54.0	54.0		
Actuated g/C Ratio	0.23		0.23	0.70	0.70			0.49	0.49		
Clearance Time (s)	6.0		6.0	6.0				6.0	6.0		
Vehicle Extension (s)	2.0		2.0	1.5				1.0	1.0		
Lane Grp Cap (vph)	772		356	369	3491			3085	769		
v/s Ratio Prot	0.09		c0.32	c0.18	0.66			0.45			
v/s Ratio Perm				c0.54					0.27		
v/c Ratio	0.40		1.42	1.03	0.95			0.92	0.56		
Uniform Delay, d1	36.1		42.5	36.8	14.6			26.0	19.6		
Progression Factor	1.00		1.00	1.43	1.59			0.49	0.10		
Incremental Delay, d2	0.1		205.2	21.6	0.7			0.6	0.3		
Delay (s)	36.2		247.7	74.3	24.0			13.2	2.3		
Level of Service	D		F	E	C			B	A		
Approach Delay (s)		178.0			29.2			11.3		0.0	
Approach LOS		F			C			B		A	

Intersection Summary			
HCM 2000 Control Delay	38.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	103.2%	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												
Traffic Volume (vph)	620	0	270	0	0	0	0	2710	470	690	2150	0
Future Volume (vph)	620	0	270	0	0	0	0	2710	470	690	2150	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97		1.00					0.86	1.00	1.00	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3400		1568					6285	1568	1752	4988	
Flt Permitted	0.95		1.00					1.00	1.00	0.08	1.00	
Satd. Flow (perm)	3400		1568					6285	1568	154	4988	
Peak-hour factor, PHF	0.95	0.90	0.95	0.90	0.90	0.90	0.90	0.90	0.95	0.95	0.90	0.90
Adj. Flow (vph)	653	0	284	0	0	0	0	3011	495	726	2389	0
RTOR Reduction (vph)	0	0	115	0	0	0	0	0	122	0	0	0
Lane Group Flow (vph)	653	0	169	0	0	0	0	3011	373	726	2389	0
Heavy Vehicles (%)	3%	4%	3%	4%	4%	4%	4%	4%	3%	3%	4%	4%
Turn Type	Prot		Prot					NA	Perm	custom	NA	
Protected Phases	4		4					2		1	6 1 5	
Permitted Phases									2	6 5		
Actuated Green, G (s)	23.0		23.0					42.0	42.0	75.0	75.0	
Effective Green, g (s)	25.0		25.0					44.0	44.0	77.0	77.0	
Actuated g/C Ratio	0.23		0.23					0.40	0.40	0.70	0.70	
Clearance Time (s)	6.0		6.0					6.0	6.0	6.0		
Vehicle Extension (s)	2.0		2.0					1.0	1.0	1.5		
Lane Grp Cap (vph)	772		356					2514	627	529	3491	
v/s Ratio Prot	c0.19		0.11					0.48		c0.36	0.48	
v/s Ratio Perm									0.24	c0.60		
v/c Ratio	0.85		0.47					1.20	0.59	1.37	0.68	
Uniform Delay, d1	40.7		36.8					33.0	26.0	34.2	9.5	
Progression Factor	1.00		1.00					0.71	0.42	1.82	0.52	
Incremental Delay, d2	8.2		0.4					89.4	0.4	173.3	0.2	
Delay (s)	48.8		37.2					112.8	11.2	235.7	5.1	
Level of Service	D		D					F	B	F	A	
Approach Delay (s)		45.3			0.0			98.4			58.9	
Approach LOS		D			A			F			E	

Intersection Summary			
HCM 2000 Control Delay	75.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.30		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	103.2%	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												
Traffic Volume (vph)	210	30	310	390	40	90	220	3220	120	60	2440	90
Future Volume (vph)	210	30	310	390	40	90	220	3220	120	60	2440	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1736	1827	1553	1736	1827	1553	1736	4988	1553	1736	4988	1553
Flt Permitted	0.73	1.00	1.00	0.50	1.00	1.00	0.06	1.00	1.00	0.07	1.00	1.00
Satd. Flow (perm)	1331	1827	1553	920	1827	1553	118	4988	1553	126	4988	1553
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	233	33	344	433	44	100	244	3578	133	67	2711	100
RTOR Reduction (vph)	0	0	131	0	0	66	0	0	58	0	0	47
Lane Group Flow (vph)	233	33	213	433	44	34	244	3578	75	67	2711	53
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	13.0	13.0	13.0	29.0	29.0	29.0	66.8	59.8	59.8	59.2	56.0	56.0
Effective Green, g (s)	13.0	13.0	13.0	29.0	29.0	29.0	70.8	61.8	61.8	63.2	58.0	58.0
Actuated g/C Ratio	0.12	0.12	0.12	0.26	0.26	0.26	0.64	0.56	0.56	0.57	0.53	0.53
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0	3.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	157	215	183	316	481	409	208	2802	872	148	2630	818
v/s Ratio Prot		0.02		c0.12	0.02		c0.10	c0.72		0.02	0.54	
v/s Ratio Perm	0.18		0.14	c0.24		0.02	0.66		0.05	0.24		0.03
v/c Ratio	1.48	0.15	1.16	1.37	0.09	0.08	1.17	1.28	0.09	0.45	1.03	0.06
Uniform Delay, d1	48.5	43.6	48.5	39.7	30.6	30.5	35.9	24.1	11.1	24.1	26.0	12.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.13	1.03	1.63	1.00	1.00	1.00
Incremental Delay, d2	248.6	0.1	116.8	185.5	0.0	0.0	89.8	125.3	0.0	0.8	26.0	0.2
Delay (s)	297.1	43.7	165.3	225.3	30.6	30.5	130.4	150.1	18.1	24.9	52.0	12.9
Level of Service	F	D	F	F	C	C	F	F	B	C	D	B
Approach Delay (s)		209.1			176.7			144.5			50.1	
Approach LOS		F			F			F			D	

Intersection Summary			
HCM 2000 Control Delay	117.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.39		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	101.8%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	380	250	290	280	230	550	160	2250	160	190	2080	150
Future Volume (vph)	380	250	290	280	230	550	160	2250	160	190	2080	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95		0.95	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	0.99	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1736	3192		1649	1725	1553	1736	4988	1553	1736	4988	1553
Flt Permitted	0.95	1.00		0.95	0.99	1.00	0.09	1.00	1.00	0.09	1.00	1.00
Satd. Flow (perm)	1736	3192		1649	1725	1553	166	4988	1553	166	4988	1553
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	422	278	322	311	256	611	178	2500	178	211	2311	167
RTOR Reduction (vph)	0	79	0	0	0	140	0	0	95	0	0	95
Lane Group Flow (vph)	422	521	0	277	290	471	178	2500	83	211	2311	72
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8	2		2	6		6
Actuated Green, G (s)	19.0	19.0		19.0	19.0	19.0	46.0	42.0	42.0	46.0	42.0	42.0
Effective Green, g (s)	19.0	19.0		19.0	19.0	19.0	50.0	44.0	44.0	50.0	44.0	44.0
Actuated g/C Ratio	0.17	0.17		0.17	0.17	0.17	0.45	0.40	0.40	0.45	0.40	0.40
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	299	551		284	297	268	161	1995	621	161	1995	621
v/s Ratio Prot	c0.24	0.16		0.17	0.17		0.06	0.50		c0.07	0.46	
v/s Ratio Perm						c0.30	0.44		0.05	c0.52		0.05
v/c Ratio	1.41	0.94		0.98	0.98	1.76	1.11	1.25	0.13	1.31	1.16	0.12
Uniform Delay, d1	45.5	45.0		45.3	45.3	45.5	26.5	33.0	20.9	26.5	33.0	20.8
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.21	1.05	2.40
Incremental Delay, d2	203.9	24.9		46.1	45.2	356.1	102.0	118.2	0.4	168.4	75.8	0.3
Delay (s)	249.4	69.9		91.3	90.4	401.6	128.6	151.2	21.4	200.5	110.5	50.1
Level of Service	F	E		F	F	F	F	F	C	F	F	D
Approach Delay (s)		144.0			252.0			141.7			113.8	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	149.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.43		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	109.9%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Traffic Volume (vph)	470	0	690	250	2450	0	0	2920	640	0	0
Future Volume (vph)	470	0	690	250	2450	0	0	2920	640	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0			4.0	4.0		
Lane Util. Factor	0.97		1.00	1.00	0.91			0.86	1.00		
Frt	1.00		0.85	1.00	1.00			1.00	0.85		
Flt Protected	0.95		1.00	0.95	1.00			1.00	1.00		
Satd. Flow (prot)	3400		1568	1752	4988			6285	1568		
Flt Permitted	0.95		1.00	0.07	1.00			1.00	1.00		
Satd. Flow (perm)	3400		1568	134	4988			6285	1568		
Peak-hour factor, PHF	0.95	0.90	0.95	0.95	0.90	0.90	0.90	0.90	0.95	0.90	0.90
Adj. Flow (vph)	495	0	726	263	2722	0	0	3244	674	0	0
RTOR Reduction (vph)	0	0	116	0	0	0	0	0	201	0	0
Lane Group Flow (vph)	495	0	610	263	2722	0	0	3244	473	0	0
Heavy Vehicles (%)	3%	4%	3%	3%	4%	4%	4%	4%	3%	4%	4%
Turn Type	Prot		Prot	custom	NA			NA	Perm		
Protected Phases	8		8	5	2 5 1			6			
Permitted Phases				2 1					6		
Actuated Green, G (s)	27.0		27.0	61.0	61.0			49.0	49.0		
Effective Green, g (s)	29.0		29.0	63.0	63.0			51.0	51.0		
Actuated g/C Ratio	0.29		0.29	0.63	0.63			0.51	0.51		
Clearance Time (s)	6.0		6.0	6.0				6.0	6.0		
Vehicle Extension (s)	2.0		2.0	1.5				1.0	1.0		
Lane Grp Cap (vph)	986		454	213	3142			3205	799		
v/s Ratio Prot	0.15		c0.39	c0.10	0.55			0.52			
v/s Ratio Perm				c0.68					0.30		
v/c Ratio	0.50		1.34	1.23	0.87			1.01	0.59		
Uniform Delay, d1	29.5		35.5	31.1	15.1			24.5	17.2		
Progression Factor	1.00		1.00	1.85	1.40			0.33	0.09		
Incremental Delay, d2	0.1		168.4	116.4	0.7			8.3	0.3		
Delay (s)	29.6		203.9	174.0	21.8			16.4	1.9		
Level of Service	C		F	F	C			B	A		
Approach Delay (s)		133.3			35.2			13.9		0.0	
Approach LOS		F			D			B		A	

Intersection Summary			
HCM 2000 Control Delay	39.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.33		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	95.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	560	0	390	0	0	0	0	2140	280	600	2790	0
Future Volume (vph)	560	0	390	0	0	0	0	2140	280	600	2790	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor	0.97		1.00					0.86	1.00	1.00	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	3400		1568					6285	1568	1752	4988	
Flt Permitted	0.95		1.00					1.00	1.00	0.10	1.00	
Satd. Flow (perm)	3400		1568					6285	1568	189	4988	
Peak-hour factor, PHF	0.95	0.90	0.95	0.90	0.90	0.90	0.90	0.90	0.95	0.95	0.90	0.90
Adj. Flow (vph)	589	0	411	0	0	0	0	2378	295	632	3100	0
RTOR Reduction (vph)	0	0	116	0	0	0	0	0	107	0	0	0
Lane Group Flow (vph)	589	0	295	0	0	0	0	2378	188	632	3100	0
Heavy Vehicles (%)	3%	4%	3%	4%	4%	4%	4%	4%	3%	3%	4%	4%
Turn Type	Prot		Prot					NA	Perm	custom	NA	
Protected Phases	4		4					2		1	6 1 5	
Permitted Phases									2	6 5		
Actuated Green, G (s)	27.0		27.0					33.0	33.0	61.0	61.0	
Effective Green, g (s)	29.0		29.0					35.0	35.0	63.0	63.0	
Actuated g/C Ratio	0.29		0.29					0.35	0.35	0.63	0.63	
Clearance Time (s)	6.0		6.0					6.0	6.0	6.0		
Vehicle Extension (s)	2.0		2.0					1.0	1.0	1.5		
Lane Grp Cap (vph)	986		454					2199	548	494	3142	
v/s Ratio Prot	0.17		c0.19					0.38		c0.31	0.62	
v/s Ratio Perm									0.12	c0.50		
v/c Ratio	0.60		0.65					1.08	0.34	1.28	0.99	
Uniform Delay, d1	30.5		31.0					32.5	24.0	30.4	18.1	
Progression Factor	1.00		1.00					0.44	0.13	1.58	0.59	
Incremental Delay, d2	0.7		2.4					37.6	0.2	131.0	6.5	
Delay (s)	31.1		33.4					51.9	3.3	179.2	17.2	
Level of Service	C		C					D	A	F	B	
Approach Delay (s)		32.1			0.0			46.5			44.6	
Approach LOS		C			A			D			D	

Intersection Summary			
HCM 2000 Control Delay	43.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	95.4%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	110	40	180	230	50	50	320	2520	300	70	3150	100
Future Volume (vph)	110	40	180	230	50	50	320	2520	300	70	3150	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1736	1827	1553	1736	1827	1553	1736	4988	1553	1736	4988	1553
Flt Permitted	0.72	1.00	1.00	0.36	1.00	1.00	0.07	1.00	1.00	0.07	1.00	1.00
Satd. Flow (perm)	1316	1827	1553	665	1827	1553	120	4988	1553	128	4988	1553
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	122	44	200	256	56	56	356	2800	333	78	3500	111
RTOR Reduction (vph)	0	0	154	0	0	46	0	0	61	0	0	48
Lane Group Flow (vph)	122	44	46	256	56	10	356	2800	272	78	3500	63
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases		4		3	8		5	2		1	6	
Permitted Phases	4		4	8		8	2		2	6		6
Actuated Green, G (s)	6.0	6.0	6.0	18.0	18.0	18.0	69.8	60.8	60.8	58.2	55.0	55.0
Effective Green, g (s)	6.0	6.0	6.0	18.0	18.0	18.0	72.0	62.8	62.8	62.2	57.0	57.0
Actuated g/C Ratio	0.06	0.06	0.06	0.18	0.18	0.18	0.72	0.63	0.63	0.62	0.57	0.57
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	2.0	2.0	2.0	3.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	78	109	93	183	328	279	264	3132	975	163	2843	885
v/s Ratio Prot		0.02		c0.08	0.03		c0.15	0.56		0.02	0.70	
v/s Ratio Perm	0.09		0.03	c0.17		0.01	c0.82		0.18	0.27		0.04
v/c Ratio	1.56	0.40	0.49	1.40	0.17	0.04	1.35	0.89	0.28	0.48	1.23	0.07
Uniform Delay, d1	47.0	45.3	45.5	40.2	34.7	33.8	34.7	15.8	8.4	17.1	21.5	9.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.84	1.15	1.61	1.00	1.00	1.00
Incremental Delay, d2	306.8	0.9	1.5	209.1	0.1	0.0	165.4	1.6	0.2	0.8	107.3	0.0
Delay (s)	353.8	46.2	47.0	249.3	34.8	33.9	194.5	19.7	13.8	17.9	128.8	9.7
Level of Service	F	D	D	F	C	C	F	B	B	B	F	A
Approach Delay (s)		149.2			183.9			37.0			122.8	
Approach LOS		F			F			D			F	

Intersection Summary			
HCM 2000 Control Delay	89.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.46		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
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												
Traffic Volume (vph)	230	170	180	160	150	230	310	1960	220	390	2360	430
Future Volume (vph)	230	170	180	160	150	230	310	1960	220	390	2360	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	1.00	0.95		0.95	0.95	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1736	3203		1649	1727	1553	1736	4988	1553	1736	4988	1553
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.09	1.00	1.00	0.08	1.00	1.00
Satd. Flow (perm)	1736	3203		1649	1727	1553	170	4988	1553	152	4988	1553
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	256	189	200	178	167	256	344	2178	244	433	2622	478
RTOR Reduction (vph)	0	142	0	0	0	170	0	0	100	0	0	161
Lane Group Flow (vph)	256	247	0	160	185	86	344	2178	144	433	2622	317
Turn Type	Split	NA		Split	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases						8	2		2	6		6
Actuated Green, G (s)	12.0	12.0		8.0	8.0	8.0	49.0	41.0	41.0	59.0	46.0	46.0
Effective Green, g (s)	12.0	12.0		8.0	8.0	8.0	53.0	43.0	43.0	63.0	48.0	48.0
Actuated g/C Ratio	0.12	0.12		0.08	0.08	0.08	0.53	0.43	0.43	0.63	0.48	0.48
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	208	384		131	138	124	246	2144	667	333	2394	745
v/s Ratio Prot	c0.15	0.08		0.10	c0.11		0.14	0.44		c0.19	0.53	
v/s Ratio Perm						0.06	c0.60		0.09	0.62		0.20
v/c Ratio	1.23	0.64		1.22	1.34	0.69	1.40	1.02	0.22	1.30	1.10	0.43
Uniform Delay, d1	44.0	42.0		46.0	46.0	44.8	28.9	28.5	17.9	32.3	26.0	17.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.82	1.30	2.31
Incremental Delay, d2	138.5	2.8		150.0	193.9	12.6	202.1	23.5	0.7	142.3	45.5	0.6
Delay (s)	182.5	44.7		196.0	239.9	57.4	231.0	52.0	18.7	168.8	79.2	39.8
Level of Service	F	D		F	F	E	F	D	B	F	E	D
Approach Delay (s)		99.4			150.5			71.3			84.9	
Approach LOS		F			F			E			F	

Intersection Summary			
HCM 2000 Control Delay	86.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.35		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	22.0
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												
Traffic Volume (vph)	290	2050	190	340	1510	465	100	140	240	40	10	25
Future Volume (vph)	290	2050	190	340	1510	465	100	140	240	40	10	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5020		3433	5085	1583	3433	1863	1583	1681	1719	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5020		3433	5085	1583	3433	1863	1583	1681	1719	1583
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)	315	2228	207	370	1641	505	109	152	261	43	11	27
RTOR Reduction (vph)	0	6	0	0	0	69	0	0	71	0	0	22
Lane Group Flow (vph)	315	2429	0	370	1641	436	109	152	190	27	27	5
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	21.5	90.1		19.7	88.3	96.1	17.4	17.4	37.1	7.8	7.8	29.3
Effective Green, g (s)	23.5	92.1		21.7	90.3	100.1	17.4	17.4	37.1	7.8	7.8	29.3
Actuated g/C Ratio	0.15	0.58		0.14	0.56	0.63	0.11	0.11	0.23	0.05	0.05	0.18
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		1.5	3.0	2.0	2.0	2.0	1.5	2.0	2.0	1.5
Lane Grp Cap (vph)	259	2889		465	2869	990	373	202	367	81	83	289
v/s Ratio Prot	c0.18	c0.48		0.11	0.32	c0.03	0.03	c0.08	0.06	0.02	0.02	0.00
v/s Ratio Perm						0.25			0.06			0.00
v/c Ratio	1.22	0.84		0.80	0.57	0.44	0.29	0.75	0.52	0.33	0.33	0.02
Uniform Delay, d1	68.2	27.9		67.0	22.4	15.5	65.6	69.2	53.7	73.6	73.6	53.6
Progression Factor	1.00	1.00		1.13	0.79	0.61	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	127.2	3.2		6.4	0.6	0.1	0.2	13.1	0.5	0.9	0.8	0.0
Delay (s)	195.4	31.1		82.0	18.3	9.5	65.8	82.3	54.2	74.5	74.4	53.6
Level of Service	F	C		F	B	A	E	F	D	E	E	D
Approach Delay (s)		49.9			25.9			64.8			67.5	
Approach LOS		D			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	41.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	83.4%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑	↱		↑↑↑		↰		↱↱		
Traffic Volume (vph)	0	1440	890	0	1495	0	610	0	820	0	0
Future Volume (vph)	0	1440	890	0	1495	0	610	0	820	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1565	937	0	1625	0	642	0	863	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1565	937	0	1625	0	642	0	863	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		160.0	160.0		99.5		47.5		47.5		
Effective Green, g (s)		160.0	160.0		101.5		49.5		49.5		
Actuated g/C Ratio		1.00	1.00		0.63		0.31		0.31		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.0		2.0		
Lane Grp Cap (vph)		5085	1583		3225		547		862		
v/s Ratio Prot		0.31			0.32		c0.36		0.31		
v/s Ratio Perm			c0.59								
v/c Ratio		0.31	0.59		0.50		1.17		1.00		
Uniform Delay, d1		0.0	0.0		15.7		55.2		55.2		
Progression Factor		1.00	1.00		0.81		1.00		1.00		
Incremental Delay, d2		0.1	1.0		0.5		96.2		30.9		
Delay (s)		0.1	1.0		13.2		151.5		86.2		
Level of Service		A	A		B		F		F		
Approach Delay (s)		0.4			13.2			114.0		0.0	
Approach LOS		A			B			F		A	

Intersection Summary			
HCM 2000 Control Delay	34.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	1755	120	80	1875	95	445	85	160	40	5	85
Future Volume (vph)	315	1755	120	80	1875	95	445	85	160	40	5	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5049		1770	1863	1583	1770	1598	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.31	1.00	1.00	0.70	1.00	
Satd. Flow (perm)	1770	5085	1583	1770	5049		578	1863	1583	1299	1598	
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)	342	1908	130	87	2038	103	484	92	174	43	5	92
RTOR Reduction (vph)	0	0	39	0	3	0	0	0	156	0	87	0
Lane Group Flow (vph)	342	1908	91	87	2138	0	484	92	18	43	10	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		
Actuated Green, G (s)	21.5	99.8	99.8	11.7	90.0		29.5	16.7	16.7	16.3	9.5	
Effective Green, g (s)	23.5	101.8	101.8	13.7	92.0		29.5	16.7	16.7	16.3	9.5	
Actuated g/C Ratio	0.15	0.64	0.64	0.09	0.58		0.18	0.10	0.10	0.10	0.06	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	259	3235	1007	151	2903		210	194	165	152	94	
v/s Ratio Prot	c0.19	0.38		0.05	c0.42		c0.20	0.05		0.01	0.01	
v/s Ratio Perm			0.06				c0.22		0.01	0.02		
v/c Ratio	1.32	0.59	0.09	0.58	0.74		2.30	0.47	0.11	0.28	0.11	
Uniform Delay, d1	68.2	16.9	11.2	70.4	25.1		62.5	67.5	64.9	66.1	71.3	
Progression Factor	0.95	1.10	0.87	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	167.7	0.8	0.2	3.3	1.7		601.9	0.7	0.1	0.4	0.2	
Delay (s)	232.5	19.4	10.0	73.6	26.8		664.4	68.2	65.0	66.5	71.4	
Level of Service	F	B	A	E	C		F	E	E	E	E	
Approach Delay (s)		49.5			28.6			452.2			69.9	
Approach LOS		D			C			F			E	

Intersection Summary			
HCM 2000 Control Delay	96.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	99.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	1985	145	275	2205	60	230	10	370	420	90	330
Future Volume (vph)	45	1985	145	275	2205	60	230	10	370	420	90	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5033		3433	5085	1583	3433	1863	1583	1681	1714	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5033		3433	5085	1583	3433	1863	1583	1681	1714	1583
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)	49	2158	158	299	2397	65	250	11	402	457	98	359
RTOR Reduction (vph)	0	5	0	0	0	20	0	0	52	0	0	48
Lane Group Flow (vph)	49	2311	0	299	2397	46	250	11	350	274	281	311
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	11.1	72.1		17.3	78.3	108.0	15.9	15.9	33.2	29.7	29.7	40.8
Effective Green, g (s)	13.1	74.1		19.3	80.3	112.0	15.9	15.9	33.2	29.7	29.7	40.8
Actuated g/C Ratio	0.08	0.46		0.12	0.50	0.70	0.10	0.10	0.21	0.19	0.19	0.25
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		1.5	3.0	2.0	2.0	2.0	1.5	2.0	2.0	1.5
Lane Grp Cap (vph)	144	2330		414	2552	1108	341	185	328	312	318	403
v/s Ratio Prot	0.03	c0.46		0.09	c0.47	0.01	0.07	0.01	c0.12	0.16	c0.16	0.05
v/s Ratio Perm						0.02			0.11			0.14
v/c Ratio	0.34	0.99		0.72	0.94	0.04	0.73	0.06	1.07	0.88	0.88	0.77
Uniform Delay, d1	69.4	42.7		67.8	37.6	7.4	70.0	65.3	63.4	63.4	63.5	55.3
Progression Factor	1.00	1.00		1.28	0.62	0.30	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.5	16.8		3.8	6.4	0.0	6.9	0.0	69.1	22.6	23.3	8.1
Delay (s)	69.9	59.5		90.3	29.6	2.2	76.8	65.3	132.5	86.0	86.8	63.3
Level of Service	E	E		F	C	A	E	E	F	F	F	E
Approach Delay (s)		59.7			35.5			110.4			77.3	
Approach LOS		E			D			F			E	

Intersection Summary			
HCM 2000 Control Delay	57.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.99		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	92.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑	↱		↑↑↑		↰		↱↱		
Traffic Volume (vph)	0	1945	830	0	1930	0	660	0	610	0	0
Future Volume (vph)	0	1945	830	0	1930	0	660	0	610	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	2114	874	0	2098	0	695	0	642	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2114	874	0	2098	0	695	0	642	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		160.0	160.0		92.5		54.5		54.5		
Effective Green, g (s)		160.0	160.0		94.5		56.5		56.5		
Actuated g/C Ratio		1.00	1.00		0.59		0.35		0.35		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.0		2.0		
Lane Grp Cap (vph)		5085	1583		3003		625		984		
v/s Ratio Prot		0.42			c0.41		c0.39		0.23		
v/s Ratio Perm			0.55								
v/c Ratio		0.42	0.55		0.70		1.11		0.65		
Uniform Delay, d1		0.0	0.0		22.8		51.8		43.5		
Progression Factor		1.00	1.00		0.74		1.00		1.00		
Incremental Delay, d2		0.1	0.5		1.0		70.8		1.2		
Delay (s)		0.1	0.5		17.9		122.5		44.7		
Level of Service		A	A		B		F		D		
Approach Delay (s)		0.2			17.9			85.1		0.0	
Approach LOS		A			B			F		A	

Intersection Summary			
HCM 2000 Control Delay	23.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	2220	310	140	2270	35	290	10	130	125	50	310
Future Volume (vph)	95	2220	310	140	2270	35	290	10	130	125	50	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.87	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5074		1770	1863	1583	1770	1622	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.12	1.00	1.00	0.75	1.00	
Satd. Flow (perm)	1770	5085	1583	1770	5074		225	1863	1583	1398	1622	
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)	103	2413	337	152	2467	38	315	11	141	136	54	337
RTOR Reduction (vph)	0	0	56	0	1	0	0	0	111	0	155	0
Lane Group Flow (vph)	103	2413	281	152	2504	0	315	11	30	136	236	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		
Actuated Green, G (s)	12.8	73.2	73.2	14.7	75.1		53.1	33.8	33.8	40.4	27.1	
Effective Green, g (s)	14.8	75.2	75.2	16.7	77.1		53.1	33.8	33.8	40.4	27.1	
Actuated g/C Ratio	0.09	0.47	0.47	0.10	0.48		0.33	0.21	0.21	0.25	0.17	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	163	2389	744	184	2445		267	393	334	383	274	
v/s Ratio Prot	0.06	0.47		c0.09	c0.49		c0.15	0.01		0.03	0.15	
v/s Ratio Perm			0.18				c0.24		0.02	0.06		
v/c Ratio	0.63	1.01	0.38	0.83	1.02		1.18	0.03	0.09	0.36	0.86	
Uniform Delay, d1	70.0	42.4	27.3	70.2	41.5		49.2	50.1	50.7	48.4	64.6	
Progression Factor	1.02	0.91	0.83	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	5.3	20.2	1.4	24.0	24.6		112.7	0.0	0.0	0.2	22.3	
Delay (s)	77.0	58.9	24.1	94.3	66.1		161.9	50.1	50.8	48.6	86.9	
Level of Service	E	E	C	F	E		F	D	D	D	F	
Approach Delay (s)		55.4			67.7			125.7			77.0	
Approach LOS		E			E			F			E	

Intersection Summary			
HCM 2000 Control Delay	67.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	106.0%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2235	115	160	1850	145	190
Future Volume (vph)	2235	115	160	1850	145	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7489		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7489		1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2429	125	174	2011	158	207
RTOR Reduction (vph)	4	0	0	0	0	182
Lane Group Flow (vph)	2550	0	174	2011	158	25
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	98.0		18.0	124.0	19.0	19.0
Effective Green, g (s)	100.0		20.0	126.0	19.0	19.0
Actuated g/C Ratio	0.62		0.12	0.79	0.12	0.12
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	4680		221	4004	210	187
v/s Ratio Prot	c0.34		c0.10	0.40	c0.09	
v/s Ratio Perm						0.02
v/c Ratio	0.54		0.79	0.50	0.75	0.13
Uniform Delay, d1	17.1		67.9	6.0	68.2	63.1
Progression Factor	1.00		1.15	0.40	1.00	1.00
Incremental Delay, d2	0.1		14.2	0.0	12.6	0.1
Delay (s)	17.1		92.2	2.4	80.9	63.2
Level of Service	B		F	A	F	E
Approach Delay (s)	17.1			9.6	70.9	
Approach LOS	B			A	E	

Intersection Summary			
HCM 2000 Control Delay	17.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	95	2330	1845	85	250	165
Future Volume (vph)	95	2330	1845	85	250	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	2533	2005	92	272	179
RTOR Reduction (vph)	0	0	0	31	0	136
Lane Group Flow (vph)	103	2533	2005	61	272	43
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	12.0	124.0	104.0	104.0	19.0	19.0
Effective Green, g (s)	14.0	126.0	106.0	106.0	19.0	19.0
Actuated g/C Ratio	0.09	0.79	0.66	0.66	0.12	0.12
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	154	5046	4245	1048	407	187
v/s Ratio Prot	c0.06	c0.40	0.31		c0.08	
v/s Ratio Perm				0.04		0.03
v/c Ratio	0.67	0.50	0.47	0.06	0.67	0.23
Uniform Delay, d1	70.8	6.0	13.3	9.5	67.5	63.9
Progression Factor	0.77	0.34	1.52	2.80	1.00	1.00
Incremental Delay, d2	7.1	0.0	0.0	0.0	3.2	0.2
Delay (s)	61.8	2.1	20.1	26.5	70.7	64.1
Level of Service	E	A	C	C	E	E
Approach Delay (s)		4.4	20.4		68.1	
Approach LOS		A	C		E	

Intersection Summary			
HCM 2000 Control Delay	16.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	56.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑↑	↱		↑↑↑		↰↰		↱↱		
Traffic Volume (vph)	0	1580	1000	0	1380	0	500	0	550	0	0
Future Volume (vph)	0	1580	1000	0	1380	0	500	0	550	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		5.5		5.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1717	1053	0	1500	0	526	0	579	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1717	1053	0	1500	0	526	0	579	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		44.6	80.0		44.6		20.4		20.4		
Effective Green, g (s)		46.6	80.0		46.6		22.4		22.4		
Actuated g/C Ratio		0.58	1.00		0.58		0.28		0.28		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3732	1583		2962		961		780		
v/s Ratio Prot		0.27			0.29		0.15		0.21		
v/s Ratio Perm			c0.67								
v/c Ratio		0.46	0.67		0.51		0.55		0.74		
Uniform Delay, d1		9.5	0.0		9.9		24.5		26.2		
Progression Factor		1.13	1.00		1.12		1.00		1.00		
Incremental Delay, d2		0.4	2.0		0.5		0.5		3.6		
Delay (s)		11.1	2.0		11.6		25.0		29.8		
Level of Service		B	A		B		C		C		
Approach Delay (s)		7.6			11.6			27.5		0.0	
Approach LOS		A			B			C		A	

Intersection Summary			
HCM 2000 Control Delay	12.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰		↱↱		
Traffic Volume (vph)	0	1190	0	0	1800	570	550	0	420	0	0
Future Volume (vph)	0	1190	0	0	1800	570	550	0	420	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1293	0	0	1957	600	579	0	442	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1293	0	0	1957	600	579	0	442	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		46.6			46.6	80.0	18.4		18.4		
Effective Green, g (s)		48.6			48.6	80.0	20.4		20.4		
Actuated g/C Ratio		0.61			0.61	1.00	0.25		0.25		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3089			3089	1583	875		710		
v/s Ratio Prot		0.25			c0.38		c0.17		0.16		
v/s Ratio Perm						0.38					
v/c Ratio		0.42			0.63	0.38	0.66		0.62		
Uniform Delay, d1		8.3			10.0	0.0	26.7		26.4		
Progression Factor		1.10			1.41	1.00	1.00		1.00		
Incremental Delay, d2		0.4			0.3	0.2	1.7		1.5		
Delay (s)		9.4			14.5	0.2	28.4		27.9		
Level of Service		A			B	A	C		C		
Approach Delay (s)		9.4			11.1			28.2		0.0	
Approach LOS		A			B			C		A	

Intersection Summary			
HCM 2000 Control Delay	14.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	390	1075	145	55	1615	85	230	210	75	100	205	525
Future Volume (vph)	390	1075	145	55	1615	85	230	210	75	100	205	525
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	4994		1770	5047		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.35	1.00	1.00	0.56	1.00	1.00
Satd. Flow (perm)	3433	4994		1770	5047		654	1863	1583	1046	1863	1583
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)	424	1168	158	60	1755	92	250	228	82	109	223	571
RTOR Reduction (vph)	0	10	0	0	3	0	0	0	60	0	0	229
Lane Group Flow (vph)	424	1316	0	60	1844	0	250	228	22	109	223	342
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	23.3	72.3		8.3	57.3		59.4	42.8	42.8	45.5	34.9	34.9
Effective Green, g (s)	25.3	74.3		10.3	59.3		59.4	42.8	42.8	45.5	34.9	34.9
Actuated g/C Ratio	0.16	0.46		0.06	0.37		0.37	0.27	0.27	0.28	0.22	0.22
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	542	2319		113	1870		371	498	423	345	406	345
v/s Ratio Prot	c0.12	0.26		0.03	c0.37		c0.08	0.12		0.02	0.12	
v/s Ratio Perm							0.17		0.01	0.07		c0.22
v/c Ratio	0.78	0.57		0.53	0.99		0.67	0.46	0.05	0.32	0.55	0.99
Uniform Delay, d1	64.7	31.2		72.5	49.9		38.1	48.9	43.5	43.7	55.6	62.4
Progression Factor	0.84	1.17		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.2	0.9		2.4	17.8		3.8	0.2	0.0	0.2	0.8	45.8
Delay (s)	60.7	37.4		74.9	67.7		41.9	49.2	43.5	43.9	56.4	108.2
Level of Service	E	D		E	E		D	D	D	D	E	F
Approach Delay (s)		43.1			67.9			45.1			87.7	
Approach LOS		D			E			D			F	

Intersection Summary			
HCM 2000 Control Delay	60.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	92.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2460	95	250	2365	115	120
Future Volume (vph)	2460	95	250	2365	115	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frpb, ped/bikes	0.99		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00		1.00	1.00	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7429		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7429		1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2674	103	272	2571	125	130
RTOR Reduction (vph)	3	0	0	0	0	117
Lane Group Flow (vph)	2774	0	272	2571	125	13
Confl. Peds. (#/hr)		80				
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	94.2		25.0	127.2	15.8	15.8
Effective Green, g (s)	96.2		27.0	129.2	15.8	15.8
Actuated g/C Ratio	0.60		0.17	0.81	0.10	0.10
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	4466		298	4106	174	156
v/s Ratio Prot	0.37		c0.15	c0.51	c0.07	
v/s Ratio Perm						0.01
v/c Ratio	0.62		0.91	0.63	0.72	0.08
Uniform Delay, d1	20.3		65.3	6.0	69.9	65.5
Progression Factor	1.00		1.11	0.32	1.00	1.00
Incremental Delay, d2	0.2		25.2	0.2	11.2	0.1
Delay (s)	20.5		97.5	2.1	81.1	65.6
Level of Service	C		F	A	F	E
Approach Delay (s)	20.5			11.2	73.2	
Approach LOS	C			B	E	

Intersection Summary			
HCM 2000 Control Delay	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	180	2400	2460	290	190	155
Future Volume (vph)	180	2400	2460	290	190	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	2609	2674	315	207	168
RTOR Reduction (vph)	0	0	0	110	0	151
Lane Group Flow (vph)	196	2609	2674	205	207	17
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	17.0	127.2	102.2	102.2	15.8	15.8
Effective Green, g (s)	19.0	129.2	104.2	104.2	15.8	15.8
Actuated g/C Ratio	0.12	0.81	0.65	0.65	0.10	0.10
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	210	5174	4173	1030	339	156
v/s Ratio Prot	c0.11	0.41	c0.42		c0.06	
v/s Ratio Perm				0.13		0.01
v/c Ratio	0.93	0.50	0.64	0.20	0.61	0.11
Uniform Delay, d1	69.9	5.0	16.7	11.2	69.1	65.7
Progression Factor	0.72	0.32	0.86	2.33	1.00	1.00
Incremental Delay, d2	37.3	0.0	0.1	0.0	2.3	0.1
Delay (s)	87.3	1.6	14.4	26.0	71.4	65.8
Level of Service	F	A	B	C	E	E
Approach Delay (s)		7.6	15.7		68.9	
Approach LOS		A	B		E	

Intersection Summary			
HCM 2000 Control Delay	15.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	68.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑↑	↱		↑↑↑		↰↰		↱↱		
Traffic Volume (vph)	0	1890	700	0	2000	0	560	0	750	0	0
Future Volume (vph)	0	1890	700	0	2000	0	560	0	750	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		5.5		5.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	2054	737	0	2174	0	589	0	789	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2054	737	0	2174	0	589	0	789	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		44.5	80.0		44.5		20.5		20.5		
Effective Green, g (s)		46.5	80.0		46.5		22.5		22.5		
Actuated g/C Ratio		0.58	1.00		0.58		0.28		0.28		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3724	1583		2955		965		783		
v/s Ratio Prot		0.32			c0.43		0.17		c0.28		
v/s Ratio Perm			0.47								
v/c Ratio		0.55	0.47		0.74		0.61		1.01		
Uniform Delay, d1		10.3	0.0		12.3		24.9		28.8		
Progression Factor		1.93	1.00		1.40		1.00		1.00		
Incremental Delay, d2		0.5	0.9		0.9		1.0		34.1		
Delay (s)		20.4	0.9		18.0		25.9		62.8		
Level of Service		C	A		B		C		E		
Approach Delay (s)		15.2			18.0			47.0		0.0	
Approach LOS		B			B			D		A	

Intersection Summary			
HCM 2000 Control Delay	23.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	74.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰		↱↱		
Traffic Volume (vph)	0	1730	0	0	1740	430	1140	0	670	0	0
Future Volume (vph)	0	1730	0	0	1740	430	1140	0	670	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1880	0	0	1891	453	1200	0	705	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1880	0	0	1891	453	1200	0	705	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		42.5			42.5	80.0	22.5		22.5		
Effective Green, g (s)		44.5			44.5	80.0	24.5		24.5		
Actuated g/C Ratio		0.56			0.56	1.00	0.31		0.31		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		2828			2828	1583	1051		853		
v/s Ratio Prot		0.37			c0.37		c0.35		0.25		
v/s Ratio Perm						0.29					
v/c Ratio		0.66			0.67	0.29	1.14		0.83		
Uniform Delay, d1		12.5			12.5	0.0	27.8		25.8		
Progression Factor		1.86			1.00	1.00	1.00		1.00		
Incremental Delay, d2		0.5			0.6	0.2	75.5		6.5		
Delay (s)		23.7			13.1	0.2	103.2		32.2		
Level of Service		C			B	A	F		C		
Approach Delay (s)		23.7			10.6			76.9		0.0	
Approach LOS		C			B			E		A	

Intersection Summary			
HCM 2000 Control Delay	35.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	66.0%	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												
Traffic Volume (vph)	470	1715	215	105	1545	130	240	310	110	80	245	385
Future Volume (vph)	470	1715	215	105	1545	130	240	310	110	80	245	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5000		1770	5026		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.19	1.00	1.00	0.29	1.00	1.00
Satd. Flow (perm)	3433	5000		1770	5026		345	1863	1583	533	1863	1583
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)	511	1864	234	114	1679	141	261	337	120	87	266	418
RTOR Reduction (vph)	0	8	0	0	5	0	0	0	93	0	0	229
Lane Group Flow (vph)	511	2090	0	114	1815	0	261	337	27	87	266	189
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	26.0	74.2		13.8	62.0		52.0	36.5	36.5	36.9	27.4	27.4
Effective Green, g (s)	28.0	76.2		15.8	64.0		52.0	36.5	36.5	36.9	27.4	27.4
Actuated g/C Ratio	0.18	0.48		0.10	0.40		0.32	0.23	0.23	0.23	0.17	0.17
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	600	2381		174	2010		277	424	361	196	319	271
v/s Ratio Prot	c0.15	c0.42		0.06	0.36		c0.11	0.18		0.03	0.14	
v/s Ratio Perm							c0.20		0.02	0.08		0.12
v/c Ratio	0.85	0.88		0.66	0.90		0.94	0.79	0.08	0.44	0.83	0.70
Uniform Delay, d1	64.0	37.7		69.5	45.1		45.0	58.2	48.5	50.4	64.1	62.4
Progression Factor	0.92	1.23		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.9	3.6		6.6	7.1		38.3	9.3	0.0	0.6	16.2	6.2
Delay (s)	66.8	50.0		76.1	52.2		83.3	67.5	48.5	51.0	80.3	68.6
Level of Service	E	D		E	D		F	E	D	D	F	E
Approach Delay (s)		53.3			53.6			70.1			70.6	
Approach LOS		D			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	57.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	90.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Traffic Volume (vph)	3480	10	80	2130	110	335
Future Volume (vph)	3480	10	80	2130	110	335
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	6.0	6.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	1770	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	3663	11	84	2242	116	353
RTOR Reduction (vph)	0	2	0	0	0	132
Lane Group Flow (vph)	3663	9	84	2242	116	221
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Actuated Green, G (s)	119.6	119.6	12.4	139.0	28.0	28.0
Effective Green, g (s)	121.6	121.6	14.4	141.0	28.0	28.0
Actuated g/C Ratio	0.68	0.68	0.08	0.78	0.16	0.16
Clearance Time (s)	7.0	7.0	7.0	7.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	3435	1069	141	3983	275	246
v/s Ratio Prot	c0.72		0.05	c0.44	0.07	
v/s Ratio Perm		0.01				c0.14
v/c Ratio	1.07	0.01	0.60	0.56	0.42	0.90
Uniform Delay, d1	29.2	9.5	80.0	7.6	68.7	74.6
Progression Factor	1.00	1.00	0.89	1.33	1.00	1.00
Incremental Delay, d2	36.7	0.0	3.9	0.5	0.4	31.1
Delay (s)	65.9	9.5	75.5	10.6	69.1	105.7
Level of Service	E	A	E	B	E	F
Approach Delay (s)	65.7			12.9	96.7	
Approach LOS	E			B	F	

Intersection Summary			
HCM 2000 Control Delay	49.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	97.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Traffic Volume (vph)	3805	10	20	2180	30	60
Future Volume (vph)	3805	10	20	2180	30	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.03	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	48	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	4005	11	21	2295	32	63
RTOR Reduction (vph)	0	1	0	0	0	60
Lane Group Flow (vph)	4005	10	21	2295	32	3
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	147.4	147.4	158.0	158.0	8.0	8.0
Effective Green, g (s)	149.4	149.4	160.0	160.0	8.0	8.0
Actuated g/C Ratio	0.83	0.83	0.89	0.89	0.04	0.04
Clearance Time (s)	8.0	8.0	8.0	8.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	4220	1313	86	4520	78	70
v/s Ratio Prot	c0.79		0.01	c0.45	c0.02	
v/s Ratio Perm		0.01	0.21			0.00
v/c Ratio	0.95	0.01	0.24	0.51	0.41	0.04
Uniform Delay, d1	12.3	2.6	54.7	2.0	83.7	82.3
Progression Factor	2.55	1.69	7.72	6.29	1.00	1.00
Incremental Delay, d2	0.7	0.0	0.2	0.1	1.3	0.1
Delay (s)	31.9	4.4	422.5	12.9	85.0	82.4
Level of Service	C	A	F	B	F	F
Approach Delay (s)	31.8			16.6	83.3	
Approach LOS	C			B	F	

Intersection Summary			
HCM 2000 Control Delay	27.1	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)	18.0
Intersection Capacity Utilization	88.5%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	855	2460	550	295	1440	275	350	1335	345	205	1400	410
Future Volume (vph)	855	2460	550	295	1440	275	350	1335	345	205	1400	410
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	900	2589	579	311	1516	289	368	1405	363	216	1474	432
RTOR Reduction (vph)	0	0	162	0	0	100	0	0	121	0	0	289
Lane Group Flow (vph)	900	2589	417	311	1516	189	368	1405	242	216	1474	143
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	42.0	77.1	77.1	14.0	49.1	49.1	20.9	47.7	47.7	15.2	42.0	42.0
Effective Green, g (s)	44.0	79.1	79.1	16.0	51.1	51.1	22.9	49.7	49.7	17.2	44.0	44.0
Actuated g/C Ratio	0.24	0.44	0.44	0.09	0.28	0.28	0.13	0.28	0.28	0.10	0.24	0.24
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	839	2234	695	305	1443	449	436	1404	437	328	1243	386
v/s Ratio Prot	c0.26	c0.51		0.09	0.30		c0.11	c0.28		0.06	c0.29	
v/s Ratio Perm			0.26			0.12			0.15			0.09
v/c Ratio	1.07	1.16	0.60	1.02	1.05	0.42	0.84	1.00	0.55	0.66	1.19	0.37
Uniform Delay, d1	68.0	50.5	38.4	82.0	64.5	52.4	76.8	65.2	55.7	78.6	68.0	56.5
Progression Factor	0.92	0.90	0.68	1.10	0.83	0.84	1.00	1.00	1.00	0.90	1.17	2.62
Incremental Delay, d2	42.1	73.7	1.5	49.0	35.0	2.1	13.4	24.2	0.9	2.5	89.6	0.2
Delay (s)	105.0	119.1	27.4	139.3	88.3	46.0	90.2	89.3	56.5	73.3	169.0	148.3
Level of Service	F	F	C	F	F	D	F	F	E	E	F	F
Approach Delay (s)		102.9			90.1			83.9			155.1	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	107.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.13		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	108.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2890	45	15	1960	145	75
Future Volume (vph)	2890	45	15	1960	145	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	4.5	3.0	5.5	5.5
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted	1.00	1.00	0.03	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	49	3539	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	3042	47	16	2063	153	79
RTOR Reduction (vph)	0	6	0	0	0	49
Lane Group Flow (vph)	3042	41	16	2063	153	30
Confl. Peds. (#/hr)			15			
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	145.5	145.5	155.0	155.0	14.5	14.5
Effective Green, g (s)	147.5	147.5	157.0	157.0	14.5	14.5
Actuated g/C Ratio	0.82	0.82	0.87	0.87	0.08	0.08
Clearance Time (s)	5.0	5.0	6.5	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	2900	1297	90	3086	142	127
v/s Ratio Prot	c0.86		0.00	c0.58	c0.09	
v/s Ratio Perm		0.03	0.15			0.02
v/c Ratio	1.05	0.03	0.18	0.67	1.08	0.24
Uniform Delay, d1	16.2	3.0	62.9	3.5	82.8	77.6
Progression Factor	3.47	3.24	3.20	5.51	1.00	1.00
Incremental Delay, d2	23.2	0.0	0.1	0.3	97.7	0.4
Delay (s)	79.6	9.8	201.4	19.7	180.5	77.9
Level of Service	E	A	F	B	F	E
Approach Delay (s)	78.6			21.1	145.6	
Approach LOS	E			C	F	

Intersection Summary			
HCM 2000 Control Delay	59.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	95.8%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	335	2390	160	335	1560	345	190	855	645	480	605	290
Future Volume (vph)	335	2390	160	335	1560	345	190	855	645	480	605	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	5.0	5.0	6.5	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
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)	364	2598	174	364	1696	375	207	929	701	522	658	315
RTOR Reduction (vph)	0	0	79	0	0	116	0	0	168	0	0	126
Lane Group Flow (vph)	364	2598	95	364	1696	259	207	929	533	522	658	189
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	20.8	84.0	84.0	11.5	74.7	74.7	13.6	31.5	31.5	24.5	42.4	42.4
Effective Green, g (s)	22.8	86.0	86.0	13.5	76.7	76.7	15.6	33.5	33.5	26.5	44.4	44.4
Actuated g/C Ratio	0.13	0.48	0.48	0.08	0.43	0.43	0.09	0.19	0.19	0.15	0.25	0.25
Clearance Time (s)	8.5	7.0	7.0	8.5	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0
Lane Grp Cap (vph)	434	2429	756	257	1508	674	297	658	294	505	872	390
v/s Ratio Prot	0.11	c0.51		c0.11	c0.48		0.06	0.26		c0.15	0.19	
v/s Ratio Perm			0.06			0.16			c0.34			0.12
v/c Ratio	0.84	1.07	0.13	1.42	1.12	0.38	0.70	1.41	1.81	1.03	0.75	0.49
Uniform Delay, d1	76.8	47.0	26.1	83.2	51.6	35.4	79.9	73.2	73.2	76.8	62.8	58.0
Progression Factor	1.18	0.90	1.24	0.71	1.73	2.95	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.8	34.8	0.1	203.4	63.1	1.2	5.6	194.3	379.5	49.0	3.7	1.0
Delay (s)	95.2	77.2	32.4	262.5	152.7	105.6	85.6	267.5	452.8	125.7	66.5	59.0
Level of Service	F	E	C	F	F	F	F	F	F	F	E	E
Approach Delay (s)		76.8			161.8			317.7			85.6	
Approach LOS		E			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	151.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.26		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	111.5%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	305	2705	505	405	2100	340	55	10	105	40	10	85
Future Volume (vph)	305	2705	505	405	2100	340	55	10	105	40	10	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.86		1.00	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.97	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1736	6257		1770	5085	1524	1681	1710	1583	1453	1573	1154
Flt Permitted	0.04	1.00		0.95	1.00	1.00	0.95	0.97	1.00	0.95	0.97	1.00
Satd. Flow (perm)	72	6257		1770	5085	1524	1681	1710	1583	1453	1573	1154
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)	332	2940	549	440	2283	370	60	11	114	43	11	92
RTOR Reduction (vph)	0	15	0	0	0	77	0	0	109	0	0	88
Lane Group Flow (vph)	332	3474	0	440	2283	293	35	36	5	27	27	4
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Turn Type	pm+pt	NA		Prot	NA	Perm	Split	NA	Prot	Split	NA	Prot
Protected Phases	1	6		5	2		4	4	4	3	3	3
Permitted Phases	6					2						
Actuated Green, G (s)	138.1	114.6		23.5	114.6	114.6	8.5	8.5	8.5	8.4	8.4	8.4
Effective Green, g (s)	142.1	116.6		25.5	116.6	116.6	8.5	8.5	8.5	8.4	8.4	8.4
Actuated g/C Ratio	0.79	0.65		0.14	0.65	0.65	0.05	0.05	0.05	0.05	0.05	0.05
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	292	4053		250	3293	987	79	80	74	67	73	53
v/s Ratio Prot	0.16	0.56		c0.25	0.45		0.02	c0.02	0.00	c0.02	0.02	0.00
v/s Ratio Perm	c0.73					0.19						
v/c Ratio	1.14	0.86		1.76	0.69	0.30	0.44	0.45	0.07	0.40	0.37	0.08
Uniform Delay, d1	63.9	25.1		77.2	20.3	13.8	83.4	83.5	82.0	83.4	83.2	82.1
Progression Factor	1.32	0.75		1.19	0.80	0.55	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	65.9	0.2		356.2	1.1	0.7	1.4	1.5	0.2	1.4	1.2	0.2
Delay (s)	150.1	19.2		448.2	17.3	8.2	84.9	84.9	82.1	84.8	84.4	82.3
Level of Service	F	B		F	B	A	F	F	F	F	F	F
Approach Delay (s)		30.5			77.5			83.2			83.2	
Approach LOS		C			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	53.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	91.0%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑↑		
Traffic Volume (vph)	2135	715	835	2845	0	0
Future Volume (vph)	2135	715	835	2845	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.5	2.0		
Lane Util. Factor	0.91	1.00	1.00	0.86		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	1583	1770	6408		
Flt Permitted	1.00	1.00	0.04	1.00		
Satd. Flow (perm)	5085	1583	75	6408		
Peak-hour factor, PHF	0.92	0.95	0.95	0.92	0.95	0.95
Adj. Flow (vph)	2321	753	879	3092	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2321	753	879	3092	0	0
Turn Type	NA	Free	D.P+P	NA		
Protected Phases	1 2 4		3 5	Free		
Permitted Phases		Free	1 2 4			
Actuated Green, G (s)	95.5	180.0	155.0	180.0		
Effective Green, g (s)	99.5	180.0	163.0	180.0		
Actuated g/C Ratio	0.55	1.00	0.91	1.00		
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)	2810	1583	665	6408		
v/s Ratio Prot	0.46		c0.47	0.48		
v/s Ratio Perm		0.48	c0.73			
v/c Ratio	0.83	0.48	1.32	0.48		
Uniform Delay, d1	33.1	0.0	54.2	0.0		
Progression Factor	2.38	1.00	1.37	1.00		
Incremental Delay, d2	1.1	0.5	152.5	0.2		
Delay (s)	79.9	0.5	226.8	0.2		
Level of Service	E	A	F	A		
Approach Delay (s)	60.4			50.4	0.0	
Approach LOS	E			D	A	

Intersection Summary			
HCM 2000 Control Delay	54.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.36		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	94.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑↑		↰↰	↱
Traffic Volume (vph)	0	2135	2690	0	430	990
Future Volume (vph)	0	2135	2690	0	430	990
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	2.0
Lane Util. Factor		0.91	0.86		0.97	1.00
Frpb, ped/bikes		1.00	1.00		1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		5085	6408		3433	1583
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		5085	6408		3433	1583
Peak-hour factor, PHF	0.95	0.92	0.92	0.95	0.95	0.95
Adj. Flow (vph)	0	2321	2924	0	453	1042
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	2321	2924	0	453	1042
Confl. Peds. (#/hr)					410	
Turn Type		NA	NA		Prot	Free
Protected Phases		2 3 4	2 3 4		1 5	
Permitted Phases						Free
Actuated Green, G (s)		118.0	118.0		49.5	180.0
Effective Green, g (s)		120.0	120.0		47.5	180.0
Actuated g/C Ratio		0.67	0.67		0.26	1.00
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)		3390	4272		905	1583
v/s Ratio Prot		c0.46	0.46		0.13	
v/s Ratio Perm						c0.66
v/c Ratio		0.68	0.68		0.50	0.66
Uniform Delay, d1		18.4	18.4		56.2	0.0
Progression Factor		0.52	0.38		1.00	1.00
Incremental Delay, d2		0.2	0.1		0.2	2.2
Delay (s)		9.8	7.1		56.3	2.2
Level of Service		A	A		E	A
Approach Delay (s)		9.8	7.1		18.6	
Approach LOS		A	A		B	

Intersection Summary			
HCM 2000 Control Delay	10.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	61.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1195	1370	290	1840	850	470
Future Volume (vph)	1195	1370	290	1840	850	470
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.5	4.5	4.0	4.0
Lane Util. Factor	0.95	1.00	1.00	0.91	0.97	0.91
Frt	1.00	0.85	1.00	1.00	0.99	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (prot)	3539	1583	1770	5085	3418	1441
Flt Permitted	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (perm)	3539	1583	1770	5085	3418	1441
Peak-hour factor, PHF	0.92	0.95	0.95	0.92	0.95	0.95
Adj. Flow (vph)	1299	1442	305	2000	895	495
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1299	1442	305	2000	959	431
Turn Type	NA	Free	Prot	NA	Prot	Prot
Protected Phases	1 2 5		3	1 2 3	4	4
Permitted Phases		Free				
Actuated Green, G (s)	103.5	180.0	20.5	85.5	37.0	37.0
Effective Green, g (s)	101.5	180.0	22.5	87.5	39.0	39.0
Actuated g/C Ratio	0.56	1.00	0.12	0.49	0.22	0.22
Clearance Time (s)			6.5		6.0	6.0
Vehicle Extension (s)			1.5		3.5	3.5
Lane Grp Cap (vph)	1995	1583	221	2471	740	312
v/s Ratio Prot	0.37		c0.17	0.39	0.28	c0.30
v/s Ratio Perm		c0.91				
v/c Ratio	0.65	0.91	1.38	0.81	1.30	1.38
Uniform Delay, d1	27.0	0.0	78.8	39.2	70.5	70.5
Progression Factor	0.82	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.4	7.4	196.7	1.9	143.1	190.5
Delay (s)	22.6	7.4	275.5	41.1	213.6	261.0
Level of Service	C	A	F	D	F	F
Approach Delay (s)	14.6			72.1	228.3	
Approach LOS	B			E	F	

Intersection Summary			
HCM 2000 Control Delay	81.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	89.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	1135	280	155	1550	85	220	150	150	230	185	360
Future Volume (vph)	250	1135	280	155	1550	85	220	150	150	230	185	360
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4935		1770	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.08	1.00		0.11	1.00	1.00	0.38	1.00	1.00	0.63	1.00	1.00
Satd. Flow (perm)	148	4935		210	5085	1583	709	3539	1583	1179	1863	1583
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)	272	1234	304	168	1685	92	239	163	163	250	201	391
RTOR Reduction (vph)	0	25	0	0	0	42	0	0	135	0	0	126
Lane Group Flow (vph)	272	1513	0	168	1685	50	239	163	28	250	201	265
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4		4	8		8
Actuated Green, G (s)	101.0	88.0		95.0	85.0	85.0	36.0	27.0	27.0	36.0	27.0	27.0
Effective Green, g (s)	105.0	90.0		99.0	87.0	87.0	36.0	27.0	27.0	36.0	27.0	27.0
Actuated g/C Ratio	0.66	0.56		0.62	0.54	0.54	0.22	0.17	0.17	0.22	0.17	0.17
Clearance Time (s)	7.0	7.0		7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	249	2775		246	2764	860	219	597	267	298	314	267
v/s Ratio Prot	c0.10	0.31		0.05	0.33		c0.06	0.05		0.05	0.11	
v/s Ratio Perm	c0.61			0.37		0.03	c0.18		0.02	0.14		0.17
v/c Ratio	1.09	0.55		0.68	0.61	0.06	1.09	0.27	0.10	0.84	0.64	0.99
Uniform Delay, d1	42.5	22.1		17.1	24.9	17.2	61.2	57.9	56.3	57.8	62.0	66.4
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	83.9	0.8		6.1	1.0	0.1	87.3	0.1	0.1	17.6	3.3	52.4
Delay (s)	126.4	22.9		23.2	25.9	17.3	148.6	58.0	56.3	75.3	65.3	118.8
Level of Service	F	C		C	C	B	F	E	E	E	E	F
Approach Delay (s)		38.4			25.3			95.8			93.1	
Approach LOS		D			C			F			F	

Intersection Summary			
HCM 2000 Control Delay	48.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	84.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	5	85	10	0	15	0	2350	55	40	2000	0
Future Volume (vph)	65	5	85	10	0	15	0	2350	55	40	2000	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0		6.0		7.0	7.0	7.0	7.0	
Lane Util. Factor	0.95	0.95		1.00		1.00		0.95	1.00	1.00	0.95	
Frt	1.00	0.87		1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1530		1770		1583		3539	1583	1770	3539	
Flt Permitted	0.95	1.00		0.95		1.00		1.00	1.00	0.03	1.00	
Satd. Flow (perm)	1681	1530		1770		1583		3539	1583	52	3539	
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)	68	5	89	11	0	16	0	2474	58	42	2105	0
RTOR Reduction (vph)	0	84	0	0	0	16	0	0	14	0	0	0
Lane Group Flow (vph)	61	17	0	11	0	0	0	2474	44	42	2105	0
Turn Type	Split	NA		Prot		Prot		NA	Perm	pm+pt	NA	
Protected Phases	4	4		3		3		2		1	6	
Permitted Phases									2	6		
Actuated Green, G (s)	10.6	10.6		4.0		4.0		135.1	135.1	146.4	146.4	
Effective Green, g (s)	10.6	10.6		4.0		4.0		135.1	135.1	146.4	146.4	
Actuated g/C Ratio	0.06	0.06		0.02		0.02		0.75	0.75	0.81	0.81	
Clearance Time (s)	6.0	6.0		6.0		6.0		7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	2.0		2.0		2.0		3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	98	90		39		35		2656	1188	83	2878	
v/s Ratio Prot	c0.04	0.01		c0.01		0.00		c0.70		0.01	c0.59	
v/s Ratio Perm									0.03	0.39		
v/c Ratio	0.62	0.19		0.28		0.01		0.93	0.04	0.51	0.73	
Uniform Delay, d1	82.7	80.6		86.6		86.1		18.6	5.8	47.7	7.7	
Progression Factor	1.00	1.00		1.00		1.00		0.87	0.49	1.00	1.00	
Incremental Delay, d2	8.5	0.4		1.4		0.0		2.7	0.0	1.8	1.7	
Delay (s)	91.3	81.0		88.0		86.1		18.8	2.8	49.5	9.4	
Level of Service	F	F		F		F		B	A	D	A	
Approach Delay (s)		84.9			86.9			18.5			10.2	
Approach LOS		F			F			B			B	

Intersection Summary			
HCM 2000 Control Delay	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	90.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Traffic Volume (vph)	2180	60	325	3445	45	160
Future Volume (vph)	2180	60	325	3445	45	160
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	6.0	6.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	1770	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2295	63	342	3626	47	168
RTOR Reduction (vph)	0	12	0	0	0	159
Lane Group Flow (vph)	2295	51	342	3626	47	9
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Actuated Green, G (s)	117.5	117.5	33.0	157.5	9.5	9.5
Effective Green, g (s)	119.5	119.5	35.0	159.5	9.5	9.5
Actuated g/C Ratio	0.66	0.66	0.19	0.89	0.05	0.05
Clearance Time (s)	7.0	7.0	7.0	7.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	3375	1050	344	4505	93	83
v/s Ratio Prot	0.45		c0.19	c0.71	c0.03	
v/s Ratio Perm		0.03				0.01
v/c Ratio	0.68	0.05	0.99	0.80	0.51	0.11
Uniform Delay, d1	18.5	10.5	72.4	4.1	83.0	81.2
Progression Factor	1.00	1.00	0.97	1.26	1.00	1.00
Incremental Delay, d2	1.1	0.1	31.6	0.8	1.6	0.2
Delay (s)	19.7	10.6	101.7	5.9	84.5	81.4
Level of Service	B	B	F	A	F	F
Approach Delay (s)	19.4			14.2	82.1	
Approach LOS	B			B	F	

Intersection Summary			
HCM 2000 Control Delay	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	80.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2310	30	65	3760	10	60
Future Volume (vph)	2310	30	65	3760	10	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.05	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	87	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2432	32	68	3958	11	63
RTOR Reduction (vph)	0	4	0	0	0	61
Lane Group Flow (vph)	2432	28	68	3958	11	2
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	145.0	145.0	159.1	159.1	6.9	6.9
Effective Green, g (s)	147.0	147.0	161.1	161.1	6.9	6.9
Actuated g/C Ratio	0.82	0.82	0.89	0.89	0.04	0.04
Clearance Time (s)	8.0	8.0	8.0	8.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	4152	1292	153	4551	67	60
v/s Ratio Prot	0.48		0.02	c0.78	c0.01	
v/s Ratio Perm		0.02	0.38			0.00
v/c Ratio	0.59	0.02	0.44	0.87	0.16	0.04
Uniform Delay, d1	5.8	3.1	8.6	4.5	83.8	83.4
Progression Factor	0.25	0.11	2.62	2.63	1.00	1.00
Incremental Delay, d2	0.5	0.0	0.1	0.2	0.4	0.1
Delay (s)	1.9	0.4	22.7	12.0	84.2	83.5
Level of Service	A	A	C	B	F	F
Approach Delay (s)	1.9			12.2	83.6	
Approach LOS	A			B	F	

Intersection Summary			
HCM 2000 Control Delay	9.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	87.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	480	1550	340	355	2365	315	615	1325	330	255	1135	845
Future Volume (vph)	480	1550	340	355	2365	315	615	1325	330	255	1135	845
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	505	1632	358	374	2489	332	647	1395	347	268	1195	889
RTOR Reduction (vph)	0	0	157	0	0	67	0	0	154	0	0	154
Lane Group Flow (vph)	505	1632	201	374	2489	265	647	1395	193	268	1195	735
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	19.0	67.6	67.6	22.4	71.0	71.0	23.0	47.0	47.0	17.0	41.0	41.0
Effective Green, g (s)	21.0	69.6	69.6	24.4	73.0	73.0	25.0	49.0	49.0	19.0	43.0	43.0
Actuated g/C Ratio	0.12	0.39	0.39	0.14	0.41	0.41	0.14	0.27	0.27	0.11	0.24	0.24
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	400	1966	612	465	2062	641	476	1384	430	362	1214	378
v/s Ratio Prot	c0.15	0.32		0.11	c0.49		c0.19	0.27		0.08	0.23	
v/s Ratio Perm			0.13			0.17			0.12			c0.46
v/c Ratio	1.26	0.83	0.33	0.80	1.21	0.41	1.36	1.01	0.45	0.74	0.98	1.95
Uniform Delay, d1	79.5	49.9	38.8	75.5	53.5	38.2	77.5	65.5	54.3	78.1	68.2	68.5
Progression Factor	1.14	0.90	1.24	0.94	1.20	1.25	1.00	1.00	1.00	1.24	0.98	0.97
Incremental Delay, d2	133.9	3.5	1.2	3.3	94.9	0.7	174.9	26.1	0.3	4.2	16.2	431.1
Delay (s)	224.8	48.3	49.1	74.1	158.9	48.6	252.4	91.6	54.6	100.8	83.3	497.5
Level of Service	F	D	D	E	F	D	F	F	D	F	F	F
Approach Delay (s)		84.2			137.5			129.8			241.9	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	146.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.43		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	127.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2195	110	60	2945	55	40
Future Volume (vph)	2195	110	60	2945	55	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	4.5	3.0	5.5	5.5
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted	1.00	1.00	0.04	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	80	3539	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2311	116	63	3100	58	42
RTOR Reduction (vph)	0	20	0	0	0	40
Lane Group Flow (vph)	2311	96	63	3100	58	2
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	147.1	147.1	159.2	159.2	10.3	10.3
Effective Green, g (s)	149.1	149.1	161.2	161.2	10.3	10.3
Actuated g/C Ratio	0.83	0.83	0.90	0.90	0.06	0.06
Clearance Time (s)	5.0	5.0	6.5	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	2931	1311	143	3169	101	90
v/s Ratio Prot	0.65		0.02	c0.88	c0.03	
v/s Ratio Perm		0.06	0.38			0.00
v/c Ratio	0.79	0.07	0.44	0.98	0.57	0.03
Uniform Delay, d1	7.6	2.8	23.0	7.9	82.7	80.1
Progression Factor	1.32	0.00	2.04	4.84	1.00	1.00
Incremental Delay, d2	1.6	0.1	0.1	1.9	4.8	0.0
Delay (s)	11.7	0.1	47.0	40.2	87.5	80.2
Level of Service	B	A	D	D	F	F
Approach Delay (s)	11.1			40.4	84.4	
Approach LOS	B			D	F	

Intersection Summary			
HCM 2000 Control Delay	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	94.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	365	1770	195	435	2365	510	205	660	360	250	890	495
Future Volume (vph)	365	1770	195	435	2365	510	205	660	360	250	890	495
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	5.0	5.0	6.5	5.0	5.0	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
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)	397	1924	212	473	2571	554	223	717	391	272	967	538
RTOR Reduction (vph)	0	0	125	0	0	90	0	0	150	0	0	121
Lane Group Flow (vph)	397	1924	87	473	2571	464	223	717	241	272	967	417
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	12.5	65.7	65.7	25.2	78.4	78.4	13.1	43.5	43.5	17.1	47.5	47.5
Effective Green, g (s)	14.5	67.7	67.7	27.2	80.4	80.4	15.1	45.5	45.5	19.1	49.5	49.5
Actuated g/C Ratio	0.08	0.38	0.38	0.15	0.45	0.45	0.08	0.25	0.25	0.11	0.28	0.28
Clearance Time (s)	8.5	7.0	7.0	8.5	7.0	7.0	6.5	6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0	2.0	3.0	3.0
Lane Grp Cap (vph)	276	1912	595	518	1580	707	287	894	400	364	973	435
v/s Ratio Prot	c0.12	0.38		0.14	c0.73		0.06	0.20		c0.08	c0.27	
v/s Ratio Perm			0.05			0.29			0.15			0.26
v/c Ratio	1.44	1.01	0.15	0.91	1.63	0.66	0.78	0.80	0.60	0.75	0.99	0.96
Uniform Delay, d1	82.8	56.1	37.1	75.2	49.8	39.0	80.8	63.0	59.3	78.1	65.1	64.2
Progression Factor	1.24	0.75	0.63	1.01	1.19	1.41	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	212.2	19.3	0.4	2.6	282.5	0.4	11.4	5.2	2.6	7.2	27.2	32.2
Delay (s)	314.4	61.2	23.6	78.7	342.0	55.4	92.2	68.3	61.8	85.3	92.3	96.5
Level of Service	F	E	C	E	F	E	F	E	E	F	F	F
Approach Delay (s)		97.7			263.3			70.4			92.5	
Approach LOS		F			F			E			F	

Intersection Summary			
HCM 2000 Control Delay	157.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.34		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	123.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

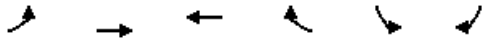
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	2235	70	140	2590	115	350	10	440	110	5	370
Future Volume (vph)	75	2235	70	140	2590	115	350	10	440	110	5	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.86		1.00	0.91	1.00	0.95	0.95	1.00	0.95	0.95	1.00
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.96	1.00
Satd. Flow (prot)	1597	6379		1770	5085	1369	1681	1690	1583	1665	1677	1417
Flt Permitted	0.04	1.00		0.95	1.00	1.00	0.95	0.95	1.00	0.95	0.96	1.00
Satd. Flow (perm)	73	6379		1770	5085	1369	1681	1690	1583	1665	1677	1417
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)	82	2429	76	152	2815	125	380	11	478	120	5	402
RTOR Reduction (vph)	0	2	0	0	0	43	0	0	138	0	0	81
Lane Group Flow (vph)	82	2503	0	152	2815	82	194	197	340	62	63	321
Heavy Vehicles (%)	13%	2%	2%	2%	2%	18%	2%	2%	2%	3%	2%	14%
Turn Type	pm+pt	NA		Prot	NA	Perm	Split	NA	Prot	Split	NA	Prot
Protected Phases	1	6		5	2		4	4	4	3	3	3
Permitted Phases	6					2						
Actuated Green, G (s)	96.9	90.5		11.5	95.6	95.6	23.0	23.0	23.0	30.0	30.0	30.0
Effective Green, g (s)	100.9	92.5		13.5	97.6	97.6	23.0	23.0	23.0	30.0	30.0	30.0
Actuated g/C Ratio	0.56	0.51		0.08	0.54	0.54	0.13	0.13	0.13	0.17	0.17	0.17
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	112	3278		132	2757	742	214	215	202	277	279	236
v/s Ratio Prot	0.03	0.39		c0.09	c0.55		0.12	0.12	c0.21	0.04	0.04	c0.23
v/s Ratio Perm	0.38					0.06						
v/c Ratio	0.73	0.76		1.15	1.02	0.11	0.91	0.92	1.68	0.22	0.23	1.36
Uniform Delay, d1	46.0	35.0		83.2	41.2	20.1	77.4	77.5	78.5	64.9	64.9	75.0
Progression Factor	1.64	0.45		1.06	0.71	0.72	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.5	0.6		120.4	21.7	0.3	36.0	38.2	328.4	0.1	0.2	187.3
Delay (s)	83.0	16.6		208.8	51.2	14.8	113.5	115.7	406.9	65.1	65.1	262.3
Level of Service	F	B		F	D	B	F	F	F	E	E	F
Approach Delay (s)		18.7			57.5			275.4			215.5	
Approach LOS		B			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	81.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	96.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑↑		
Traffic Volume (vph)	2065	720	840	2845	0	0
Future Volume (vph)	2065	720	840	2845	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.5	2.0		
Lane Util. Factor	0.91	1.00	1.00	0.86		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	1583	1770	6408		
Flt Permitted	1.00	1.00	0.05	1.00		
Satd. Flow (perm)	5085	1583	94	6408		
Peak-hour factor, PHF	0.92	0.95	0.95	0.92	0.95	0.95
Adj. Flow (vph)	2245	758	884	3092	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2245	758	884	3092	0	0
Turn Type	NA	Free	D.P+P	NA		
Protected Phases	1 2 4		3 5	Free		
Permitted Phases		Free	1 2 4			
Actuated Green, G (s)	75.5	180.0	155.0	180.0		
Effective Green, g (s)	79.5	180.0	163.0	180.0		
Actuated g/C Ratio	0.44	1.00	0.91	1.00		
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)	2245	1583	862	6408		
v/s Ratio Prot	0.44		c0.48	0.48		
v/s Ratio Perm		0.48	c0.45			
v/c Ratio	1.00	0.48	1.03	0.48		
Uniform Delay, d1	50.2	0.0	45.3	0.0		
Progression Factor	1.49	1.00	1.51	1.00		
Incremental Delay, d2	13.5	0.5	32.7	0.2		
Delay (s)	88.5	0.5	101.0	0.2		
Level of Service	F	A	F	A		
Approach Delay (s)	66.3			22.6	0.0	
Approach LOS	E			C	A	

Intersection Summary			
HCM 2000 Control Delay	41.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.05		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	93.5%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑↑	↑↑↑↑		↰↰	↱
Traffic Volume (vph)	0	2065	2495	0	310	1190
Future Volume (vph)	0	2065	2495	0	310	1190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	4.5		4.5	2.0
Lane Util. Factor		0.91	0.86		0.97	1.00
Frt		1.00	1.00		1.00	0.85
Flt Protected		1.00	1.00		0.95	1.00
Satd. Flow (prot)		5085	6408		3433	1583
Flt Permitted		1.00	1.00		0.95	1.00
Satd. Flow (perm)		5085	6408		3433	1583
Peak-hour factor, PHF	0.95	0.92	0.92	0.95	0.95	0.95
Adj. Flow (vph)	0	2245	2712	0	326	1253
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	2245	2712	0	326	1253
Turn Type		NA	NA		Prot	Free
Protected Phases		2 3 4	2 3 4		1 5	
Permitted Phases						Free
Actuated Green, G (s)		118.0	118.0		49.5	180.0
Effective Green, g (s)		120.0	120.0		47.5	180.0
Actuated g/C Ratio		0.67	0.67		0.26	1.00
Clearance Time (s)						
Vehicle Extension (s)						
Lane Grp Cap (vph)		3390	4272		905	1583
v/s Ratio Prot		0.44	0.42		0.09	
v/s Ratio Perm						c0.79
v/c Ratio		0.66	0.63		0.36	0.79
Uniform Delay, d1		17.9	17.3		53.9	0.0
Progression Factor		0.70	0.57		1.00	1.00
Incremental Delay, d2		0.0	0.0		0.1	4.1
Delay (s)		12.6	9.9		54.0	4.1
Level of Service		B	A		D	A
Approach Delay (s)		12.6	9.9		14.4	
Approach LOS		B	A		B	

Intersection Summary			
HCM 2000 Control Delay	11.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	56.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1375	1000	320	1585	910	680
Future Volume (vph)	1375	1000	320	1585	910	680
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.5	4.5	4.0	4.0
Lane Util. Factor	0.95	1.00	1.00	0.91	0.97	0.91
Frt	1.00	0.85	1.00	1.00	0.97	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (prot)	3539	1583	1770	5085	3382	1441
Flt Permitted	1.00	1.00	0.95	1.00	0.96	1.00
Satd. Flow (perm)	3539	1583	1770	5085	3382	1441
Peak-hour factor, PHF	0.92	0.95	0.95	0.92	0.95	0.95
Adj. Flow (vph)	1495	1053	337	1723	958	716
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1495	1053	337	1723	1151	523
Turn Type	NA	Free	Prot	NA	Prot	Prot
Protected Phases	1 2 5		3	1 2 3	4	4
Permitted Phases		Free				
Actuated Green, G (s)	88.5	180.0	40.5	90.5	32.0	32.0
Effective Green, g (s)	86.5	180.0	42.5	92.5	34.0	34.0
Actuated g/C Ratio	0.48	1.00	0.24	0.51	0.19	0.19
Clearance Time (s)			6.5		6.0	6.0
Vehicle Extension (s)			1.5		3.5	3.5
Lane Grp Cap (vph)	1700	1583	417	2613	638	272
v/s Ratio Prot	c0.42		c0.19	0.34	0.34	c0.36
v/s Ratio Perm		0.67				
v/c Ratio	0.88	0.67	0.81	0.66	1.80	1.92
Uniform Delay, d1	42.1	0.0	64.9	32.2	73.0	73.0
Progression Factor	1.15	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.3	1.7	10.4	0.5	368.1	428.6
Delay (s)	52.5	1.7	75.3	32.6	441.1	501.6
Level of Service	D	A	E	C	F	F
Approach Delay (s)	31.5			39.6	460.0	
Approach LOS	C			D	F	

Intersection Summary			
HCM 2000 Control Delay	148.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.11		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	99.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	245	1575	235	220	1240	115	280	135	125	240	285	385
Future Volume (vph)	245	1575	235	220	1240	115	280	135	125	240	285	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	1.00	0.91		1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	4986		1770	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.14	1.00		0.05	1.00	1.00	0.15	1.00	1.00	0.66	1.00	1.00
Satd. Flow (perm)	264	4986		91	5085	1583	276	3539	1583	1227	1863	1583
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)	266	1712	255	239	1348	125	304	147	136	261	310	418
RTOR Reduction (vph)	0	12	0	0	0	51	0	0	113	0	0	136
Lane Group Flow (vph)	266	1955	0	239	1348	74	304	147	23	261	310	282
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases	6			2		2	4		4	8		8
Actuated Green, G (s)	97.8	85.0		98.2	85.2	85.2	36.0	27.0	27.0	36.0	27.0	27.0
Effective Green, g (s)	101.8	87.0		102.2	87.2	87.2	36.0	27.0	27.0	36.0	27.0	27.0
Actuated g/C Ratio	0.64	0.54		0.64	0.55	0.55	0.22	0.17	0.17	0.22	0.17	0.17
Clearance Time (s)	7.0	7.0		7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	307	2711		215	2771	862	146	597	267	306	314	267
v/s Ratio Prot	0.08	0.39		c0.10	0.27		c0.12	0.04		0.05	0.17	
v/s Ratio Perm	0.47			c0.61		0.05	c0.35		0.01	0.14		0.18
v/c Ratio	0.87	0.72		1.11	0.49	0.09	2.08	0.25	0.09	0.85	0.99	1.05
Uniform Delay, d1	19.0	27.4		52.5	22.5	17.4	57.7	57.7	56.1	57.9	66.3	66.5
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	21.1	1.7		94.5	0.6	0.2	509.7	0.1	0.1	19.3	46.8	70.3
Delay (s)	40.1	29.1		147.0	23.2	17.6	567.3	57.8	56.1	77.2	113.1	136.8
Level of Service	D	C		F	C	B	F	E	E	E	F	F
Approach Delay (s)		30.4			40.0			321.3			113.6	
Approach LOS		C			D			F			F	

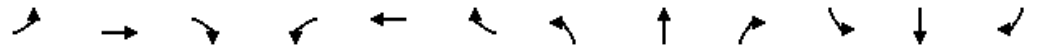
Intersection Summary			
HCM 2000 Control Delay	79.2	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.36		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	96.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	20	120	0	105	0	2140	115	95	2110	0
Future Volume (vph)	5	5	20	120	0	105	0	2140	115	95	2110	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0		6.0		7.0	7.0	7.0	7.0	
Lane Util. Factor	0.95	0.95		1.00		1.00		0.95	1.00	1.00	0.95	
Frt	1.00	0.88		1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1560		1770		1583		3539	1583	1770	3539	
Flt Permitted	0.95	1.00		0.95		1.00		1.00	1.00	0.03	1.00	
Satd. Flow (perm)	1681	1560		1770		1583		3539	1583	58	3539	
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)	5	5	21	126	0	111	0	2253	121	100	2221	0
RTOR Reduction (vph)	0	20	0	0	0	94	0	0	31	0	0	0
Lane Group Flow (vph)	4	7	0	126	0	17	0	2253	90	100	2221	0
Turn Type	Split	NA		Prot		Prot		NA	Perm	pm+pt	NA	
Protected Phases	4	4		3		3		2		1	6	
Permitted Phases									2	6		
Actuated Green, G (s)	5.4	5.4		17.2		17.2		122.2	122.2	138.4	138.4	
Effective Green, g (s)	5.4	5.4		17.2		17.2		122.2	122.2	138.4	138.4	
Actuated g/C Ratio	0.03	0.03		0.10		0.10		0.68	0.68	0.77	0.77	
Clearance Time (s)	6.0	6.0		6.0		6.0		7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	2.0		2.0		2.0		3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	50	46		169		151		2402	1074	132	2721	
v/s Ratio Prot	0.00	c0.00		c0.07		0.01		c0.64		0.04	c0.63	
v/s Ratio Perm									0.06	0.55		
v/c Ratio	0.08	0.14		0.75		0.11		0.94	0.08	0.76	0.82	
Uniform Delay, d1	84.9	85.0		79.3		74.4		25.5	9.8	61.7	12.9	
Progression Factor	1.00	1.00		1.00		1.00		0.88	0.01	1.00	1.00	
Incremental Delay, d2	0.3	0.5		14.4		0.1		3.8	0.1	19.5	2.8	
Delay (s)	85.1	85.6		93.7		74.5		26.3	0.2	81.2	15.7	
Level of Service	F	F		F		E		C	A	F	B	
Approach Delay (s)		85.5			84.7			24.9			18.6	
Approach LOS		F			F			C			B	

Intersection Summary			
HCM 2000 Control Delay	25.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	92.7%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

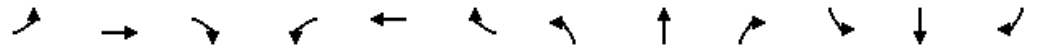


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	1970	760	270	2160	20	0	0	0	70	20	120
Future Volume (vph)	30	1970	760	270	2160	20	0	0	0	70	20	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0					4.5	4.5
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00					1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85					1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00					0.96	1.00
Satd. Flow (prot)	1752	5036	1538	3335	5036	1568					1775	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00					0.96	1.00
Satd. Flow (perm)	1752	5036	1538	3335	5036	1568					1775	1568
Peak-hour factor, PHF	0.90	0.90	0.95	0.95	0.90	0.90	0.95	0.95	0.95	0.90	0.90	0.90
Adj. Flow (vph)	33	2189	800	284	2400	22	0	0	0	78	22	133
RTOR Reduction (vph)	0	0	153	0	0	6	0	0	0	0	0	0
Lane Group Flow (vph)	33	2189	647	284	2400	16	0	0	0	0	100	133
Heavy Vehicles (%)	3%	3%	5%	5%	3%	3%	5%	5%	5%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm				Perm	NA	Perm
Protected Phases	1	6		5	2						8	
Permitted Phases			6			2				8		8
Actuated Green, G (s)	6.2	102.3	102.3	19.2	115.3	115.3					18.0	18.0
Effective Green, g (s)	8.2	104.3	104.3	21.2	117.3	117.3					20.0	20.0
Actuated g/C Ratio	0.05	0.65	0.65	0.13	0.73	0.73					0.12	0.12
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0					6.5	6.5
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0					2.0	2.0
Lane Grp Cap (vph)	89	3282	1002	441	3692	1149					221	196
v/s Ratio Prot	0.02	c0.43		0.09	c0.48							
v/s Ratio Perm			0.42			0.01					0.06	c0.08
v/c Ratio	0.37	0.67	0.65	0.64	0.65	0.01					0.45	0.68
Uniform Delay, d1	73.4	17.2	16.7	65.8	10.9	5.8					64.9	66.9
Progression Factor	1.00	1.00	1.00	0.89	0.96	1.00					1.00	1.00
Incremental Delay, d2	1.0	1.1	3.2	1.6	0.6	0.0					0.5	7.1
Delay (s)	74.4	18.2	19.9	60.0	11.1	5.8					65.5	74.1
Level of Service	E	B	B	E	B	A					E	E
Approach Delay (s)		19.3			16.2			0.0			70.4	
Approach LOS		B			B			A			E	

Intersection Summary			
HCM 2000 Control Delay	19.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	14.5
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2040	0	0	1940	510	910
Future Volume (vph)	2040	0	0	1940	510	910
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0	5.0	5.0
Lane Util. Factor	0.91			0.91	0.97	0.91
Frt	1.00			1.00	0.93	0.85
Flt Protected	1.00			1.00	0.97	1.00
Satd. Flow (prot)	5036			5036	3178	1400
Flt Permitted	1.00			1.00	0.97	1.00
Satd. Flow (perm)	5036			5036	3178	1400
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.95	0.95
Adj. Flow (vph)	2267	0	0	2156	537	958
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2267	0	0	2156	1016	479
Heavy Vehicles (%)	3%	3%	2%	3%	5%	5%
Turn Type	NA			NA	Prot	Prot
Protected Phases	6			2	4	4
Permitted Phases						
Actuated Green, G (s)	96.0			96.0	50.0	50.0
Effective Green, g (s)	98.0			98.0	52.0	52.0
Actuated g/C Ratio	0.61			0.61	0.32	0.32
Clearance Time (s)	7.0			7.0	7.0	7.0
Vehicle Extension (s)	3.0			3.0	2.0	2.0
Lane Grp Cap (vph)	3084			3084	1032	455
v/s Ratio Prot	c0.45			0.43	0.32	c0.34
v/s Ratio Perm						
v/c Ratio	0.74			0.70	0.98	1.05
Uniform Delay, d1	21.9			21.0	53.6	54.0
Progression Factor	1.64			1.00	1.00	1.00
Incremental Delay, d2	1.2			1.3	24.0	56.8
Delay (s)	37.0			22.4	77.6	110.8
Level of Service	D			C	E	F
Approach Delay (s)	37.0			22.4	88.2	
Approach LOS	D			C	F	

Intersection Summary			
HCM 2000 Control Delay	44.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	83.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	1420	740	650	2660	70	0	0	0	40	30	100
Future Volume (vph)	120	1420	740	650	2660	70	0	0	0	40	30	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0					4.5	4.5
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00					1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85					1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00					0.97	1.00
Satd. Flow (prot)	1752	5036	1538	3335	5036	1568					1793	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00					0.97	1.00
Satd. Flow (perm)	1752	5036	1538	3335	5036	1568					1793	1568
Peak-hour factor, PHF	0.90	0.90	0.95	0.95	0.90	0.90	0.95	0.95	0.95	0.90	0.90	0.90
Adj. Flow (vph)	133	1578	779	684	2956	78	0	0	0	44	33	111
RTOR Reduction (vph)	0	0	234	0	0	23	0	0	0	0	0	0
Lane Group Flow (vph)	133	1578	545	684	2956	55	0	0	0	0	77	111
Heavy Vehicles (%)	3%	3%	5%	5%	3%	3%	5%	5%	5%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm				Perm	NA	Perm
Protected Phases	1	6		5	2						8	
Permitted Phases			6			2				8		8
Actuated Green, G (s)	16.1	83.5	83.5	40.3	107.7	107.7					15.7	15.7
Effective Green, g (s)	18.1	85.5	85.5	42.3	109.7	109.7					17.7	17.7
Actuated g/C Ratio	0.11	0.53	0.53	0.26	0.69	0.69					0.11	0.11
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0					6.5	6.5
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0					2.0	2.0
Lane Grp Cap (vph)	198	2691	821	881	3452	1075					198	173
v/s Ratio Prot	0.08	0.31		0.21	c0.59							
v/s Ratio Perm			c0.35			0.04					0.04	c0.07
v/c Ratio	0.67	0.59	0.66	0.78	0.86	0.05					0.39	0.64
Uniform Delay, d1	68.1	25.3	26.9	54.5	19.1	8.2					66.1	68.1
Progression Factor	1.00	1.00	1.00	1.01	1.12	1.96					1.00	1.00
Incremental Delay, d2	6.9	0.9	4.2	1.7	1.3	0.0					0.5	6.0
Delay (s)	75.0	26.2	31.1	56.6	22.7	16.1					66.6	74.1
Level of Service	E	C	C	E	C	B					E	E
Approach Delay (s)		30.3			28.8			0.0			71.0	
Approach LOS		C			C			A			E	

Intersection Summary			
HCM 2000 Control Delay	30.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	14.5
Intersection Capacity Utilization	78.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1460	0	0	2780	600	450
Future Volume (vph)	1460	0	0	2780	600	450
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0	5.0	5.0
Lane Util. Factor	0.91			0.91	0.97	0.91
Frt	1.00			1.00	0.97	0.85
Flt Protected	1.00			1.00	0.96	1.00
Satd. Flow (prot)	5036			5036	3285	1400
Flt Permitted	1.00			1.00	0.96	1.00
Satd. Flow (perm)	5036			5036	3285	1400
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.95	0.95
Adj. Flow (vph)	1622	0	0	3089	632	474
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1622	0	0	3089	760	346
Heavy Vehicles (%)	3%	3%	2%	3%	5%	5%
Turn Type	NA			NA	Prot	Prot
Protected Phases	6			2	4	4
Permitted Phases						
Actuated Green, G (s)	104.8			104.8	41.2	41.2
Effective Green, g (s)	106.8			106.8	43.2	43.2
Actuated g/C Ratio	0.67			0.67	0.27	0.27
Clearance Time (s)	7.0			7.0	7.0	7.0
Vehicle Extension (s)	3.0			3.0	2.0	2.0
Lane Grp Cap (vph)	3361			3361	886	378
v/s Ratio Prot	0.32			c0.61	0.23	c0.25
v/s Ratio Perm						
v/c Ratio	0.48			0.92	0.86	0.92
Uniform Delay, d1	13.0			22.9	55.5	56.6
Progression Factor	2.24			1.00	1.00	1.00
Incremental Delay, d2	0.4			5.3	8.0	25.7
Delay (s)	29.6			28.2	63.4	82.4
Level of Service	C			C	E	F
Approach Delay (s)	29.6			28.2	69.4	
Approach LOS	C			C	E	

Intersection Summary			
HCM 2000 Control Delay	36.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	82.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1870	350	330	1270	80	90
Future Volume (vph)	1870	350	330	1270	80	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	6.0	6.0
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	0.88
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	3433	3539	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	3433	3539	3433	2787
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	2078	389	367	1411	89	100
RTOR Reduction (vph)	0	88	0	0	0	27
Lane Group Flow (vph)	2078	301	367	1411	89	73
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases		6				
Actuated Green, G (s)	105.7	105.7	18.8	130.5	7.5	32.3
Effective Green, g (s)	107.7	107.7	20.8	132.5	7.5	32.3
Actuated g/C Ratio	0.72	0.72	0.14	0.88	0.05	0.22
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	
Lane Grp Cap (vph)	2541	1136	476	3126	171	600
v/s Ratio Prot	c0.59		c0.11	0.40	c0.03	0.03
v/s Ratio Perm		0.19				
v/c Ratio	0.82	0.26	0.77	0.45	0.52	0.12
Uniform Delay, d1	14.4	7.4	62.3	1.7	69.5	47.4
Progression Factor	1.00	1.00	0.79	0.76	1.00	1.00
Incremental Delay, d2	3.1	0.6	6.6	0.5	1.3	0.0
Delay (s)	17.5	7.9	55.6	1.7	70.8	47.5
Level of Service	B	A	E	A	E	D
Approach Delay (s)	16.0			12.9	58.5	
Approach LOS	B			B	E	

Intersection Summary			
HCM 2000 Control Delay	16.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	77.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1790	170	510	1600	0	0
Future Volume (vph)	1790	170	510	1600	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.5	2.0		
Lane Util. Factor	0.91	1.00	0.97	0.91		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	1583	3433	5085		
Flt Permitted	1.00	1.00	0.95	1.00		
Satd. Flow (perm)	5085	1583	3433	5085		
Peak-hour factor, PHF	0.90	0.95	0.95	0.90	0.92	0.92
Adj. Flow (vph)	1989	179	537	1778	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1989	179	537	1778	0	0
Turn Type	NA	Free	Prot	NA		
Protected Phases	6		4	Free		
Permitted Phases		Free				
Actuated Green, G (s)	95.9	150.0	41.1	150.0		
Effective Green, g (s)	97.9	150.0	43.1	150.0		
Actuated g/C Ratio	0.65	1.00	0.29	1.00		
Clearance Time (s)	6.5		6.5			
Vehicle Extension (s)	3.0		2.5			
Lane Grp Cap (vph)	3318	1583	986	5085		
v/s Ratio Prot	c0.39		c0.16	0.35		
v/s Ratio Perm		0.11				
v/c Ratio	0.60	0.11	0.54	0.35		
Uniform Delay, d1	14.9	0.0	45.2	0.0		
Progression Factor	0.63	1.00	1.01	1.00		
Incremental Delay, d2	0.5	0.1	0.5	0.2		
Delay (s)	9.9	0.1	46.1	0.2		
Level of Service	A	A	D	A		
Approach Delay (s)	9.1			10.8	0.0	
Approach LOS	A			B	A	

Intersection Summary			
HCM 2000 Control Delay	10.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	64.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1790	0	0	2110	0	940
Future Volume (vph)	1790	0	0	2110	0	940
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			2.0		4.5
Lane Util. Factor	0.91			0.81		*0.88
Frt	1.00			1.00		0.85
Flt Protected	1.00			1.00		1.00
Satd. Flow (prot)	5085			7544		4180
Flt Permitted	1.00			1.00		1.00
Satd. Flow (perm)	5085			7544		4180
Peak-hour factor, PHF	0.90	0.92	0.92	0.90	0.92	0.95
Adj. Flow (vph)	1989	0	0	2344	0	989
RTOR Reduction (vph)	0	0	0	0	0	43
Lane Group Flow (vph)	1989	0	0	2344	0	946
Turn Type	NA			NA		Prot
Protected Phases	6			Free		4
Permitted Phases						
Actuated Green, G (s)	95.9			150.0		41.1
Effective Green, g (s)	97.9			150.0		43.1
Actuated g/C Ratio	0.65			1.00		0.29
Clearance Time (s)	6.5					6.5
Vehicle Extension (s)	3.0					2.5
Lane Grp Cap (vph)	3318			7544		1201
v/s Ratio Prot	c0.39			0.31		c0.23
v/s Ratio Perm						
v/c Ratio	0.60			0.31		0.79
Uniform Delay, d1	14.9			0.0		49.2
Progression Factor	0.07			1.00		1.00
Incremental Delay, d2	0.6			0.1		3.4
Delay (s)	1.8			0.1		52.6
Level of Service	A			A		D
Approach Delay (s)	1.8			0.1	52.6	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	10.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	64.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	500	1630	600	90	210	1050	380	440	490	160	850	500
Future Volume (vph)	500	1630	600	90	210	1050	380	440	490	160	850	500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00		0.97	0.95	0.88	0.97	0.95	1.00	0.97	0.95
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00
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	3539	1583		3433	3539	2787	3433	3539	1583	3433	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	3539	1583		3433	3539	2787	3433	3539	1583	3433	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.95
Adj. Flow (vph)	556	1811	667	100	233	1167	422	489	544	178	895	526
RTOR Reduction (vph)	0	0	46	0	0	0	21	0	0	155	0	0
Lane Group Flow (vph)	556	1811	621	0	333	1167	401	489	544	23	895	526
Turn Type	Prot	NA	pm+ov	Prot	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA
Protected Phases	1	6	7	5	5	2	2 3	7	4		3	8
Permitted Phases			6							4		
Actuated Green, G (s)	23.7	65.5	88.6		10.5	52.3	82.8	23.1	17.5	17.5	30.5	24.9
Effective Green, g (s)	25.7	67.5	92.6		12.5	54.3	86.8	25.1	19.5	19.5	32.5	26.9
Actuated g/C Ratio	0.17	0.45	0.62		0.08	0.36	0.58	0.17	0.13	0.13	0.22	0.18
Clearance Time (s)	6.5	6.5	6.5		6.5	6.5		6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	2.5		2.0	3.0		2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	588	1592	977		286	1281	1612	574	460	205	743	634
v/s Ratio Prot	0.16	c0.51	0.11		c0.10	0.33	0.14	0.14	c0.15		c0.26	0.15
v/s Ratio Perm			0.29							0.01		
v/c Ratio	0.95	1.14	0.64		1.16	0.91	0.25	0.85	1.18	0.11	1.20	0.83
Uniform Delay, d1	61.5	41.2	18.1		68.8	45.5	15.5	60.6	65.2	57.6	58.8	59.3
Progression Factor	0.92	0.75	1.08		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	20.5	68.6	1.0		105.3	11.2	0.1	11.5	102.5	0.2	104.6	8.6
Delay (s)	77.1	99.7	20.5		174.0	56.8	15.6	72.2	167.7	57.8	163.4	68.0
Level of Service	E	F	C		F	E	B	E	F	E	F	E
Approach Delay (s)		78.2				68.1			113.0			88.0
Approach LOS		E				E			F			F

Intersection Summary			
HCM 2000 Control Delay	83.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	106.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	620
Future Volume (vph)	620
Ideal Flow (vphpl)	1900
Total Lost time (s)	2.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	653
RTOR Reduction (vph)	0
Lane Group Flow (vph)	653
Turn Type	Free
Protected Phases	
Permitted Phases	Free
Actuated Green, G (s)	150.0
Effective Green, g (s)	150.0
Actuated g/C Ratio	1.00
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	1583
v/s Ratio Prot	
v/s Ratio Perm	0.41
v/c Ratio	0.41
Uniform Delay, d1	0.0
Progression Factor	1.00
Incremental Delay, d2	0.8
Delay (s)	0.8
Level of Service	A
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1180	260	370	1970	180	120
Future Volume (vph)	1180	260	370	1970	180	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	6.0	6.0
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	0.88
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	3433	3539	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	3433	3539	3433	2787
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	1311	289	411	2189	200	133
RTOR Reduction (vph)	0	132	0	0	0	44
Lane Group Flow (vph)	1311	157	411	2189	200	89
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases		6				
Actuated Green, G (s)	41.4	41.4	12.4	59.8	8.2	26.6
Effective Green, g (s)	43.4	43.4	14.4	61.8	8.2	26.6
Actuated g/C Ratio	0.54	0.54	0.18	0.77	0.10	0.33
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	
Lane Grp Cap (vph)	1919	858	617	2733	351	926
v/s Ratio Prot	0.37		0.12	c0.62	c0.06	0.03
v/s Ratio Perm		0.10				
v/c Ratio	0.68	0.18	0.67	0.80	0.57	0.10
Uniform Delay, d1	13.3	9.3	30.6	5.4	34.2	18.4
Progression Factor	1.00	1.00	0.86	0.76	1.00	1.00
Incremental Delay, d2	2.0	0.5	1.8	2.3	1.3	0.0
Delay (s)	15.3	9.8	28.1	6.4	35.5	18.4
Level of Service	B	A	C	A	D	B
Approach Delay (s)	14.3			9.8	28.7	
Approach LOS	B			A	C	

Intersection Summary			
HCM 2000 Control Delay	12.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	67.9%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1130	170	1020	2340	0	0
Future Volume (vph)	1130	170	1020	2340	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.5	2.0		
Lane Util. Factor	0.91	1.00	0.97	0.91		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	1583	3433	5085		
Flt Permitted	1.00	1.00	0.95	1.00		
Satd. Flow (perm)	5085	1583	3433	5085		
Peak-hour factor, PHF	0.90	0.95	0.95	0.90	0.92	0.92
Adj. Flow (vph)	1256	179	1074	2600	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1256	179	1074	2600	0	0
Turn Type	NA	Free	Prot	NA		
Protected Phases	6		4	Free		
Permitted Phases		Free				
Actuated Green, G (s)	86.0	160.0	61.0	160.0		
Effective Green, g (s)	88.0	160.0	63.0	160.0		
Actuated g/C Ratio	0.55	1.00	0.39	1.00		
Clearance Time (s)	6.5		6.5			
Vehicle Extension (s)	3.0		2.5			
Lane Grp Cap (vph)	2796	1583	1351	5085		
v/s Ratio Prot	0.25		c0.31	0.51		
v/s Ratio Perm		0.11				
v/c Ratio	0.45	0.11	0.79	0.51		
Uniform Delay, d1	21.5	0.0	42.8	0.0		
Progression Factor	0.72	1.00	1.00	1.00		
Incremental Delay, d2	0.4	0.1	2.8	0.3		
Delay (s)	15.9	0.1	45.8	0.3		
Level of Service	B	A	D	A		
Approach Delay (s)	13.9			13.6	0.0	
Approach LOS	B			B	A	

Intersection Summary			
HCM 2000 Control Delay	13.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑↑↑		↱↱↱
Traffic Volume (vph)	1130	0	0	3360	0	360
Future Volume (vph)	1130	0	0	3360	0	360
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			2.0		4.5
Lane Util. Factor	0.91			0.81		*0.88
Frt	1.00			1.00		0.85
Flt Protected	1.00			1.00		1.00
Satd. Flow (prot)	5085			7544		4180
Flt Permitted	1.00			1.00		1.00
Satd. Flow (perm)	5085			7544		4180
Peak-hour factor, PHF	0.90	0.92	0.92	0.90	0.92	0.95
Adj. Flow (vph)	1256	0	0	3733	0	379
RTOR Reduction (vph)	0	0	0	0	0	61
Lane Group Flow (vph)	1256	0	0	3733	0	318
Turn Type	NA			NA		Prot
Protected Phases	6			Free		4
Permitted Phases						
Actuated Green, G (s)	86.0			160.0		61.0
Effective Green, g (s)	88.0			160.0		63.0
Actuated g/C Ratio	0.55			1.00		0.39
Clearance Time (s)	6.5					6.5
Vehicle Extension (s)	3.0					2.5
Lane Grp Cap (vph)	2796			7544		1645
v/s Ratio Prot	0.25			0.49		0.08
v/s Ratio Perm						
v/c Ratio	0.45			0.49		0.19
Uniform Delay, d1	21.5			0.0		31.8
Progression Factor	0.15			1.00		1.00
Incremental Delay, d2	0.5			0.0		0.0
Delay (s)	3.7			0.0		31.9
Level of Service	A			A		C
Approach Delay (s)	3.7			0.0	31.9	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	3.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	350	720	420	110	170	1810	970	740	570	180	260	230
Future Volume (vph)	350	720	420	110	170	1810	970	740	570	180	260	230
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00		0.97	0.95	0.88	0.97	0.95	1.00	0.97	0.95
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00
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	3539	1583		3433	3539	2787	3433	3539	1583	3433	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	3539	1583		3433	3539	2787	3433	3539	1583	3433	3539
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.95	0.95
Adj. Flow (vph)	389	800	467	122	189	2011	1078	822	633	200	274	242
RTOR Reduction (vph)	0	0	40	0	0	0	21	0	0	125	0	0
Lane Group Flow (vph)	389	800	427	0	311	2011	1057	822	633	75	274	242
Turn Type	Prot	NA	pm+ov	Prot	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA
Protected Phases	1	6	7	5	5	2	2 3	7	4		3	8
Permitted Phases			6							4		
Actuated Green, G (s)	13.5	71.7	102.2		17.8	76.0	90.0	30.5	30.5	30.5	14.0	14.0
Effective Green, g (s)	15.5	73.7	106.2		19.8	78.0	94.0	32.5	32.5	32.5	16.0	16.0
Actuated g/C Ratio	0.10	0.46	0.66		0.12	0.49	0.59	0.20	0.20	0.20	0.10	0.10
Clearance Time (s)	6.5	6.5	6.5		6.5	6.5		6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	2.5		2.0	3.0		2.5	2.5	2.5	2.5	3.0
Lane Grp Cap (vph)	332	1630	1095		424	1725	1637	697	718	321	343	353
v/s Ratio Prot	c0.11	0.23	0.08		0.09	c0.57	0.38	c0.24	c0.18		0.08	0.07
v/s Ratio Perm			0.19							0.05		
v/c Ratio	1.17	0.49	0.39		0.73	1.17	0.65	1.18	0.88	0.23	0.80	0.69
Uniform Delay, d1	72.2	30.1	12.2		67.6	41.0	21.9	63.8	61.9	53.3	70.4	69.6
Progression Factor	0.82	0.66	0.60		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	103.3	1.0	0.2		5.6	81.3	0.8	95.1	12.2	0.3	11.9	5.4
Delay (s)	162.5	20.7	7.5		73.2	122.3	22.7	158.9	74.1	53.6	82.3	75.0
Level of Service	F	C	A		E	F	C	F	E	D	F	E
Approach Delay (s)		50.3				86.2			113.7			30.6
Approach LOS		D				F			F			C

Intersection Summary			
HCM 2000 Control Delay	75.1	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)	18.0
Intersection Capacity Utilization	102.5%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	810
Future Volume (vph)	810
Ideal Flow (vphpl)	1900
Total Lost time (s)	2.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	853
RTOR Reduction (vph)	0
Lane Group Flow (vph)	853
Turn Type	Free
Protected Phases	
Permitted Phases	Free
Actuated Green, G (s)	160.0
Effective Green, g (s)	160.0
Actuated g/C Ratio	1.00
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	1583
v/s Ratio Prot	
v/s Ratio Perm	0.54
v/c Ratio	0.54
Uniform Delay, d1	0.0
Progression Factor	1.00
Incremental Delay, d2	1.3
Delay (s)	1.3
Level of Service	A
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰↰	↑↑↑					↰↰		↱
Traffic Volume (vph)	0	2930	960	760	2050	0	0	0	0	670	0	220
Future Volume (vph)	0	2930	960	760	2050	0	0	0	0	670	0	220
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	2.0	5.0	5.0					4.0		2.0
Lane Util. Factor		0.91	1.00	0.97	0.91					0.97		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		4988	1553	3367	4988					3367		1553
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		4988	1553	3367	4988					3367		1553
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	3084	1011	800	2158	0	0	0	0	705	0	232
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	3084	1011	800	2158	0	0	0	0	705	0	232
Turn Type		NA	Free	Prot	NA					Prot		Free
Protected Phases		6		5	2					8		
Permitted Phases			Free									Free
Actuated Green, G (s)		95.0	180.0	35.0	137.0					30.0		180.0
Effective Green, g (s)		97.0	180.0	37.0	139.0					32.0		180.0
Actuated g/C Ratio		0.54	1.00	0.21	0.77					0.18		1.00
Clearance Time (s)		7.0		7.0	7.0					6.0		
Vehicle Extension (s)		3.0		3.0	3.0					3.0		
Lane Grp Cap (vph)		2687	1553	692	3851					598		1553
v/s Ratio Prot		c0.62		c0.24	0.43					c0.21		
v/s Ratio Perm			0.65									0.15
v/c Ratio		1.15	0.65	1.16	0.56					1.18		0.15
Uniform Delay, d1		41.5	0.0	71.5	8.2					74.0		0.0
Progression Factor		0.69	1.00	0.84	0.88					1.00		1.00
Incremental Delay, d2		67.0	0.2	83.7	0.5					97.0		0.2
Delay (s)		95.6	0.2	144.1	7.7					171.0		0.2
Level of Service		F	A	F	A					F		A
Approach Delay (s)		72.1			44.6			0.0			128.7	
Approach LOS		E			D			A			F	

Intersection Summary			
HCM 2000 Control Delay	68.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	109.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑↑	↰↰↰	↱↱↱
Traffic Volume (vph)	3200	400	310	2320	490	1450
Future Volume (vph)	3200	400	310	2320	490	1450
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	2.0	5.0	5.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.86	0.94	0.76
Frpb, ped/bikes	1.00	0.61	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	939	3335	6408	4848	3507
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	939	3335	6408	4848	3507
Peak-hour factor, PHF	0.90	0.95	0.95	0.90	0.95	0.95
Adj. Flow (vph)	3556	421	326	2578	516	1526
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	3556	421	326	2578	516	1526
Confl. Bikes (#/hr)		1700				
Heavy Vehicles (%)	2%	5%	5%	2%	5%	5%
Turn Type	NA	Free	Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases		Free				
Actuated Green, G (s)	106.0	180.0	12.0	125.0	42.0	61.0
Effective Green, g (s)	108.0	180.0	14.0	127.0	44.0	58.0
Actuated g/C Ratio	0.60	1.00	0.08	0.71	0.24	0.32
Clearance Time (s)	7.0		7.0	7.0	6.0	
Vehicle Extension (s)	3.0		2.0	3.0	3.0	
Lane Grp Cap (vph)	3051	939	259	4521	1185	1130
v/s Ratio Prot	c0.70		0.10	0.40	0.11	c0.44
v/s Ratio Perm		0.45				
v/c Ratio	1.17	0.45	1.26	0.57	0.44	1.35
Uniform Delay, d1	36.0	0.0	83.0	13.1	57.5	61.0
Progression Factor	0.28	1.00	0.99	0.91	1.00	1.00
Incremental Delay, d2	74.9	0.1	138.7	0.4	0.3	163.6
Delay (s)	84.8	0.1	220.9	12.3	57.8	224.6
Level of Service	F	A	F	B	E	F
Approach Delay (s)	75.9			35.7	182.5	
Approach LOS	E			D	F	

Intersection Summary			
HCM 2000 Control Delay	87.2	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	103.1%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	3850	30	30	2200	40	20	20	20	20	20	50
Future Volume (vph)	30	3850	30	30	2200	40	20	20	20	20	20	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	16	12	12	12	12	12	12
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0		6.0	6.0		6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00		1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.98	1.00		0.99	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1794		1817	1583		1703	
Flt Permitted	0.05	1.00	1.00	0.03	1.00	1.00		0.55	1.00		0.91	
Satd. Flow (perm)	88	5085	1583	51	5085	1794		1019	1583		1569	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	33	4278	33	33	2444	44	22	22	22	22	22	56
RTOR Reduction (vph)	0	0	6	0	0	8	0	0	20	0	30	0
Lane Group Flow (vph)	33	4278	27	33	2444	36	0	44	2	0	70	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6	2		2	4		4	8		
Actuated Green, G (s)	147.7	144.5	144.5	147.7	144.5	144.5		12.3	12.3		12.3	
Effective Green, g (s)	151.7	146.5	146.5	151.7	146.5	146.5		12.3	12.3		12.3	
Actuated g/C Ratio	0.84	0.81	0.81	0.84	0.81	0.81		0.07	0.07		0.07	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.0	6.0		6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0		2.0	2.0		2.0	
Lane Grp Cap (vph)	122	4138	1288	92	4138	1460		69	108		107	
v/s Ratio Prot	0.01	c0.84		c0.01	0.48							
v/s Ratio Perm	0.22		0.02	0.29		0.02		0.04	0.00		c0.04	
v/c Ratio	0.27	1.03	0.02	0.36	0.59	0.02		0.64	0.01		0.66	
Uniform Delay, d1	5.4	16.8	3.2	59.7	6.0	3.2		81.7	78.2		81.8	
Progression Factor	1.00	1.00	1.00	1.37	0.82	1.44		1.00	1.00		1.00	
Incremental Delay, d2	0.4	23.7	0.0	0.8	0.6	0.0		13.3	0.0		10.5	
Delay (s)	5.9	40.5	3.2	82.3	5.4	4.6		95.0	78.2		92.3	
Level of Service	A	D	A	F	A	A		F	E		F	
Approach Delay (s)		40.0			6.4			89.4			92.3	
Approach LOS		D			A			F			F	

Intersection Summary			
HCM 2000 Control Delay	29.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	98.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	4580	40	30	2560	30	40	30	50	0	0	30
Future Volume (vph)	30	4580	40	30	2560	30	40	30	50	0	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		6.0	6.0				4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00				1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.91				0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00				1.00
Satd. Flow (prot)	1770	5085	1583	1770	5077		1770	1687				1611
Flt Permitted	0.03	1.00	1.00	0.95	1.00		0.95	1.00				1.00
Satd. Flow (perm)	59	5085	1583	1770	5077		1770	1687				1611
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	33	5089	44	33	2844	33	44	33	56	0	0	33
RTOR Reduction (vph)	0	0	7	0	1	0	0	28	0	0	0	0
Lane Group Flow (vph)	33	5089	37	33	2876	0	44	61	0	0	0	33
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA	Perm	Prot	NA		Split	NA				Free
Protected Phases		6		5	2		4	4				
Permitted Phases	6		6									Free
Actuated Green, G (s)	150.8	150.8	150.8	3.2	161.0		6.0	6.0				180.0
Effective Green, g (s)	152.8	152.8	152.8	5.2	163.0		6.0	6.0				180.0
Actuated g/C Ratio	0.85	0.85	0.85	0.03	0.91		0.03	0.03				1.00
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0				
Vehicle Extension (s)	3.0	3.0	3.0	1.5	3.0		2.0	2.0				
Lane Grp Cap (vph)	50	4316	1343	51	4597		59	56				1611
v/s Ratio Prot		c1.00		0.02	c0.57		0.02	c0.04				
v/s Ratio Perm	0.56		0.02									0.02
v/c Ratio	0.66	1.18	0.03	0.65	0.63		0.75	1.09				0.02
Uniform Delay, d1	4.7	13.6	2.1	86.5	1.9		86.2	87.0				0.0
Progression Factor	0.40	0.41	0.29	1.00	1.00		1.00	1.00				1.00
Incremental Delay, d2	6.1	80.8	0.0	19.2	0.7		35.5	147.0				0.0
Delay (s)	7.9	86.4	0.6	105.7	2.5		121.8	234.0				0.0
Level of Service	A	F	A	F	A		F	F				A
Approach Delay (s)		85.2			3.7			196.9			0.0	
Approach LOS		F			A			F			A	

Intersection Summary			
HCM 2000 Control Delay	57.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	102.7%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰↰	↑↑↑					↰↰		↱
Traffic Volume (vph)	0	1650	620	1320	3520	0	0	0	0	340	0	370
Future Volume (vph)	0	1650	620	1320	3520	0	0	0	0	340	0	370
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	2.0	5.0	5.0					4.0		2.0
Lane Util. Factor		0.91	1.00	0.97	0.91					0.97		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		4988	1553	3367	4988					3367		1553
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		4988	1553	3367	4988					3367		1553
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1737	653	1389	3705	0	0	0	0	358	0	389
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1737	653	1389	3705	0	0	0	0	358	0	389
Turn Type		NA	Free	Prot	NA					Prot		Free
Protected Phases		6		5	2					8		
Permitted Phases			Free									Free
Actuated Green, G (s)		46.0	130.0	52.0	105.0					12.0		130.0
Effective Green, g (s)		48.0	130.0	54.0	107.0					14.0		130.0
Actuated g/C Ratio		0.37	1.00	0.42	0.82					0.11		1.00
Clearance Time (s)		7.0		7.0	7.0					6.0		
Vehicle Extension (s)		3.0		3.0	3.0					3.0		
Lane Grp Cap (vph)		1841	1553	1398	4105					362		1553
v/s Ratio Prot		0.35		c0.41	c0.74					c0.11		
v/s Ratio Perm			0.42									0.25
v/c Ratio		0.94	0.42	0.99	0.90					0.99		0.25
Uniform Delay, d1		39.7	0.0	37.8	7.9					57.9		0.0
Progression Factor		0.93	1.00	0.69	0.76					1.00		1.00
Incremental Delay, d2		9.6	0.7	12.2	1.3					43.9		0.4
Delay (s)		46.3	0.7	38.5	7.4					101.8		0.4
Level of Service		D	A	D	A					F		A
Approach Delay (s)		33.8			15.8			0.0			49.0	
Approach LOS		C			B			A			D	

Intersection Summary			
HCM 2000 Control Delay	24.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	90.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰↰	↑↑↑↑	↰↰↰	↱↱↱
Traffic Volume (vph)	1700	290	600	3960	880	840
Future Volume (vph)	1700	290	600	3960	880	840
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	2.0	5.0	5.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.86	0.94	0.76
Frpb, ped/bikes	1.00	0.61	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	939	3335	6408	4848	3507
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	939	3335	6408	4848	3507
Peak-hour factor, PHF	0.90	0.95	0.95	0.90	0.95	0.95
Adj. Flow (vph)	1889	305	632	4400	926	884
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1889	305	632	4400	926	884
Confl. Bikes (#/hr)		1700				
Heavy Vehicles (%)	2%	5%	5%	2%	5%	5%
Turn Type	NA	Free	Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases		Free				
Actuated Green, G (s)	57.6	130.0	27.4	92.0	25.0	59.4
Effective Green, g (s)	59.6	130.0	29.4	94.0	27.0	56.4
Actuated g/C Ratio	0.46	1.00	0.23	0.72	0.21	0.43
Clearance Time (s)	7.0		7.0	7.0	6.0	
Vehicle Extension (s)	3.0		2.0	3.0	3.0	
Lane Grp Cap (vph)	2331	939	754	4633	1006	1521
v/s Ratio Prot	0.37		0.19	c0.69	c0.19	0.25
v/s Ratio Perm		0.32				
v/c Ratio	0.81	0.32	0.84	0.95	0.92	0.58
Uniform Delay, d1	30.3	0.0	48.0	15.9	50.4	27.9
Progression Factor	0.09	1.00	0.76	0.30	1.00	1.00
Incremental Delay, d2	1.5	0.5	0.8	0.6	13.2	0.6
Delay (s)	4.2	0.5	37.1	5.4	63.6	28.4
Level of Service	A	A	D	A	E	C
Approach Delay (s)	3.7			9.4	46.4	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	15.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.98		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	81.6%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	2190	30	30	3840	20	40	20	60	20	20	50
Future Volume (vph)	30	2190	30	30	3840	20	40	20	60	20	20	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	16	12	12	12	12	12	12
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0		6.0	6.0		6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00		1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.97	1.00		0.99	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1794		1803	1583		1703	
Flt Permitted	0.04	1.00	1.00	0.04	1.00	1.00		0.61	1.00		0.91	
Satd. Flow (perm)	75	5085	1583	82	5085	1794		1140	1583		1559	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	33	2433	33	33	4267	22	44	22	67	22	22	56
RTOR Reduction (vph)	0	0	8	0	0	5	0	0	62	0	46	0
Lane Group Flow (vph)	33	2433	25	33	4267	17	0	66	5	0	54	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6	2		2	4		4	8		
Actuated Green, G (s)	99.5	97.1	97.1	99.5	97.1	97.1		10.5	10.5		10.5	
Effective Green, g (s)	103.5	99.1	99.1	103.5	99.1	99.1		10.5	10.5		10.5	
Actuated g/C Ratio	0.80	0.76	0.76	0.80	0.76	0.76		0.08	0.08		0.08	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.0	6.0		6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0		2.0	2.0		2.0	
Lane Grp Cap (vph)	117	3876	1206	122	3876	1367		92	127		125	
v/s Ratio Prot	c0.01	0.48		0.01	c0.84							
v/s Ratio Perm	0.21		0.02	0.21		0.01		c0.06	0.00		0.03	
v/c Ratio	0.28	0.63	0.02	0.27	1.10	0.01		0.72	0.04		0.43	
Uniform Delay, d1	38.2	7.0	3.7	6.3	15.5	3.7		58.3	55.1		56.9	
Progression Factor	1.00	1.00	1.00	1.29	0.84	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.5	0.8	0.0	0.3	48.2	0.0		19.8	0.1		0.9	
Delay (s)	38.6	7.8	3.8	8.4	61.1	3.7		78.1	55.2		57.8	
Level of Service	D	A	A	A	E	A		E	E		E	
Approach Delay (s)		8.2			60.4			66.5			57.8	
Approach LOS		A			E			E			E	

Intersection Summary			
HCM 2000 Control Delay	42.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	95.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	2410	80	60	4160	50	370	30	140	0	0	30
Future Volume (vph)	50	2410	80	60	4160	50	370	30	140	0	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		6.0	6.0				4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00				1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.88				0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00				1.00
Satd. Flow (prot)	1736	4988	1553	1736	4979		1736	1602				1580
Flt Permitted	0.05	1.00	1.00	0.95	1.00		0.95	1.00				1.00
Satd. Flow (perm)	88	4988	1553	1736	4979		1736	1602				1580
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)	53	2537	84	63	4379	53	389	32	147	0	0	32
RTOR Reduction (vph)	0	0	30	0	1	0	0	55	0	0	0	0
Lane Group Flow (vph)	53	2537	54	63	4431	0	389	124	0	0	0	32
Turn Type	Perm	NA	Perm	Prot	NA		Split	NA				Free
Protected Phases		6		5	2		4	4				
Permitted Phases	6		6									Free
Actuated Green, G (s)	81.0	81.0	81.0	4.0	92.0		25.0	25.0				130.0
Effective Green, g (s)	83.0	83.0	83.0	6.0	94.0		25.0	25.0				130.0
Actuated g/C Ratio	0.64	0.64	0.64	0.05	0.72		0.19	0.19				1.00
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0				
Vehicle Extension (s)	3.0	3.0	3.0	1.5	3.0		2.0	2.0				
Lane Grp Cap (vph)	56	3184	991	80	3600		333	308				1580
v/s Ratio Prot		0.51		0.04	c0.89		c0.22	0.08				
v/s Ratio Perm	0.60		0.03									0.02
v/c Ratio	0.95	0.80	0.05	0.79	1.23		1.17	0.40				0.02
Uniform Delay, d1	21.5	17.3	8.8	61.4	18.0		52.5	46.0				0.0
Progression Factor	0.54	0.55	0.75	1.00	1.00		1.00	1.00				1.00
Incremental Delay, d2	85.9	1.5	0.1	36.3	106.5		103.2	0.3				0.0
Delay (s)	97.6	11.1	6.7	97.6	124.5		155.7	46.3				0.0
Level of Service	F	B	A	F	F		F	D				A
Approach Delay (s)		12.7			124.1			121.2			0.0	
Approach LOS		B			F			F			A	

Intersection Summary			
HCM 2000 Control Delay	85.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	111.2%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	230	2490	70	50	2790	70	50	40	90	50	60	180
Future Volume (vph)	230	2490	70	50	2790	70	50	40	90	50	60	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			7.0	7.0		7.0	
Lane Util. Factor	1.00	0.76		1.00	0.86			1.00	1.00		1.00	
Frt	1.00	0.85		1.00	1.00			1.00	0.85		0.92	
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00		0.99	
Satd. Flow (prot)	1770	3610		1770	6384			1812	1583		1692	
Flt Permitted	0.05	1.00		0.95	1.00			0.35	1.00		0.92	
Satd. Flow (perm)	101	3610		1770	6384			661	1583		1563	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	256	2767	78	56	3100	78	56	44	100	56	67	200
RTOR Reduction (vph)	0	36	0	0	3	0	0	0	87	0	3	0
Lane Group Flow (vph)	256	2809	0	56	3175	0	0	100	13	0	320	0
Turn Type	Perm	Perm		Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases				5	2			4			8	
Permitted Phases	6	6					4		4	8		
Actuated Green, G (s)	71.8	71.8		3.2	82.0			14.0	14.0		14.0	
Effective Green, g (s)	73.8	73.8		5.2	84.0			14.0	14.0		14.0	
Actuated g/C Ratio	0.67	0.67		0.05	0.76			0.13	0.13		0.13	
Clearance Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	
Vehicle Extension (s)	4.0	4.0		3.0	4.0			2.0	2.0		3.0	
Lane Grp Cap (vph)	67	2421		83	4875			84	201		198	
v/s Ratio Prot				0.03	c0.50							
v/s Ratio Perm	c2.54	0.78						0.15	0.01		c0.20	
v/c Ratio	3.82	1.16		0.67	0.65			1.19	0.06		1.61	
Uniform Delay, d1	18.1	18.1		51.6	6.1			48.0	42.2		48.0	
Progression Factor	0.36	0.30		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	1288.8	75.0		19.5	0.7			158.3	0.0		298.3	
Delay (s)	1295.3	80.4		71.1	6.8			206.3	42.3		346.3	
Level of Service	F	F		E	A			F	D		F	
Approach Delay (s)					7.9			124.3			346.3	
Approach LOS					A			F			F	

Intersection Summary			
HCM 2000 Control Delay	105.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	3.37		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	96.1%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	540	1830	40	40	1970	1010	50	30	40	920	10	800
Future Volume (vph)	540	1830	40	40	1970	1010	50	30	40	920	10	800
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	2.0	5.0	5.0	5.0	5.0	5.0	2.0
Lane Util. Factor	0.97	0.86		1.00	0.91	0.88	0.95	0.91	0.95	0.95	0.95	0.88
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.99	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.99	1.00	0.95	0.95	1.00
Satd. Flow (prot)	3335	6325		1752	5036	2707	1665	1617	1490	1633	1639	2707
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	0.99	1.00	0.95	0.95	1.00
Satd. Flow (perm)	3335	6325		1752	5036	2707	1665	1617	1490	1633	1639	2707
Peak-hour factor, PHF	0.95	0.90	0.90	0.90	0.90	0.95	0.90	0.95	0.90	0.95	0.95	0.95
Adj. Flow (vph)	568	2033	44	44	2189	1063	56	32	44	968	11	842
RTOR Reduction (vph)	0	3	0	0	0	0	0	3	38	0	0	0
Lane Group Flow (vph)	568	2074	0	44	2189	1063	45	44	2	494	485	842
Heavy Vehicles (%)	5%	3%	3%	3%	3%	5%	3%	5%	3%	5%	5%	5%
Turn Type	Prot	NA		Prot	NA	Free	Split	NA	Perm	Split	NA	Free
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases						Free			4			Free
Actuated Green, G (s)	14.4	46.6		4.0	36.2	110.0	4.8	4.8	4.8	26.6	26.6	110.0
Effective Green, g (s)	16.4	48.6		6.0	38.2	110.0	6.8	6.8	6.8	28.6	28.6	110.0
Actuated g/C Ratio	0.15	0.44		0.05	0.35	1.00	0.06	0.06	0.06	0.26	0.26	1.00
Clearance Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	497	2794		95	1748	2707	102	99	92	424	426	2707
v/s Ratio Prot	c0.17	0.33		0.03	c0.43		0.03	0.03		c0.30	0.30	
v/s Ratio Perm						c0.39			0.00			0.31
v/c Ratio	1.14	0.74		0.46	1.25	0.39	0.44	0.45	0.03	1.17	1.14	0.31
Uniform Delay, d1	46.8	25.5		50.4	35.9	0.0	49.8	49.8	48.5	40.7	40.7	0.0
Progression Factor	0.76	0.35		0.92	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	76.0	0.9		0.9	116.9	0.3	1.1	1.2	0.0	97.2	87.2	0.3
Delay (s)	111.4	9.7		47.1	146.7	0.3	50.9	51.0	48.5	137.9	127.9	0.3
Level of Service	F	A		D	F	A	D	D	D	F	F	A
Approach Delay (s)		31.6			98.1			50.2			71.6	
Approach LOS		C			F			D			E	

Intersection Summary			
HCM 2000 Control Delay	68.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	94.5%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1580	210	590	2140	90	290	110	720	110	50	20
Future Volume (vph)	10	1580	210	590	2140	90	290	110	720	110	50	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	0.86	1.00	0.97	0.91		1.00	0.95	0.95	0.97	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.89	0.85	1.00	0.96	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	6408	1583	3433	5055		1770	1572	1504	3433	1784	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	6408	1583	3433	5055		1770	1572	1504	3433	1784	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	11	1756	233	656	2378	100	322	122	800	122	56	22
RTOR Reduction (vph)	0	0	174	0	4	0	0	93	58	0	13	0
Lane Group Flow (vph)	11	1756	59	656	2474	0	322	381	390	122	65	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases			6						4			
Actuated Green, G (s)	0.8	26.0	26.0	26.5	51.7		23.9	25.4	51.9	4.1	5.6	
Effective Green, g (s)	2.8	28.0	28.0	28.5	53.7		23.9	25.4	51.9	4.1	5.6	
Actuated g/C Ratio	0.03	0.25	0.25	0.26	0.49		0.22	0.23	0.47	0.04	0.05	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	45	1631	402	889	2467		384	362	709	127	90	
v/s Ratio Prot	0.01	0.27		c0.19	c0.49		c0.18	c0.24	0.13	0.04	0.04	
v/s Ratio Perm			0.04						0.13			
v/c Ratio	0.24	1.08	0.15	0.74	1.00		0.84	1.05	0.55	0.96	0.72	
Uniform Delay, d1	52.6	41.0	31.8	37.3	28.1		41.2	42.3	20.7	52.9	51.4	
Progression Factor	1.00	1.00	1.00	0.65	0.23		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	1.0	46.1	0.8	1.2	12.2		14.1	61.7	0.5	67.1	20.3	
Delay (s)	53.6	87.1	32.5	25.3	18.8		55.3	104.0	21.3	119.9	71.7	
Level of Service	D	F	C	C	B		E	F	C	F	E	
Approach Delay (s)		80.5			20.2			61.6			101.1	
Approach LOS		F			C			E			F	

Intersection Summary			
HCM 2000 Control Delay	48.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.09		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	85.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	1440	60	50	4490	60	80	60	60	90	40	290
Future Volume (vph)	120	1440	60	50	4490	60	80	60	60	90	40	290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			7.0	7.0		7.0	
Lane Util. Factor	1.00	0.76		1.00	0.86			1.00	1.00		1.00	
Frt	1.00	0.85		1.00	1.00			1.00	0.85		0.91	
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00		0.99	
Satd. Flow (prot)	1770	3610		1770	6395			1811	1583		1671	
Flt Permitted	0.07	1.00		0.95	1.00			0.36	1.00		0.84	
Satd. Flow (perm)	125	3610		1770	6395			669	1583		1425	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	133	1600	67	56	4989	67	89	67	67	100	44	322
RTOR Reduction (vph)	0	48	0	0	2	0	0	0	55	0	0	0
Lane Group Flow (vph)	133	1619	0	56	5054	0	0	156	12	0	466	0
Turn Type	Perm	Perm		Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases				5	2			4			8	
Permitted Phases	6	6					4		4	8		
Actuated Green, G (s)	57.8	57.8		3.2	68.0			18.0	18.0		18.0	
Effective Green, g (s)	59.8	59.8		5.2	70.0			18.0	18.0		18.0	
Actuated g/C Ratio	0.60	0.60		0.05	0.70			0.18	0.18		0.18	
Clearance Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	
Vehicle Extension (s)	4.0	4.0		3.0	4.0			2.0	2.0		3.0	
Lane Grp Cap (vph)	74	2158		92	4476			120	284		256	
v/s Ratio Prot				0.03	c0.79							
v/s Ratio Perm	c1.07	0.45						0.23	0.01		c0.33	
v/c Ratio	1.80	0.75		0.61	1.13			1.30	0.04		1.82	
Uniform Delay, d1	20.1	14.7		46.4	15.0			41.0	33.9		41.0	
Progression Factor	0.63	0.28		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	403.3	2.2		10.9	61.5			183.0	0.0		384.1	
Delay (s)	415.8	6.3		57.3	76.5			224.0	33.9		425.1	
Level of Service	F	A		E	E			F	C		F	
Approach Delay (s)					76.2			166.9			425.1	
Approach LOS					E			F			F	

Intersection Summary			
HCM 2000 Control Delay	90.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.82		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	113.6%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	450	1490	80	70	2180	2610	60	90	70	60	10	970
Future Volume (vph)	450	1490	80	70	2180	2610	60	90	70	60	10	970
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	2.0	5.0	5.0	5.0	5.0	5.0	2.0
Lane Util. Factor	0.97	0.86		1.00	0.91	0.88	0.95	0.91	0.95	0.95	0.95	0.88
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.99	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	3335	6297		1752	5036	2707	1665	1628	1490	1633	1661	2707
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	3335	6297		1752	5036	2707	1665	1628	1490	1633	1661	2707
Peak-hour factor, PHF	0.95	0.90	0.90	0.90	0.90	0.95	0.90	0.95	0.90	0.95	0.95	0.95
Adj. Flow (vph)	474	1656	89	78	2422	2747	67	95	78	63	11	1021
RTOR Reduction (vph)	0	7	0	0	0	0	0	3	64	0	0	0
Lane Group Flow (vph)	474	1738	0	78	2422	2747	60	107	6	37	37	1021
Heavy Vehicles (%)	5%	3%	3%	3%	3%	5%	3%	5%	3%	5%	5%	5%
Turn Type	Prot	NA		Prot	NA	Free	Split	NA	Perm	Split	NA	Free
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases						Free			4			Free
Actuated Green, G (s)	13.6	54.8		6.4	47.6	100.0	6.0	6.0	6.0	4.8	4.8	100.0
Effective Green, g (s)	15.6	56.8		8.4	49.6	100.0	8.0	8.0	8.0	6.8	6.8	100.0
Actuated g/C Ratio	0.16	0.57		0.08	0.50	1.00	0.08	0.08	0.08	0.07	0.07	1.00
Clearance Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	520	3576		147	2497	2707	133	130	119	111	112	2707
v/s Ratio Prot	0.14	0.28		0.04	0.48		0.04	0.07		0.02	0.02	
v/s Ratio Perm						c1.01			0.00			0.38
v/c Ratio	0.91	0.49		0.53	0.97	1.01	0.45	0.82	0.05	0.33	0.33	0.38
Uniform Delay, d1	41.5	12.9		43.9	24.5	50.0	43.9	45.3	42.5	44.4	44.4	0.0
Progression Factor	1.19	0.44		0.86	0.75	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	13.0	0.3		0.2	1.8	9.5	0.9	31.5	0.1	0.6	0.6	0.4
Delay (s)	62.5	5.9		38.1	20.3	59.5	44.8	76.8	42.5	45.1	45.1	0.4
Level of Service	E	A		D	C	E	D	E	D	D	D	A
Approach Delay (s)		18.0			41.1			58.8			3.4	
Approach LOS		B			D			E			A	

Intersection Summary			
HCM 2000 Control Delay	31.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	75.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1110	340	670	2450	90	390	100	710	200	110	50
Future Volume (vph)	40	1110	340	670	2450	90	390	100	710	200	110	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	0.86	1.00	0.97	0.91		1.00	0.95	0.95	0.97	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.89	0.85	1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	6408	1583	3433	5058		1770	1568	1504	3433	1775	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	6408	1583	3433	5058		1770	1568	1504	3433	1775	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	44	1233	378	744	2722	100	433	111	789	222	122	56
RTOR Reduction (vph)	0	0	287	0	4	0	0	112	110	0	17	0
Lane Group Flow (vph)	44	1233	91	744	2818	0	433	346	332	222	161	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases			6						4			
Actuated Green, G (s)	2.4	22.2	22.2	25.8	45.6		18.0	18.0	43.8	6.0	6.0	
Effective Green, g (s)	4.4	24.2	24.2	27.8	47.6		18.0	18.0	43.8	6.0	6.0	
Actuated g/C Ratio	0.04	0.24	0.24	0.28	0.48		0.18	0.18	0.44	0.06	0.06	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	77	1550	383	954	2407		318	282	658	205	106	
v/s Ratio Prot	0.02	c0.19		0.22	c0.56		c0.24	0.22	0.13	0.06	c0.09	
v/s Ratio Perm			0.06						0.09			
v/c Ratio	0.57	0.80	0.24	0.78	1.17		1.36	1.23	0.50	1.08	1.52	
Uniform Delay, d1	46.9	35.6	30.5	33.3	26.2		41.0	41.0	20.3	47.0	47.0	
Progression Factor	1.00	1.00	1.00	0.59	0.39		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	6.2	4.3	1.5	2.4	80.0		181.8	128.9	0.2	86.7	275.9	
Delay (s)	53.1	39.9	32.0	22.0	90.2		222.8	169.9	20.5	133.7	322.9	
Level of Service	D	D	C	C	F		F	F	C	F	F	
Approach Delay (s)		38.4			76.0			137.5			217.9	
Approach LOS		D			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	87.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.28		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	98.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Partial-Build 2040

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	250	0	460	0	0	0	0	1160	1690	590	1410	0
Future Volume (vph)	250	0	460	0	0	0	0	1160	1690	590	1410	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		2.0					5.0	2.0	5.0	5.0	
Lane Util. Factor	0.94		1.00					0.81	1.00	0.97	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	4942		1568					7399	1568	3400	4988	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	4942		1568					7399	1568	3400	4988	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.95	0.95	0.90	0.95
Adj. Flow (vph)	263	0	484	0	0	0	0	1289	1779	621	1567	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	263	0	484	0	0	0	0	1289	1779	621	1567	0
Heavy Vehicles (%)	3%	4%	3%	4%	4%	4%	4%	4%	3%	3%	4%	4%
Turn Type	Prot		Free					NA	Free	Prot	NA	
Protected Phases	4							2		1	2 1 5	
Permitted Phases			Free						Free			
Actuated Green, G (s)	6.4		80.0					36.1	80.0	16.5	59.6	
Effective Green, g (s)	8.4		80.0					38.1	80.0	18.5	61.6	
Actuated g/C Ratio	0.11		1.00					0.48	1.00	0.23	0.77	
Clearance Time (s)	7.0							7.0		7.0		
Vehicle Extension (s)	2.0							3.0		1.5		
Lane Grp Cap (vph)	518		1568					3523	1568	786	3840	
v/s Ratio Prot	0.05							0.17		0.18	0.31	
v/s Ratio Perm			0.31						c1.13			
v/c Ratio	0.51		0.31					0.37	1.13	0.79	0.41	
Uniform Delay, d1	33.8		0.0					13.3	40.0	28.9	3.1	
Progression Factor	1.00		1.00					1.00	1.00	1.17	0.47	
Incremental Delay, d2	0.3		0.5					0.3	69.0	4.1	0.0	
Delay (s)	34.1		0.5					13.6	109.0	37.9	1.5	
Level of Service	C		A					B	F	D	A	
Approach Delay (s)		12.3			0.0			68.9			11.8	
Approach LOS		B			A			E			B	

Intersection Summary			
HCM 2000 Control Delay	41.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.49		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	830	0	370	590	820	0	0	1170	380
Future Volume (vph)	0	0	0	830	0	370	590	820	0	0	1170	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0		2.0	5.0	5.0			5.0	2.0
Lane Util. Factor				0.94		1.00	0.97	0.91			0.81	1.00
Frt				1.00		0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95		1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				4942		1568	3400	4988			7399	1568
Flt Permitted				0.95		1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				4942		1568	3400	4988			7399	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.95	0.95	0.90	0.95
Adj. Flow (vph)	0	0	0	874	0	389	621	911	0	0	1300	400
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	874	0	389	621	911	0	0	1300	400
Heavy Vehicles (%)	4%	4%	4%	3%	4%	3%	3%	4%	4%	4%	4%	3%
Turn Type				Prot		Free	Prot	NA			NA	Free
Protected Phases				8			5	6 5 1			6	
Permitted Phases						Free						Free
Actuated Green, G (s)				15.8		80.0	16.5	50.2			26.7	80.0
Effective Green, g (s)				17.8		80.0	18.5	52.2			28.7	80.0
Actuated g/C Ratio				0.22		1.00	0.23	0.65			0.36	1.00
Clearance Time (s)				7.0			7.0				7.0	
Vehicle Extension (s)				2.0			1.5				3.0	
Lane Grp Cap (vph)				1099		1568	786	3254			2654	1568
v/s Ratio Prot				c0.18			c0.18	0.18			c0.18	
v/s Ratio Perm						0.25						0.26
v/c Ratio				0.80		0.25	0.79	0.28			0.49	0.26
Uniform Delay, d1				29.4		0.0	28.9	5.9			20.0	0.0
Progression Factor				1.00		1.00	1.20	0.72			1.00	1.00
Incremental Delay, d2				3.8		0.4	4.8	0.0			0.6	0.4
Delay (s)				33.2		0.4	39.6	4.3			20.6	0.4
Level of Service				C		A	D	A			C	A
Approach Delay (s)		0.0			23.1			18.6			15.8	
Approach LOS		A			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	55.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	320	0	650	0	0	0	0	1140	910	290	2380	0
Future Volume (vph)	320	0	650	0	0	0	0	1140	910	290	2380	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0		2.0					5.0	2.0	5.0	5.0	
Lane Util. Factor	0.94		1.00					0.81	1.00	0.97	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	4942		1568					7399	1568	3400	4988	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	4942		1568					7399	1568	3400	4988	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.95	0.95	0.90	0.95
Adj. Flow (vph)	337	0	684	0	0	0	0	1267	958	305	2644	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	337	0	684	0	0	0	0	1267	958	305	2644	0
Heavy Vehicles (%)	3%	4%	3%	4%	4%	4%	4%	4%	3%	3%	4%	4%
Turn Type	Prot		Free					NA	Free	Prot	NA	
Protected Phases	4							2		1	2 1 5	
Permitted Phases			Free						Free			
Actuated Green, G (s)	7.1		80.0					39.7	80.0	12.2	58.9	
Effective Green, g (s)	9.1		80.0					41.7	80.0	14.2	60.9	
Actuated g/C Ratio	0.11		1.00					0.52	1.00	0.18	0.76	
Clearance Time (s)	7.0							7.0		7.0		
Vehicle Extension (s)	2.0							3.0		1.5		
Lane Grp Cap (vph)	562		1568					3856	1568	603	3797	
v/s Ratio Prot	0.07							0.17		0.09	c0.53	
v/s Ratio Perm			0.44						c0.61			
v/c Ratio	0.60		0.44					0.33	0.61	0.51	0.70	
Uniform Delay, d1	33.7		0.0					11.1	0.0	29.7	4.9	
Progression Factor	1.00		1.00					1.00	1.00	1.06	0.82	
Incremental Delay, d2	1.2		0.9					0.2	1.8	0.1	0.3	
Delay (s)	34.9		0.9					11.3	1.8	31.7	4.2	
Level of Service	C		A					B	A	C	A	
Approach Delay (s)		12.1			0.0			7.2			7.1	
Approach LOS		B			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	8.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	0	0	1680	0	600	510	950	0	0	990	200
Future Volume (vph)	0	0	0	1680	0	600	510	950	0	0	990	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)				5.0		2.0	5.0	5.0			5.0	2.0
Lane Util. Factor				0.94		1.00	0.97	0.91			0.81	1.00
Frt				1.00		0.85	1.00	1.00			1.00	0.85
Flt Protected				0.95		1.00	0.95	1.00			1.00	1.00
Satd. Flow (prot)				4942		1568	3400	4988			7399	1568
Flt Permitted				0.95		1.00	0.95	1.00			1.00	1.00
Satd. Flow (perm)				4942		1568	3400	4988			7399	1568
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.90	0.95	0.95	0.90	0.95
Adj. Flow (vph)	0	0	0	1768	0	632	537	1056	0	0	1100	211
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	1768	0	632	537	1056	0	0	1100	211
Heavy Vehicles (%)	4%	4%	4%	3%	4%	3%	3%	4%	4%	4%	4%	3%
Turn Type				Prot		Free	Prot	NA			NA	Free
Protected Phases				8			5	6 5 1			6	
Permitted Phases						Free						Free
Actuated Green, G (s)				28.1		80.0	12.2	37.9			18.7	80.0
Effective Green, g (s)				30.1		80.0	14.2	39.9			20.7	80.0
Actuated g/C Ratio				0.38		1.00	0.18	0.50			0.26	1.00
Clearance Time (s)				7.0			7.0				7.0	
Vehicle Extension (s)				2.0			1.5				3.0	
Lane Grp Cap (vph)				1859		1568	603	2487			1914	1568
v/s Ratio Prot				c0.36			c0.16	0.21			c0.15	
v/s Ratio Perm						0.40						0.13
v/c Ratio				0.95		0.40	0.89	0.42			0.57	0.13
Uniform Delay, d1				24.2		0.0	32.1	12.8			25.8	0.0
Progression Factor				1.00		1.00	1.16	1.14			1.00	1.00
Incremental Delay, d2				11.3		0.8	14.2	0.0			1.3	0.2
Delay (s)				35.5		0.8	51.4	14.6			27.1	0.2
Level of Service				D		A	D	B			C	A
Approach Delay (s)		0.0			26.4			27.0			22.8	
Approach LOS		A			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	25.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	69.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	440	140	160	3390	330	130	3300
Future Volume (vph)	440	140	160	3390	330	130	3300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	1.00	0.91
Frt	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1770	5085	1583	1770	5085
Flt Permitted	0.95	1.00	0.04	1.00	1.00	0.04	1.00
Satd. Flow (perm)	1770	1583	74	5085	1583	76	5085
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	489	156	178	3767	367	144	3667
RTOR Reduction (vph)	0	38	0	0	116	0	0
Lane Group Flow (vph)	489	118	178	3767	251	144	3667
Turn Type	Prot	Prot	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	8	8	5	2		1	6
Permitted Phases			2		2	6	
Actuated Green, G (s)	36.0	36.0	105.0	98.5	98.5	101.0	96.5
Effective Green, g (s)	36.0	36.0	109.0	100.5	100.5	105.0	98.5
Actuated g/C Ratio	0.22	0.22	0.68	0.63	0.63	0.66	0.62
Clearance Time (s)	6.0	6.0	7.5	7.5	7.5	7.5	7.5
Vehicle Extension (s)	2.0	2.0	1.5	3.0	3.0	1.5	3.0
Lane Grp Cap (vph)	398	356	140	3194	994	118	3130
v/s Ratio Prot	c0.28	0.07	c0.07	0.74		0.05	0.72
v/s Ratio Perm			c0.79		0.16	0.75	
v/c Ratio	1.23	0.33	1.27	1.18	0.25	1.22	1.17
Uniform Delay, d1	62.0	51.9	56.7	29.8	13.1	53.0	30.8
Progression Factor	1.00	1.00	1.41	0.45	0.04	1.00	1.00
Incremental Delay, d2	123.2	0.2	160.4	83.7	0.5	153.7	80.9
Delay (s)	185.2	52.1	240.2	97.1	1.0	206.6	111.7
Level of Service	F	D	F	F	A	F	F
Approach Delay (s)	153.0			94.8			115.3
Approach LOS	F			F			F

Intersection Summary			
HCM 2000 Control Delay	108.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	108.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↱	↰↰	↑↑↑↑
Traffic Volume (vph)	0	0	2910	560	750	2750
Future Volume (vph)	0	0	2910	560	750	2750
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.5	2.0	5.5	2.0
Lane Util. Factor			0.91	1.00	0.97	0.86
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			5085	1568	3433	6346
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			5085	1568	3433	6346
Peak-hour factor, PHF	0.90	0.90	0.90	0.95	0.90	0.95
Adj. Flow (vph)	0	0	3233	589	833	2895
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	3233	589	833	2895
Heavy Vehicles (%)	2%	2%	2%	3%	2%	3%
Turn Type			NA	Free	Prot	NA
Protected Phases			2		1	Free
Permitted Phases				Free		
Actuated Green, G (s)			105.3	160.0	39.7	160.0
Effective Green, g (s)			107.3	160.0	41.7	160.0
Actuated g/C Ratio			0.67	1.00	0.26	1.00
Clearance Time (s)			7.5		7.5	
Vehicle Extension (s)			3.0		2.0	
Lane Grp Cap (vph)			3410	1568	894	6346
v/s Ratio Prot			c0.64		c0.24	0.46
v/s Ratio Perm				0.38		
v/c Ratio			0.95	0.38	0.93	0.46
Uniform Delay, d1			23.8	0.0	57.8	0.0
Progression Factor			0.37	1.00	0.99	1.00
Incremental Delay, d2			0.8	0.1	13.1	0.2
Delay (s)			9.6	0.1	70.6	0.2
Level of Service			A	A	E	A
Approach Delay (s)	0.0		8.1			15.9
Approach LOS	A		A			B

Intersection Summary			
HCM 2000 Control Delay	12.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	85.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	350	3720	2810	1090
Future Volume (vph)	0	0	350	3720	2810	1090
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.5	2.0	5.5	5.5
Lane Util. Factor			0.97	0.86	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)			3433	6346	5085	1568
Flt Permitted			0.95	1.00	1.00	1.00
Satd. Flow (perm)			3433	6346	5085	1568
Peak-hour factor, PHF	0.90	0.90	0.90	0.95	0.90	0.95
Adj. Flow (vph)	0	0	389	3916	3122	1147
RTOR Reduction (vph)	0	0	0	0	0	5
Lane Group Flow (vph)	0	0	389	3916	3122	1142
Heavy Vehicles (%)	2%	2%	2%	3%	2%	3%
Turn Type			Prot	NA	NA	Perm
Protected Phases			5	Free	6	
Permitted Phases						6
Actuated Green, G (s)			19.5	160.0	125.5	125.5
Effective Green, g (s)			21.5	160.0	127.5	127.5
Actuated g/C Ratio			0.13	1.00	0.80	0.80
Clearance Time (s)			7.5		7.5	7.5
Vehicle Extension (s)			2.0		3.0	3.0
Lane Grp Cap (vph)			461	6346	4052	1249
v/s Ratio Prot			c0.11	0.62	0.61	
v/s Ratio Perm						c0.73
v/c Ratio			0.84	0.62	0.77	0.91
Uniform Delay, d1			67.6	0.0	8.6	12.2
Progression Factor			1.04	1.00	0.31	0.41
Incremental Delay, d2			9.6	0.3	0.1	1.3
Delay (s)			80.0	0.3	2.8	6.3
Level of Service			E	A	A	A
Approach Delay (s)	0.0			7.5	3.7	
Approach LOS	A			A	A	

Intersection Summary			
HCM 2000 Control Delay	5.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	84.8%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	580	140	110	350	70	240	70	2650	220	140	2510	100
Future Volume (vph)	580	140	110	350	70	240	70	2650	220	140	2510	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	5.5	5.5	4.0	5.5	5.5	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3306		1770	1863	1583	1770	5085	1583	1770	5085	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3306		1770	1863	1583	1770	5085	1583	1770	5085	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	644	156	122	389	78	267	78	2944	244	156	2789	111
RTOR Reduction (vph)	0	78	0	0	0	207	0	0	32	0	0	17
Lane Group Flow (vph)	644	200	0	389	78	60	78	2944	212	156	2789	94
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases						8			2			6
Actuated Green, G (s)	44.0	12.6		37.4	6.0	6.0	5.0	73.5	110.9	9.5	78.0	122.0
Effective Green, g (s)	44.0	12.6		37.4	6.0	6.0	7.0	75.5	114.9	11.5	80.0	126.0
Actuated g/C Ratio	0.28	0.08		0.23	0.04	0.04	0.04	0.47	0.72	0.07	0.50	0.79
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	7.5	7.5	6.0	7.5	7.5	6.0
Vehicle Extension (s)	1.5	2.0		1.5	2.0	2.0	1.5	3.0	1.5	1.5	3.0	1.5
Lane Grp Cap (vph)	486	260		413	69	59	77	2399	1136	127	2542	1286
v/s Ratio Prot	c0.36	c0.06		0.22	0.04		0.04	c0.58	0.05	0.09	c0.55	0.02
v/s Ratio Perm						0.04			0.09			0.04
v/c Ratio	1.33	0.77		0.94	1.13	1.02	1.01	1.23	0.19	1.23	1.10	0.07
Uniform Delay, d1	58.0	72.3		60.2	77.0	77.0	76.5	42.2	7.3	74.2	40.0	3.8
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.09	0.68	0.32
Incremental Delay, d2	160.1	11.6		29.6	148.2	122.3	106.2	106.1	0.0	150.5	50.1	0.0
Delay (s)	218.1	83.8		89.8	225.2	199.3	182.7	148.4	7.4	231.2	77.4	1.2
Level of Service	F	F		F	F	F	F	F	A	F	E	A
Approach Delay (s)		177.6			144.0			138.7			82.5	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	122.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.27		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	110.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBU	NBT	NBR	SBL	SBT
Lane Configurations							
Traffic Volume (vph)	320	140	120	3690	200	150	3280
Future Volume (vph)	320	140	120	3690	200	150	3280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	5.5	5.5	5.5	5.5	5.5
Lane Util. Factor	1.00	1.00	1.00	0.91	1.00	1.00	0.91
Frt	1.00	0.85	1.00	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1770	5085	1583	1770	5085
Flt Permitted	0.95	1.00	0.04	1.00	1.00	0.04	1.00
Satd. Flow (perm)	1770	1583	68	5085	1583	68	5085
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	356	156	133	4100	222	167	3644
RTOR Reduction (vph)	0	44	0	0	64	0	0
Lane Group Flow (vph)	356	112	133	4100	158	167	3644
Turn Type	Prot	Prot	pm+pt	NA	Perm	pm+pt	NA
Protected Phases	8	8	5	2		1	6
Permitted Phases			2		2	6	
Actuated Green, G (s)	26.0	26.0	113.2	107.5	107.5	112.8	107.3
Effective Green, g (s)	26.0	26.0	117.2	109.5	109.5	116.8	109.3
Actuated g/C Ratio	0.16	0.16	0.73	0.68	0.68	0.73	0.68
Clearance Time (s)	6.0	6.0	7.5	7.5	7.5	7.5	7.5
Vehicle Extension (s)	2.0	2.0	1.5	3.0	3.0	1.5	3.0
Lane Grp Cap (vph)	287	257	131	3480	1083	129	3473
v/s Ratio Prot	c0.20	0.07	0.05	0.81		c0.06	0.72
v/s Ratio Perm			0.69		0.10	c0.88	
v/c Ratio	1.24	0.43	1.02	1.18	0.15	1.29	1.05
Uniform Delay, d1	67.0	60.4	58.8	25.2	8.9	58.6	25.4
Progression Factor	1.00	1.00	1.34	1.03	0.34	1.00	1.00
Incremental Delay, d2	134.3	0.4	74.6	82.8	0.2	178.2	30.2
Delay (s)	201.3	60.8	153.4	108.8	3.3	236.7	55.6
Level of Service	F	E	F	F	A	F	E
Approach Delay (s)	158.5			104.9			63.5
Approach LOS	F			F			E

Intersection Summary			
HCM 2000 Control Delay	90.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.28		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	17.0
Intersection Capacity Utilization	108.7%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑↑	↱	↰↰	↑↑↑↑
Traffic Volume (vph)	0	0	2580	320	310	3620
Future Volume (vph)	0	0	2580	320	310	3620
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.5	2.0	5.5	2.0
Lane Util. Factor			0.91	1.00	0.97	0.86
Frt			1.00	0.85	1.00	1.00
Flt Protected			1.00	1.00	0.95	1.00
Satd. Flow (prot)			5085	1568	3433	6346
Flt Permitted			1.00	1.00	0.95	1.00
Satd. Flow (perm)			5085	1568	3433	6346
Peak-hour factor, PHF	0.90	0.90	0.90	0.95	0.90	0.95
Adj. Flow (vph)	0	0	2867	337	344	3811
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	2867	337	344	3811
Heavy Vehicles (%)	2%	2%	2%	3%	2%	3%
Turn Type			NA	Free	Prot	NA
Protected Phases			2		1	Free
Permitted Phases				Free		
Actuated Green, G (s)			124.7	160.0	20.3	160.0
Effective Green, g (s)			126.7	160.0	22.3	160.0
Actuated g/C Ratio			0.79	1.00	0.14	1.00
Clearance Time (s)			7.5		7.5	
Vehicle Extension (s)			3.0		2.0	
Lane Grp Cap (vph)			4026	1568	478	6346
v/s Ratio Prot			c0.56		0.10	0.60
v/s Ratio Perm				0.21		
v/c Ratio			0.71	0.21	0.72	0.60
Uniform Delay, d1			7.9	0.0	65.9	0.0
Progression Factor			0.33	1.00	1.10	1.00
Incremental Delay, d2			0.1	0.0	3.5	0.3
Delay (s)			2.7	0.0	75.9	0.3
Level of Service			A	A	E	A
Approach Delay (s)	0.0		2.4			6.6
Approach LOS	A		A			A

Intersection Summary			
HCM 2000 Control Delay	4.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	66.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	0	0	360	3900	2860	860
Future Volume (vph)	0	0	360	3900	2860	860
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)			5.5	2.0	5.5	5.5
Lane Util. Factor			0.97	0.86	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)			3433	6346	5085	1568
Flt Permitted			0.95	1.00	1.00	1.00
Satd. Flow (perm)			3433	6346	5085	1568
Peak-hour factor, PHF	0.90	0.90	0.90	0.95	0.90	0.95
Adj. Flow (vph)	0	0	400	4105	3178	905
RTOR Reduction (vph)	0	0	0	0	0	11
Lane Group Flow (vph)	0	0	400	4105	3178	894
Heavy Vehicles (%)	2%	2%	2%	3%	2%	3%
Turn Type			Prot	NA	NA	Perm
Protected Phases			5	Free	6	
Permitted Phases						6
Actuated Green, G (s)			22.3	160.0	122.7	122.7
Effective Green, g (s)			24.3	160.0	124.7	124.7
Actuated g/C Ratio			0.15	1.00	0.78	0.78
Clearance Time (s)			7.5		7.5	7.5
Vehicle Extension (s)			2.0		3.0	3.0
Lane Grp Cap (vph)			521	6346	3963	1222
v/s Ratio Prot			0.12	0.65	c0.62	
v/s Ratio Perm						0.57
v/c Ratio			0.77	0.65	0.80	0.73
Uniform Delay, d1			65.1	0.0	10.4	9.1
Progression Factor			0.94	1.00	0.43	0.40
Incremental Delay, d2			5.6	0.5	0.2	0.4
Delay (s)			66.7	0.5	4.6	4.0
Level of Service			E	A	A	A
Approach Delay (s)	0.0			6.4	4.5	
Approach LOS	A			A	A	

Intersection Summary			
HCM 2000 Control Delay	5.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	72.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	220	70	60	270	190	160	120	2520	260	200	3100	320
Future Volume (vph)	220	70	60	270	190	160	120	2520	260	200	3100	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	5.5	5.5	4.0	5.5	5.5	4.0
Lane Util. Factor	1.00	0.95		1.00	1.00	1.00	1.00	0.91	1.00	1.00	0.91	1.00
Frt	1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1770	3294		1770	1863	1583	1770	5085	1583	1770	5085	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1770	3294		1770	1863	1583	1770	5085	1583	1770	5085	1583
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	244	78	67	300	211	178	133	2800	289	222	3444	356
RTOR Reduction (vph)	0	64	0	0	0	161	0	0	25	0	0	21
Lane Group Flow (vph)	244	81	0	300	211	17	133	2800	264	222	3444	335
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	7	4		3	8		5	2	3	1	6	7
Permitted Phases						8			2			6
Actuated Green, G (s)	18.0	6.0		27.0	15.0	15.0	8.5	82.9	109.9	17.1	91.5	109.5
Effective Green, g (s)	18.0	6.0		27.0	15.0	15.0	10.5	84.9	113.9	19.1	93.5	113.5
Actuated g/C Ratio	0.11	0.04		0.17	0.09	0.09	0.07	0.53	0.71	0.12	0.58	0.71
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	7.5	7.5	6.0	7.5	7.5	6.0
Vehicle Extension (s)	1.5	2.0		1.5	2.0	2.0	1.5	3.0	1.5	1.5	3.0	1.5
Lane Grp Cap (vph)	199	123		298	174	148	116	2698	1126	211	2971	1122
v/s Ratio Prot	c0.14	0.02		c0.17	0.11		0.08	c0.55	0.04	0.13	c0.68	0.04
v/s Ratio Perm						0.01			0.12			0.17
v/c Ratio	1.23	0.65		1.01	1.21	0.11	1.15	1.04	0.23	1.05	1.16	0.30
Uniform Delay, d1	71.0	76.0		66.5	72.5	66.4	74.8	37.5	8.0	70.5	33.2	8.6
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.88	0.79	0.72
Incremental Delay, d2	137.9	9.2		53.8	136.9	0.1	128.3	28.1	0.0	70.8	75.1	0.0
Delay (s)	208.9	85.1		120.3	209.4	66.5	203.1	65.7	8.0	133.0	101.4	6.2
Level of Service	F	F		F	F	E	F	E	A	F	F	A
Approach Delay (s)		162.8			133.7			66.2			94.7	
Approach LOS		F			F			E			F	

Intersection Summary			
HCM 2000 Control Delay	90.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	104.1%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Traffic Volume (vph)	290	0	570	430	2990	0	0	2460	680	0	0
Future Volume (vph)	290	0	570	430	2990	0	0	2460	680	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0			4.0	4.0		
Lane Util. Factor	0.94		0.88	0.97	0.91			0.81	1.00		
Frt	1.00		0.85	1.00	1.00			1.00	0.85		
Flt Protected	0.95		1.00	0.95	1.00			1.00	1.00		
Satd. Flow (prot)	4942		2760	3400	4988			7399	1568		
Flt Permitted	0.95		1.00	0.95	1.00			1.00	1.00		
Satd. Flow (perm)	4942		2760	3400	4988			7399	1568		
Peak-hour factor, PHF	0.95	0.90	0.95	0.95	0.90	0.90	0.90	0.90	0.95	0.90	0.90
Adj. Flow (vph)	305	0	600	453	3322	0	0	2733	716	0	0
RTOR Reduction (vph)	0	0	120	0	0	0	0	0	269	0	0
Lane Group Flow (vph)	305	0	480	453	3322	0	0	2733	447	0	0
Heavy Vehicles (%)	3%	4%	3%	3%	4%	4%	4%	4%	3%	4%	4%
Turn Type	Prot		Prot	Prot	NA			NA	Perm		
Protected Phases	8		8	5	2 5 1			6			
Permitted Phases									6		
Actuated Green, G (s)	19.5		19.5	19.0	78.5			53.5	53.5		
Effective Green, g (s)	21.5		21.5	21.0	80.5			55.5	55.5		
Actuated g/C Ratio	0.20		0.20	0.19	0.73			0.50	0.50		
Clearance Time (s)	6.0		6.0	6.0				6.0	6.0		
Vehicle Extension (s)	2.0		2.0	1.5				1.0	1.0		
Lane Grp Cap (vph)	965		539	649	3650			3733	791		
v/s Ratio Prot	0.06		c0.17	0.13	c0.67			0.37			
v/s Ratio Perm									0.29		
v/c Ratio	0.32		0.89	0.70	0.91			0.73	0.57		
Uniform Delay, d1	37.9		43.1	41.5	11.8			21.4	18.9		
Progression Factor	1.00		1.00	0.67	1.39			0.40	0.20		
Incremental Delay, d2	0.1		16.4	1.3	2.0			0.1	0.3		
Delay (s)	38.0		59.5	29.1	18.4			8.7	4.0		
Level of Service	D		E	C	B			A	A		
Approach Delay (s)		52.3			19.7			7.8		0.0	
Approach LOS		D			B			A		A	

Intersection Summary			
HCM 2000 Control Delay	18.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	83.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	720	0	320	0	0	0	0	2700	460	670	2080	0
Future Volume (vph)	720	0	320	0	0	0	0	2700	460	670	2080	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor	0.94		1.00					0.81	1.00	0.97	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	4942		1568					7399	1568	3400	4988	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	4942		1568					7399	1568	3400	4988	
Peak-hour factor, PHF	0.95	0.90	0.95	0.90	0.90	0.90	0.90	0.90	0.95	0.95	0.90	0.90
Adj. Flow (vph)	758	0	337	0	0	0	0	3000	484	705	2311	0
RTOR Reduction (vph)	0	0	120	0	0	0	0	0	139	0	0	0
Lane Group Flow (vph)	758	0	217	0	0	0	0	3000	345	705	2311	0
Heavy Vehicles (%)	3%	4%	3%	4%	4%	4%	4%	4%	3%	3%	4%	4%
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	4		4					2		1	6 1 5	
Permitted Phases									2			
Actuated Green, G (s)	19.5		19.5					49.1	49.1	23.4	78.5	
Effective Green, g (s)	21.5		21.5					51.1	51.1	25.4	80.5	
Actuated g/C Ratio	0.20		0.20					0.46	0.46	0.23	0.73	
Clearance Time (s)	6.0		6.0					6.0	6.0	6.0		
Vehicle Extension (s)	2.0		2.0					1.0	1.0	1.5		
Lane Grp Cap (vph)	965		306					3437	728	785	3650	
v/s Ratio Prot	c0.15		0.14					c0.41		c0.21	0.46	
v/s Ratio Perm									0.22			
v/c Ratio	0.79		0.71					0.87	0.47	0.90	0.63	
Uniform Delay, d1	42.1		41.3					26.5	20.2	41.0	7.4	
Progression Factor	1.00		1.00					0.18	0.02	0.97	0.37	
Incremental Delay, d2	3.9		6.0					0.3	0.2	9.6	0.2	
Delay (s)	46.0		47.4					5.1	0.7	49.3	2.9	
Level of Service	D		D					A	A	D	A	
Approach Delay (s)		46.4			0.0			4.5			13.8	
Approach LOS		D			A			A			B	

Intersection Summary			
HCM 2000 Control Delay	14.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	83.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	30	310	390	40	90	220	3220	120	60	2440	90
Future Volume (vph)	210	30	310	390	40	90	220	3220	120	60	2440	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3367	1827	1553	3367	1827	1553	3367	4988	1553	3367	4988	1553
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3367	1827	1553	3367	1827	1553	3367	4988	1553	3367	4988	1553
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	233	33	344	433	44	100	244	3578	133	67	2711	100
RTOR Reduction (vph)	0	0	135	0	0	93	0	0	56	0	0	46
Lane Group Flow (vph)	233	33	209	433	44	7	244	3578	77	67	2711	54
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	13.7	10.0	10.0	11.0	7.3	7.3	7.2	61.8	61.8	3.2	57.8	57.8
Effective Green, g (s)	13.7	10.0	10.0	11.0	7.3	7.3	9.2	63.8	63.8	5.2	59.8	59.8
Actuated g/C Ratio	0.12	0.09	0.09	0.10	0.07	0.07	0.08	0.58	0.58	0.05	0.54	0.54
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	2.0	2.0	3.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	419	166	141	336	121	103	281	2893	900	159	2711	844
v/s Ratio Prot	c0.07	0.02		c0.13	0.02		c0.07	c0.72		0.02	0.54	
v/s Ratio Perm			c0.13			0.00			0.05			0.04
v/c Ratio	0.56	0.20	1.48	1.29	0.36	0.06	0.87	1.24	0.09	0.42	1.00	0.06
Uniform Delay, d1	45.3	46.3	50.0	49.5	49.1	48.1	49.8	23.1	10.2	50.9	25.1	11.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.07	1.07	2.03	1.00	1.00	1.00
Incremental Delay, d2	1.6	0.2	249.6	150.5	0.7	0.1	11.0	107.9	0.1	0.7	17.3	0.1
Delay (s)	46.9	46.5	299.6	200.0	49.8	48.2	64.1	132.7	20.8	51.6	42.4	12.0
Level of Service	D	D	F	F	D	D	E	F	C	D	D	B
Approach Delay (s)		189.4			162.3			124.7			41.5	
Approach LOS		F			F			F			D	

Intersection Summary			
HCM 2000 Control Delay	102.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.25		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	90.7%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	370	250	290	280	230	550	160	2240	160	190	2060	150
Future Volume (vph)	370	250	290	280	230	550	160	2240	160	190	2060	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95		0.97	1.00	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3367	3192		3367	1827	1553	3367	4988	1553	3367	4988	1553
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3367	3192		3367	1827	1553	3367	4988	1553	3367	4988	1553
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	411	278	322	311	256	611	178	2489	178	211	2289	167
RTOR Reduction (vph)	0	192	0	0	0	361	0	0	121	0	0	114
Lane Group Flow (vph)	411	408	0	311	256	250	178	2489	57	211	2289	53
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	9.0	8.0		8.0	10.0	10.0	4.0	33.0	33.0	4.0	33.0	33.0
Effective Green, g (s)	9.0	8.0		8.0	10.0	10.0	6.0	35.0	35.0	6.0	35.0	35.0
Actuated g/C Ratio	0.08	0.07		0.07	0.09	0.09	0.05	0.32	0.32	0.05	0.32	0.32
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	275	232		244	166	141	183	1587	494	183	1587	494
v/s Ratio Prot	c0.12	c0.13		c0.09	0.14		0.05	c0.50		0.06	c0.46	
v/s Ratio Perm						c0.16			0.04			0.03
v/c Ratio	1.49	1.76		1.27	1.54	1.77	0.97	1.57	0.11	1.15	1.44	0.11
Uniform Delay, d1	50.5	51.0		51.0	50.0	50.0	51.9	37.5	26.5	52.0	37.5	26.5
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	0.83	0.75	1.00
Incremental Delay, d2	240.8	358.6		151.5	271.7	375.3	58.0	258.9	0.5	105.5	201.8	0.3
Delay (s)	291.3	409.6		202.5	321.7	425.3	109.9	296.4	27.0	148.5	229.9	26.8
Level of Service	F	F		F	F	F	F	F	C	F	F	C
Approach Delay (s)		361.5			344.0			267.8			210.7	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	272.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.61		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	34.0
Intersection Capacity Utilization	99.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	WBL2	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NER
Lane Configurations											
Traffic Volume (vph)	460	0	670	300	2470	0	0	2820	740	0	0
Future Volume (vph)	460	0	670	300	2470	0	0	2820	740	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0	4.0	4.0			4.0	4.0		
Lane Util. Factor	0.94		0.88	0.97	0.91			0.81	1.00		
Frt	1.00		0.85	1.00	1.00			1.00	0.85		
Flt Protected	0.95		1.00	0.95	1.00			1.00	1.00		
Satd. Flow (prot)	4942		2760	3400	4988			7399	1568		
Flt Permitted	0.95		1.00	0.95	1.00			1.00	1.00		
Satd. Flow (perm)	4942		2760	3400	4988			7399	1568		
Peak-hour factor, PHF	0.95	0.90	0.95	0.95	0.90	0.90	0.90	0.90	0.95	0.90	0.90
Adj. Flow (vph)	484	0	705	316	2744	0	0	3133	779	0	0
RTOR Reduction (vph)	0	0	122	0	0	0	0	0	278	0	0
Lane Group Flow (vph)	484	0	583	316	2744	0	0	3133	501	0	0
Heavy Vehicles (%)	3%	4%	3%	3%	4%	4%	4%	4%	3%	4%	4%
Turn Type	Prot		Prot	Prot	NA			NA	Perm		
Protected Phases	8		8	5	2 5 1			6			
Permitted Phases									6		
Actuated Green, G (s)	23.5		23.5	8.7	64.5			49.8	49.8		
Effective Green, g (s)	25.5		25.5	10.7	66.5			51.8	51.8		
Actuated g/C Ratio	0.26		0.26	0.11	0.66			0.52	0.52		
Clearance Time (s)	6.0		6.0	6.0				6.0	6.0		
Vehicle Extension (s)	2.0		2.0	1.5				1.0	1.0		
Lane Grp Cap (vph)	1260		703	363	3317			3832	812		
v/s Ratio Prot	0.10		c0.21	0.09	c0.55			0.42			
v/s Ratio Perm									0.32		
v/c Ratio	0.38		0.83	0.87	0.83			0.82	0.62		
Uniform Delay, d1	30.8		35.2	44.0	12.5			20.1	17.1		
Progression Factor	1.00		1.00	1.01	1.10			0.28	0.41		
Incremental Delay, d2	0.1		7.6	14.4	1.2			0.2	0.3		
Delay (s)	30.8		42.8	59.0	15.0			5.9	7.3		
Level of Service	C		D	E	B			A	A		
Approach Delay (s)		37.9			19.5			6.2		0.0	
Approach LOS		D			B			A		A	

Intersection Summary			
HCM 2000 Control Delay	15.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	85.2%	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												
Traffic Volume (vph)	660	0	450	0	0	0	0	2110	270	590	2690	0
Future Volume (vph)	660	0	450	0	0	0	0	2110	270	590	2690	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0		4.0					4.0	4.0	4.0	4.0	
Lane Util. Factor	0.94		1.00					0.81	1.00	0.97	0.91	
Frt	1.00		0.85					1.00	0.85	1.00	1.00	
Flt Protected	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (prot)	4942		1568					7399	1568	3400	4988	
Flt Permitted	0.95		1.00					1.00	1.00	0.95	1.00	
Satd. Flow (perm)	4942		1568					7399	1568	3400	4988	
Peak-hour factor, PHF	0.95	0.90	0.95	0.90	0.90	0.90	0.90	0.90	0.95	0.95	0.90	0.90
Adj. Flow (vph)	695	0	474	0	0	0	0	2344	284	621	2989	0
RTOR Reduction (vph)	0	0	122	0	0	0	0	0	113	0	0	0
Lane Group Flow (vph)	695	0	352	0	0	0	0	2344	171	621	2989	0
Heavy Vehicles (%)	3%	4%	3%	4%	4%	4%	4%	4%	3%	3%	4%	4%
Turn Type	Prot		Prot					NA	Perm	Prot	NA	
Protected Phases	4		4					2		1	6 1 5	
Permitted Phases									2			
Actuated Green, G (s)	23.5		23.5					39.7	39.7	18.8	64.5	
Effective Green, g (s)	25.5		25.5					41.7	41.7	20.8	66.5	
Actuated g/C Ratio	0.26		0.26					0.42	0.42	0.21	0.66	
Clearance Time (s)	6.0		6.0					6.0	6.0	6.0		
Vehicle Extension (s)	2.0		2.0					1.0	1.0	1.5		
Lane Grp Cap (vph)	1260		399					3085	653	707	3317	
v/s Ratio Prot	0.14		c0.22					0.32		0.18	c0.60	
v/s Ratio Perm									0.11			
v/c Ratio	0.55		0.88					0.76	0.26	0.88	0.90	
Uniform Delay, d1	32.3		35.8					24.9	19.1	38.4	14.0	
Progression Factor	1.00		1.00					0.09	0.03	1.54	0.75	
Incremental Delay, d2	0.3		19.3					0.2	0.1	7.8	2.4	
Delay (s)	32.6		55.1					2.3	0.6	66.7	13.0	
Level of Service	C		E					A	A	E	B	
Approach Delay (s)		41.7			0.0			2.1			22.2	
Approach LOS		D			A			A			C	

Intersection Summary			
HCM 2000 Control Delay	18.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	85.2%	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												
Traffic Volume (vph)	110	40	180	230	50	50	320	2520	300	70	3150	100
Future Volume (vph)	110	40	180	230	50	50	320	2520	300	70	3150	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0	4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	0.97	1.00	1.00	0.97	1.00	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3367	1827	1553	3367	1827	1553	3367	4988	1553	3367	4988	1553
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3367	1827	1553	3367	1827	1553	3367	4988	1553	3367	4988	1553
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	122	44	200	256	56	56	356	2800	333	78	3500	111
RTOR Reduction (vph)	0	0	188	0	0	53	0	0	61	0	0	46
Lane Group Flow (vph)	122	44	12	256	56	3	356	2800	272	78	3500	65
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	7.4	6.0	6.0	6.2	4.8	4.8	7.2	60.6	60.6	3.2	56.6	56.6
Effective Green, g (s)	7.4	6.0	6.0	6.2	4.8	4.8	9.2	62.6	62.6	5.2	58.6	58.6
Actuated g/C Ratio	0.07	0.06	0.06	0.06	0.05	0.05	0.09	0.63	0.63	0.05	0.59	0.59
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	3.0	2.0	2.0	3.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	249	109	93	208	87	74	309	3122	972	175	2922	910
v/s Ratio Prot	c0.04	0.02		c0.08	0.03		c0.11	0.56		0.02	c0.70	
v/s Ratio Perm			0.01			0.00			0.17			0.04
v/c Ratio	0.49	0.40	0.13	1.23	0.64	0.04	1.15	0.90	0.28	0.45	1.20	0.07
Uniform Delay, d1	44.5	45.3	44.5	46.9	46.8	45.4	45.4	15.9	8.5	46.0	20.7	8.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.01	1.30	1.00	1.00	1.00
Incremental Delay, d2	1.5	0.9	0.2	138.5	11.6	0.1	87.5	2.6	0.4	0.7	92.6	0.0
Delay (s)	46.0	46.2	44.8	185.4	58.3	45.5	132.9	18.7	11.4	46.7	113.3	9.0
Level of Service	D	D	D	F	E	D	F	B	B	D	F	A
Approach Delay (s)		45.3			144.7			29.7			108.8	
Approach LOS		D			F			C			F	

Intersection Summary			
HCM 2000 Control Delay	72.6	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)	20.0
Intersection Capacity Utilization	91.2%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	230	170	180	160	150	230	310	1920	220	390	2330	420
Future Volume (vph)	230	170	180	160	150	230	310	1920	220	390	2330	420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0	6.0	6.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.95		0.97	1.00	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	0.92		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3367	3203		3367	1827	1553	3367	4988	1553	3367	4988	1553
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3367	3203		3367	1827	1553	3367	4988	1553	3367	4988	1553
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	256	189	200	178	167	256	344	2133	244	433	2589	467
RTOR Reduction (vph)	0	188	0	0	0	238	0	0	163	0	0	204
Lane Group Flow (vph)	256	201	0	178	167	18	344	2133	81	433	2589	263
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			6
Actuated Green, G (s)	6.0	6.0		6.0	7.0	7.0	6.0	31.0	31.0	6.0	31.0	31.0
Effective Green, g (s)	6.0	6.0		6.0	7.0	7.0	8.0	33.0	33.0	8.0	33.0	33.0
Actuated g/C Ratio	0.06	0.06		0.06	0.07	0.07	0.08	0.33	0.33	0.08	0.33	0.33
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	2.0	2.0		2.0	2.0	2.0	1.5	3.0	3.0	1.5	3.0	3.0
Lane Grp Cap (vph)	202	192		202	127	108	269	1646	512	269	1646	512
v/s Ratio Prot	c0.08	c0.06		c0.05	c0.09		0.10	c0.43		0.13	c0.52	
v/s Ratio Perm						0.01			0.05			0.17
v/c Ratio	1.27	1.05		0.88	1.31	0.17	1.28	1.30	0.16	1.61	1.57	0.51
Uniform Delay, d1	47.0	47.0		46.6	46.5	43.8	46.0	33.5	23.7	46.0	33.5	27.0
Progression Factor	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.09	1.12	1.42
Incremental Delay, d2	153.4	77.8		32.3	186.7	0.3	151.0	137.8	0.7	281.8	259.1	1.6
Delay (s)	200.4	124.8		78.9	233.2	44.0	197.0	171.3	24.3	331.8	296.6	40.1
Level of Service	F	F		E	F	D	F	F	C	F	F	D
Approach Delay (s)		154.8			106.9			161.3			266.6	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	205.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.42		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	34.0
Intersection Capacity Utilization	83.6%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	290	1915	190	340	1380	465	100	140	240	40	10	25
Future Volume (vph)	290	1915	190	340	1380	465	100	140	240	40	10	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5016		3433	5085	1583	3433	1863	1583	1681	1719	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5016		3433	5085	1583	3433	1863	1583	1681	1719	1583
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)	315	2082	207	370	1500	505	109	152	261	43	11	27
RTOR Reduction (vph)	0	6	0	0	0	89	0	0	90	0	0	20
Lane Group Flow (vph)	315	2283	0	370	1500	416	109	152	171	27	27	7
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	31.8	92.0		19.2	79.4	87.2	16.0	16.0	35.2	7.8	7.8	39.6
Effective Green, g (s)	33.8	94.0		21.2	81.4	91.2	16.0	16.0	35.2	7.8	7.8	39.6
Actuated g/C Ratio	0.21	0.59		0.13	0.51	0.57	0.10	0.10	0.22	0.05	0.05	0.25
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		1.5	3.0	2.0	2.0	2.0	1.5	2.0	2.0	1.5
Lane Grp Cap (vph)	373	2946		454	2586	902	343	186	348	81	83	391
v/s Ratio Prot	c0.18	c0.46		c0.11	0.29	c0.03	0.03	c0.08	0.06	0.02	0.02	0.00
v/s Ratio Perm						0.23			0.05			0.00
v/c Ratio	0.84	0.77		0.81	0.58	0.46	0.32	0.82	0.49	0.33	0.33	0.02
Uniform Delay, d1	60.6	25.0		67.5	27.4	20.1	66.9	70.6	54.6	73.6	73.6	45.5
Progression Factor	1.00	1.00		0.85	0.77	0.75	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	15.3	2.1		8.6	0.8	0.1	0.2	22.4	0.4	0.9	0.8	0.0
Delay (s)	75.9	27.0		65.7	21.9	15.1	67.1	92.9	55.0	74.5	74.4	45.5
Level of Service	E	C		E	C	B	E	F	D	E	E	D
Approach Delay (s)		33.0			27.3			68.6			64.8	
Approach LOS		C			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	34.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑	↱		↑↑↑		↰		↱↱		
Traffic Volume (vph)	0	1345	850	0	1375	0	610	0	810	0	0
Future Volume (vph)	0	1345	850	0	1375	0	610	0	810	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1462	895	0	1495	0	642	0	853	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1462	895	0	1495	0	642	0	853	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		160.0	160.0		79.0		68.0		68.0		
Effective Green, g (s)		160.0	160.0		81.0		70.0		70.0		
Actuated g/C Ratio		1.00	1.00		0.51		0.44		0.44		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.0		2.0		
Lane Grp Cap (vph)		5085	1583		2574		774		1219		
v/s Ratio Prot		0.29			0.29		c0.36		0.31		
v/s Ratio Perm			c0.57								
v/c Ratio		0.29	0.57		0.58		0.83		0.70		
Uniform Delay, d1		0.0	0.0		27.6		39.7		36.5		
Progression Factor		1.00	1.00		0.48		1.00		1.00		
Incremental Delay, d2		0.1	1.0		0.8		7.0		1.4		
Delay (s)		0.1	1.0		14.0		46.7		37.9		
Level of Service		A	A		B		D		D		
Approach Delay (s)		0.4			14.0			41.7		0.0	
Approach LOS		A			B			D		A	

Intersection Summary			
HCM 2000 Control Delay	15.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	62.4%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	315	1740	120	80	1875	95	445	85	160	40	5	85
Future Volume (vph)	315	1740	120	80	1875	95	445	85	160	40	5	85
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85	1.00	0.86	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5049		1770	1863	1583	1770	1598	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.30	1.00	1.00	0.70	1.00	
Satd. Flow (perm)	1770	5085	1583	1770	5049		564	1863	1583	1299	1598	
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)	342	1891	130	87	2038	103	484	92	174	43	5	92
RTOR Reduction (vph)	0	0	64	0	4	0	0	0	131	0	88	0
Lane Group Flow (vph)	342	1891	66	87	2137	0	484	92	43	43	9	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		
Actuated Green, G (s)	29.3	79.8	79.8	11.0	61.5		50.2	39.4	39.4	12.0	7.2	
Effective Green, g (s)	31.3	81.8	81.8	13.0	63.5		50.2	39.4	39.4	12.0	7.2	
Actuated g/C Ratio	0.20	0.51	0.51	0.08	0.40		0.31	0.25	0.25	0.08	0.05	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	346	2599	809	143	2003		455	458	389	111	71	
v/s Ratio Prot	c0.19	0.37		0.05	c0.42		c0.25	0.05		0.01	0.01	
v/s Ratio Perm			0.04				c0.09		0.03	0.02		
v/c Ratio	0.99	0.73	0.08	0.61	1.07		1.06	0.20	0.11	0.39	0.13	
Uniform Delay, d1	64.2	30.4	19.9	71.0	48.2		51.3	47.8	46.7	70.2	73.4	
Progression Factor	0.88	0.74	0.60	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	39.6	1.5	0.2	4.9	40.8		60.2	0.1	0.0	0.8	0.3	
Delay (s)	96.3	24.0	12.1	76.0	89.0		111.4	47.9	46.8	71.0	73.7	
Level of Service	F	C	B	E	F		F	D	D	E	E	
Approach Delay (s)		33.8			88.5			88.6			72.9	
Approach LOS		C			F			F			E	

Intersection Summary			
HCM 2000 Control Delay	64.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.07		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	99.6%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑	↰↰↰	↱↱
Traffic Volume (vph)	1375	0	0	1595	530	800
Future Volume (vph)	1375	0	0	1595	530	800
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			4.5	4.0	4.0
Lane Util. Factor	0.91			0.91	0.94	0.88
Frt	1.00			1.00	1.00	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	5085			5085	4990	2787
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	5085			5085	4990	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95
Adj. Flow (vph)	1495	0	0	1734	576	842
RTOR Reduction (vph)	0	0	0	0	0	19
Lane Group Flow (vph)	1495	0	0	1734	576	823
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Turn Type	NA			NA	Prot	Prot
Protected Phases	6			2	4	4
Permitted Phases						
Actuated Green, G (s)	78.5			78.5	69.0	69.0
Effective Green, g (s)	80.5			80.5	71.0	71.0
Actuated g/C Ratio	0.50			0.50	0.44	0.44
Clearance Time (s)	6.5			6.5	6.0	6.0
Vehicle Extension (s)	3.0			3.0	2.0	2.0
Lane Grp Cap (vph)	2558			2558	2214	1236
v/s Ratio Prot	0.29			c0.34	0.12	c0.30
v/s Ratio Perm						
v/c Ratio	0.58			0.68	0.26	0.67
Uniform Delay, d1	28.0			30.0	28.0	35.1
Progression Factor	0.41			0.25	1.00	1.00
Incremental Delay, d2	0.9			0.1	0.3	2.8
Delay (s)	12.5			7.7	28.3	38.0
Level of Service	B			A	C	D
Approach Delay (s)	12.5			7.7	34.0	
Approach LOS	B			A	C	

Intersection Summary			
HCM 2000 Control Delay	17.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.5
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	1935	145	275	2085	60	230	10	370	420	90	330
Future Volume (vph)	45	1935	145	275	2085	60	230	10	370	420	90	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.0	6.0	6.0	6.5	6.0	6.0	6.5
Lane Util. Factor	1.00	0.91		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.95	1.00
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	1770	5032		3433	5085	1583	3433	1863	1583	1681	1714	1583
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	1770	5032		3433	5085	1583	3433	1863	1583	1681	1714	1583
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)	49	2103	158	299	2266	65	250	11	402	457	98	359
RTOR Reduction (vph)	0	5	0	0	0	17	0	0	85	0	0	84
Lane Group Flow (vph)	49	2256	0	299	2266	48	250	11	317	274	281	275
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA		Prot	NA	pm+ov	Split	NA	pm+ov	Split	NA	pm+ov
Protected Phases	1	6		5	2	3	4	4	5	3	3	1
Permitted Phases						2			4			3
Actuated Green, G (s)	10.0	72.3		23.7	86.0	113.0	12.0	12.0	35.7	27.0	27.0	37.0
Effective Green, g (s)	12.0	74.3		25.7	88.0	117.0	12.0	12.0	35.7	27.0	27.0	37.0
Actuated g/C Ratio	0.08	0.46		0.16	0.55	0.73	0.08	0.08	0.22	0.17	0.17	0.23
Clearance Time (s)	6.5	6.5		6.5	6.5	6.0	6.0	6.0	6.5	6.0	6.0	6.5
Vehicle Extension (s)	1.5	3.0		1.5	3.0	2.0	2.0	2.0	1.5	2.0	2.0	1.5
Lane Grp Cap (vph)	132	2336		551	2796	1157	257	139	353	283	289	366
v/s Ratio Prot	0.03	c0.45		0.09	c0.45	0.01	c0.07	0.01	0.13	0.16	c0.16	0.05
v/s Ratio Perm						0.02			0.07			0.13
v/c Ratio	0.37	0.97		0.54	0.81	0.04	0.97	0.08	0.90	0.97	0.97	0.75
Uniform Delay, d1	70.4	41.6		61.7	29.2	6.0	73.8	68.9	60.4	66.1	66.1	57.2
Progression Factor	1.00	1.00		0.76	0.55	0.13	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	12.1		0.4	1.9	0.0	48.1	0.1	23.9	44.1	44.9	7.5
Delay (s)	71.1	53.7		47.5	17.9	0.8	121.9	68.9	84.3	110.1	111.1	64.8
Level of Service	E	D		D	B	A	F	E	F	F	F	E
Approach Delay (s)		54.1			20.9			98.2			92.6	
Approach LOS		D			C			F			F	

Intersection Summary			
HCM 2000 Control Delay	50.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.97		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	23.0
Intersection Capacity Utilization	91.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑	↱		↑↑↑		↰		↱↱		
Traffic Volume (vph)	0	1925	800	0	1810	0	650	0	610	0	0
Future Volume (vph)	0	1925	800	0	1810	0	650	0	610	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		2.0	2.0		4.5		4.5		4.5		
Lane Util. Factor		0.91	1.00		0.91		1.00		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		5085	1583		5085		1770		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		5085	1583		5085		1770		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	2092	842	0	1967	0	684	0	642	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2092	842	0	1967	0	684	0	642	0	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type		NA	Perm		NA		Prot		Prot		
Protected Phases		Free!			2		8!		3		
Permitted Phases			Free								
Actuated Green, G (s)		160.0	160.0		78.8		68.2		68.2		
Effective Green, g (s)		160.0	160.0		80.8		70.2		70.2		
Actuated g/C Ratio		1.00	1.00		0.50		0.44		0.44		
Clearance Time (s)					6.5		6.5		6.5		
Vehicle Extension (s)					3.0		2.0		2.0		
Lane Grp Cap (vph)		5085	1583		2567		776		1222		
v/s Ratio Prot		0.41			c0.39		c0.39		0.23		
v/s Ratio Perm			0.53								
v/c Ratio		0.41	0.53		0.77		0.88		0.53		
Uniform Delay, d1		0.0	0.0		32.0		41.1		32.7		
Progression Factor		1.00	1.00		0.55		1.00		1.00		
Incremental Delay, d2		0.1	0.4		1.7		11.2		0.2		
Delay (s)		0.1	0.4		19.4		52.3		32.9		
Level of Service		A	A		B		D		C		
Approach Delay (s)		0.2			19.4			42.9		0.0	
Approach LOS		A			B			D		A	

Intersection Summary			
HCM 2000 Control Delay	15.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	63.8%	ICU Level of Service	B
Analysis Period (min)	15		

! Phase conflict between lane groups.
c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	2220	310	140	2270	35	290	10	130	125	50	310
Future Volume (vph)	95	2220	310	140	2270	35	290	10	130	125	50	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5	4.5	4.5		6.0	6.0	6.0	6.0	6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00	1.00	1.00	1.00	
Frt	1.00	1.00	0.85	1.00	1.00		1.00	1.00	0.85	1.00	0.87	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	5085	1583	1770	5074		1770	1863	1583	1770	1622	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.12	1.00	1.00	0.75	1.00	
Satd. Flow (perm)	1770	5085	1583	1770	5074		233	1863	1583	1398	1622	
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)	103	2413	337	152	2467	38	315	11	141	136	54	337
RTOR Reduction (vph)	0	0	77	0	1	0	0	0	107	0	91	0
Lane Group Flow (vph)	103	2413	260	152	2504	0	315	11	34	136	300	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Prot	NA	Perm	Prot	NA		pm+pt	NA	Perm	pm+pt	NA	
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6				4		4	8		
Actuated Green, G (s)	8.3	74.7	74.7	12.3	78.7		54.0	39.1	39.1	34.9	26.0	
Effective Green, g (s)	10.3	76.7	76.7	14.3	80.7		54.0	39.1	39.1	34.9	26.0	
Actuated g/C Ratio	0.06	0.48	0.48	0.09	0.50		0.34	0.24	0.24	0.22	0.16	
Clearance Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	2.0	3.0	3.0	1.5	3.0		1.5	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	113	2437	758	158	2559		289	455	386	325	263	
v/s Ratio Prot	0.06	c0.47		0.09	c0.49		c0.15	0.01		0.02	0.18	
v/s Ratio Perm			0.16				c0.22		0.02	0.07		
v/c Ratio	0.91	0.99	0.34	0.96	0.98		1.09	0.02	0.09	0.42	1.14	
Uniform Delay, d1	74.4	41.3	26.0	72.6	38.8		49.8	45.9	46.7	53.0	67.0	
Progression Factor	0.91	0.84	0.69	1.00	1.00		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	46.5	13.5	0.9	59.6	13.4		79.1	0.0	0.0	0.3	98.5	
Delay (s)	114.3	48.2	18.9	132.2	52.2		128.9	46.0	46.7	53.3	165.5	
Level of Service	F	D	B	F	D		F	D	D	D	F	
Approach Delay (s)		47.1			56.8			102.1			136.5	
Approach LOS		D			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	62.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.06		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	106.0%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑	↰↰↰	↱↱
Traffic Volume (vph)	1875	0	0	2130	570	750
Future Volume (vph)	1875	0	0	2130	570	750
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			4.5	4.0	4.0
Lane Util. Factor	0.91			0.91	0.94	0.88
Frt	1.00			1.00	1.00	0.85
Flt Protected	1.00			1.00	0.95	1.00
Satd. Flow (prot)	5085			5085	4990	2787
Flt Permitted	1.00			1.00	0.95	1.00
Satd. Flow (perm)	5085			5085	4990	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95
Adj. Flow (vph)	2038	0	0	2315	620	789
RTOR Reduction (vph)	0	0	0	0	0	11
Lane Group Flow (vph)	2038	0	0	2315	620	778
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Turn Type	NA			NA	Prot	Prot
Protected Phases	6			2	4	4
Permitted Phases						
Actuated Green, G (s)	97.9			97.9	49.6	49.6
Effective Green, g (s)	99.9			99.9	51.6	51.6
Actuated g/C Ratio	0.62			0.62	0.32	0.32
Clearance Time (s)	6.5			6.5	6.0	6.0
Vehicle Extension (s)	3.0			3.0	2.0	2.0
Lane Grp Cap (vph)	3174			3174	1609	898
v/s Ratio Prot	0.40			c0.46	0.12	c0.28
v/s Ratio Perm						
v/c Ratio	0.64			0.73	0.39	0.87
Uniform Delay, d1	18.8			20.7	41.9	51.0
Progression Factor	0.64			0.40	1.00	1.00
Incremental Delay, d2	0.9			0.1	0.1	8.5
Delay (s)	12.9			8.5	42.0	59.5
Level of Service	B			A	D	E
Approach Delay (s)	12.9			8.5	51.8	
Approach LOS	B			A	D	

Intersection Summary			
HCM 2000 Control Delay	20.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	8.5
Intersection Capacity Utilization	69.5%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2230	115	160	1790	145	190
Future Volume (vph)	2230	115	160	1790	145	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7489		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7489		1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2424	125	174	1946	158	207
RTOR Reduction (vph)	5	0	0	0	0	183
Lane Group Flow (vph)	2544	0	174	1946	158	24
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	79.1		29.0	124.1	18.9	18.9
Effective Green, g (s)	83.1		31.0	126.1	18.9	18.9
Actuated g/C Ratio	0.52		0.19	0.79	0.12	0.12
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	3889		342	4007	209	186
v/s Ratio Prot	c0.34		0.10	c0.38	c0.09	
v/s Ratio Perm						0.02
v/c Ratio	0.65		0.51	0.49	0.76	0.13
Uniform Delay, d1	28.0		57.7	5.8	68.3	63.2
Progression Factor	1.00		0.81	0.43	1.00	1.00
Incremental Delay, d2	0.3		0.4	0.0	12.9	0.1
Delay (s)	28.3		46.9	2.6	81.2	63.3
Level of Service	C		D	A	F	E
Approach Delay (s)	28.3			6.2	71.1	
Approach LOS	C			A	E	

Intersection Summary			
HCM 2000 Control Delay	22.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	61.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	95	2325	1785	85	250	165
Future Volume (vph)	95	2325	1785	85	250	165
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	103	2527	1940	92	272	179
RTOR Reduction (vph)	0	0	0	34	0	158
Lane Group Flow (vph)	103	2527	1940	58	272	21
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	17.0	124.1	99.1	99.1	18.9	18.9
Effective Green, g (s)	19.0	126.1	101.1	101.1	18.9	18.9
Actuated g/C Ratio	0.12	0.79	0.63	0.63	0.12	0.12
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	210	5050	4049	1000	405	186
v/s Ratio Prot	0.06	c0.39	0.30		c0.08	
v/s Ratio Perm				0.04		0.01
v/c Ratio	0.49	0.50	0.48	0.06	0.67	0.11
Uniform Delay, d1	66.0	5.9	15.5	11.3	67.6	63.1
Progression Factor	0.89	0.32	0.85	0.37	1.00	1.00
Incremental Delay, d2	0.5	0.0	0.0	0.0	3.4	0.1
Delay (s)	59.1	1.9	13.2	4.2	71.0	63.2
Level of Service	E	A	B	A	E	E
Approach Delay (s)		4.2	12.8		67.9	
Approach LOS		A	B		E	

Intersection Summary			
HCM 2000 Control Delay	13.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	55.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑↑	↱		↑↑↑		↰↰		↱↱		
Traffic Volume (vph)	0	1565	1010	0	1340	0	480	0	530	0	0
Future Volume (vph)	0	1565	1010	0	1340	0	480	0	530	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		7.5		7.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1701	1063	0	1457	0	505	0	558	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1701	1063	0	1457	0	505	0	558	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		43.4	80.0		43.4		21.6		21.6		
Effective Green, g (s)		45.4	80.0		45.4		21.6		21.6		
Actuated g/C Ratio		0.57	1.00		0.57		0.27		0.27		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3636	1583		2885		926		752		
v/s Ratio Prot		0.27			0.29		0.15		0.20		
v/s Ratio Perm			c0.67								
v/c Ratio		0.47	0.67		0.51		0.55		0.74		
Uniform Delay, d1		10.2	0.0		10.5		25.0		26.7		
Progression Factor		0.37	1.00		0.92		1.00		1.00		
Incremental Delay, d2		0.4	2.0		0.5		0.5		3.8		
Delay (s)		4.2	2.0		10.2		25.5		30.4		
Level of Service		A	A		B		C		C		
Approach Delay (s)		3.4			10.2			28.1		0.0	
Approach LOS		A			B			C		A	

Intersection Summary			
HCM 2000 Control Delay	10.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	63.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰		↱↱		
Traffic Volume (vph)	0	1165	0	0	1760	570	550	0	420	0	0
Future Volume (vph)	0	1165	0	0	1760	570	550	0	420	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1266	0	0	1913	600	579	0	442	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1266	0	0	1913	600	579	0	442	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		46.8			46.8	80.0	18.2		18.2		
Effective Green, g (s)		48.8			48.8	80.0	20.2		20.2		
Actuated g/C Ratio		0.61			0.61	1.00	0.25		0.25		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3101			3101	1583	866		703		
v/s Ratio Prot		0.25			c0.38		c0.17		0.16		
v/s Ratio Perm						0.38					
v/c Ratio		0.41			0.62	0.38	0.67		0.63		
Uniform Delay, d1		8.1			9.8	0.0	26.9		26.6		
Progression Factor		0.87			0.54	1.00	1.00		1.00		
Incremental Delay, d2		0.4			0.4	0.3	1.8		1.5		
Delay (s)		7.4			5.7	0.3	28.7		28.1		
Level of Service		A			A	A	C		C		
Approach Delay (s)		7.4			4.4			28.4		0.0	
Approach LOS		A			A			C		A	

Intersection Summary			
HCM 2000 Control Delay	10.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	57.8%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	390	1050	145	55	1575	85	230	210	75	100	170	525
Future Volume (vph)	390	1050	145	55	1575	85	230	210	75	100	170	525
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3400	4944		1752	4997		1752	1845	1568	1752	1845	1568
Flt Permitted	0.95	1.00		0.95	1.00		0.51	1.00	1.00	0.52	1.00	1.00
Satd. Flow (perm)	3400	4944		1752	4997		933	1845	1568	955	1845	1568
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)	424	1141	158	60	1712	92	250	228	82	109	185	571
RTOR Reduction (vph)	0	11	0	0	4	0	0	0	57	0	0	136
Lane Group Flow (vph)	424	1288	0	60	1800	0	250	228	25	109	185	435
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	19.0	72.4		7.4	60.8		57.2	48.2	48.2	51.2	45.2	45.2
Effective Green, g (s)	21.0	74.4		9.4	62.8		57.2	48.2	48.2	51.2	45.2	45.2
Actuated g/C Ratio	0.13	0.47		0.06	0.39		0.36	0.30	0.30	0.32	0.28	0.28
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	446	2298		102	1961		379	555	472	335	521	442
v/s Ratio Prot	c0.12	0.26		0.03	c0.36		c0.04	0.12		0.01	0.10	
v/s Ratio Perm							c0.20		0.02	0.09		c0.28
v/c Ratio	0.95	0.56		0.59	0.92		0.66	0.41	0.05	0.33	0.36	0.99
Uniform Delay, d1	69.0	31.0		73.4	46.2		43.6	44.6	39.7	40.6	45.8	57.1
Progression Factor	0.95	0.84		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	28.4	0.9		5.5	8.4		3.2	0.2	0.0	0.2	0.2	38.5
Delay (s)	94.1	27.1		78.9	54.5		46.8	44.8	39.7	40.8	45.9	95.6
Level of Service	F	C		E	D		D	D	D	D	D	F
Approach Delay (s)		43.6			55.3			44.9			78.0	
Approach LOS		D			E			D			E	

Intersection Summary			
HCM 2000 Control Delay	54.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	91.7%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2440	95	250	2315	115	120
Future Volume (vph)	2440	95	250	2315	115	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		6.0	6.0	9.0	9.0
Lane Util. Factor	0.81		1.00	0.91	1.00	1.00
Frt	0.99		1.00	1.00	1.00	0.85
Flt Protected	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	7502		1770	5085	1770	1583
Flt Permitted	1.00		0.95	1.00	0.95	1.00
Satd. Flow (perm)	7502		1770	5085	1770	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2652	103	272	2516	125	130
RTOR Reduction (vph)	4	0	0	0	0	117
Lane Group Flow (vph)	2751	0	272	2516	125	13
Turn Type	NA		Prot	NA	Prot	Perm
Protected Phases	2 3		1	1 2 3	4	
Permitted Phases					4	4
Actuated Green, G (s)	73.6		38.0	127.6	15.4	15.4
Effective Green, g (s)	77.6		40.0	129.6	15.4	15.4
Actuated g/C Ratio	0.48		0.25	0.81	0.10	0.10
Clearance Time (s)			8.0		9.0	9.0
Vehicle Extension (s)			1.5		2.0	2.0
Lane Grp Cap (vph)	3638		442	4118	170	152
v/s Ratio Prot	c0.37		0.15	c0.49	c0.07	
v/s Ratio Perm						0.01
v/c Ratio	0.76		0.62	0.61	0.74	0.08
Uniform Delay, d1	33.5		53.2	5.7	70.3	65.9
Progression Factor	1.00		0.87	0.68	1.00	1.00
Incremental Delay, d2	0.8		1.3	0.1	13.2	0.1
Delay (s)	34.3		47.7	4.0	83.6	65.9
Level of Service	C		D	A	F	E
Approach Delay (s)	34.3			8.3	74.6	
Approach LOS	C			A	E	

Intersection Summary			
HCM 2000 Control Delay	23.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	180	2380	2410	290	190	155
Future Volume (vph)	180	2380	2410	290	190	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	9.0	9.0
Lane Util. Factor	1.00	0.86	0.86	1.00	0.97	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	6408	6408	1583	3433	1583
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	6408	6408	1583	3433	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	2587	2620	315	207	168
RTOR Reduction (vph)	0	0	0	129	0	152
Lane Group Flow (vph)	196	2587	2620	186	207	16
Turn Type	Prot	NA	NA	Perm	Prot	Perm
Protected Phases	3	1 2 3	1 2		4	
Permitted Phases				1 2		4
Actuated Green, G (s)	27.0	127.6	92.6	92.6	15.4	15.4
Effective Green, g (s)	29.0	129.6	94.6	94.6	15.4	15.4
Actuated g/C Ratio	0.18	0.81	0.59	0.59	0.10	0.10
Clearance Time (s)	8.0				9.0	9.0
Vehicle Extension (s)	1.5				2.0	2.0
Lane Grp Cap (vph)	320	5190	3788	935	330	152
v/s Ratio Prot	c0.11	0.40	c0.41		c0.06	
v/s Ratio Perm				0.12		0.01
v/c Ratio	0.61	0.50	0.69	0.20	0.63	0.11
Uniform Delay, d1	60.3	4.8	22.6	15.2	69.5	66.0
Progression Factor	0.71	0.33	0.94	0.94	1.00	1.00
Incremental Delay, d2	1.6	0.0	0.3	0.0	2.7	0.1
Delay (s)	44.6	1.6	21.6	14.2	72.2	66.1
Level of Service	D	A	C	B	E	E
Approach Delay (s)		4.6	20.8		69.5	
Approach LOS		A	C		E	

Intersection Summary			
HCM 2000 Control Delay	16.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.0
Intersection Capacity Utilization	67.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	SBL2	SBL	SBR	NWL	NWR
Lane Configurations		↑↑↑↑	↱		↑↑↑		↰↰		↱↱		
Traffic Volume (vph)	0	1860	710	0	1955	0	535	0	745	0	0
Future Volume (vph)	0	1860	710	0	1955	0	535	0	745	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5	2.0		5.5		5.5		5.5		
Lane Util. Factor		0.86	1.00		0.91		0.97		0.88		
Frt		1.00	0.85		1.00		1.00		0.85		
Flt Protected		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (prot)		6408	1583		5085		3433		2787		
Flt Permitted		1.00	1.00		1.00		0.95		1.00		
Satd. Flow (perm)		6408	1583		5085		3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.95	0.92	0.92	0.92	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	2022	747	0	2125	0	563	0	784	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2022	747	0	2125	0	563	0	784	0	0
Turn Type		NA	Free		NA		Prot		Prot		
Protected Phases		6			2		3		3		
Permitted Phases			Free								
Actuated Green, G (s)		39.8	80.0		39.8		25.2		25.2		
Effective Green, g (s)		41.8	80.0		41.8		27.2		27.2		
Actuated g/C Ratio		0.52	1.00		0.52		0.34		0.34		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		3348	1583		2656		1167		947		
v/s Ratio Prot		0.32			c0.42		0.16		c0.28		
v/s Ratio Perm			0.47								
v/c Ratio		0.60	0.47		0.80		0.48		0.83		
Uniform Delay, d1		13.3	0.0		15.7		20.8		24.2		
Progression Factor		0.48	1.00		0.99		1.00		1.00		
Incremental Delay, d2		0.7	0.9		1.5		0.2		5.9		
Delay (s)		7.1	0.9		17.1		21.1		30.2		
Level of Service		A	A		B		C		C		
Approach Delay (s)		5.4			17.1			26.4		0.0	
Approach LOS		A			B			C		A	

Intersection Summary			
HCM 2000 Control Delay	13.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	73.0%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL2	NBL	NBR	SEL	SER
Lane Configurations		↑↑↑			↑↑↑	↱	↰↰		↱↱		
Traffic Volume (vph)	0	1685	0	0	1695	430	1140	0	670	0	0
Future Volume (vph)	0	1685	0	0	1695	430	1140	0	670	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.5			5.5	2.0	5.5		5.5		
Lane Util. Factor		0.91			0.91	1.00	0.97		0.88		
Frt		1.00			1.00	0.85	1.00		0.85		
Flt Protected		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (prot)		5085			5085	1583	3433		2787		
Flt Permitted		1.00			1.00	1.00	0.95		1.00		
Satd. Flow (perm)		5085			5085	1583	3433		2787		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.92	0.92
Adj. Flow (vph)	0	1832	0	0	1842	453	1200	0	705	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1832	0	0	1842	453	1200	0	705	0	0
Turn Type		NA			NA	Free	Prot		Prot		
Protected Phases		6			2		4		4		
Permitted Phases						Free					
Actuated Green, G (s)		34.3			34.3	80.0	30.7		30.7		
Effective Green, g (s)		36.3			36.3	80.0	32.7		32.7		
Actuated g/C Ratio		0.45			0.45	1.00	0.41		0.41		
Clearance Time (s)		7.5			7.5		7.5		7.5		
Vehicle Extension (s)		3.0			3.0		2.5		2.5		
Lane Grp Cap (vph)		2307			2307	1583	1403		1139		
v/s Ratio Prot		0.36			c0.36		c0.35		0.25		
v/s Ratio Perm						0.29					
v/c Ratio		0.79			0.80	0.29	0.86		0.62		
Uniform Delay, d1		18.7			18.7	0.0	21.5		18.7		
Progression Factor		0.77			0.79	1.00	1.00		1.00		
Incremental Delay, d2		1.6			1.5	0.2	5.3		0.9		
Delay (s)		16.0			16.2	0.2	26.8		19.6		
Level of Service		B			B	A	C		B		
Approach Delay (s)		16.0			13.0			24.1		0.0	
Approach LOS		B			B			C		A	

Intersection Summary			
HCM 2000 Control Delay	17.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	65.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	470	1670	215	105	1500	130	240	310	110	80	245	385
Future Volume (vph)	470	1670	215	105	1500	130	240	310	110	80	245	385
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0		6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91		1.00	0.91		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.98		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	4998		1770	5025		1770	1863	1583	1770	1863	1583
Flt Permitted	0.95	1.00		0.95	1.00		0.17	1.00	1.00	0.35	1.00	1.00
Satd. Flow (perm)	3433	4998		1770	5025		313	1863	1583	648	1863	1583
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)	511	1815	234	114	1630	141	261	337	120	87	266	418
RTOR Reduction (vph)	0	10	0	0	6	0	0	0	91	0	0	196
Lane Group Flow (vph)	511	2039	0	114	1765	0	261	337	29	87	266	222
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases							4		4	8		8
Actuated Green, G (s)	24.4	77.4		11.4	64.4		51.2	38.4	38.4	33.1	26.3	26.3
Effective Green, g (s)	26.4	79.4		13.4	66.4		51.2	38.4	38.4	33.1	26.3	26.3
Actuated g/C Ratio	0.16	0.50		0.08	0.42		0.32	0.24	0.24	0.21	0.16	0.16
Clearance Time (s)	7.0	7.0		7.0	7.0		6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	566	2480		148	2085		272	447	379	181	306	260
v/s Ratio Prot	c0.15	c0.41		0.06	0.35		c0.11	0.18		0.02	0.14	
v/s Ratio Perm							c0.19		0.02	0.08		0.14
v/c Ratio	0.90	0.82		0.77	0.85		0.96	0.75	0.08	0.48	0.87	0.85
Uniform Delay, d1	65.5	34.3		71.8	42.2		45.6	56.4	47.1	53.3	65.2	65.0
Progression Factor	0.84	0.82		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	12.4	2.2		19.8	4.5		42.7	6.3	0.0	0.7	21.4	21.9
Delay (s)	67.5	30.1		91.6	46.7		88.3	62.7	47.1	54.0	86.6	86.9
Level of Service	E	C		F	D		F	E	D	D	F	F
Approach Delay (s)		37.6			49.4			69.4			83.1	
Approach LOS		D			D			E			F	

Intersection Summary			
HCM 2000 Control Delay	51.1	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	22.0
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						
Traffic Volume (vph)	2830	0	0	3010	0	2740
Future Volume (vph)	2830	0	0	3010	0	2740
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.8			2.0		4.4
Lane Util. Factor	0.91			0.91		0.76
Frt	1.00			1.00		0.85
Flt Protected	1.00			1.00		1.00
Satd. Flow (prot)	5085			5085		3610
Flt Permitted	1.00			1.00		1.00
Satd. Flow (perm)	5085			5085		3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2979	0	0	3168	0	2884
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2979	0	0	3168	0	2884
Turn Type	NA			NA		Prot
Protected Phases	6			Free		4
Permitted Phases						
Actuated Green, G (s)	72.2			180.0		94.6
Effective Green, g (s)	74.2			180.0		96.6
Actuated g/C Ratio	0.41			1.00		0.54
Clearance Time (s)	6.8					6.4
Vehicle Extension (s)	3.0					3.0
Lane Grp Cap (vph)	2096			5085		1937
v/s Ratio Prot	c0.59			0.62		c0.80
v/s Ratio Perm						
v/c Ratio	1.42			0.62		1.49
Uniform Delay, d1	52.9			0.0		41.7
Progression Factor	1.00			1.00		1.00
Incremental Delay, d2	192.4			0.4		222.8
Delay (s)	245.3			0.4		264.5
Level of Service	F			A		F
Approach Delay (s)	245.3			0.4	264.5	
Approach LOS	F			A	F	

Intersection Summary			
HCM 2000 Control Delay	165.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.46		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	9.2
Intersection Capacity Utilization	126.2%	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												
Traffic Volume (vph)	65	5	85	10	0	15	0	2715	55	40	1765	0
Future Volume (vph)	65	5	85	10	0	15	0	2715	55	40	1765	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0		6.0		7.0	7.0	7.0	7.0	
Lane Util. Factor	0.95	0.95		1.00		1.00		0.95	1.00	1.00	0.95	
Frt	1.00	0.87		1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1530		1770		1583		3539	1583	1770	3539	
Flt Permitted	0.95	1.00		0.95		1.00		1.00	1.00	0.03	1.00	
Satd. Flow (perm)	1681	1530		1770		1583		3539	1583	52	3539	
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)	68	5	89	11	0	16	0	2858	58	42	1858	0
RTOR Reduction (vph)	0	84	0	0	0	16	0	0	14	0	0	0
Lane Group Flow (vph)	61	17	0	11	0	0	0	2858	44	42	1858	0
Turn Type	Split	NA		Prot		Prot		NA	Perm	pm+pt	NA	
Protected Phases	4	4		3		3		2		1	6	
Permitted Phases									2	6		
Actuated Green, G (s)	10.6	10.6		4.0		4.0		135.1	135.1	146.4	146.4	
Effective Green, g (s)	10.6	10.6		4.0		4.0		135.1	135.1	146.4	146.4	
Actuated g/C Ratio	0.06	0.06		0.02		0.02		0.75	0.75	0.81	0.81	
Clearance Time (s)	6.0	6.0		6.0		6.0		7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	2.0		2.0		2.0		3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	98	90		39		35		2656	1188	83	2878	
v/s Ratio Prot	c0.04	0.01		c0.01		0.00		c0.81		0.01	c0.52	
v/s Ratio Perm									0.03	0.39		
v/c Ratio	0.62	0.19		0.28		0.01		1.08	0.04	0.51	0.65	
Uniform Delay, d1	82.7	80.6		86.6		86.1		22.5	5.8	57.4	6.6	
Progression Factor	1.00	1.00		1.00		1.00		1.96	24.95	1.00	1.00	
Incremental Delay, d2	8.5	0.4		1.4		0.0		36.6	0.0	1.8	1.1	
Delay (s)	91.3	81.0		88.0		86.1		80.7	143.7	59.2	7.7	
Level of Service	F	F		F		F		F	F	E	A	
Approach Delay (s)		84.9			86.9			81.9			8.9	
Approach LOS		F			F			F			A	

Intersection Summary			
HCM 2000 Control Delay	54.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	100.9%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	310	1260	340	200	1610	90	340	195	170	245	195	390
Future Volume (vph)	310	1260	340	200	1610	90	340	195	170	245	195	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.27	1.00	1.00	0.62	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	1770	5085	1583	496	3539	1583	1153	1863	1583
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)	337	1370	370	217	1750	98	370	212	185	266	212	424
RTOR Reduction (vph)	0	0	216	0	0	55	0	0	145	0	0	192
Lane Group Flow (vph)	337	1370	154	217	1750	43	370	212	40	266	212	232
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Actuated Green, G (s)	18.5	71.6	71.6	23.3	76.4	76.4	65.1	38.8	38.8	49.4	29.1	29.1
Effective Green, g (s)	20.5	73.6	73.6	25.3	78.4	78.4	65.1	38.8	38.8	49.4	29.1	29.1
Actuated g/C Ratio	0.11	0.41	0.41	0.14	0.44	0.44	0.36	0.22	0.22	0.27	0.16	0.16
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	390	2079	647	248	2214	689	391	762	341	386	301	255
v/s Ratio Prot	c0.10	0.27		c0.12	c0.34		c0.16	0.06		0.08	0.11	
v/s Ratio Perm			0.10			0.03	c0.18		0.03	0.11		0.15
v/c Ratio	0.86	0.66	0.24	0.88	0.79	0.06	0.95	0.28	0.12	0.69	0.70	0.91
Uniform Delay, d1	78.4	43.0	34.8	75.8	43.7	29.5	48.3	58.9	56.8	55.8	71.4	74.2
Progression Factor	0.61	0.43	0.55	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	15.6	1.5	0.8	26.5	3.0	0.2	31.4	0.1	0.1	4.1	6.0	32.5
Delay (s)	63.5	20.1	20.0	102.3	46.7	29.6	79.7	59.0	56.9	59.9	77.4	106.6
Level of Service	E	C	B	F	D	C	E	E	E	E	E	F
Approach Delay (s)		27.1			51.7			68.5			86.0	
Approach LOS		C			D			E			F	

Intersection Summary			
HCM 2000 Control Delay	50.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	88.3%	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												
Traffic Volume (vph)	375	2200	190	340	1565	575	200	675	655	480	560	300
Future Volume (vph)	375	2200	190	340	1565	575	200	675	655	480	560	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	5.0	4.5	6.5	5.0	4.5	4.5	4.5	6.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
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)	408	2391	207	370	1701	625	217	734	712	522	609	326
RTOR Reduction (vph)	0	0	56	0	0	48	0	0	75	0	0	185
Lane Group Flow (vph)	408	2391	151	370	1701	577	217	734	637	522	609	141
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	24.8	72.0	86.6	29.5	76.7	98.2	14.6	28.5	58.0	21.5	35.4	35.4
Effective Green, g (s)	26.8	74.0	90.6	31.5	78.7	102.2	16.6	30.5	62.0	23.5	37.4	37.4
Actuated g/C Ratio	0.15	0.41	0.50	0.18	0.44	0.57	0.09	0.17	0.34	0.13	0.21	0.21
Clearance Time (s)	8.5	7.0	6.5	8.5	7.0	6.5	6.5	6.5	8.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0
Lane Grp Cap (vph)	511	2090	836	600	2223	898	316	599	545	448	735	328
v/s Ratio Prot	0.12	c0.47	0.02	0.11	0.33	0.08	0.06	c0.21	c0.20	c0.15	0.17	
v/s Ratio Perm			0.08			0.28			0.20			0.09
v/c Ratio	0.80	1.14	0.18	0.62	0.77	0.64	0.69	1.23	1.17	1.17	0.83	0.43
Uniform Delay, d1	74.0	53.0	24.4	68.7	42.8	26.5	79.2	74.8	59.0	78.2	68.2	62.0
Progression Factor	0.94	0.76	0.47	0.80	0.68	0.05	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	65.4	0.0	0.8	1.6	0.7	4.9	115.7	94.1	96.2	7.7	0.9
Delay (s)	70.6	105.7	11.4	56.0	30.6	2.0	84.1	190.5	153.1	174.5	75.9	62.9
Level of Service	E	F	B	E	C	A	F	F	F	F	E	E
Approach Delay (s)		94.4			27.4			160.6			108.3	
Approach LOS		F			C			F			F	

Intersection Summary			
HCM 2000 Control Delay	88.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	110.1%	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												
Traffic Volume (vph)	1345	3455	995	355	1780	545	470	940	385	235	975	570
Future Volume (vph)	1345	3455	995	355	1780	545	470	940	385	235	975	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0
Lane Util. Factor	0.94	0.91	0.88	0.94	0.91	1.00	0.94	0.91	1.00	0.94	0.91	0.88
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	4990	5085	2787	4990	5085	1583	4990	5085	1583	4990	5085	2787
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	4990	5085	2787	4990	5085	1583	4990	5085	1583	4990	5085	2787
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)	1416	3637	1047	374	1874	574	495	989	405	247	1026	600
RTOR Reduction (vph)	0	0	19	0	0	53	0	0	73	0	0	35
Lane Group Flow (vph)	1416	3637	1028	374	1874	521	495	989	332	247	1026	565
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases			6			2			4			8
Actuated Green, G (s)	46.0	106.0	119.0	9.0	69.0	77.0	13.0	31.0	40.0	8.0	26.0	72.0
Effective Green, g (s)	48.0	108.0	123.0	11.0	71.0	81.0	15.0	33.0	44.0	10.0	28.0	76.0
Actuated g/C Ratio	0.27	0.60	0.68	0.06	0.39	0.45	0.08	0.18	0.24	0.06	0.16	0.42
Clearance Time (s)	6.0	6.0	7.0	6.0	6.0	7.0	7.0	7.0	6.0	7.0	7.0	6.0
Vehicle Extension (s)	1.5	3.0	1.5	1.5	3.0	1.5	1.5	2.0	1.5	1.5	2.0	1.5
Lane Grp Cap (vph)	1330	3051	1904	304	2005	712	415	932	386	277	791	1176
v/s Ratio Prot	0.28	c0.72	0.04	c0.07	0.37	0.04	c0.10	c0.19	0.05	0.05	c0.20	0.13
v/s Ratio Perm			0.32			0.29			0.16			0.07
v/c Ratio	1.06	1.19	0.54	1.23	0.93	0.73	1.19	1.06	0.86	0.89	1.30	0.48
Uniform Delay, d1	66.0	36.0	14.3	84.5	52.3	40.6	82.5	73.5	65.0	84.5	76.0	37.7
Progression Factor	1.00	0.66	0.94	1.04	0.98	1.04	1.00	1.00	1.00	0.94	0.92	0.80
Incremental Delay, d2	31.0	86.8	0.0	116.3	5.0	1.5	108.3	47.1	16.5	22.8	141.0	0.1
Delay (s)	96.9	110.4	13.5	204.0	55.9	43.5	190.8	120.6	81.5	102.3	211.0	30.3
Level of Service	F	F	B	F	E	D	F	F	F	F	F	C
Approach Delay (s)		90.6			73.0			130.6			138.8	
Approach LOS		F			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	99.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.21		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	116.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	5540	30	60	2800	210	235
Future Volume (vph)	5540	30	60	2800	210	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	6.0	6.0
Lane Util. Factor	0.86	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	6408	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	6408	1583	1770	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	5832	32	63	2947	221	247
RTOR Reduction (vph)	0	7	0	0	0	34
Lane Group Flow (vph)	5832	25	63	2947	221	213
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Actuated Green, G (s)	138.0	138.0	5.0	150.0	17.0	17.0
Effective Green, g (s)	140.0	140.0	7.0	152.0	17.0	17.0
Actuated g/C Ratio	0.78	0.78	0.04	0.84	0.09	0.09
Clearance Time (s)	7.0	7.0	7.0	7.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	4984	1231	68	4294	167	149
v/s Ratio Prot	c0.91		0.04	c0.58	0.12	
v/s Ratio Perm		0.02				c0.13
v/c Ratio	1.17	0.02	0.93	0.69	1.32	1.43
Uniform Delay, d1	20.0	4.5	86.2	5.2	81.5	81.5
Progression Factor	0.58	0.58	1.17	0.55	1.00	1.00
Incremental Delay, d2	76.8	0.0	69.4	0.7	181.0	226.3
Delay (s)	88.4	2.6	170.1	3.5	262.5	307.8
Level of Service	F	A	F	A	F	F
Approach Delay (s)	87.9			7.0	286.4	
Approach LOS	F			A	F	

Intersection Summary			
HCM 2000 Control Delay	71.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	104.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	5765	10	20	2800	60	30
Future Volume (vph)	5765	10	20	2800	60	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.03	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	47	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	6068	11	21	2947	63	32
RTOR Reduction (vph)	0	1	0	0	0	28
Lane Group Flow (vph)	6068	10	21	2947	63	4
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	149.6	149.6	160.0	160.0	6.0	6.0
Effective Green, g (s)	151.6	151.6	162.0	162.0	6.0	6.0
Actuated g/C Ratio	0.84	0.84	0.90	0.90	0.03	0.03
Clearance Time (s)	8.0	8.0	8.0	8.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	4282	1333	84	4576	59	52
v/s Ratio Prot	c1.19		0.01	c0.58	c0.04	
v/s Ratio Perm		0.01	0.22			0.00
v/c Ratio	1.42	0.01	0.25	0.64	1.07	0.08
Uniform Delay, d1	14.2	2.3	67.2	2.1	87.0	84.3
Progression Factor	0.49	0.05	6.36	3.97	1.00	1.00
Incremental Delay, d2	187.8	0.0	0.3	0.3	137.3	0.2
Delay (s)	194.7	0.1	427.8	8.8	224.3	84.5
Level of Service	F	A	F	A	F	F
Approach Delay (s)	194.4			11.8	177.2	
Approach LOS	F			B	F	

Intersection Summary			
HCM 2000 Control Delay	134.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.40		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	126.4%	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												
Traffic Volume (vph)	365	2420	550	410	2280	355	80	10	110	55	10	120
Future Volume (vph)	365	2420	550	410	2280	355	80	10	110	55	10	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.86		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.91	0.95
Frt	1.00	0.97		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.88	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3367	6230		3433	5085	1524	3433	1863	1583	1453	1149	1096
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3367	6230		3433	5085	1524	3433	1863	1583	1453	1149	1096
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)	397	2630	598	446	2478	386	87	11	120	60	11	130
RTOR Reduction (vph)	0	21	0	0	0	152	0	0	114	0	54	69
Lane Group Flow (vph)	397	3207	0	446	2478	234	87	11	6	54	20	4
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Prot	Split	NA	Prot
Protected Phases	1	6		5	2		3	3	3	4	4	4
Permitted Phases						2						
Actuated Green, G (s)	28.7	109.3		26.5	107.1	107.1	8.8	8.8	8.8	10.4	10.4	10.4
Effective Green, g (s)	30.7	111.3		28.5	109.1	109.1	8.8	8.8	8.8	10.4	10.4	10.4
Actuated g/C Ratio	0.17	0.62		0.16	0.61	0.61	0.05	0.05	0.05	0.06	0.06	0.06
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		2.5	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	574	3852		543	3082	923	167	91	77	83	66	63
v/s Ratio Prot	0.12	c0.51		c0.13	0.49		c0.03	0.01	0.00	c0.04	0.02	0.00
v/s Ratio Perm						0.15						
v/c Ratio	0.69	0.83		0.82	0.80	0.25	0.52	0.12	0.08	0.65	0.31	0.07
Uniform Delay, d1	70.2	27.0		73.3	27.2	16.5	83.5	81.9	81.7	83.0	81.3	80.2
Progression Factor	0.93	0.37		1.00	0.62	0.17	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.2		5.5	1.3	0.4	1.4	0.2	0.2	13.1	1.0	0.2
Delay (s)	65.3	10.1		79.0	18.3	3.2	84.9	82.1	81.9	96.1	82.3	80.4
Level of Service	E	B		E	B	A	F	F	F	F	F	F
Approach Delay (s)		16.1			24.7			83.1			85.3	
Approach LOS		B			C			F			F	

Intersection Summary			
HCM 2000 Control Delay	23.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.80		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	78.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1900	685	805	2145	0	0	0	0	430	0	900
Future Volume (vph)	0	1900	685	805	2145	0	0	0	0	430	0	900
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	2.0	4.0	4.5					4.5		4.5
Lane Util. Factor		0.81	1.00	0.97	0.91					0.97		0.88
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	5085					3433		2787
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	5085					3433		2787
Peak-hour factor, PHF	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	2065	721	847	2332	0	0	0	0	453	0	947
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2065	721	847	2332	0	0	0	0	453	0	947
Turn Type		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5 4	2 4					3		
Permitted Phases			Free									3
Actuated Green, G (s)		48.4	180.0	47.6	108.5					58.5		58.5
Effective Green, g (s)		50.4	180.0	51.6	110.5					60.5		60.5
Actuated g/C Ratio		0.28	1.00	0.29	0.61					0.34		0.34
Clearance Time (s)		6.5								6.5		6.5
Vehicle Extension (s)		3.0								2.0		2.0
Lane Grp Cap (vph)		2112	1583	984	3121					1153		936
v/s Ratio Prot		c0.27		c0.25	0.46					0.13		
v/s Ratio Perm			0.46									c0.34
v/c Ratio		0.98	0.46	0.86	0.75					0.39		1.01
Uniform Delay, d1		64.2	0.0	60.8	24.8					45.7		59.8
Progression Factor		0.86	1.00	1.39	0.21					1.00		1.00
Incremental Delay, d2		10.2	0.5	6.6	0.9					0.1		32.4
Delay (s)		65.5	0.5	91.3	6.1					45.8		92.1
Level of Service		E	A	F	A					D		F
Approach Delay (s)		48.7			28.8			0.0			77.1	
Approach LOS		D			C			A			E	

Intersection Summary			
HCM 2000 Control Delay	45.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	80.4%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1440	890	0	2050	290	900	0	470	0	0	0
Future Volume (vph)	0	1440	890	0	2050	290	900	0	470	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	2.0		4.5	2.0	4.5		4.5			
Lane Util. Factor		0.91	0.88		0.81	1.00	0.94		0.76			
Frt		1.00	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085	2787		7544	1583	4990		3610			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085	2787		7544	1583	4990		3610			
Peak-hour factor, PHF	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1565	937	0	2228	305	947	0	495	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1565	937	0	2228	305	947	0	495	0	0	0
Turn Type		NA	Free		NA	Free	Prot		Prot			
Protected Phases		2 3			2 3		4		4			
Permitted Phases			Free			Free						
Actuated Green, G (s)		134.1	180.0		134.1	180.0	32.9		32.9			
Effective Green, g (s)		136.1	180.0		136.1	180.0	34.9		34.9			
Actuated g/C Ratio		0.76	1.00		0.76	1.00	0.19		0.19			
Clearance Time (s)							6.5		6.5			
Vehicle Extension (s)							3.5		3.5			
Lane Grp Cap (vph)		3844	2787		5704	1583	967		699			
v/s Ratio Prot		c0.31			0.30		c0.19		0.14			
v/s Ratio Perm			0.34			0.19						
v/c Ratio		0.41	0.34		0.39	0.19	0.98		0.71			
Uniform Delay, d1		7.7	0.0		7.6	0.0	72.2		67.8			
Progression Factor		0.08	1.00		1.35	1.00	1.00		1.00			
Incremental Delay, d2		0.0	0.2		0.0	0.1	23.8		3.4			
Delay (s)		0.6	0.2		10.2	0.1	96.0		71.2			
Level of Service		A	A		B	A	F		E			
Approach Delay (s)		0.4			9.0			87.5			0.0	
Approach LOS		A			A			F			A	

Intersection Summary			
HCM 2000 Control Delay	23.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	52.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	3900	75	115	25	2535	195	105
Future Volume (vph)	3900	75	115	25	2535	195	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		4.5	3.0	5.5	5.5
Lane Util. Factor	0.95	1.00		1.00	0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583		1770	3539	1770	1583
Flt Permitted	1.00	1.00		0.03	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583		50	3539	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	4105	79	121	26	2668	205	111
RTOR Reduction (vph)	0	9	0	0	0	0	4
Lane Group Flow (vph)	4105	70	0	147	2668	205	107
Turn Type	NA	Perm	pm+pt	pm+pt	NA	Prot	Perm
Protected Phases	6		5	5	2	4	
Permitted Phases		6	2	2			4
Actuated Green, G (s)	142.0	142.0		154.0	154.0	15.5	15.5
Effective Green, g (s)	144.0	144.0		156.0	156.0	15.5	15.5
Actuated g/C Ratio	0.80	0.80		0.87	0.87	0.09	0.09
Clearance Time (s)	5.0	5.0		6.5	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0		1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	2831	1266		115	3067	152	136
v/s Ratio Prot	c1.16			c0.05	0.75	c0.12	
v/s Ratio Perm		0.04		1.05			0.07
v/c Ratio	1.45	0.06		1.28	0.87	1.35	0.79
Uniform Delay, d1	18.0	3.8		75.5	6.5	82.2	80.6
Progression Factor	0.52	0.00		1.15	2.19	1.00	1.00
Incremental Delay, d2	202.7	0.0		169.3	3.1	194.0	23.8
Delay (s)	212.1	0.0		255.8	17.3	276.2	104.4
Level of Service	F	A		F	B	F	F
Approach Delay (s)	208.1				29.8	215.9	
Approach LOS	F				C	F	

Intersection Summary			
HCM 2000 Control Delay	139.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.43		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	135.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑		↱↱↱
Traffic Volume (vph)	1720	0	0	5570	0	1290
Future Volume (vph)	1720	0	0	5570	0	1290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.8			2.0		4.4
Lane Util. Factor	0.91			0.91		0.76
Frt	1.00			1.00		0.85
Flt Protected	1.00			1.00		1.00
Satd. Flow (prot)	5085			5085		3610
Flt Permitted	1.00			1.00		1.00
Satd. Flow (perm)	5085			5085		3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1811	0	0	5863	0	1358
RTOR Reduction (vph)	0	0	0	0	0	7
Lane Group Flow (vph)	1811	0	0	5863	0	1351
Turn Type	NA			NA		Prot
Protected Phases	6			Free		4
Permitted Phases						
Actuated Green, G (s)	90.6			180.0		76.2
Effective Green, g (s)	92.6			180.0		78.2
Actuated g/C Ratio	0.51			1.00		0.43
Clearance Time (s)	6.8					6.4
Vehicle Extension (s)	3.0					3.0
Lane Grp Cap (vph)	2615			5085		1568
v/s Ratio Prot	0.36			1.15		0.37
v/s Ratio Perm						
v/c Ratio	0.69			1.15		0.86
Uniform Delay, d1	33.0			90.0		46.0
Progression Factor	1.00			1.00		1.00
Incremental Delay, d2	1.5			69.1		5.1
Delay (s)	34.5			159.1		51.1
Level of Service	C			F		D
Approach Delay (s)	34.5			159.1	51.1	
Approach LOS	C			F	D	

Intersection Summary			
HCM 2000 Control Delay	117.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.22		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	9.2
Intersection Capacity Utilization	111.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	20	105	0	95	0	1875	115	95	2725	0
Future Volume (vph)	5	5	20	105	0	95	0	1875	115	95	2725	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0		6.0		6.0		7.0	7.0	7.0	7.0	
Lane Util. Factor	0.95	0.95		1.00		1.00		0.95	1.00	1.00	0.95	
Frt	1.00	0.88		1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected	0.95	1.00		0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1560		1770		1583		3539	1583	1770	3539	
Flt Permitted	0.95	1.00		0.95		1.00		1.00	1.00	0.04	1.00	
Satd. Flow (perm)	1681	1560		1770		1583		3539	1583	82	3539	
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)	5	5	21	111	0	100	0	1974	121	100	2868	0
RTOR Reduction (vph)	0	20	0	0	0	91	0	0	30	0	0	0
Lane Group Flow (vph)	4	7	0	111	0	9	0	1974	91	100	2868	0
Turn Type	Split	NA		Prot		Prot		NA	Perm	pm+pt	NA	
Protected Phases	4	4		3		3		2		1	6	
Permitted Phases									2	6		
Actuated Green, G (s)	5.4	5.4		15.7		15.7		123.7	123.7	139.9	139.9	
Effective Green, g (s)	5.4	5.4		15.7		15.7		123.7	123.7	139.9	139.9	
Actuated g/C Ratio	0.03	0.03		0.09		0.09		0.69	0.69	0.78	0.78	
Clearance Time (s)	6.0	6.0		6.0		6.0		7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	2.0		2.0		2.0		3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	50	46		154		138		2432	1087	150	2750	
v/s Ratio Prot	0.00	c0.00		c0.06		0.01		0.56		0.03	c0.81	
v/s Ratio Perm									0.06	0.49		
v/c Ratio	0.08	0.14		0.72		0.06		0.81	0.08	0.67	1.04	
Uniform Delay, d1	84.9	85.0		80.0		75.4		19.9	9.3	41.9	20.0	
Progression Factor	1.00	1.00		1.00		1.00		1.78	2.53	1.00	1.00	
Incremental Delay, d2	0.3	0.5		13.1		0.1		2.2	0.1	8.4	29.7	
Delay (s)	85.1	85.6		93.1		75.5		37.7	23.7	50.3	49.7	
Level of Service	F	F		F		E		D	C	D	D	
Approach Delay (s)		85.5			84.8			36.8			49.7	
Approach LOS		F			F			D			D	

Intersection Summary			
HCM 2000 Control Delay	46.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	97.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	295	1630	285	300	1325	125	290	185	200	255	300	395
Future Volume (vph)	295	1630	285	300	1325	125	290	185	200	255	300	395
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	1.00	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	1770	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.11	1.00	1.00	0.63	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	1770	5085	1583	206	3539	1583	1165	1863	1583
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	1772	310	326	1440	136	315	201	217	277	326	429
RTOR Reduction (vph)	0	0	151	0	0	55	0	0	173	0	0	197
Lane Group Flow (vph)	321	1772	159	326	1440	81	315	201	44	277	326	232
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Actuated Green, G (s)	19.7	63.0	63.0	32.0	75.3	75.3	63.2	36.2	36.2	54.8	32.0	32.0
Effective Green, g (s)	21.7	65.0	65.0	34.0	77.3	77.3	63.2	36.2	36.2	54.8	32.0	32.0
Actuated g/C Ratio	0.12	0.36	0.36	0.19	0.43	0.43	0.35	0.20	0.20	0.30	0.18	0.18
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	413	1836	571	334	2183	679	306	711	318	431	331	281
v/s Ratio Prot	0.09	c0.35		c0.18	0.28		c0.15	0.06		0.08	0.18	
v/s Ratio Perm			0.10			0.05	c0.21		0.03	0.11		0.15
v/c Ratio	0.78	0.97	0.28	0.98	0.66	0.12	1.03	0.28	0.14	0.64	0.98	0.83
Uniform Delay, d1	76.8	56.4	40.8	72.6	40.9	30.9	58.5	60.9	59.1	51.6	73.8	71.3
Progression Factor	1.08	0.50	0.45	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.7	12.3	1.0	42.2	1.6	0.4	59.2	0.1	0.1	2.5	44.9	17.0
Delay (s)	89.9	40.7	19.6	114.8	42.5	31.2	117.7	61.0	59.1	54.1	118.7	88.4
Level of Service	F	D	B	F	D	C	F	E	E	D	F	F
Approach Delay (s)		44.5			54.1			84.8			88.7	
Approach LOS		D			D			F			F	

Intersection Summary			
HCM 2000 Control Delay	59.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	98.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	1800	190	485	2175	540	255	515	400	440	765	640
Future Volume (vph)	350	1800	190	485	2175	540	255	515	400	440	765	640
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	5.0	4.5	6.5	5.0	4.5	4.5	4.5	6.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	3539	1583	3433	3539	1583
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)	380	1957	207	527	2364	587	277	560	435	478	832	696
RTOR Reduction (vph)	0	0	62	0	0	29	0	0	103	0	0	130
Lane Group Flow (vph)	380	1957	145	527	2364	558	277	560	332	478	832	566
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	15.5	65.5	77.0	24.0	74.0	103.7	11.5	32.3	56.3	29.7	50.5	50.5
Effective Green, g (s)	17.5	67.5	81.0	26.0	76.0	107.7	13.5	34.3	60.3	31.7	52.5	52.5
Actuated g/C Ratio	0.10	0.38	0.45	0.14	0.42	0.60	0.08	0.19	0.33	0.18	0.29	0.29
Clearance Time (s)	8.5	7.0	6.5	8.5	7.0	6.5	6.5	6.5	8.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0
Lane Grp Cap (vph)	333	1906	751	495	2147	947	257	674	587	604	1032	461
v/s Ratio Prot	0.11	c0.38	0.01	0.15	c0.46	0.10	c0.08	0.16	0.08	0.14	0.24	
v/s Ratio Perm			0.08			0.25			0.13			c0.36
v/c Ratio	1.14	1.03	0.19	1.06	1.10	0.59	1.08	0.83	0.57	0.79	0.81	1.23
Uniform Delay, d1	81.2	56.2	29.8	77.0	52.0	22.4	83.2	70.1	49.1	71.0	59.0	63.8
Progression Factor	0.95	0.79	0.49	0.88	0.80	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	79.4	21.3	0.0	33.7	46.3	0.1	78.4	8.6	0.7	6.6	4.7	120.1
Delay (s)	157.0	65.6	14.7	101.4	87.9	21.3	161.6	78.6	49.8	77.5	63.7	183.9
Level of Service	F	E	B	F	F	C	F	E	D	E	E	F
Approach Delay (s)		75.1			78.7			86.9			108.7	
Approach LOS		E			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	85.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	100.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	600	1990	425	420	3075	485	1095	770	365	480	745	1610
Future Volume (vph)	600	1990	425	420	3075	485	1095	770	365	480	745	1610
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	5.0	4.0	4.0	5.0	5.0	5.0	4.0	5.0	5.0	4.0
Lane Util. Factor	0.94	0.91	0.88	0.94	0.91	1.00	0.94	0.91	1.00	0.94	0.91	0.88
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	4990	5085	2787	4990	5085	1583	4990	5085	1583	4990	5085	2787
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	4990	5085	2787	4990	5085	1583	4990	5085	1583	4990	5085	2787
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)	632	2095	447	442	3237	511	1153	811	384	505	784	1695
RTOR Reduction (vph)	0	0	20	0	0	66	0	0	70	0	0	69
Lane Group Flow (vph)	632	2095	427	442	3237	445	1153	811	314	505	784	1626
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	1
Permitted Phases			6			2			4			8
Actuated Green, G (s)	37.0	91.6	116.6	19.4	74.0	90.0	25.0	27.0	46.4	16.0	18.0	55.0
Effective Green, g (s)	39.0	93.6	120.6	21.4	76.0	94.0	27.0	29.0	50.4	18.0	20.0	59.0
Actuated g/C Ratio	0.22	0.52	0.67	0.12	0.42	0.52	0.15	0.16	0.28	0.10	0.11	0.33
Clearance Time (s)	6.0	6.0	7.0	6.0	6.0	7.0	7.0	7.0	6.0	7.0	7.0	6.0
Vehicle Extension (s)	1.5	3.0	1.5	1.5	3.0	1.5	1.5	2.0	1.5	1.5	2.0	1.5
Lane Grp Cap (vph)	1081	2644	1867	593	2147	826	748	819	443	499	565	913
v/s Ratio Prot	0.13	0.41	0.03	0.09	c0.64	0.05	c0.23	0.16	0.08	0.10	0.15	c0.39
v/s Ratio Perm			0.12			0.23			0.11			0.20
v/c Ratio	0.58	0.79	0.23	0.75	1.51	0.54	1.54	0.99	0.71	1.01	1.39	1.78
Uniform Delay, d1	63.2	35.3	11.6	76.7	52.0	28.6	76.5	75.4	58.2	81.0	80.0	60.5
Progression Factor	1.25	0.43	0.09	0.99	1.08	1.13	1.00	1.00	1.00	1.04	0.94	0.74
Incremental Delay, d2	0.4	1.8	0.0	0.4	228.7	0.0	250.3	28.9	4.2	15.2	175.4	351.7
Delay (s)	79.6	17.1	1.1	76.1	284.9	32.2	326.8	104.3	62.4	99.1	250.8	396.6
Level of Service	E	B	A	E	F	C	F	F	E	F	F	F
Approach Delay (s)		27.3			232.1			206.7			308.0	
Approach LOS		C			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	194.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.61		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	147.4%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2880	130	255	5495	75	130
Future Volume (vph)	2880	130	255	5495	75	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	6.0	6.0
Lane Util. Factor	0.86	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	6408	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	6408	1583	1770	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	3032	137	268	5784	79	137
RTOR Reduction (vph)	0	40	0	0	0	132
Lane Group Flow (vph)	3032	97	268	5784	79	5
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Actuated Green, G (s)	125.7	125.7	28.3	161.0	6.0	6.0
Effective Green, g (s)	127.7	127.7	30.3	163.0	6.0	6.0
Actuated g/C Ratio	0.71	0.71	0.17	0.91	0.03	0.03
Clearance Time (s)	7.0	7.0	7.0	7.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	4546	1123	297	4604	59	52
v/s Ratio Prot	0.47		0.15	c1.14	c0.04	
v/s Ratio Perm		0.06				0.00
v/c Ratio	0.67	0.09	0.90	1.26	1.34	0.09
Uniform Delay, d1	14.4	8.1	73.4	8.5	87.0	84.3
Progression Factor	0.70	0.39	0.92	0.90	1.00	1.00
Incremental Delay, d2	0.5	0.1	3.8	115.5	231.8	0.3
Delay (s)	10.6	3.3	71.3	123.2	318.8	84.6
Level of Service	B	A	E	F	F	F
Approach Delay (s)	10.3			120.9	170.3	
Approach LOS	B			F	F	

Intersection Summary			
HCM 2000 Control Delay	84.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.30		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	120.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Traffic Volume (vph)	2965	45	50	5730	20	50
Future Volume (vph)	2965	45	50	5730	20	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.03	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	47	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	3121	47	53	6032	21	53
RTOR Reduction (vph)	0	8	0	0	0	48
Lane Group Flow (vph)	3121	39	53	6032	21	5
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	148.9	148.9	161.2	161.2	4.8	4.8
Effective Green, g (s)	150.9	150.9	163.2	163.2	4.8	4.8
Actuated g/C Ratio	0.84	0.84	0.91	0.91	0.03	0.03
Clearance Time (s)	8.0	8.0	8.0	8.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	4262	1327	102	4610	47	42
v/s Ratio Prot	0.61		0.02	c1.19	c0.01	
v/s Ratio Perm		0.02	0.44			0.00
v/c Ratio	0.73	0.03	0.52	1.31	0.45	0.13
Uniform Delay, d1	6.1	2.4	29.3	8.4	86.3	85.6
Progression Factor	0.43	0.00	0.74	1.97	1.00	1.00
Incremental Delay, d2	0.8	0.0	0.2	139.0	2.5	0.5
Delay (s)	3.5	0.0	22.0	155.5	88.7	86.0
Level of Service	A	A	C	F	F	F
Approach Delay (s)	3.4			154.4	86.8	
Approach LOS	A			F	F	

Intersection Summary			
HCM 2000 Control Delay	102.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.33		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	125.7%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

1454: Newport Center Dr/SW 12th Avenue & SR 869/SW 10th Street

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	2460	85	120	2265	105	425	15	470	150	5	510
Future Volume (vph)	95	2460	85	120	2265	105	425	15	470	150	5	510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5		4.5	4.5	4.5	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.86		0.97	0.91	1.00	0.97	1.00	1.00	0.95	0.91	0.95
Frt	1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.86	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3367	6376		3433	5085	1524	3433	1863	1583	1453	1075	1096
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3367	6376		3433	5085	1524	3433	1863	1583	1453	1075	1096
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)	103	2674	92	130	2462	114	462	16	511	163	5	554
RTOR Reduction (vph)	0	3	0	0	0	53	0	0	137	0	44	110
Lane Group Flow (vph)	103	2763	0	130	2462	61	462	16	374	147	243	178
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Turn Type	Prot	NA		Prot	NA	Perm	Split	NA	Prot	Split	NA	Prot
Protected Phases	1	6		5	2		3	3	3	4	4	4
Permitted Phases						2						
Actuated Green, G (s)	4.1	78.2		5.8	79.9	79.9	36.0	36.0	36.0	35.0	35.0	35.0
Effective Green, g (s)	6.1	80.2		7.8	81.9	81.9	36.0	36.0	36.0	35.0	35.0	35.0
Actuated g/C Ratio	0.03	0.45		0.04	0.46	0.46	0.20	0.20	0.20	0.19	0.19	0.19
Clearance Time (s)	6.5	6.5		6.5	6.5	6.5	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0		2.5	3.0	3.0	2.0	2.0	2.0	2.0	2.0	2.0
Lane Grp Cap (vph)	114	2840		148	2313	693	686	372	316	282	209	213
v/s Ratio Prot	0.03	c0.43		0.04	c0.48		0.13	0.01	c0.24	0.10	c0.23	0.16
v/s Ratio Perm						0.04						
v/c Ratio	0.90	0.97		0.88	1.06	0.09	0.67	0.04	1.18	0.52	1.16	0.84
Uniform Delay, d1	86.7	48.8		85.6	49.0	27.9	66.6	58.1	72.0	65.0	72.5	69.8
Progression Factor	0.64	0.35		1.15	0.52	0.23	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	27.0	5.6		32.2	36.5	0.2	2.1	0.0	110.4	0.8	112.5	23.0
Delay (s)	82.3	22.8		130.8	62.3	6.5	68.6	58.1	182.4	65.8	185.0	92.8
Level of Service	F	C		F	E	A	E	E	F	E	F	F
Approach Delay (s)		25.0			63.2			127.2			124.0	
Approach LOS		C			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	62.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.0
Intersection Capacity Utilization	90.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	2270	810	770	1820	0	0	0	0	300	0	670
Future Volume (vph)	0	2270	810	770	1820	0	0	0	0	300	0	670
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	2.0	4.0	4.5					4.5		4.5
Lane Util. Factor		0.81	1.00	0.97	0.91					0.97		0.88
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		7544	1583	3433	5085					3433		2787
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		7544	1583	3433	5085					3433		2787
Peak-hour factor, PHF	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	2467	853	811	1978	0	0	0	0	316	0	705
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	2467	853	811	1978	0	0	0	0	316	0	705
Turn Type		NA	Free	Prot	NA					Prot		Perm
Protected Phases		6		5 4	2 4					3		
Permitted Phases			Free									3
Actuated Green, G (s)		60.5	180.0	48.5	121.5					45.5		45.5
Effective Green, g (s)		62.5	180.0	52.5	123.5					47.5		47.5
Actuated g/C Ratio		0.35	1.00	0.29	0.69					0.26		0.26
Clearance Time (s)		6.5								6.5		6.5
Vehicle Extension (s)		3.0								2.0		2.0
Lane Grp Cap (vph)		2619	1583	1001	3488					905		735
v/s Ratio Prot		c0.33		c0.24	0.39					0.09		
v/s Ratio Perm			0.54									c0.25
v/c Ratio		0.94	0.54	0.81	0.57					0.35		0.96
Uniform Delay, d1		57.0	0.0	59.1	14.5					53.7		65.3
Progression Factor		0.43	1.00	0.86	1.31					1.00		1.00
Incremental Delay, d2		2.8	0.4	4.4	0.2					0.1		23.2
Delay (s)		27.3	0.4	55.5	19.1					53.8		88.5
Level of Service		C	A	E	B					D		F
Approach Delay (s)		20.4			29.7			0.0			77.7	
Approach LOS		C			C			A			E	

Intersection Summary			
HCM 2000 Control Delay	32.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1530	1040	0	1690	320	900	0	680	0	0	0
Future Volume (vph)	0	1530	1040	0	1690	320	900	0	680	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5	2.0		4.5	2.0	4.5		4.5			
Lane Util. Factor		0.91	0.88		0.81	1.00	0.94		0.76			
Frt		1.00	0.85		1.00	0.85	1.00		0.85			
Flt Protected		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (prot)		5085	2787		7544	1583	4990		3610			
Flt Permitted		1.00	1.00		1.00	1.00	0.95		1.00			
Satd. Flow (perm)		5085	2787		7544	1583	4990		3610			
Peak-hour factor, PHF	0.95	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1663	1095	0	1837	337	947	0	716	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1663	1095	0	1837	337	947	0	716	0	0	0
Turn Type		NA	Free		NA	Free	Prot		Prot			
Protected Phases		2 3			2 3		4		4			
Permitted Phases			Free			Free						
Actuated Green, G (s)		131.5	180.0		131.5	180.0	35.5		35.5			
Effective Green, g (s)		133.5	180.0		133.5	180.0	37.5		37.5			
Actuated g/C Ratio		0.74	1.00		0.74	1.00	0.21		0.21			
Clearance Time (s)							6.5		6.5			
Vehicle Extension (s)							3.5		3.5			
Lane Grp Cap (vph)		3771	2787		5595	1583	1039		752			
v/s Ratio Prot		c0.33			0.24		0.19		c0.20			
v/s Ratio Perm			0.39			0.21						
v/c Ratio		0.44	0.39		0.33	0.21	0.91		0.95			
Uniform Delay, d1		8.9	0.0		7.9	0.0	69.6		70.4			
Progression Factor		0.03	1.00		0.68	1.00	1.00		1.00			
Incremental Delay, d2		0.0	0.2		0.0	0.2	12.0		21.9			
Delay (s)		0.3	0.2		5.4	0.2	81.6		92.3			
Level of Service		A	A		A	A	F		F			
Approach Delay (s)		0.3			4.6			86.2			0.0	
Approach LOS		A			A			F			A	

Intersection Summary			
HCM 2000 Control Delay	23.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.5
Intersection Capacity Utilization	53.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	2815	155	110	115	3775	85	70
Future Volume (vph)	2815	155	110	115	3775	85	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		4.5	3.0	5.5	5.5
Lane Util. Factor	0.95	1.00		1.00	0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583		1770	3539	1770	1583
Flt Permitted	1.00	1.00		0.03	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583		51	3539	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2963	163	116	121	3974	89	74
RTOR Reduction (vph)	0	26	0	0	0	0	37
Lane Group Flow (vph)	2963	137	0	237	3974	89	37
Turn Type	NA	Perm	pm+pt	pm+pt	NA	Prot	Perm
Protected Phases	6		5	5	2	4	
Permitted Phases		6	2	2			4
Actuated Green, G (s)	140.6	140.6		163.0	163.0	6.5	6.5
Effective Green, g (s)	142.6	142.6		165.0	165.0	6.5	6.5
Actuated g/C Ratio	0.79	0.79		0.92	0.92	0.04	0.04
Clearance Time (s)	5.0	5.0		6.5	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0		1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	2803	1254		217	3244	63	57
v/s Ratio Prot	0.84			0.11	c1.12	c0.05	
v/s Ratio Perm		0.09		0.90			0.02
v/c Ratio	1.06	0.11		1.09	1.23	1.41	0.66
Uniform Delay, d1	18.7	4.3		76.1	7.5	86.8	85.6
Progression Factor	0.57	0.00		1.06	2.76	1.00	1.00
Incremental Delay, d2	31.8	0.1		70.0	102.7	256.5	18.8
Delay (s)	42.5	0.1		150.7	123.4	343.3	104.4
Level of Service	D	A		F	F	F	F
Approach Delay (s)	40.2				124.9	234.8	
Approach LOS	D				F	F	

Intersection Summary			
HCM 2000 Control Delay	92.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.26		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	117.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	2000	730	260	2160	20	0	0	0	70	20	120
Future Volume (vph)	30	2000	730	260	2160	20	0	0	0	70	20	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0					4.5	4.5
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00					1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85					1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00					0.96	1.00
Satd. Flow (prot)	1752	5036	1538	3335	5036	1568					1775	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00					0.96	1.00
Satd. Flow (perm)	1752	5036	1538	3335	5036	1568					1775	1568
Peak-hour factor, PHF	0.90	0.90	0.95	0.95	0.90	0.90	0.95	0.95	0.95	0.90	0.90	0.90
Adj. Flow (vph)	33	2222	768	274	2400	22	0	0	0	78	22	133
RTOR Reduction (vph)	0	0	168	0	0	6	0	0	0	0	0	0
Lane Group Flow (vph)	33	2222	600	274	2400	16	0	0	0	0	100	133
Heavy Vehicles (%)	3%	3%	5%	5%	3%	3%	5%	5%	5%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm				Perm	NA	Perm
Protected Phases	1	6		5	2						8	
Permitted Phases			6			2				8		8
Actuated Green, G (s)	5.2	103.7	103.7	18.0	116.5	116.5					17.8	17.8
Effective Green, g (s)	7.2	105.7	105.7	20.0	118.5	118.5					19.8	19.8
Actuated g/C Ratio	0.05	0.66	0.66	0.12	0.74	0.74					0.12	0.12
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0					6.5	6.5
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0					2.0	2.0
Lane Grp Cap (vph)	78	3326	1016	416	3729	1161					219	194
v/s Ratio Prot	0.02	c0.44		0.08	c0.48							
v/s Ratio Perm			0.39			0.01					0.06	c0.08
v/c Ratio	0.42	0.67	0.59	0.66	0.64	0.01					0.46	0.69
Uniform Delay, d1	74.4	16.5	15.1	66.7	10.3	5.4					65.1	67.1
Progression Factor	1.00	1.00	1.00	0.80	0.35	1.00					1.00	1.00
Incremental Delay, d2	1.3	1.1	2.5	1.9	0.6	0.0					0.6	7.7
Delay (s)	75.7	17.6	17.6	55.5	4.1	5.5					65.7	74.9
Level of Service	E	B	B	E	A	A					E	E
Approach Delay (s)		18.2			9.3			0.0			70.9	
Approach LOS		B			A			A			E	

Intersection Summary			
HCM 2000 Control Delay	16.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	14.5
Intersection Capacity Utilization	67.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2070	0	0	1960	480	840
Future Volume (vph)	2070	0	0	1960	480	840
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0	5.0	5.0
Lane Util. Factor	0.91			0.91	0.97	0.91
Frt	1.00			1.00	0.93	0.85
Flt Protected	1.00			1.00	0.97	1.00
Satd. Flow (prot)	5036			5036	3180	1400
Flt Permitted	1.00			1.00	0.97	1.00
Satd. Flow (perm)	5036			5036	3180	1400
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.95	0.95
Adj. Flow (vph)	2300	0	0	2178	505	884
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2300	0	0	2178	947	442
Heavy Vehicles (%)	3%	3%	2%	3%	5%	5%
Turn Type	NA			NA	Prot	Prot
Protected Phases	6			2	4	4
Permitted Phases						
Actuated Green, G (s)	90.1			90.1	55.9	55.9
Effective Green, g (s)	92.1			92.1	57.9	57.9
Actuated g/C Ratio	0.58			0.58	0.36	0.36
Clearance Time (s)	7.0			7.0	7.0	7.0
Vehicle Extension (s)	3.0			3.0	2.0	2.0
Lane Grp Cap (vph)	2898			2898	1150	506
v/s Ratio Prot	c0.46			0.43	0.30	c0.32
v/s Ratio Perm						
v/c Ratio	0.79			0.75	0.82	0.87
Uniform Delay, d1	26.5			25.4	46.4	47.6
Progression Factor	0.44			1.00	1.00	1.00
Incremental Delay, d2	1.8			1.8	4.7	14.9
Delay (s)	13.5			27.2	51.1	62.5
Level of Service	B			C	D	E
Approach Delay (s)	13.5			27.2	54.7	
Approach LOS	B			C	D	

Intersection Summary			
HCM 2000 Control Delay	28.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	81.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	1470	690	610	2660	70	0	0	0	30	20	100
Future Volume (vph)	120	1470	690	610	2660	70	0	0	0	30	20	100
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0					4.5	4.5
Lane Util. Factor	1.00	0.91	1.00	0.97	0.91	1.00					1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85					1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00					0.97	1.00
Satd. Flow (prot)	1752	5036	1538	3335	5036	1568					1791	1568
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00					0.97	1.00
Satd. Flow (perm)	1752	5036	1538	3335	5036	1568					1791	1568
Peak-hour factor, PHF	0.90	0.90	0.95	0.95	0.90	0.90	0.95	0.95	0.95	0.90	0.90	0.90
Adj. Flow (vph)	133	1633	726	642	2956	78	0	0	0	33	22	111
RTOR Reduction (vph)	0	0	143	0	0	21	0	0	0	0	0	0
Lane Group Flow (vph)	133	1633	583	642	2956	57	0	0	0	0	55	111
Heavy Vehicles (%)	3%	3%	5%	5%	3%	3%	5%	5%	5%	3%	3%	3%
Turn Type	Prot	NA	Perm	Prot	NA	Perm				Perm	NA	Perm
Protected Phases	1	6		5	2						8	
Permitted Phases			6			2				8		8
Actuated Green, G (s)	14.6	81.0	81.0	43.9	110.3	110.3					14.6	14.6
Effective Green, g (s)	16.6	83.0	83.0	45.9	112.3	112.3					16.6	16.6
Actuated g/C Ratio	0.10	0.52	0.52	0.29	0.70	0.70					0.10	0.10
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0					6.5	6.5
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0					2.0	2.0
Lane Grp Cap (vph)	181	2612	797	956	3534	1100					185	162
v/s Ratio Prot	0.08	0.32		0.19	c0.59							
v/s Ratio Perm			c0.38			0.04					0.03	c0.07
v/c Ratio	0.73	0.63	0.73	0.67	0.84	0.05					0.30	0.69
Uniform Delay, d1	69.6	27.4	29.9	50.4	17.2	7.4					66.3	69.2
Progression Factor	1.00	1.00	1.00	0.80	0.47	0.06					1.00	1.00
Incremental Delay, d2	12.5	1.1	5.9	0.7	1.1	0.0					0.3	9.2
Delay (s)	82.0	28.6	35.7	41.0	9.2	0.5					66.6	78.4
Level of Service	F	C	D	D	A	A					E	E
Approach Delay (s)		33.5			14.6			0.0			74.5	
Approach LOS		C			B			A			E	

Intersection Summary			
HCM 2000 Control Delay	23.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	14.5
Intersection Capacity Utilization	73.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1500	0	0	2760	580	430
Future Volume (vph)	1500	0	0	2760	580	430
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0			5.0	5.0	5.0
Lane Util. Factor	0.91			0.91	0.97	0.91
Frt	1.00			1.00	0.98	0.85
Flt Protected	1.00			1.00	0.96	1.00
Satd. Flow (prot)	5036			5036	3286	1400
Flt Permitted	1.00			1.00	0.96	1.00
Satd. Flow (perm)	5036			5036	3286	1400
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.95	0.95
Adj. Flow (vph)	1667	0	0	3067	611	453
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1667	0	0	3067	733	331
Heavy Vehicles (%)	3%	3%	2%	3%	5%	5%
Turn Type	NA			NA	Prot	Prot
Protected Phases	6			2	4	4
Permitted Phases						
Actuated Green, G (s)	106.0			106.0	40.0	40.0
Effective Green, g (s)	108.0			108.0	42.0	42.0
Actuated g/C Ratio	0.68			0.68	0.26	0.26
Clearance Time (s)	7.0			7.0	7.0	7.0
Vehicle Extension (s)	3.0			3.0	2.0	2.0
Lane Grp Cap (vph)	3399			3399	862	367
v/s Ratio Prot	0.33			c0.61	0.22	c0.24
v/s Ratio Perm						
v/c Ratio	0.49			0.90	0.85	0.90
Uniform Delay, d1	12.6			21.6	56.0	57.0
Progression Factor	0.06			1.00	1.00	1.00
Incremental Delay, d2	0.4			4.4	7.8	24.0
Delay (s)	1.1			26.1	63.8	81.0
Level of Service	A			C	E	F
Approach Delay (s)	1.1			26.1	69.1	
Approach LOS	A			C	E	

Intersection Summary			
HCM 2000 Control Delay	26.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	10.0
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1850	340	340	1280	80	90
Future Volume (vph)	1850	340	340	1280	80	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	6.0	6.0
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	0.88
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	3433	3539	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	3433	3539	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	2011	370	370	1391	87	98
RTOR Reduction (vph)	0	87	0	0	0	31
Lane Group Flow (vph)	2011	283	370	1391	87	67
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases		6				
Actuated Green, G (s)	105.6	105.6	19.0	130.6	7.4	32.4
Effective Green, g (s)	107.6	107.6	21.0	132.6	7.4	32.4
Actuated g/C Ratio	0.72	0.72	0.14	0.88	0.05	0.22
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	
Lane Grp Cap (vph)	2538	1135	480	3128	169	601
v/s Ratio Prot	c0.57		c0.11	0.39	c0.03	0.02
v/s Ratio Perm		0.18				
v/c Ratio	0.79	0.25	0.77	0.44	0.51	0.11
Uniform Delay, d1	13.9	7.3	62.2	1.7	69.5	47.2
Progression Factor	1.00	1.00	0.82	1.16	1.00	1.00
Incremental Delay, d2	2.6	0.5	6.6	0.4	1.1	0.0
Delay (s)	16.5	7.8	57.8	2.4	70.7	47.3
Level of Service	B	A	E	A	E	D
Approach Delay (s)	15.2			14.0	58.3	
Approach LOS	B			B	E	

Intersection Summary			
HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1770	170	490	1620	0	0
Future Volume (vph)	1770	170	490	1620	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.5	2.0		
Lane Util. Factor	0.91	1.00	0.97	0.91		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	1583	3433	5085		
Flt Permitted	1.00	1.00	0.95	1.00		
Satd. Flow (perm)	5085	1583	3433	5085		
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1924	185	533	1761	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1924	185	533	1761	0	0
Turn Type	NA	Free	Prot	NA		
Protected Phases	6		4	Free		
Permitted Phases		Free				
Actuated Green, G (s)	94.6	150.0	42.4	150.0		
Effective Green, g (s)	96.6	150.0	44.4	150.0		
Actuated g/C Ratio	0.64	1.00	0.30	1.00		
Clearance Time (s)	6.5		6.5			
Vehicle Extension (s)	3.0		2.5			
Lane Grp Cap (vph)	3274	1583	1016	5085		
v/s Ratio Prot	c0.38		c0.16	0.35		
v/s Ratio Perm		0.12				
v/c Ratio	0.59	0.12	0.52	0.35		
Uniform Delay, d1	15.3	0.0	44.0	0.0		
Progression Factor	0.63	1.00	0.93	1.00		
Incremental Delay, d2	0.5	0.1	0.4	0.2		
Delay (s)	10.0	0.1	41.5	0.2		
Level of Service	B	A	D	A		
Approach Delay (s)	9.2			9.8	0.0	
Approach LOS	A			A	A	

Intersection Summary			
HCM 2000 Control Delay	9.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑			↑↑↑↑↑		↱↱↱
Traffic Volume (vph)	1770	0	0	2110	0	930
Future Volume (vph)	1770	0	0	2110	0	930
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			2.0		6.5
Lane Util. Factor	0.91			0.81		*0.88
Frt	1.00			1.00		0.85
Flt Protected	1.00			1.00		1.00
Satd. Flow (prot)	5085			7544		4180
Flt Permitted	1.00			1.00		1.00
Satd. Flow (perm)	5085			7544		4180
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1924	0	0	2293	0	1011
RTOR Reduction (vph)	0	0	0	0	0	43
Lane Group Flow (vph)	1924	0	0	2293	0	968
Turn Type	NA			NA		Prot
Protected Phases	6			Free		4
Permitted Phases						
Actuated Green, G (s)	94.6			150.0		42.4
Effective Green, g (s)	96.6			150.0		42.4
Actuated g/C Ratio	0.64			1.00		0.28
Clearance Time (s)	6.5					6.5
Vehicle Extension (s)	3.0					2.5
Lane Grp Cap (vph)	3274			7544		1181
v/s Ratio Prot	c0.38			0.30		c0.23
v/s Ratio Perm						
v/c Ratio	0.59			0.30		0.82
Uniform Delay, d1	15.3			0.0		50.2
Progression Factor	0.11			1.00		1.00
Incremental Delay, d2	0.6			0.1		4.5
Delay (s)	2.3			0.1		54.7
Level of Service	A			A		D
Approach Delay (s)	2.3			0.1	54.7	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	11.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	500	1610	590	90	210	1060	390	430	500	160	860	520
Future Volume (vph)	500	1610	590	90	210	1060	390	430	500	160	860	520
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00		0.97	0.95	0.88	0.97	0.95	1.00	0.97	0.95
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00
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	3539	1583		3433	3539	2787	3433	3539	1583	3433	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	3539	1583		3433	3539	2787	3433	3539	1583	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95
Adj. Flow (vph)	543	1750	641	98	228	1152	424	467	543	174	905	547
RTOR Reduction (vph)	0	0	47	0	0	0	21	0	0	150	0	0
Lane Group Flow (vph)	543	1750	594	0	326	1152	403	467	543	24	905	547
Turn Type	Prot	NA	pm+ov	Prot	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA
Protected Phases	1	6	7	5	5	2	2 3	7	4		3	8
Permitted Phases			6							4		
Actuated Green, G (s)	22.7	63.5	87.6		10.5	51.3	82.8	24.1	18.5	18.5	31.5	25.9
Effective Green, g (s)	24.7	65.5	91.6		12.5	53.3	86.8	26.1	20.5	20.5	33.5	27.9
Actuated g/C Ratio	0.16	0.44	0.61		0.08	0.36	0.58	0.17	0.14	0.14	0.22	0.19
Clearance Time (s)	6.5	6.5	6.5		6.5	6.5		6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	2.5		2.0	3.0		2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	565	1545	966		286	1257	1612	597	483	216	766	658
v/s Ratio Prot	0.16	c0.49	0.11		c0.09	0.33	0.14	0.14	c0.15		c0.26	0.15
v/s Ratio Perm			0.27							0.02		
v/c Ratio	0.96	1.13	0.62		1.14	0.92	0.25	0.78	1.12	0.11	1.18	0.83
Uniform Delay, d1	62.2	42.2	18.2		68.8	46.2	15.6	59.2	64.8	56.8	58.2	58.8
Progression Factor	1.07	0.74	0.73		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	24.2	66.7	0.8		96.4	11.9	0.1	6.4	79.6	0.2	94.8	8.6
Delay (s)	90.5	98.1	14.1		165.2	58.2	15.6	65.6	144.3	56.9	153.1	67.4
Level of Service	F	F	B		F	E	B	E	F	E	F	E
Approach Delay (s)		78.3				67.0			100.4			83.6
Approach LOS		E				E			F			F

Intersection Summary			
HCM 2000 Control Delay	80.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	106.4%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	620
Future Volume (vph)	620
Ideal Flow (vphpl)	1900
Total Lost time (s)	2.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	653
RTOR Reduction (vph)	0
Lane Group Flow (vph)	653
Turn Type	Free
Protected Phases	
Permitted Phases	Free
Actuated Green, G (s)	150.0
Effective Green, g (s)	150.0
Actuated g/C Ratio	1.00
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	1583
v/s Ratio Prot	
v/s Ratio Perm	0.41
v/c Ratio	0.41
Uniform Delay, d1	0.0
Progression Factor	1.00
Incremental Delay, d2	0.8
Delay (s)	0.8
Level of Service	A
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1210	240	390	2050	170	110
Future Volume (vph)	1210	240	390	2050	170	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	6.0	6.0
Lane Util. Factor	0.95	1.00	0.97	0.95	0.97	0.88
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	3433	3539	3433	2787
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	3433	3539	3433	2787
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1315	261	424	2228	185	120
RTOR Reduction (vph)	0	119	0	0	0	47
Lane Group Flow (vph)	1315	142	424	2228	185	73
Turn Type	NA	Perm	Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases		6				
Actuated Green, G (s)	41.5	41.5	13.0	60.5	7.5	26.5
Effective Green, g (s)	43.5	43.5	15.0	62.5	7.5	26.5
Actuated g/C Ratio	0.54	0.54	0.19	0.78	0.09	0.33
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	
Lane Grp Cap (vph)	1924	860	643	2764	321	923
v/s Ratio Prot	0.37		0.12	c0.63	c0.05	0.03
v/s Ratio Perm		0.09				
v/c Ratio	0.68	0.17	0.66	0.81	0.58	0.08
Uniform Delay, d1	13.3	9.1	30.1	5.2	34.7	18.4
Progression Factor	1.00	1.00	0.87	0.81	1.00	1.00
Incremental Delay, d2	2.0	0.4	1.6	2.3	1.6	0.0
Delay (s)	15.2	9.6	27.7	6.5	36.3	18.4
Level of Service	B	A	C	A	D	B
Approach Delay (s)	14.3			9.9	29.2	
Approach LOS	B			A	C	

Intersection Summary			
HCM 2000 Control Delay	12.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	80.0	Sum of lost time (s)	16.0
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						
Traffic Volume (vph)	1160	160	1000	2440	0	0
Future Volume (vph)	1160	160	1000	2440	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0	4.5	2.0		
Lane Util. Factor	0.91	1.00	0.97	0.91		
Frt	1.00	0.85	1.00	1.00		
Flt Protected	1.00	1.00	0.95	1.00		
Satd. Flow (prot)	5085	1583	3433	5085		
Flt Permitted	1.00	1.00	0.95	1.00		
Satd. Flow (perm)	5085	1583	3433	5085		
Peak-hour factor, PHF	0.92	0.95	0.95	0.92	0.92	0.92
Adj. Flow (vph)	1261	168	1053	2652	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1261	168	1053	2652	0	0
Turn Type	NA	Free	Prot	NA		
Protected Phases	6		4	Free		
Permitted Phases		Free				
Actuated Green, G (s)	87.1	160.0	59.9	160.0		
Effective Green, g (s)	89.1	160.0	61.9	160.0		
Actuated g/C Ratio	0.56	1.00	0.39	1.00		
Clearance Time (s)	6.5		6.5			
Vehicle Extension (s)	3.0		2.5			
Lane Grp Cap (vph)	2831	1583	1328	5085		
v/s Ratio Prot	0.25		c0.31	0.52		
v/s Ratio Perm		0.11				
v/c Ratio	0.45	0.11	0.79	0.52		
Uniform Delay, d1	20.9	0.0	43.4	0.0		
Progression Factor	0.71	1.00	0.99	1.00		
Incremental Delay, d2	0.4	0.1	2.9	0.3		
Delay (s)	15.2	0.1	46.0	0.3		
Level of Service	B	A	D	A		
Approach Delay (s)	13.5			13.3	0.0	
Approach LOS	B			B	A	

Intersection Summary			
HCM 2000 Control Delay	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	9.0
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1160	0	0	3440	0	350
Future Volume (vph)	1160	0	0	3440	0	350
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5			2.0		6.5
Lane Util. Factor	0.91			0.81		*0.88
Frt	1.00			1.00		0.85
Flt Protected	1.00			1.00		1.00
Satd. Flow (prot)	5085			7544		4180
Flt Permitted	1.00			1.00		1.00
Satd. Flow (perm)	5085			7544		4180
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.95	0.95
Adj. Flow (vph)	1261	0	0	3739	0	368
RTOR Reduction (vph)	0	0	0	0	0	63
Lane Group Flow (vph)	1261	0	0	3739	0	305
Turn Type	NA			NA		Prot
Protected Phases	6			Free		4
Permitted Phases						
Actuated Green, G (s)	87.1			160.0		59.9
Effective Green, g (s)	89.1			160.0		59.9
Actuated g/C Ratio	0.56			1.00		0.37
Clearance Time (s)	6.5					6.5
Vehicle Extension (s)	3.0					2.5
Lane Grp Cap (vph)	2831			7544		1564
v/s Ratio Prot	0.25			0.50		0.07
v/s Ratio Perm						
v/c Ratio	0.45			0.50		0.20
Uniform Delay, d1	20.9			0.0		33.8
Progression Factor	0.14			1.00		1.00
Incremental Delay, d2	0.5			0.0		0.0
Delay (s)	3.4			0.0		33.8
Level of Service	A			A		C
Approach Delay (s)	3.4			0.0	33.8	
Approach LOS	A			A	C	

Intersection Summary			
HCM 2000 Control Delay	3.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	11.0
Intersection Capacity Utilization	58.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	360	730	420	120	190	1900	980	730	590	170	260	240
Future Volume (vph)	360	730	420	120	190	1900	980	730	590	170	260	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5	4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00		0.97	0.95	0.88	0.97	0.95	1.00	0.97	0.95
Frt	1.00	1.00	0.85		1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00
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	3539	1583		3433	3539	2787	3433	3539	1583	3433	3539
Flt Permitted	0.95	1.00	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Satd. Flow (perm)	3433	3539	1583		3433	3539	2787	3433	3539	1583	3433	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.95	0.95
Adj. Flow (vph)	391	793	457	130	207	2065	1065	793	641	185	274	253
RTOR Reduction (vph)	0	0	40	0	0	0	21	0	0	125	0	0
Lane Group Flow (vph)	391	793	417	0	337	2065	1044	793	641	60	274	253
Turn Type	Prot	NA	pm+ov	Prot	Prot	NA	pt+ov	Prot	NA	Perm	Prot	NA
Protected Phases	1	6	7	5	5	2	2 3	7	4		3	8
Permitted Phases			6							4		
Actuated Green, G (s)	13.5	72.4	100.9		19.0	77.9	89.7	28.5	30.8	30.8	11.8	14.1
Effective Green, g (s)	15.5	74.4	104.9		21.0	79.9	93.7	30.5	32.8	32.8	13.8	16.1
Actuated g/C Ratio	0.10	0.47	0.66		0.13	0.50	0.59	0.19	0.20	0.20	0.09	0.10
Clearance Time (s)	6.5	6.5	6.5		6.5	6.5		6.5	6.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	2.5		2.0	3.0		2.5	2.5	2.5	2.5	3.0
Lane Grp Cap (vph)	332	1645	1082		450	1767	1632	654	725	324	296	356
v/s Ratio Prot	c0.11	0.22	0.07		0.10	c0.58	0.37	c0.23	c0.18		0.08	0.07
v/s Ratio Perm			0.19							0.04		
v/c Ratio	1.18	0.48	0.39		0.75	1.17	0.64	1.21	0.88	0.19	0.93	0.71
Uniform Delay, d1	72.2	29.5	12.7		67.0	40.0	22.0	64.8	61.8	52.6	72.6	69.7
Progression Factor	0.81	0.64	0.63		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	105.6	1.0	0.2		5.9	82.4	0.7	109.4	12.3	0.2	33.2	6.6
Delay (s)	164.4	19.9	8.2		72.9	122.4	22.6	174.1	74.1	52.8	105.8	76.2
Level of Service	F	B	A		E	F	C	F	E	D	F	E
Approach Delay (s)		51.0				87.0			120.6			35.8
Approach LOS		D				F			F			D

Intersection Summary			
HCM 2000 Control Delay	77.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	105.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	810
Future Volume (vph)	810
Ideal Flow (vphpl)	1900
Total Lost time (s)	2.0
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1583
Flt Permitted	1.00
Satd. Flow (perm)	1583
Peak-hour factor, PHF	0.95
Adj. Flow (vph)	853
RTOR Reduction (vph)	0
Lane Group Flow (vph)	853
Turn Type	Free
Protected Phases	
Permitted Phases	Free
Actuated Green, G (s)	160.0
Effective Green, g (s)	160.0
Actuated g/C Ratio	1.00
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	1583
v/s Ratio Prot	
v/s Ratio Perm	0.54
v/c Ratio	0.54
Uniform Delay, d1	0.0
Progression Factor	1.00
Incremental Delay, d2	1.3
Delay (s)	1.3
Level of Service	A
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰↰	↑↑↑					↰↰		↱
Traffic Volume (vph)	0	3120	770	550	2100	0	0	0	0	540	0	170
Future Volume (vph)	0	3120	770	550	2100	0	0	0	0	540	0	170
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	2.0	5.0	5.0					4.0		2.0
Lane Util. Factor		0.91	1.00	0.97	0.91					0.97		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		4988	1553	3367	4988					3367		1553
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		4988	1553	3367	4988					3367		1553
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	3284	811	579	2211	0	0	0	0	568	0	179
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	3284	811	579	2211	0	0	0	0	568	0	179
Turn Type		NA	Free	Prot	NA					Prot		Free
Protected Phases		6		5	2					8		
Permitted Phases			Free									Free
Actuated Green, G (s)		108.0	180.0	26.0	141.0					26.0		180.0
Effective Green, g (s)		110.0	180.0	28.0	143.0					28.0		180.0
Actuated g/C Ratio		0.61	1.00	0.16	0.79					0.16		1.00
Clearance Time (s)		7.0		7.0	7.0					6.0		
Vehicle Extension (s)		3.0		3.0	3.0					3.0		
Lane Grp Cap (vph)		3048	1553	523	3962					523		1553
v/s Ratio Prot		c0.66		c0.17	0.44					c0.17		
v/s Ratio Perm			0.52									0.12
v/c Ratio		1.08	0.52	1.11	0.56					1.09		0.12
Uniform Delay, d1		35.0	0.0	76.0	6.8					76.0		0.0
Progression Factor		0.71	1.00	0.97	1.02					1.00		1.00
Incremental Delay, d2		37.2	0.4	69.7	0.5					64.7		0.2
Delay (s)		62.1	0.4	143.4	7.5					140.7		0.2
Level of Service		E	A	F	A					F		A
Approach Delay (s)		49.9			35.7			0.0			107.0	
Approach LOS		D			D			A			F	

Intersection Summary			
HCM 2000 Control Delay	50.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	103.0%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	3320	340	250	2340	310	950
Future Volume (vph)	3320	340	250	2340	310	950
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	2.0	5.0	5.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.86	0.94	0.76
Frpb, ped/bikes	1.00	0.61	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	939	3335	6408	4848	3507
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	939	3335	6408	4848	3507
Peak-hour factor, PHF	0.90	0.95	0.95	0.90	0.95	0.95
Adj. Flow (vph)	3689	358	263	2600	326	1000
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	3689	358	263	2600	326	1000
Confl. Bikes (#/hr)		1700				
Heavy Vehicles (%)	2%	5%	5%	2%	5%	5%
Turn Type	NA	Free	Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases		Free				
Actuated Green, G (s)	123.0	180.0	11.0	141.0	26.0	43.0
Effective Green, g (s)	125.0	180.0	13.0	143.0	28.0	45.0
Actuated g/C Ratio	0.69	1.00	0.07	0.79	0.16	0.25
Clearance Time (s)	7.0		7.0	7.0	6.0	
Vehicle Extension (s)	3.0		2.0	3.0	3.0	
Lane Grp Cap (vph)	3531	939	240	5090	754	876
v/s Ratio Prot	c0.73		0.08	0.41	0.07	c0.29
v/s Ratio Perm		0.38				
v/c Ratio	1.04	0.38	1.10	0.51	0.43	1.14
Uniform Delay, d1	27.5	0.0	83.5	6.4	68.8	67.5
Progression Factor	0.18	1.00	0.97	1.25	1.00	1.00
Incremental Delay, d2	23.0	0.3	79.8	0.3	0.4	77.3
Delay (s)	28.0	0.3	161.1	8.3	69.2	144.8
Level of Service	C	A	F	A	E	F
Approach Delay (s)	25.6			22.3	126.2	
Approach LOS	C			C	F	

Intersection Summary			
HCM 2000 Control Delay	40.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.10		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	93.8%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	3870	20	20	2220	30	10	10	10	10	10	30
Future Volume (vph)	20	3870	20	20	2220	30	10	10	10	10	10	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	16	12	12	12	12	12	12
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0		6.0	6.0		6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00		1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.98	1.00		0.99	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1794		1817	1583		1695	
Flt Permitted	0.05	1.00	1.00	0.03	1.00	1.00		0.74	1.00		0.92	
Satd. Flow (perm)	90	5085	1583	49	5085	1794		1371	1583		1583	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	4300	22	22	2467	33	11	11	11	11	11	33
RTOR Reduction (vph)	0	0	3	0	0	5	0	0	11	0	32	0
Lane Group Flow (vph)	22	4300	19	22	2467	28	0	22	0	0	23	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6	2		2	4		4	8		
Actuated Green, G (s)	153.3	150.9	150.9	153.3	150.9	150.9		6.7	6.7		6.7	
Effective Green, g (s)	157.3	152.9	152.9	157.3	152.9	152.9		6.7	6.7		6.7	
Actuated g/C Ratio	0.87	0.85	0.85	0.87	0.85	0.85		0.04	0.04		0.04	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.0	6.0		6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0		2.0	2.0		2.0	
Lane Grp Cap (vph)	119	4319	1344	84	4319	1523		51	58		58	
v/s Ratio Prot	0.00	c0.85		c0.01	0.49							
v/s Ratio Perm	0.16		0.01	0.22		0.02		c0.02	0.00		0.01	
v/c Ratio	0.18	1.00	0.01	0.26	0.57	0.02		0.43	0.01		0.40	
Uniform Delay, d1	3.2	13.2	2.1	63.8	4.0	2.1		84.8	83.4		84.7	
Progression Factor	1.00	1.00	1.00	2.50	0.83	0.00		1.00	1.00		1.00	
Incremental Delay, d2	0.3	12.7	0.0	0.5	0.5	0.0		2.1	0.0		1.6	
Delay (s)	3.5	25.9	2.1	160.2	3.8	0.0		86.9	83.5		86.3	
Level of Service	A	C	A	F	A	A		F	F		F	
Approach Delay (s)		25.7			5.1			85.8			86.3	
Approach LOS		C			A			F			F	

Intersection Summary			
HCM 2000 Control Delay	19.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	98.9%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	4200	40	30	2520	30	40	30	50	0	0	30
Future Volume (vph)	30	4200	40	30	2520	30	40	30	50	0	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		6.0	6.0				4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00				1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.91				0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00				1.00
Satd. Flow (prot)	1770	5085	1583	1770	5076		1770	1687				1611
Flt Permitted	0.03	1.00	1.00	0.95	1.00		0.95	1.00				1.00
Satd. Flow (perm)	62	5085	1583	1770	5076		1770	1687				1611
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	33	4667	44	33	2800	33	44	33	56	0	0	33
RTOR Reduction (vph)	0	0	7	0	1	0	0	28	0	0	0	0
Lane Group Flow (vph)	33	4667	37	33	2832	0	44	61	0	0	0	33
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	Perm	NA	Perm	Prot	NA		Split	NA				Free
Protected Phases		6		5	2		4	4				
Permitted Phases	6		6									Free
Actuated Green, G (s)	150.8	150.8	150.8	3.2	161.0		6.0	6.0				180.0
Effective Green, g (s)	152.8	152.8	152.8	5.2	163.0		6.0	6.0				180.0
Actuated g/C Ratio	0.85	0.85	0.85	0.03	0.91		0.03	0.03				1.00
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0				
Vehicle Extension (s)	3.0	3.0	3.0	1.5	3.0		2.0	2.0				
Lane Grp Cap (vph)	52	4316	1343	51	4596		59	56				1611
v/s Ratio Prot		c0.92		0.02	c0.56		0.02	c0.04				
v/s Ratio Perm	0.53		0.02									0.02
v/c Ratio	0.63	1.08	0.03	0.65	0.62		0.75	1.09				0.02
Uniform Delay, d1	4.5	13.6	2.1	86.5	1.8		86.2	87.0				0.0
Progression Factor	0.97	0.81	1.89	1.00	1.00		1.00	1.00				1.00
Incremental Delay, d2	5.2	37.1	0.0	19.2	0.6		35.5	147.0				0.0
Delay (s)	9.6	48.2	4.0	105.7	2.4		121.8	234.0				0.0
Level of Service	A	D	A	F	A		F	F				A
Approach Delay (s)		47.5			3.6			196.9			0.0	
Approach LOS		D			A			F			A	

Intersection Summary			
HCM 2000 Control Delay	33.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	95.3%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↱	↰↰	↑↑↑					↰↰		↱
Traffic Volume (vph)	0	1870	400	860	3570	0	0	0	0	270	0	320
Future Volume (vph)	0	1870	400	860	3570	0	0	0	0	270	0	320
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0	2.0	5.0	5.0					4.0		2.0
Lane Util. Factor		0.91	1.00	0.97	0.91					0.97		1.00
Frt		1.00	0.85	1.00	1.00					1.00		0.85
Flt Protected		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (prot)		4988	1553	3367	4988					3367		1553
Flt Permitted		1.00	1.00	0.95	1.00					0.95		1.00
Satd. Flow (perm)		4988	1553	3367	4988					3367		1553
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1968	421	905	3758	0	0	0	0	284	0	337
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	1968	421	905	3758	0	0	0	0	284	0	337
Turn Type		NA	Free	Prot	NA					Prot		Free
Protected Phases		6		5	2					8		
Permitted Phases			Free									Free
Actuated Green, G (s)		60.0	130.0	38.0	105.0					12.0		130.0
Effective Green, g (s)		62.0	130.0	40.0	107.0					14.0		130.0
Actuated g/C Ratio		0.48	1.00	0.31	0.82					0.11		1.00
Clearance Time (s)		7.0		7.0	7.0					6.0		
Vehicle Extension (s)		3.0		3.0	3.0					3.0		
Lane Grp Cap (vph)		2378	1553	1036	4105					362		1553
v/s Ratio Prot		0.39		0.27	c0.75					c0.08		
v/s Ratio Perm			0.27									0.22
v/c Ratio		0.83	0.27	0.87	0.92					0.78		0.22
Uniform Delay, d1		29.4	0.0	42.6	8.3					56.5		0.0
Progression Factor		0.82	1.00	0.77	0.66					1.00		1.00
Incremental Delay, d2		2.9	0.4	4.1	2.2					10.6		0.3
Delay (s)		27.1	0.4	37.0	7.6					67.2		0.3
Level of Service		C	A	D	A					E		A
Approach Delay (s)		22.4			13.3			0.0			30.9	
Approach LOS		C			B			A			C	

Intersection Summary			
HCM 2000 Control Delay	17.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.94		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	84.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1920	220	490	3720	710	610
Future Volume (vph)	1920	220	490	3720	710	610
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	2.0	5.0	5.0	4.0	4.0
Lane Util. Factor	0.91	1.00	0.97	0.86	0.94	0.76
Frpb, ped/bikes	1.00	0.61	1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	939	3335	6408	4848	3507
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	939	3335	6408	4848	3507
Peak-hour factor, PHF	0.90	0.95	0.95	0.90	0.95	0.95
Adj. Flow (vph)	2133	232	516	4133	747	642
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	2133	232	516	4133	747	642
Confl. Bikes (#/hr)		1700				
Heavy Vehicles (%)	2%	5%	5%	2%	5%	5%
Turn Type	NA	Free	Prot	NA	Prot	pt+ov
Protected Phases	6		5	2	4	4 5
Permitted Phases		Free				
Actuated Green, G (s)	62.6	130.0	24.6	94.2	22.8	54.4
Effective Green, g (s)	64.6	130.0	26.6	96.2	24.8	51.4
Actuated g/C Ratio	0.50	1.00	0.20	0.74	0.19	0.40
Clearance Time (s)	7.0		7.0	7.0	6.0	
Vehicle Extension (s)	3.0		2.0	3.0	3.0	
Lane Grp Cap (vph)	2526	939	682	4741	924	1386
v/s Ratio Prot	0.42		0.15	c0.64	c0.15	0.18
v/s Ratio Perm		0.25				
v/c Ratio	0.84	0.25	0.76	0.87	0.81	0.46
Uniform Delay, d1	28.3	0.0	48.7	12.4	50.3	29.1
Progression Factor	0.17	1.00	0.79	0.31	1.00	1.00
Incremental Delay, d2	2.4	0.4	0.4	0.2	5.3	0.2
Delay (s)	7.4	0.4	39.0	4.0	55.6	29.3
Level of Service	A	A	D	A	E	C
Approach Delay (s)	6.7			7.9	43.5	
Approach LOS	A			A	D	

Intersection Summary			
HCM 2000 Control Delay	13.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	14.0
Intersection Capacity Utilization	76.2%	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												
Traffic Volume (vph)	20	2210	20	20	3860	10	30	10	50	10	10	30
Future Volume (vph)	20	2210	20	20	3860	10	30	10	50	10	10	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	12	12	12	12	12	16	12	12	12	12	12	12
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0		6.0	6.0		6.0	
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91	1.00		1.00	1.00		1.00	
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85		0.92	
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.96	1.00		0.99	
Satd. Flow (prot)	1770	5085	1583	1770	5085	1794		1795	1583		1695	
Flt Permitted	0.04	1.00	1.00	0.04	1.00	1.00		0.82	1.00		0.92	
Satd. Flow (perm)	73	5085	1583	83	5085	1794		1531	1583		1573	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	22	2456	22	22	4289	11	33	11	56	11	11	33
RTOR Reduction (vph)	0	0	5	0	0	2	0	0	53	0	31	0
Lane Group Flow (vph)	22	2456	17	22	4289	9	0	44	3	0	24	0
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	
Protected Phases	1	6		5	2			4			8	
Permitted Phases	6		6	2		2	4		4	8		
Actuated Green, G (s)	102.6	100.2	100.2	102.6	100.2	100.2		7.4	7.4		7.4	
Effective Green, g (s)	106.6	102.2	102.2	106.6	102.2	102.2		7.4	7.4		7.4	
Actuated g/C Ratio	0.82	0.79	0.79	0.82	0.79	0.79		0.06	0.06		0.06	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0		6.0	6.0		6.0	
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0		2.0	2.0		2.0	
Lane Grp Cap (vph)	117	3997	1244	125	3997	1410		87	90		89	
v/s Ratio Prot	c0.01	0.48		0.01	c0.84							
v/s Ratio Perm	0.15		0.01	0.14		0.00		c0.03	0.00		0.02	
v/c Ratio	0.19	0.61	0.01	0.18	1.07	0.01		0.51	0.04		0.27	
Uniform Delay, d1	39.7	5.8	3.0	4.6	13.9	3.0		59.5	57.9		58.7	
Progression Factor	1.00	1.00	1.00	1.18	0.75	1.00		1.00	1.00		1.00	
Incremental Delay, d2	0.3	0.7	0.0	0.1	36.2	0.0		1.7	0.1		0.6	
Delay (s)	39.9	6.5	3.0	5.6	46.7	3.0		61.2	58.0		59.3	
Level of Service	D	A	A	A	D	A		E	E		E	
Approach Delay (s)		6.7			46.4			59.4			59.3	
Approach LOS		A			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	32.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	93.3%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	2400	80	60	3840	50	340	30	130	0	0	30
Future Volume (vph)	50	2400	80	60	3840	50	340	30	130	0	0	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		6.0	6.0				4.0
Lane Util. Factor	1.00	0.91	1.00	1.00	0.91		1.00	1.00				1.00
Frt	1.00	1.00	0.85	1.00	1.00		1.00	0.88				0.86
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00				1.00
Satd. Flow (prot)	1736	4988	1553	1736	4978		1736	1605				1580
Flt Permitted	0.05	1.00	1.00	0.95	1.00		0.95	1.00				1.00
Satd. Flow (perm)	86	4988	1553	1736	4978		1736	1605				1580
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)	53	2526	84	63	4042	53	358	32	137	0	0	32
RTOR Reduction (vph)	0	0	29	0	1	0	0	45	0	0	0	0
Lane Group Flow (vph)	53	2526	55	63	4094	0	358	124	0	0	0	32
Turn Type	Perm	NA	Perm	Prot	NA		Split	NA				Free
Protected Phases		6		5	2		4	4				
Permitted Phases	6		6									Free
Actuated Green, G (s)	83.0	83.0	83.0	4.0	94.0		23.0	23.0				130.0
Effective Green, g (s)	85.0	85.0	85.0	6.0	96.0		23.0	23.0				130.0
Actuated g/C Ratio	0.65	0.65	0.65	0.05	0.74		0.18	0.18				1.00
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		6.0	6.0				
Vehicle Extension (s)	3.0	3.0	3.0	1.5	3.0		2.0	2.0				
Lane Grp Cap (vph)	56	3261	1015	80	3676		307	283				1580
v/s Ratio Prot		0.51		0.04	c0.82		c0.21	0.08				
v/s Ratio Perm	0.62		0.04									0.02
v/c Ratio	0.95	0.77	0.05	0.79	1.11		1.17	0.44				0.02
Uniform Delay, d1	20.4	15.8	8.1	61.4	17.0		53.5	47.7				0.0
Progression Factor	0.53	0.48	0.55	1.00	1.00		1.00	1.00				1.00
Incremental Delay, d2	83.1	1.2	0.1	36.3	55.6		104.3	0.4				0.0
Delay (s)	93.9	8.7	4.5	97.6	72.6		157.8	48.1				0.0
Level of Service	F	A	A	F	E		F	D				A
Approach Delay (s)		10.3			73.0			122.6			0.0	
Approach LOS		B			E			F			A	

Intersection Summary			
HCM 2000 Control Delay	53.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	103.3%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	2560	60	40	2770	70	50	40	90	50	60	180
Future Volume (vph)	210	2560	60	40	2770	70	50	40	90	50	60	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			7.0	7.0		7.0	
Lane Util. Factor	1.00	0.76		1.00	0.86			1.00	1.00		1.00	
Frt	1.00	0.85		1.00	1.00			1.00	0.85		0.92	
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00		0.99	
Satd. Flow (prot)	1770	3610		1770	6384			1812	1583		1692	
Flt Permitted	0.06	1.00		0.95	1.00			0.38	1.00		0.92	
Satd. Flow (perm)	112	3610		1770	6384			706	1583		1563	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	233	2844	67	44	3078	78	56	44	100	56	67	200
RTOR Reduction (vph)	0	40	0	0	3	0	0	0	88	0	4	0
Lane Group Flow (vph)	233	2871	0	44	3153	0	0	100	12	0	319	0
Turn Type	Perm	Perm		Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases				5	2			4			8	
Permitted Phases	6	6					4		4	8		
Actuated Green, G (s)	64.6	64.6		2.4	74.0			12.0	12.0		12.0	
Effective Green, g (s)	66.6	66.6		4.4	76.0			12.0	12.0		12.0	
Actuated g/C Ratio	0.67	0.67		0.04	0.76			0.12	0.12		0.12	
Clearance Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	
Vehicle Extension (s)	4.0	4.0		3.0	4.0			2.0	2.0		3.0	
Lane Grp Cap (vph)	74	2404		77	4851			84	189		187	
v/s Ratio Prot				0.02	c0.49							
v/s Ratio Perm	c2.08	0.80						0.14	0.01		c0.20	
v/c Ratio	3.15	1.19		0.57	0.65			1.19	0.06		1.71	
Uniform Delay, d1	16.7	16.7		46.9	5.7			44.0	39.0		44.0	
Progression Factor	0.49	0.46		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	987.2	90.0		9.8	0.7			158.3	0.1		340.5	
Delay (s)	995.4	97.7		56.7	6.4			202.3	39.1		384.5	
Level of Service	F	F		E	A			F	D		F	
Approach Delay (s)					7.1			120.7			384.5	
Approach LOS					A			F			F	

Intersection Summary			
HCM 2000 Control Delay	100.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.88		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	97.4%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	370	2060	40	40	2120	840	50	30	40	730	10	650
Future Volume (vph)	370	2060	40	40	2120	840	50	30	40	730	10	650
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	2.0	5.0	5.0	5.0	5.0	5.0	2.0
Lane Util. Factor	0.97	0.86		1.00	0.86	0.88	0.95	0.91	0.95	0.95	0.95	0.88
Frt	1.00	1.00		1.00	1.00	0.85	1.00	0.99	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.99	1.00	0.95	0.95	1.00
Satd. Flow (prot)	3335	6328		1752	6346	2707	1665	1617	1490	1633	1639	2707
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	0.99	1.00	0.95	0.95	1.00
Satd. Flow (perm)	3335	6328		1752	6346	2707	1665	1617	1490	1633	1639	2707
Peak-hour factor, PHF	0.95	0.90	0.90	0.90	0.90	0.95	0.90	0.95	0.90	0.95	0.95	0.95
Adj. Flow (vph)	389	2289	44	44	2356	884	56	32	44	768	11	684
RTOR Reduction (vph)	0	2	0	0	0	0	0	4	37	0	0	0
Lane Group Flow (vph)	389	2331	0	44	2356	884	45	43	3	392	387	684
Heavy Vehicles (%)	5%	3%	3%	3%	3%	5%	3%	5%	3%	5%	5%	5%
Turn Type	Prot	NA		Prot	NA	Free	Split	NA	Perm	Split	NA	Free
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases						Free			4			Free
Actuated Green, G (s)	12.8	41.6		2.4	31.2	100.0	4.8	4.8	4.8	23.2	23.2	100.0
Effective Green, g (s)	14.8	43.6		4.4	33.2	100.0	6.8	6.8	6.8	25.2	25.2	100.0
Actuated g/C Ratio	0.15	0.44		0.04	0.33	1.00	0.07	0.07	0.07	0.25	0.25	1.00
Clearance Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	493	2759		77	2106	2707	113	109	101	411	413	2707
v/s Ratio Prot	c0.12	c0.37		0.03	c0.37		0.03	0.03		c0.24	0.24	
v/s Ratio Perm						c0.33			0.00			0.25
v/c Ratio	0.79	0.84		0.57	1.12	0.33	0.40	0.40	0.03	0.95	0.94	0.25
Uniform Delay, d1	41.1	25.2		46.9	33.4	0.0	44.6	44.6	43.5	36.8	36.6	0.0
Progression Factor	0.70	0.30		0.92	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.0	1.3		4.2	58.4	0.2	0.8	0.9	0.0	32.2	28.3	0.2
Delay (s)	31.8	8.9		47.2	86.1	0.2	45.5	45.5	43.6	69.1	65.0	0.2
Level of Service	C	A		D	F	A	D	D	D	E	E	A
Approach Delay (s)		12.2			62.4			44.9			35.8	
Approach LOS		B			E			D			D	

Intersection Summary			
HCM 2000 Control Delay	39.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	77.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1640	210	590	2140	90	290	110	720	110	50	10
Future Volume (vph)	10	1640	210	590	2140	90	290	110	720	110	50	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	0.86	1.00	0.97	0.86		1.00	0.95	0.95	0.97	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.89	0.85	1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	6408	1583	3433	6369		1770	1572	1504	3433	1817	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	6408	1583	3433	6369		1770	1572	1504	3433	1817	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	11	1822	233	656	2378	100	322	122	800	122	56	11
RTOR Reduction (vph)	0	0	182	0	6	0	0	102	102	0	8	0
Lane Group Flow (vph)	11	1822	51	656	2472	0	322	372	346	122	59	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases			6						4			
Actuated Green, G (s)	0.8	20.0	20.0	23.6	42.8		22.8	24.4	48.0	4.0	5.6	
Effective Green, g (s)	2.8	22.0	22.0	25.6	44.8		22.8	24.4	48.0	4.0	5.6	
Actuated g/C Ratio	0.03	0.22	0.22	0.26	0.45		0.23	0.24	0.48	0.04	0.06	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	49	1409	348	878	2853		403	383	721	137	101	
v/s Ratio Prot	0.01	c0.28		0.19	c0.39		c0.18	c0.24	0.11	0.04	0.03	
v/s Ratio Perm			0.03						0.12			
v/c Ratio	0.22	1.29	0.15	0.75	0.87		0.80	0.97	0.48	0.89	0.59	
Uniform Delay, d1	47.5	39.0	31.4	34.2	24.9		36.4	37.5	17.6	47.8	46.1	
Progression Factor	1.00	1.00	1.00	0.56	0.25		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	0.8	137.3	0.9	1.7	2.2		9.9	38.1	0.2	44.9	5.5	
Delay (s)	48.4	176.3	32.3	21.1	8.4		46.4	75.5	17.8	92.6	51.6	
Level of Service	D	F	C	C	A		D	E	B	F	D	
Approach Delay (s)		159.4			11.0			47.2			78.1	
Approach LOS		F			B			D			E	

Intersection Summary			
HCM 2000 Control Delay	65.9	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.12		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	80.3%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBR	EBR2	WBL	WBT	WBR	NBL	NBT	NBR2	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	120	1630	60	50	4130	50	70	60	50	80	40	260
Future Volume (vph)	120	1630	60	50	4130	50	70	60	50	80	40	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0			7.0	7.0		7.0	
Lane Util. Factor	1.00	0.76		1.00	0.86			1.00	1.00		1.00	
Frt	1.00	0.85		1.00	1.00			1.00	0.85		0.91	
Flt Protected	0.95	1.00		0.95	1.00			0.97	1.00		0.99	
Satd. Flow (prot)	1770	3610		1770	6396			1814	1583		1673	
Flt Permitted	0.06	1.00		0.95	1.00			0.38	1.00		0.87	
Satd. Flow (perm)	121	3610		1770	6396			708	1583		1466	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	133	1811	67	56	4589	56	78	67	56	89	44	289
RTOR Reduction (vph)	0	46	0	0	2	0	0	0	47	0	0	0
Lane Group Flow (vph)	133	1832	0	56	4643	0	0	145	9	0	422	0
Turn Type	Perm	Perm		Prot	NA		Perm	NA	Perm	Perm	NA	
Protected Phases				5	2			4			8	
Permitted Phases	6	6					4		4	8		
Actuated Green, G (s)	59.8	59.8		3.2	70.0			16.0	16.0		16.0	
Effective Green, g (s)	61.8	61.8		5.2	72.0			16.0	16.0		16.0	
Actuated g/C Ratio	0.62	0.62		0.05	0.72			0.16	0.16		0.16	
Clearance Time (s)	7.0	7.0		7.0	7.0			7.0	7.0		7.0	
Vehicle Extension (s)	4.0	4.0		3.0	4.0			2.0	2.0		3.0	
Lane Grp Cap (vph)	74	2230		92	4605			113	253		234	
v/s Ratio Prot				0.03	c0.73							
v/s Ratio Perm	c1.10	0.51						0.20	0.01		c0.29	
v/c Ratio	1.80	0.82		0.61	1.01			1.28	0.04		1.80	
Uniform Delay, d1	19.1	14.8		46.4	14.0			42.0	35.5		42.0	
Progression Factor	0.59	0.39		1.00	1.00			1.00	1.00		1.00	
Incremental Delay, d2	402.4	3.2		10.9	15.3			178.9	0.0		378.1	
Delay (s)	413.7	9.0		57.3	29.3			220.9	35.5		420.1	
Level of Service	F	A		E	C			F	D		F	
Approach Delay (s)					29.7			169.2			420.1	
Approach LOS					C			F			F	

Intersection Summary			
HCM 2000 Control Delay	57.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.81		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	19.0
Intersection Capacity Utilization	105.9%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	260	1690	80	60	2340	2060	60	70	70	50	10	810
Future Volume (vph)	260	1690	80	60	2340	2060	60	70	70	50	10	810
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0		5.0	5.0	2.0	5.0	5.0	5.0	5.0	5.0	2.0
Lane Util. Factor	0.97	0.86		1.00	0.86	0.88	0.95	0.91	0.95	0.95	0.95	0.88
Frt	1.00	0.99		1.00	1.00	0.85	1.00	0.99	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (prot)	3335	6303		1752	6346	2707	1665	1623	1490	1633	1664	2707
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00	0.95	0.97	1.00
Satd. Flow (perm)	3335	6303		1752	6346	2707	1665	1623	1490	1633	1664	2707
Peak-hour factor, PHF	0.95	0.90	0.90	0.90	0.90	0.95	0.90	0.95	0.90	0.95	0.95	0.95
Adj. Flow (vph)	274	1878	89	67	2600	2168	67	74	78	53	11	853
RTOR Reduction (vph)	0	6	0	0	0	0	0	4	64	0	0	0
Lane Group Flow (vph)	274	1961	0	67	2600	2168	60	85	6	32	32	853
Heavy Vehicles (%)	5%	3%	3%	3%	3%	5%	3%	5%	3%	5%	5%	5%
Turn Type	Prot	NA		Prot	NA	Free	Split	NA	Perm	Split	NA	Free
Protected Phases	1	6		5	2		4	4		3	3	
Permitted Phases						Free			4			Free
Actuated Green, G (s)	10.6	55.2		5.6	50.2	100.0	6.4	6.4	6.4	4.8	4.8	100.0
Effective Green, g (s)	12.6	57.2		7.6	52.2	100.0	8.4	8.4	8.4	6.8	6.8	100.0
Actuated g/C Ratio	0.13	0.57		0.08	0.52	1.00	0.08	0.08	0.08	0.07	0.07	1.00
Clearance Time (s)	7.0	7.0		7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	4.0		2.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	420	3605		133	3312	2707	139	136	125	111	113	2707
v/s Ratio Prot	0.08	0.31		0.04	0.41		0.04	0.05		0.02	0.02	
v/s Ratio Perm						c0.80			0.00			0.32
v/c Ratio	0.65	0.54		0.50	0.79	0.80	0.43	0.63	0.05	0.29	0.28	0.32
Uniform Delay, d1	41.6	13.3		44.4	19.4	0.0	43.5	44.3	42.1	44.3	44.3	0.0
Progression Factor	1.15	0.43		0.90	0.81	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	1.5	0.3		0.1	0.2	0.2	0.8	6.4	0.1	0.5	0.5	0.3
Delay (s)	49.5	6.1		40.2	15.9	0.2	44.3	50.6	42.2	44.8	44.8	0.3
Level of Service	D	A		D	B	A	D	D	D	D	D	A
Approach Delay (s)		11.4			9.2			46.2			3.4	
Approach LOS		B			A			D			A	

Intersection Summary			
HCM 2000 Control Delay	10.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	1.00		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.0
Intersection Capacity Utilization	60.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	1120	340	670	2450	90	390	100	710	200	110	50
Future Volume (vph)	40	1120	340	670	2450	90	390	100	710	200	110	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0		7.0	7.0	7.0	7.0	7.0	
Lane Util. Factor	1.00	0.86	1.00	0.97	0.86		1.00	0.95	0.95	0.97	1.00	
Frt	1.00	1.00	0.85	1.00	0.99		1.00	0.89	0.85	1.00	0.95	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1770	6408	1583	3433	6374		1770	1568	1504	3433	1775	
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	
Satd. Flow (perm)	1770	6408	1583	3433	6374		1770	1568	1504	3433	1775	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	44	1244	378	744	2722	100	433	111	789	222	122	56
RTOR Reduction (vph)	0	0	302	0	5	0	0	112	104	0	17	0
Lane Group Flow (vph)	44	1244	76	744	2817	0	433	346	338	222	161	0
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	pm+ov	Prot	NA	
Protected Phases	1	6		5	2		7	4	5	3	8	
Permitted Phases			6						4			
Actuated Green, G (s)	2.4	18.2	18.2	22.8	38.6		23.0	24.0	46.8	7.0	8.0	
Effective Green, g (s)	4.4	20.2	20.2	24.8	40.6		23.0	24.0	46.8	7.0	8.0	
Actuated g/C Ratio	0.04	0.20	0.20	0.25	0.41		0.23	0.24	0.47	0.07	0.08	
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	4.0	4.0	2.0	4.0		2.0	2.0	2.0	2.0	2.0	
Lane Grp Cap (vph)	77	1294	319	851	2587		407	376	703	240	142	
v/s Ratio Prot	0.02	c0.19		0.22	c0.44		c0.24	0.22	0.11	0.06	c0.09	
v/s Ratio Perm			0.05						0.12			
v/c Ratio	0.57	0.96	0.24	0.87	1.09		1.06	0.92	0.48	0.93	1.14	
Uniform Delay, d1	46.9	39.5	33.5	36.1	29.7		38.5	37.1	18.3	46.2	46.0	
Progression Factor	1.00	1.00	1.00	0.67	0.54		1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2	6.2	17.3	1.8	7.7	45.9		62.6	26.4	0.2	37.5	117.0	
Delay (s)	53.1	56.8	35.2	31.8	61.8		101.1	63.4	18.4	83.7	163.0	
Level of Service	D	E	D	C	E		F	E	B	F	F	
Approach Delay (s)		51.8			55.5			60.7			119.0	
Approach LOS		D			E			E			F	

Intersection Summary			
HCM 2000 Control Delay	59.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.14		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	86.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX B

SW 10th Street Connector – Toll-Free Project Traffic Forecast Technical Memorandum, July 2019

MEMORANDUM

Date: July 18, 2019

To: Robert Bostian, Project Management, FDOT District 4

From: Andrew Velasquez, Program Manager, Planning and Traffic Engineering

Copies: Henry Pinzon, FTE Environmental Management Office
Brian Ribaric, Atkins Project Manager
Lisa Dykstra, RS&H

Subject: **SW 10th Street Connector – Toll-Free Project Traffic Forecast**

FPN(s): 439891-1

Counties: Broward (86)

This memorandum provides supplemental traffic forecast scenarios to support the Project Development and Environment (PD&E) study for SW 10th Street Connector from Florida's Turnpike (S.R. 91) to I-95 (FPN: 439891-1). The base 2040 forecasts have been fully documented in the ***SW 10th Project Traffic Forecast Memorandum (PTFM)***, dated January 2019.

The base forecast alternative reflects the northern alignment configuration Option 3D-1.3 with Military Trail bypass. For forecasting purposes, the SW 10th Street Connector corridor was assumed to operate as priced managed lanes (a.k.a, express lanes). The toll plan has two dynamic toll gantries westbound and one dynamic toll gantry eastbound. Direct access to the managed lanes is provided from managed lanes on the Sawgrass Expressway, Turnpike Mainline (south of SW 10th Street), and I-95. Local SW 10th Street access to/from the managed lanes is provided east of Powerline Road and east of Military Trail. **Figure 1** is a schematic of the base toll plan for Option 3D-1.3. Per the 2015 FDOT Express Lanes Handbook, eligible vehicles are limited to two-axle vehicles and all buses. Trucks with three axles or greater are not allowed in the tolled managed lanes.

At the request of the Florida Department of Transportation (FDOT) District 4, Florida's Turnpike Enterprise (FTE) staff were tasked with evaluating additional forecast scenarios assuming SW 10th Street Connector corridor would be toll-free for some or all of the corridor limits from the Turnpike to I-95. In addition, the request from District 4 was to assume no vehicle eligibility restrictions, so that trucks with three or more axles would have access to and from the managed lanes.

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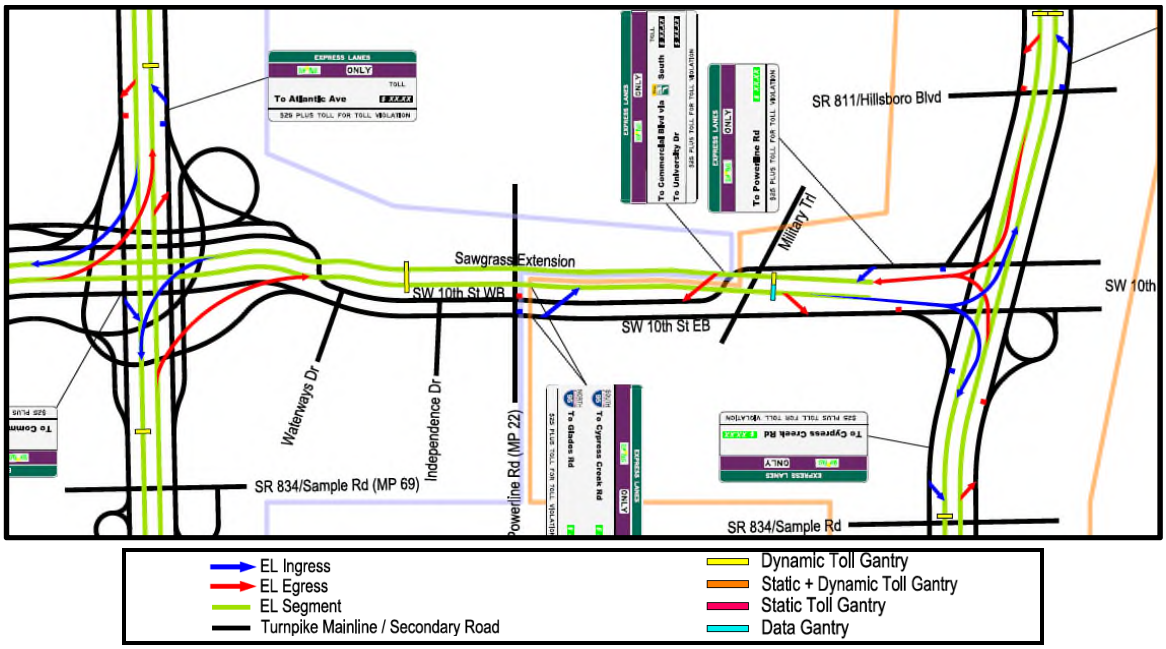
Figure 1. Alternative 3D-1.3 with Military Trail Bypass/Base Tolling Concept



As discussed with FDOT District 4, four scenarios were forecasted and are described below:

Scenario 1 – This option (3D1.3a) is like Alternative 3D1.3 documented in the ***SW 10th Street PTFM*** but adds a new eastbound ingress and westbound egress west of Waterways Drive.

Scenario 2 – The options assumes no change in the ingress and egress points from Scenario 1. The toll gantries west of Powerline Road are modified from dynamic tolling to static tolling (at $0.25), similar to the Sawgrass Expressway general toll lanes. There is no toll for the Military Trail Bypass in both the eastbound and westbound directions.

In addition, trucks will be allowed to use the connector from the ingress/egress ramps west of Waterways Drive to the ingress/egress ramps east of Military Trail. Trucks are prohibited from managed lanes on the Sawgrass Expressway, Turnpike Mainline, and I-95.

Scenario 3 – This option is similar to Scenario 2 but removes the westbound egress west of Military Trail.

Scenario 4 – Two options, non-tolled and tolled, are developed as illustrated in **Figures 2 and 3**. The Option 3D1.3b Non-tolled configuration uses data gantries to collect traffic data but not charge a toll, as shown in **Figure 2**. Additional data gantries are used to the east and west of Military Trail. Trucks are allowed on the facility like the other non-tolled options.

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Option 3D-1.3b Tolled configuration converts the facility to toll managed lanes and restricts trucks, as shown in **Figure 3**.

Figure 2. Scenario 4 (Option 3D-1.3b Non-tolled) with Military Trail Bypass

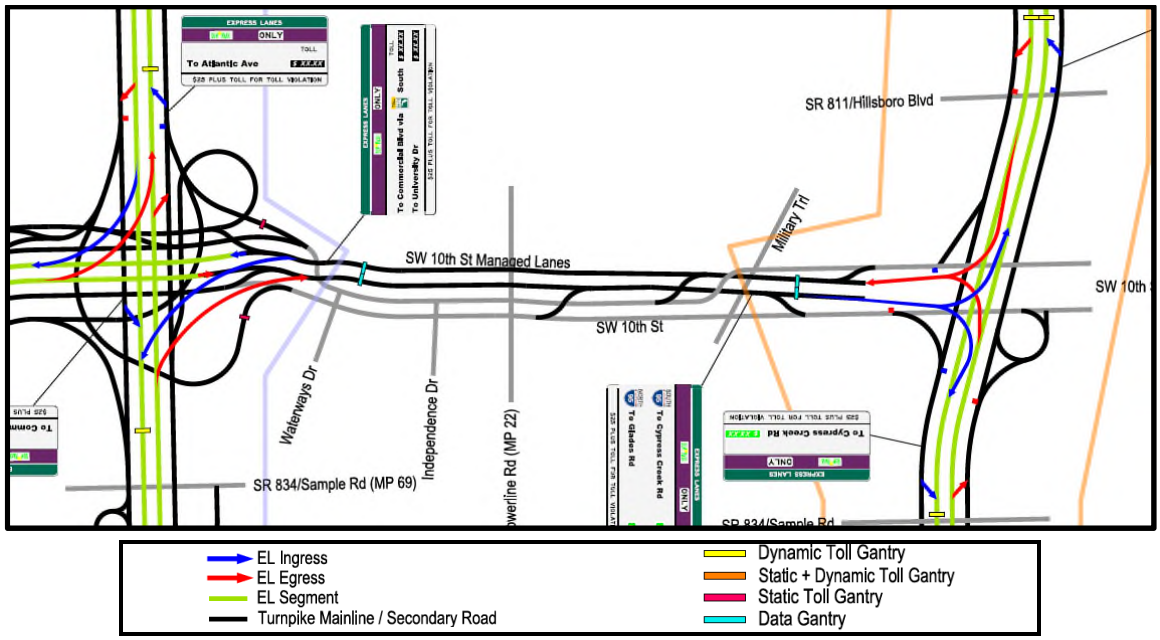
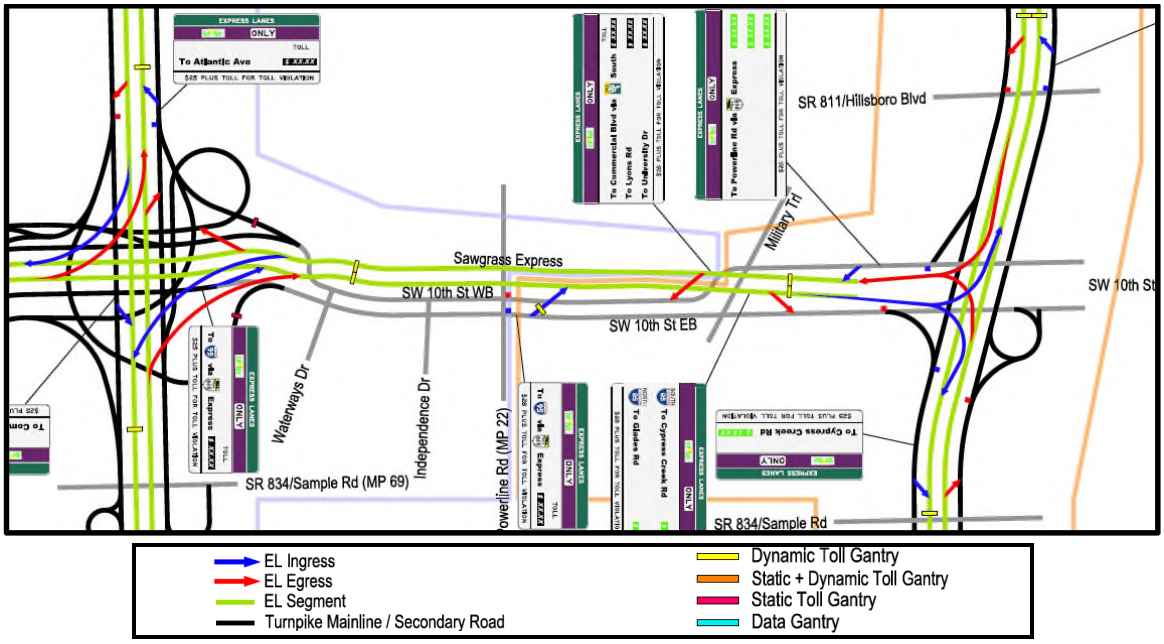


Figure 3. Scenario 4 (Option 3D-1.3b Tolled) with Military Trail Bypass



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The traffic forecasting process was accomplished through the use of the Express Lane Time-of-Day (ELToD) Model to identify the traffic volume split between managed lanes and general lanes. The ELToD model encompasses the area of three study corridors:

- Florida's Turnpike corridor between Lake Worth Road and Atlantic Boulevard
- I-95 corridor between Congress Avenue and Atlantic Boulevard
- Sawgrass/SW 10th Street corridor between University Drive and Natura Boulevard

The trip matrices from the Southeast Regional Planning Model (SERPM) are used as input to the subarea ELToD Model. For the options evaluated in this memorandum, the 2040 Build Alternative trip matrix from the PTFM was used as the input. **Figure 4** and **Figure 5** present the base PTFM forecasts along with forecasted 2040 AM and PM managed lane volumes along SW 10th Street between the Turnpike and I-95, for the four additional scenarios. Scenario 4 provides the highest ingress and egress volume and was selected for further traffic analysis by the SW 10th Street Connector PD&E team. **Appendix A** contains detailed 2040 AM and PM peak hour turning movement volumes for Scenario 4 (Non-tolled and Tolled options).

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Figure 4. Year 2040 AM Peak Hour Traffic Forecasts

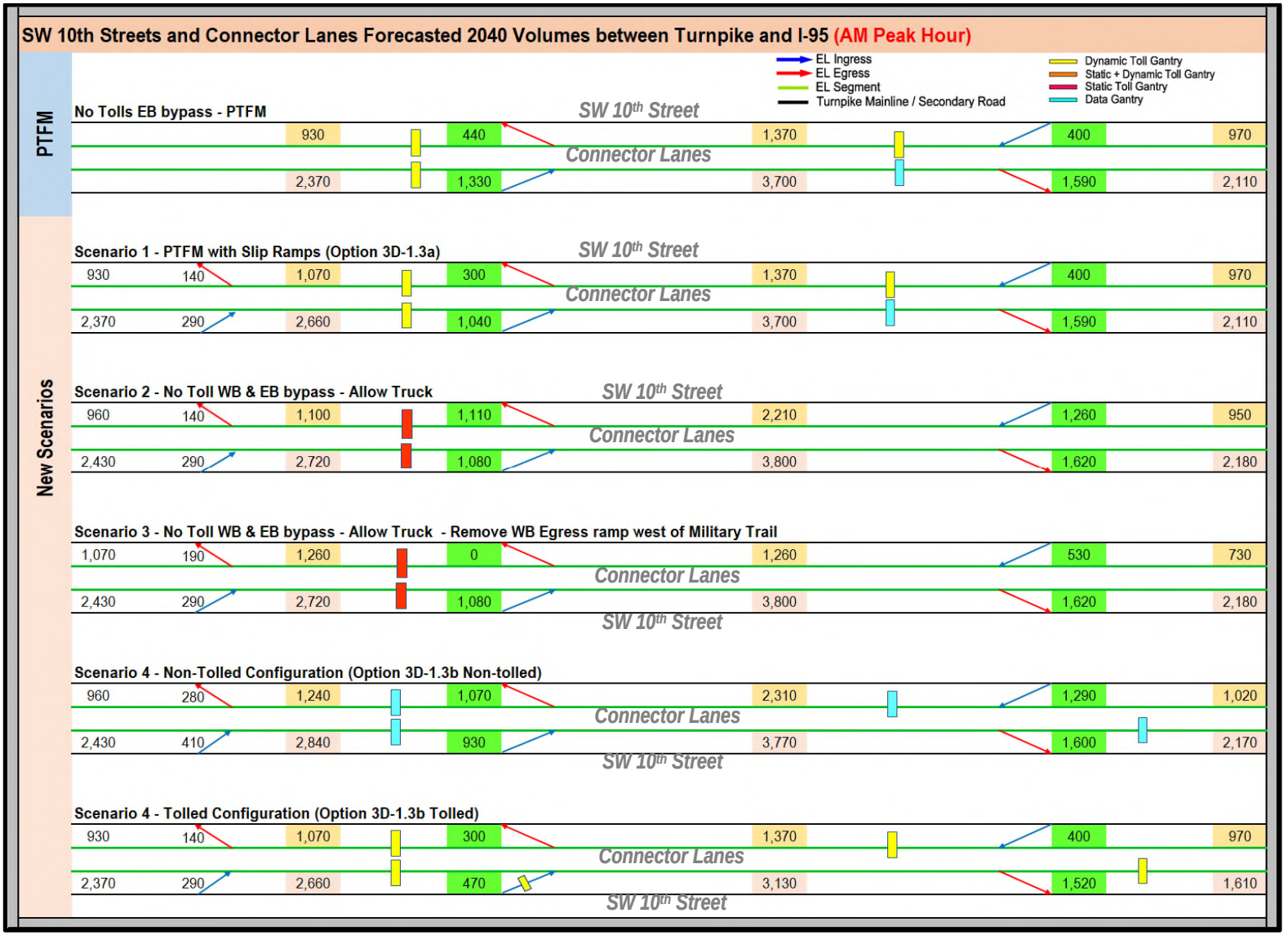

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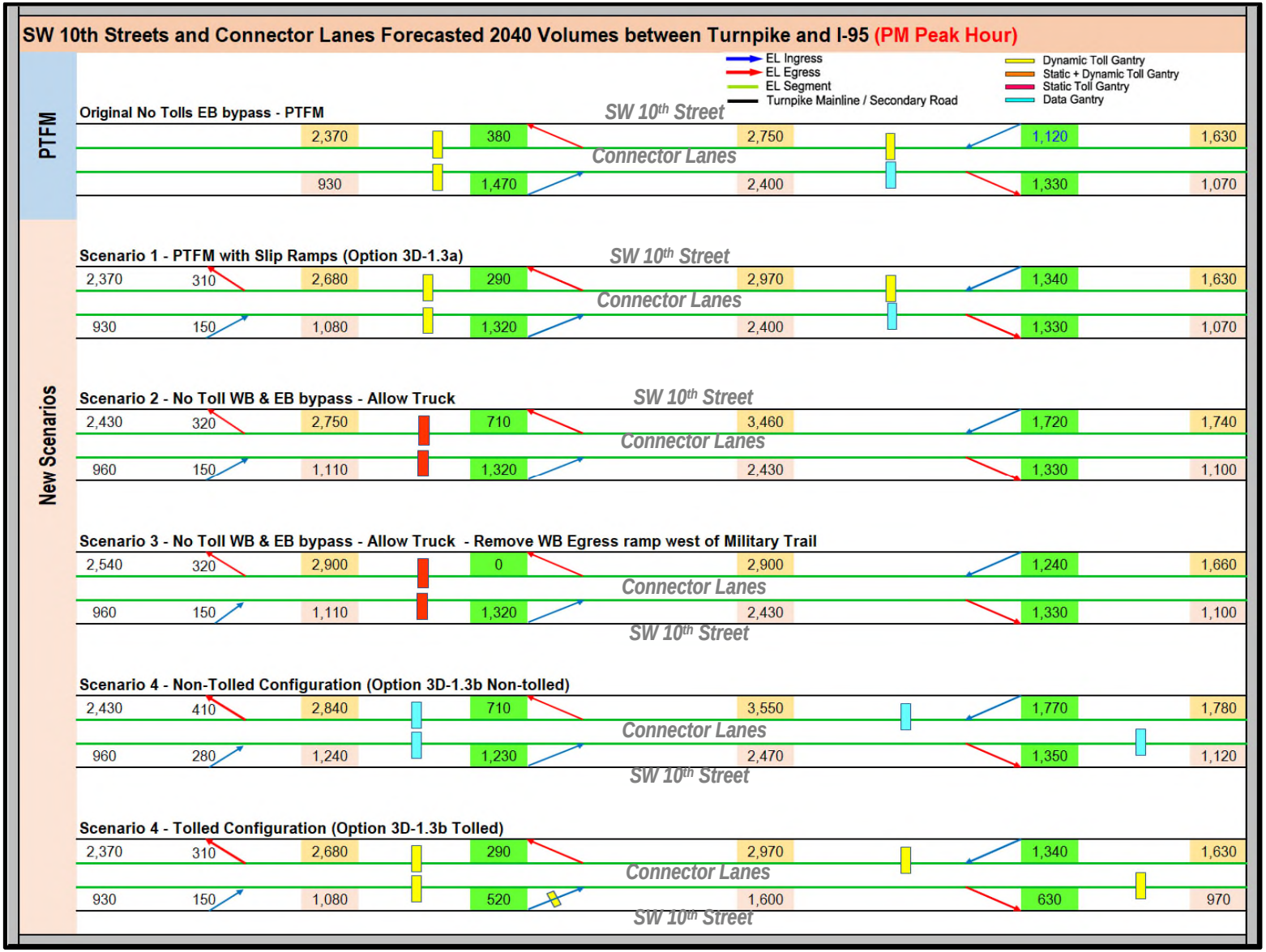
Figure 5. Year 2040 PM Peak Hour Traffic Forecasts



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APPENDIX A

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DRAFT PLAN

LEGEND
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- EL Ingress
- EL Egress
- EL Segment
- Turnpike Mainline / Secondary Road
- Dynamic Toll Gantry
- Static + Dynamic Toll Gantry
- Static Toll Gantry
- Data Gantry
- Turnpike DMS Control
- D4 DMS Control
- Turnpike EL Segment Control
- D4 EL Segment Control

FLORIDA'S TURNPIKE

TOLL 869

SR-806/Atlantic Ave (MP 81)

SR-808/Glades Rd (MP 75)

SR-912/Coconut Creek Pkwy (MP 67)

SR-814/Atlantic Blvd (MP 65)

Pompano Service Plaza (MP 65)

SR 834/Sample Rd (MP 69)

Coral Ridge Dr (MP 13)

SR-817/University Dr (MP 15)

US-441/SR-7 (MP 18)

Lyons Rd (MP 19)

Waterways Dr

Independence Dr

SR 845/Powerline Rd (MP 22)

SW 10th St Managed Lanes

SW 10th St

Military Trl

Linton Blvd

Congress Ave

SR-794/Yamato Rd

Spanish River Blvd

SR-808/Glades Rd

Palmetto Park Rd

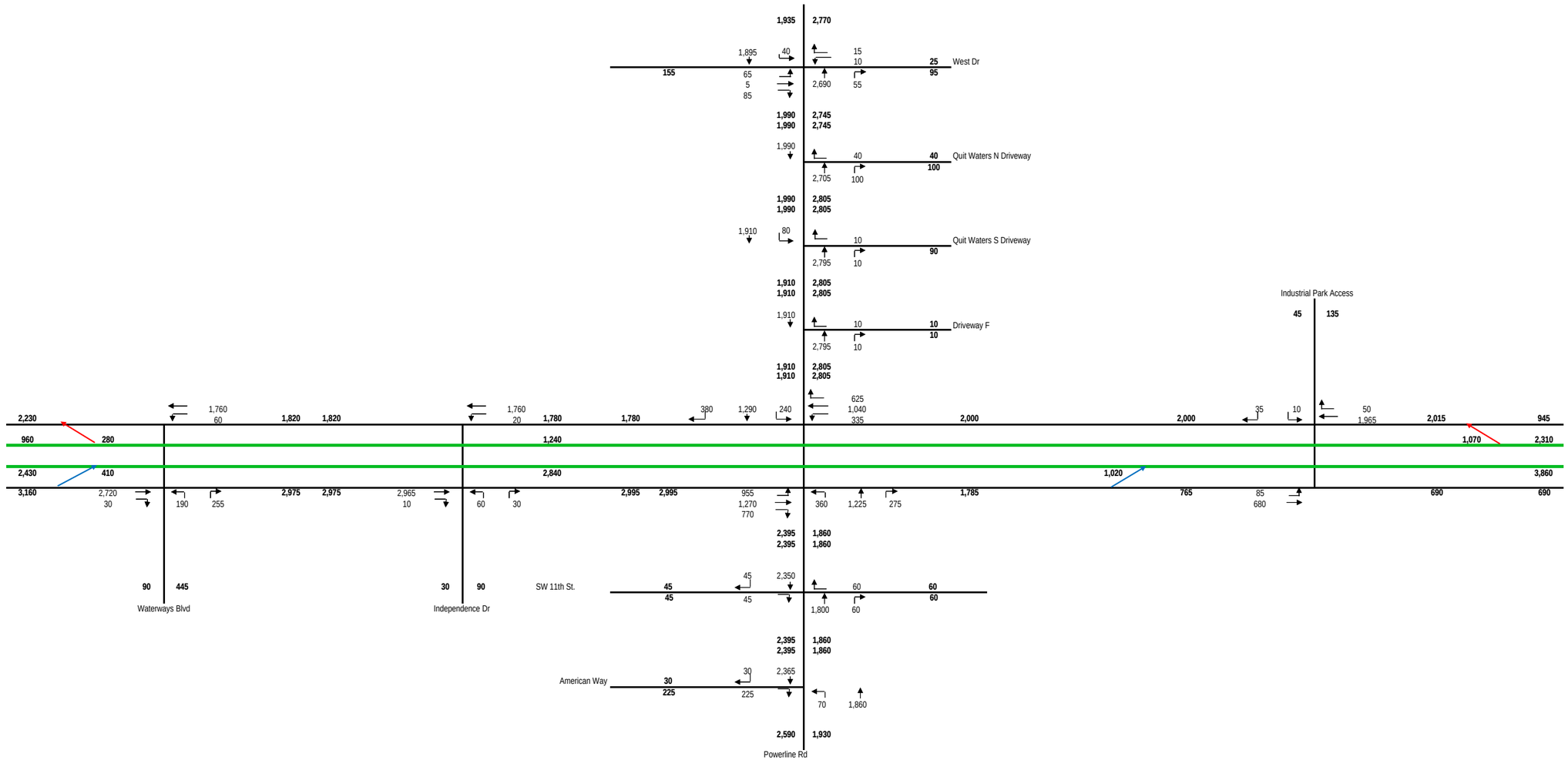
SR 811/Hillsboro Blvd

Copans Rd

SR-814/Atlantic Blvd

SW 10th St

INTERSTATE 95



For traffic volume illustration only. The geometry configuration may not match the concept

The left-turn traffic within the Connector Lanes may need to be re-assigned depending on the Build alternative configuration.

- Lane Direction
- Express Lane Ingress
- Express Lane Egress
- ## Lane Volume (vph)

For traffic volume illustration only. The geometry configuration may not match the concept

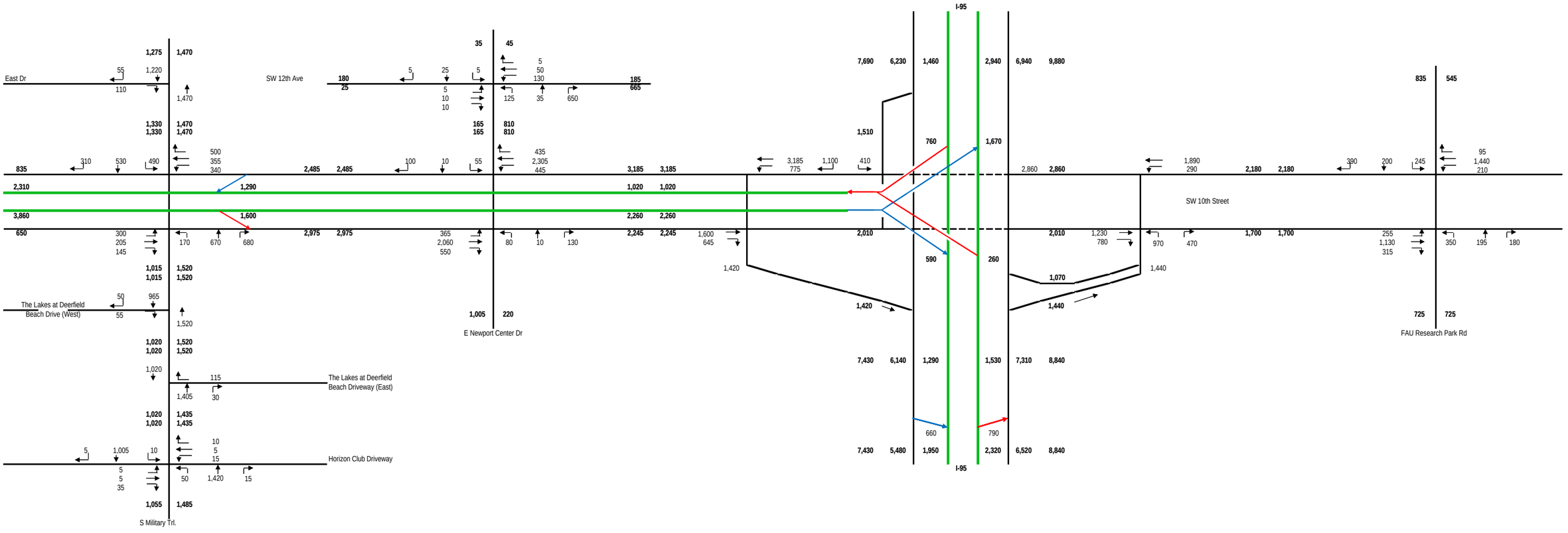
The left-turn traffic within the Connector Lanes may need to be re-assigned depending on the Build alternative configuration.

→ Lane Direction

→ Express Lane Ingress

→ Express Lane Egress

Lane Volume (vph)



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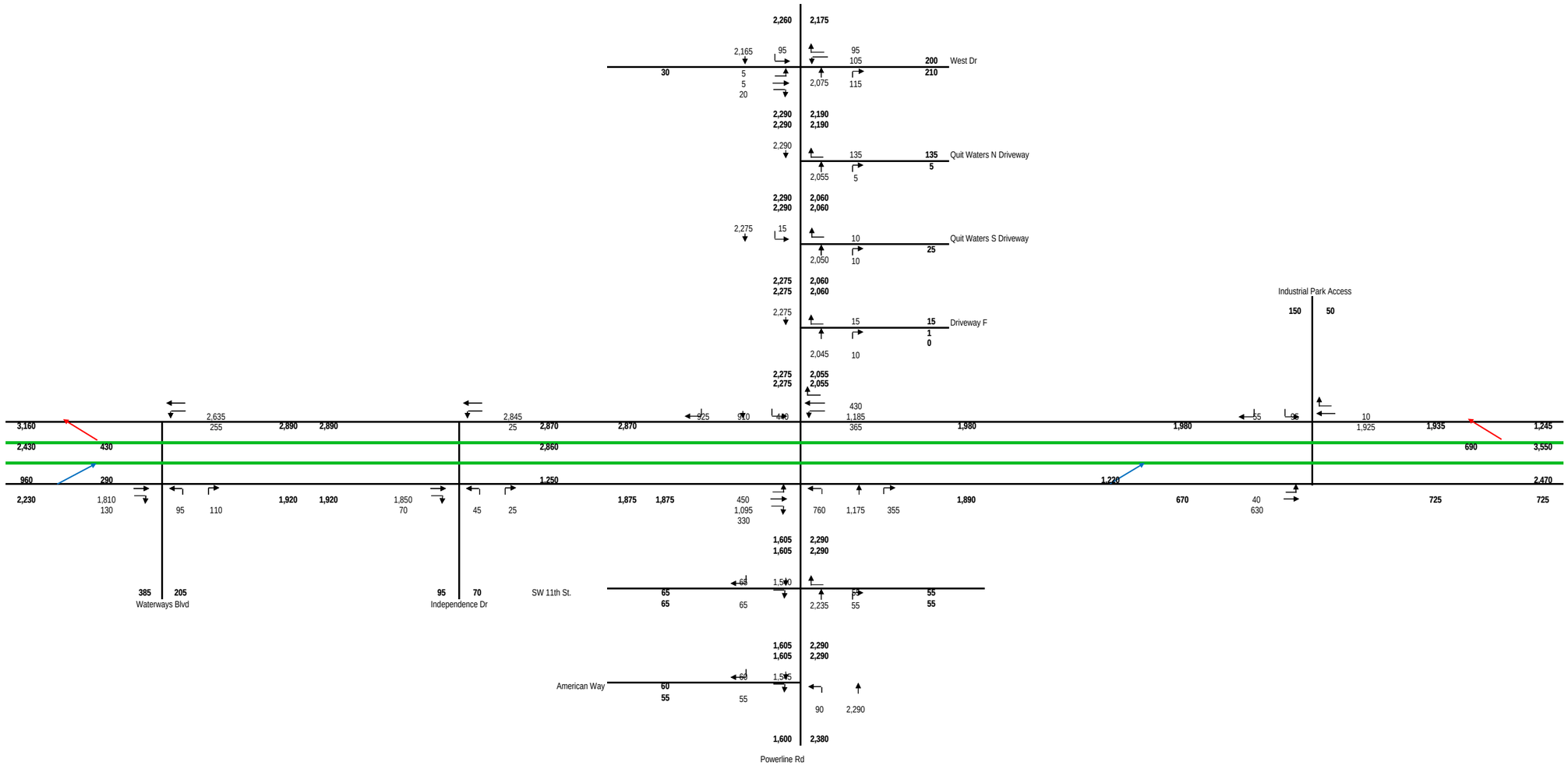

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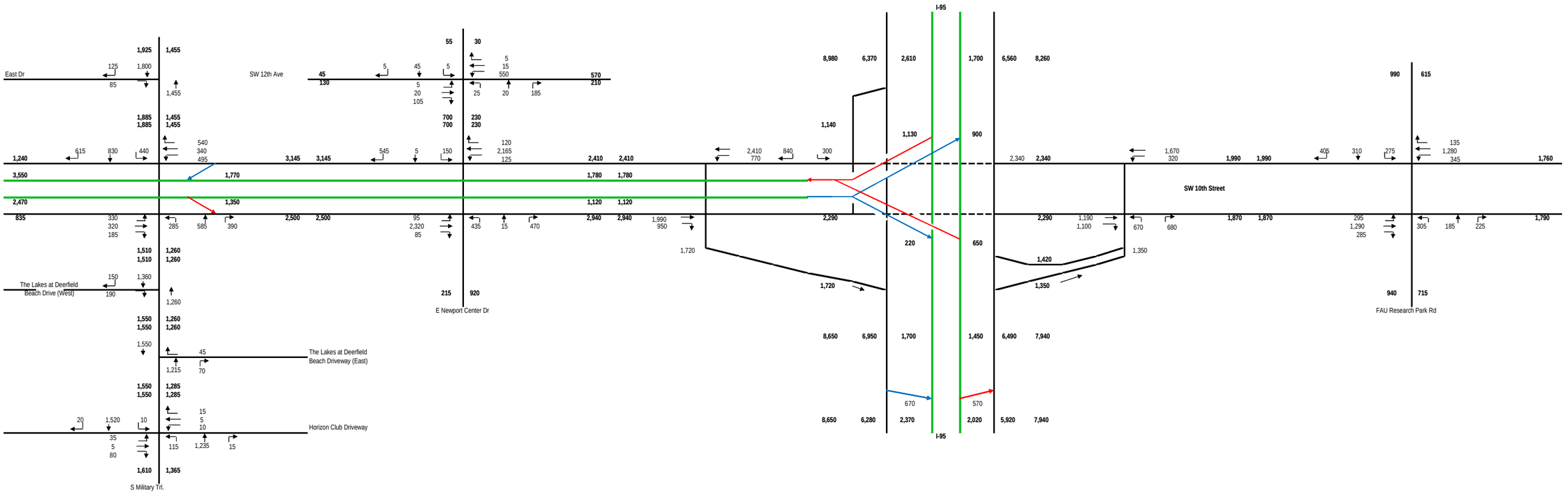
→ Lane Direction

→ Express Lane Ingress

→ Express Lane Egress

Lane Volume (vph)



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DRAFT PLAN

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SR 811/Hillsboro Blvd

Military Trl

Sawgrass Express

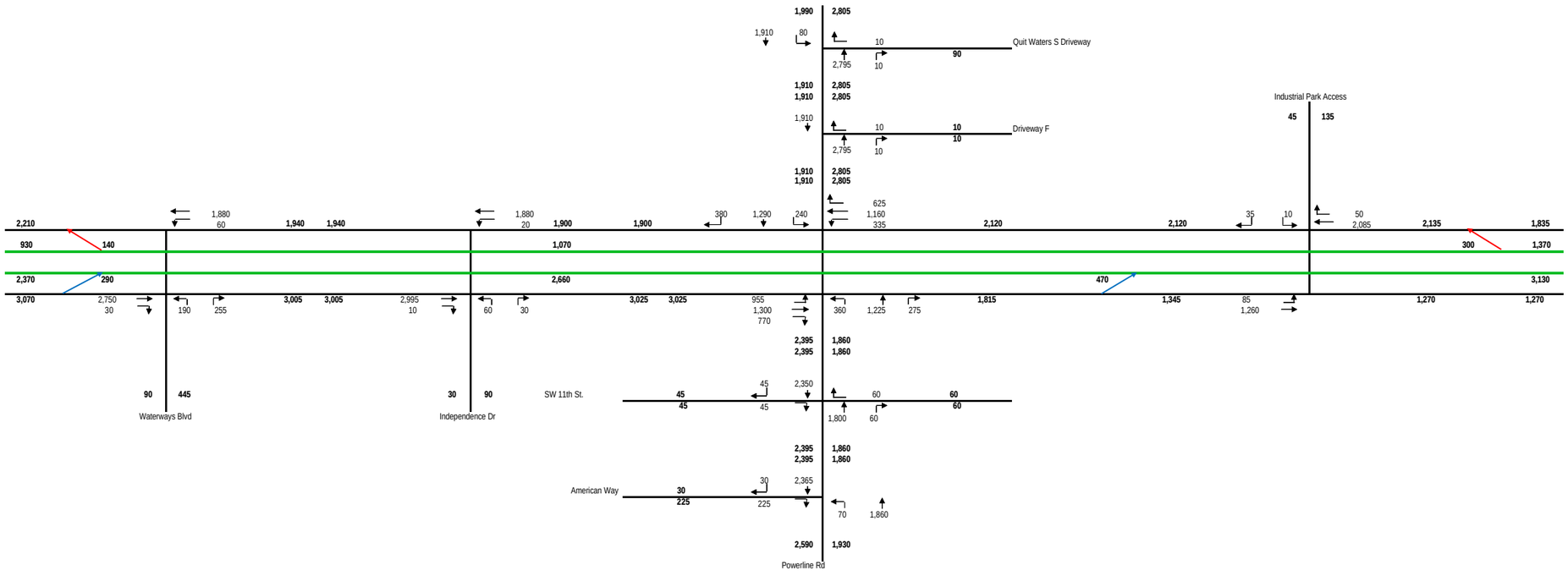
SW 10th St WB

SW 10th St EB

SW 10th St

Copans Rd

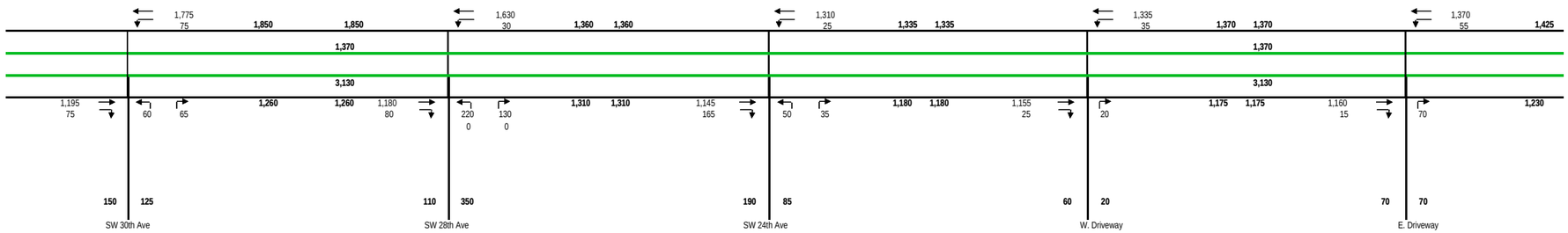
SR-814/Atlantic Blvd



For traffic volume illustration only. The geometry configuration may not match the concept
The left-turn traffic within the Connector Lanes may need to be re-assigned depending on the Build alternative configuration.

- Lane Direction
- Express Lane Ingress
- Express Lane Egress
- ## Lane Volume (vph)

2040AM - Scenario 4 (Option 3D-1.3b Tolled)



For traffic volume illustration only. The geometry configuration may not match the concept

The left-turn traffic within the Connector Lanes may need to be re-assigned depending on the Build alternative configuration.

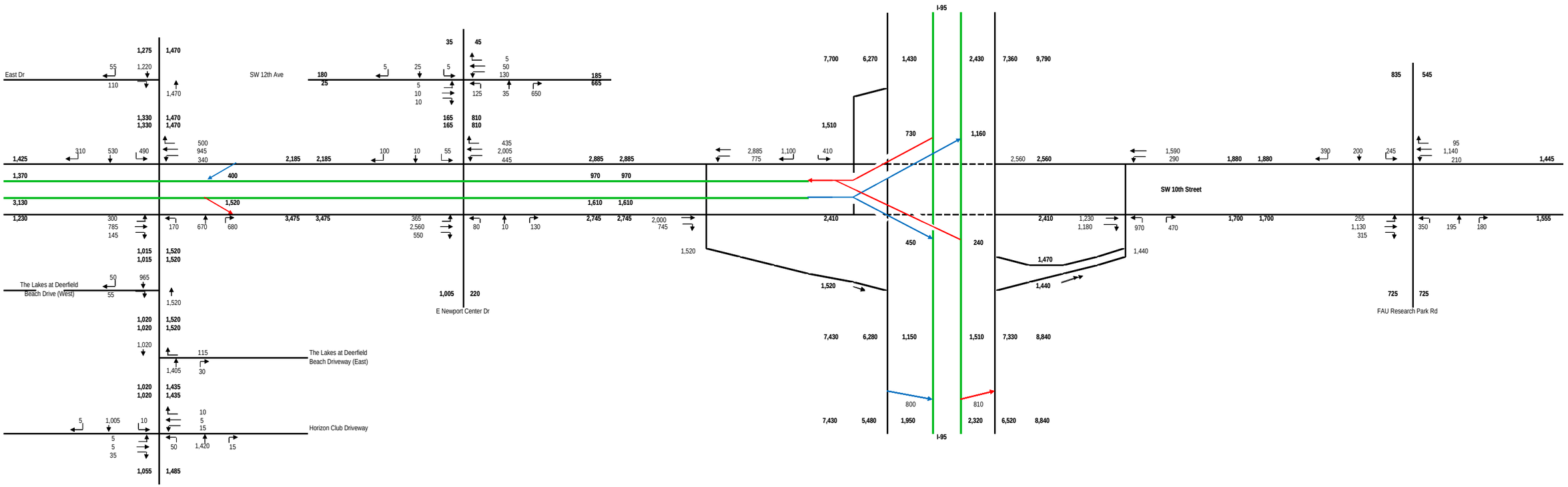
→ Lane Direction

→ Express Lane Ingress

→ Express Lane Egress

Lane Volume (vph)

2040AM - Scenario 4 (Option 3D-1.3b Tolled)



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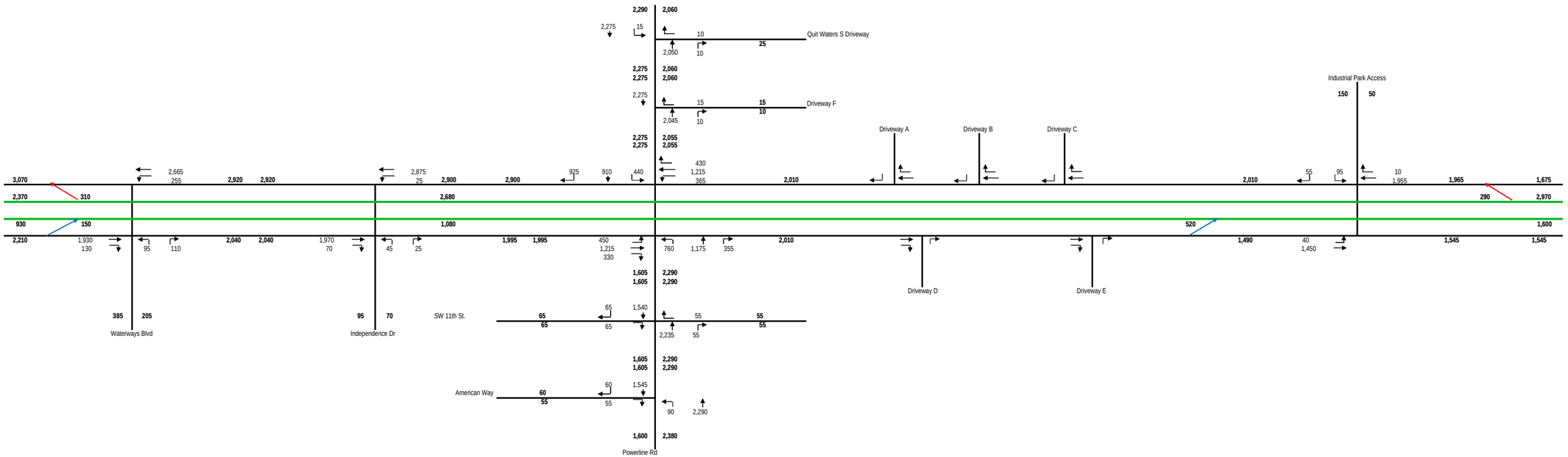
The left-turn traffic within the Connector Lanes may need to be re-assigned depending on the Build alternative configuration.

→ Lane Direction
→ Express Lane Ingress
→ Express Lane Egress
Lane Volume (vph)

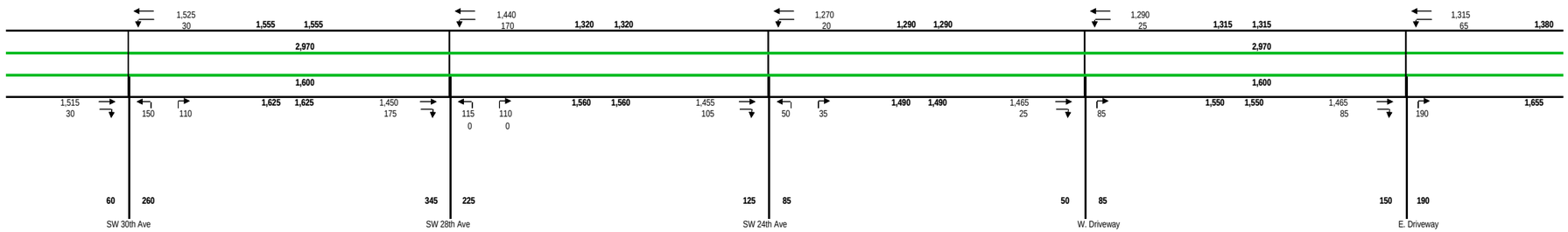
2040AM - Scenario 4 (Option 3D-1.3b Tolled)



For traffic volume illustration only. The geometry configuration may not match the concept
The left-turn traffic within the Connector Lanes may need to be re-assigned depending on the Build alternative configuration.

- Lane Direction
- Express Lane Ingress
- Express Lane Egress
- ## Lane Volume (vph)

2040AM - Scenario 4 (Option 3D-1.3b Tolled)



For traffic volume illustration only. The geometry configuration may not match the concept
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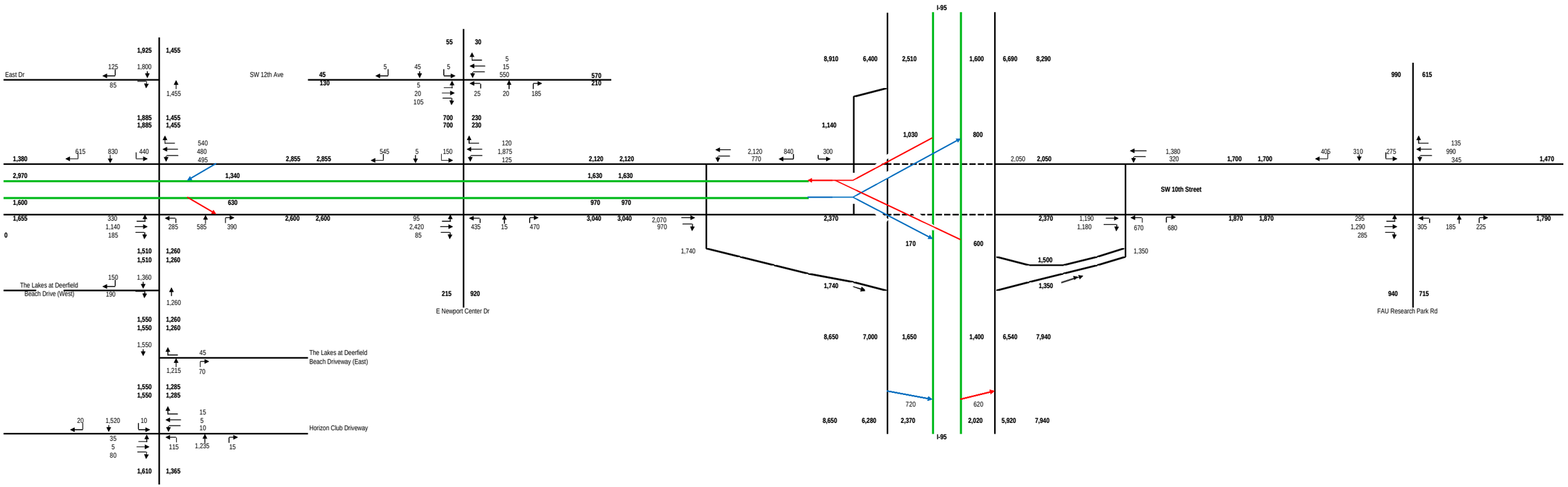
→ Lane Direction
→ Express Lane Ingress
→ Express Lane Egress
Lane Volume (vph)



For traffic volume illustration only. The geometry configuration may not match the concept

The left-turn traffic within the Connector Lanes may need to be re-assigned depending on the Build alternative configuration.

→ Lane Direction

→ Express Lane Ingress

→ Express Lane Egress

Lane Volume (vph)

2040AM - Scenario 4 (Option 3D-1.3b Tolled)

APPENDIX C

SW 10th Street Connector & I-95 Interchange Supplemental Traffic Forecast Scenarios Memorandum

AECOM

Traffic and Revenue Consultant
Florida's Turnpike Enterprise
Florida Department
of Transportation

FLORIDA'S TURNPIKE

MEMORANDUM

Date: July 20, 2020

To: Robert Bostian, Project Management, FDOT District 4

From: Andrew Velasquez, AECOM Program Manager, Planning and Traffic Engineering
Emam Emam, AECOM Traffic Engineering Group Manager

Copies: Henry Pinzon, FTE Environmental Management Office
Brian Ribaric, Atkins Project Manager
Lisa Dykstra, RS&H

Subject: **SW 10th Street Connector & I-95 Interchange Supplemental Traffic Forecast Scenarios**

FPN(s): 436964-1, 439891-1

Counties: Broward (86)

At the request of the Florida Department of Transportation (FDOT) District 4, Florida's Turnpike Enterprise (FTE) staff was tasked with evaluating additional forecast scenarios addressing potential modifications to the SW 10th Street Connector ramps to and from I-95. With the changes in traffic demand associated with the I-95 connections, the intermediate access ramp connections between the Florida's Turnpike and I-95 interchanges were also revisited and new forecast scenarios were developed. Furthermore, the Sawgrass Expressway/Turnpike interchange configuration has been revised since the previous forecast, resulting in a modified forecast affecting the new scenarios.

This memorandum is prepared in support of the I-95 Project Development and Environment (PD&E) study from SW 10th Street to Hillsboro Boulevard (FPID 436964-1) and the SW 10th Street Connector PD&E study (FPID 439891-1). This memorandum provides supplemental traffic forecast scenarios to the *Project Traffic Forecast Memorandum (PTFM)*, dated January 2019, and the *SW 10th Street Connector Toll-Free Project Traffic Forecast Memorandum,* dated November 2019. The Alternative 3D 1.3b non-tolled forecast from the November 2019 memo is now referred to as "Base PD&E Concept" since this forecast was used in the draft *SW 10th Street Connector PD&E Project Traffic Analysis Report (PTAR)*, dated September 2019.

Since the publication of the draft *SW 10th Street Connector PD&E PTAR,* FTE has revised the interchange configuration at the Sawgrass Expressway/Turnpike interchange to remove the express lanes along the Sawgrass Expressway, and change the Turnpike Mainline configuration from two express lanes in each direction to one managed lane in each direction. The direct

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connect ramps to/from the Turnpike south and from/to the SW 10th Street Connector east were changed to connect to the Turnpike general lanes only, instead of the Turnpike express lanes only. These changes are reflected in each new forecast scenario for the SW 10th Street Connector.

For simplification purposes, new scenario names were established in this memo rather than retaining previously named forecast scenario names. Scenarios A, B, and C describe three basic intermediate access options for the SW 10th Street Connector, as described below:

Scenario A: Provides intermediate access for local SW 10th Street, serving Powerline Road (to/from the east) and Newport Center Drive (to/from the west).

Scenario B: Provides no access between local SW 10th Street and the SW 10th Street Connector; no ramps to serve either Powerline Road or Newport Center Drive.

Scenario C: Provides access east of Military Trail for local SW 10th Street, serving Newport Center Drive to/from the west. There is no access to/from Powerline Road.

For each scenario, three sub-scenarios describe the connection possibilities for the SW 10th Street Connector with the I-95 general use lanes (GULs) and express lanes (ELs), as describe below:

Sub-scenario 1: Connects to/from I-95 ELs only.

Sub-scenario 2: Connects to/from I-95 GULs, as well as I-95 ELs.

Sub-scenario 3: Connects to/from I-95 GULs only.

The scenario and sub-scenarios combinations create nine unique forecast scenarios (A1, A2, A3, B1, B2, B3, C1, C2, and C3), as summarized in **Table 1**. **Appendix A** also provides a schematic for each scenario east of the Sawgrass Expressway/Turnpike interchange. **Appendix B** provides the consolidated diagram with Sawgrass Expressway, Turnpike, SW 10th Street, and I-95 for the previous Base PD&E Concept and Scenario A2. The latest update of the Turnpike/Sawgrass interchange as shown in A2 can be described as follows:

- Sawgrass Expressway: 5 GTLs instead of 3 GTLs + 2 Els
- Turnpike Mainline: 1 Managed Lane + 4 GTLs instead of 2 ELs + 3 GTLs
- Sawgrass/Turnpike Interchange: No EL Direct Connect
- Turnpike to SW 10th Connector (from south to east): GTLs connection instead of ELs

Initial Directional Design Hour Volumes (DDHVs) were developed for the 2040 AM period only to compare and shortlist these scenarios for further analysis. This approach is approved by the study team.

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Table 1: SW 10th Street Connector Forecast Scenarios Summary

Scenario	Turnpike Interchange		Intermediate Access between Turnpike and I-95		I-95 Interchange Connection		
	GUL	EL	East of Powerline Rd.	East of Military Tr.	EL	EL & GUL	GUL
PD&E Base	X	X	X	X	X		
A1	X		X	X	X		
A2	X		X	X		X	
A3	X		X	X			X
B1	X				X		
B2	X					X	
B3	X						X
C1	X			X	X		
C2	X			X		X	
C3	X			X			X

The traffic forecasting process was accomplished using the Express Lane Time-of-Day (ELToD) model to identify traffic volume split between connector lanes and local lanes. The ELToD model encompasses the area of three study corridors:

- Florida's Turnpike corridor between Lake Worth Road and Atlantic Boulevard
- I-95 corridor between Congress Avenue and Atlantic Boulevard
- Sawgrass/SW 10th Street corridor between University Drive and Natura Boulevard

The trip matrices from the Southeast Regional Planning Model (SERPM) were used as input to the subarea ELToD Model. Trip matrices for Scenarios A2/C2 are provided in **Appendix C**. Each of the scenarios was coded into ELToD to estimate the managed lane and local lane traffic. ELToD can model toll and non-toll portions of the system in one cohesive model network. In these forecast scenarios, the only express lane portion is I-95 Express since the other priced managed lane toll components were removed from SW 10th Street, Sawgrass Expressway, and the Turnpike Mainline.

Figure 1 through 3 present the SW 10th Street Connector and local lane 2040 AM DDHVs along SW 10th Street between the Turnpike and I-95 for each scenario in comparison to the Base PD&E Concept. The SW 10th Street local lane volumes for both directions are shown at three locations: west of Powerline Road, west of Military Trail, and west of Newport Center Drive.

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Figure 1: Year 2040 AM Peak Hour Scenario A Traffic Forecasts

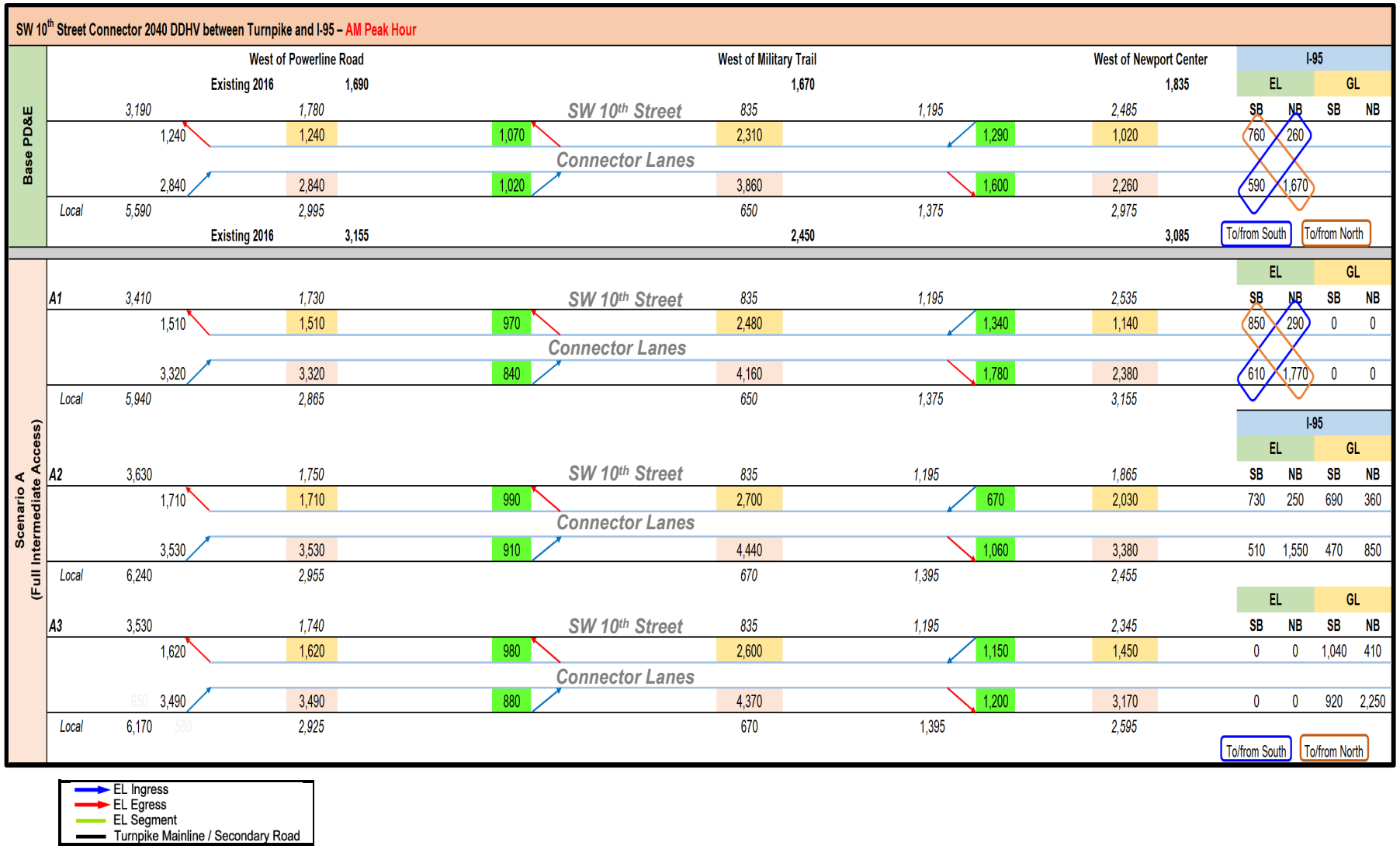

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Figure 2: Year 2040 AM Peak Hour Scenario B Traffic Forecasts

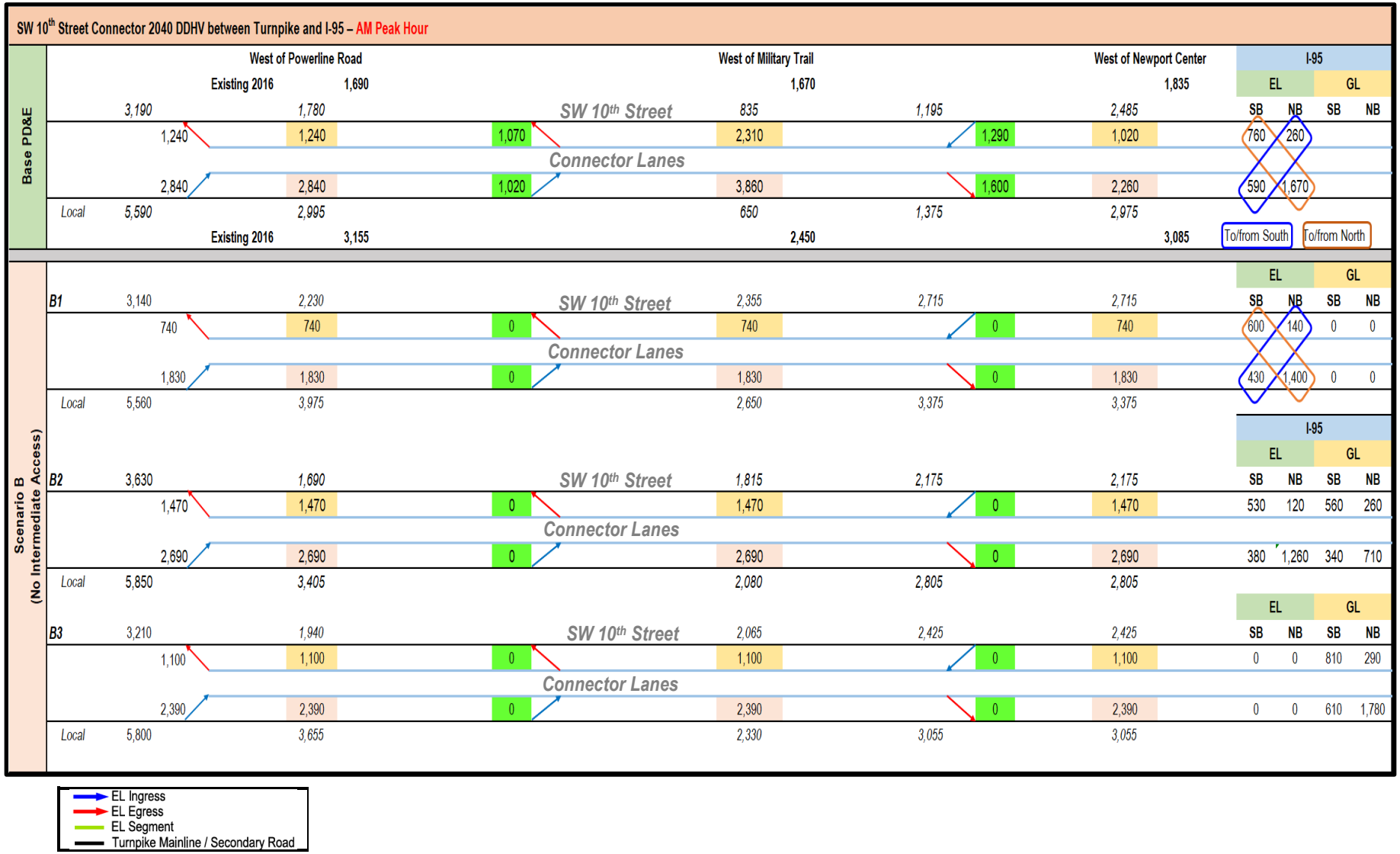

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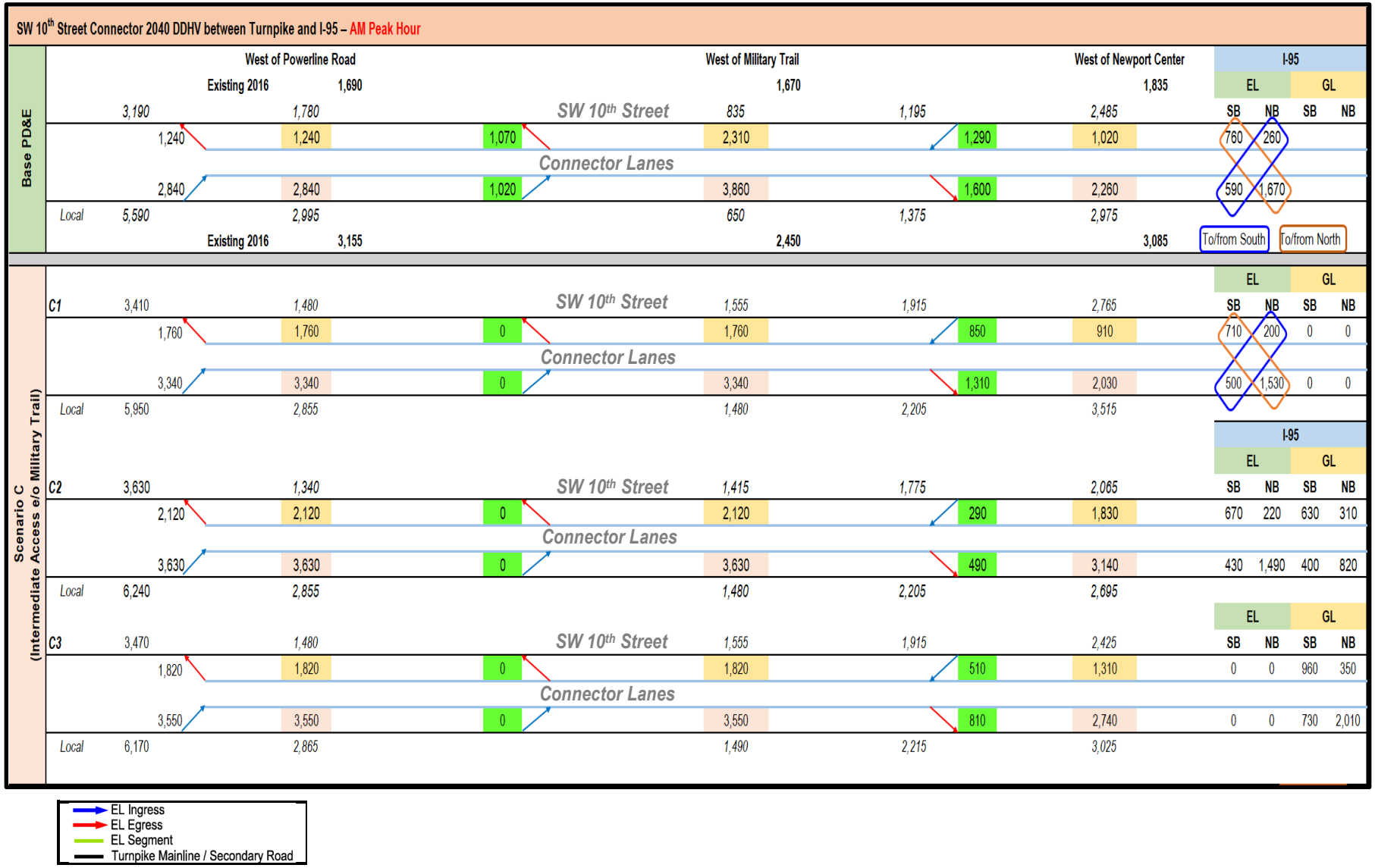
Figure 3: Year 2040 AM Peak Hour Scenario C Traffic Forecasts



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An important aspect of the new scenarios is the connection to the I-95 GULs. With the general use connection, the anticipated volume on the SW 10th Street Connector increases, and local lane traffic decreases. Additionally, the connection to the I-95 GULs also affects the traffic volumes on I-95. As a way to compare the alternatives with one another and the Base PD&E Concept, the I-95 general use lane (GUL) traffic north and south of SW 10th Street is provided in **Table 2**. Additionally, the sum of the SW 10th Street local lane traffic at each of the three locations shown on **Figures 1 through 3** is also provided in **Table 2.** The scenarios were then ranked from 9 (worst) to 1 (best) based on these two criteria:

- The impacts to SW 10th local have been always major concern to City of Deerfield Beach and locals. An alternative with higher local traffic (higher percentage compared to Base PD&E) indicates unacceptable/degraded operations of major intersections (LOS F)
- I-95 operations is major concern to D4. Higher volumes on the I-95 GULs are undesirable and would suggest degraded operations compared to the Base PD&E. Per lane volumes exceeding LOS D indicates fatal flow alternative and highlighted in red.

Table 2: SW 10th Street Connector Intermediate Access Scenarios Evaluation

Evaluated Scenarios (2040 AM)	PD&E Base Full Access between Turnpike and I-95	Full Access between Turnpike and I-95			No Access between Turnpike and I-95			Partial Access between Turnpike and I-95		
		(A1) EL Only	(A2) EL & GUL	(A3) GUL Only	(B1) EL Only	(B2) EL & GUL	(B3) GUL Only	(C1) EL Only	(C2) EL & GUL	(C3) GUL Only
I-95 GUL NB North of Hillsboro Blvd (vphpl)*	1,730	1,700	1,820	2,150	1,800	1,830	2,220	1,770	1,820	2,130
I-95 GUL NB South of SW 10th (vphpl)*	1,830	1,780	1,800	1,830	1,890	1,820	1,920	1,840	1,790	1,820
Ranking → (Based on higher/worst volume value per lane for the I-95 NB locations)		1	3	8	6	4	9	5	2	7
SW 10th Local Traffic**	11,720	11,770	10,530	11,110	17,300	13,970	15,470	13,650	11,850	12,840
	%	100%	90%	95%	148%	119%	132%	116%	101%	110%
Rank (Based on % of the Base PD&E concept)		3	1	2	9	7	8	6	4	5

* *Red indicates I-95 mainline volumes per lane exceeds LOS D target*
** *SW 10th local lane volumes for both directions at three locations: west of Powerline Road, west of Military Trail, and west of Newport Center Drive.*

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The findings based on the traffic forecast comparison can be summarized as follows:

- Scenarios A3, B3, and C3 have forecasted traffic volumes on the I-95 GULs that exceed the target Level of Service (LOS) D threshold (based on the FDOT Generalized Service Volume tables) north of the Hillsboro Boulevard interchange.
- Scenarios B1, B2, and B3 have traffic volumes on the SW 10th Street local lanes that are 19 to 48 percent higher than the Base PD&E Concept. This will result in degraded level of service conditions compared to the Base PD&E Concept. Correspondingly, the SW 10th Street Connector will be underutilized, with peak directional volumes in the range of 1,830 vehicles per hour (vph) to 2,220 vph.
- Scenarios A1, B1, and C1 maintain the Base PD&E Concept between the SW 10th Street Connector and I-95 express lanes and are less preferred by the City of Deerfield Beach. The Scenario A1 traffic volume for the egress east of Military Trail is 1,780 vph, which is approaching the practical capacity of a single lane ramp. The Scenario B1 and C1 traffic volumes on the SW 10th Street local lanes are 48 and 16 percent higher than the Base PD&E Concept, respectively. As a result, traffic operations along SW 10th local lanes will be degraded compared to the Base PD&E Concept.

Based on the findings from the traffic volume comparisons and considering the project goal to achieve concurrence from the City of Deerfield Beach, the project team determined that Scenarios A2 and C2 should move forward for further operational analysis by the PD&E teams. Scenario D2 was introduced as a hybrid option and presented to the City of Deerfield Beach. It provides an eastbound ingress and westbound egress serving Powerline Road to and from the east. There are no access ramps serving Newport Center Drive. The three scenarios (A2, C2, and D2) are illustrated on **Figure 4**. The 2040 AM and PM SW 10th Street Connector volumes between the Turnpike and I-95 for Scenarios A2, C2, and D2 are presented on **Figures 5 and 6**, respectively. The D2 scenario local SW 10th traffic is much higher than options A2 and C2 including the Base PD&E option by at least 7 percent leading to undesirable operations (i.e, Military trail intersection will operate at LOS F), while SW 10th Street Connector will be underutilized. Accordingly, this scenario will not be analyzed further, though the traffic volumes are provided herein for documentation purposes only.

Detailed 2020 and 2040 AM and PM turning movement projections are provided in **Appendix D** for the Base PD&E, A2, and C2 concepts for an expanded analysis area that includes intersections north and south of SW 10th Street and the interchanges at Hillsboro Boulevard and Sample Road. The 2020 and 2040 Annual Average Daily Traffic (AADT) was re-estimated for A2 and C2 concepts and these volumes are provided in **Appendix E**. The No Action alternative 2020 and 2040 AADT and AM/PM turns are provided in **Appendix F**.

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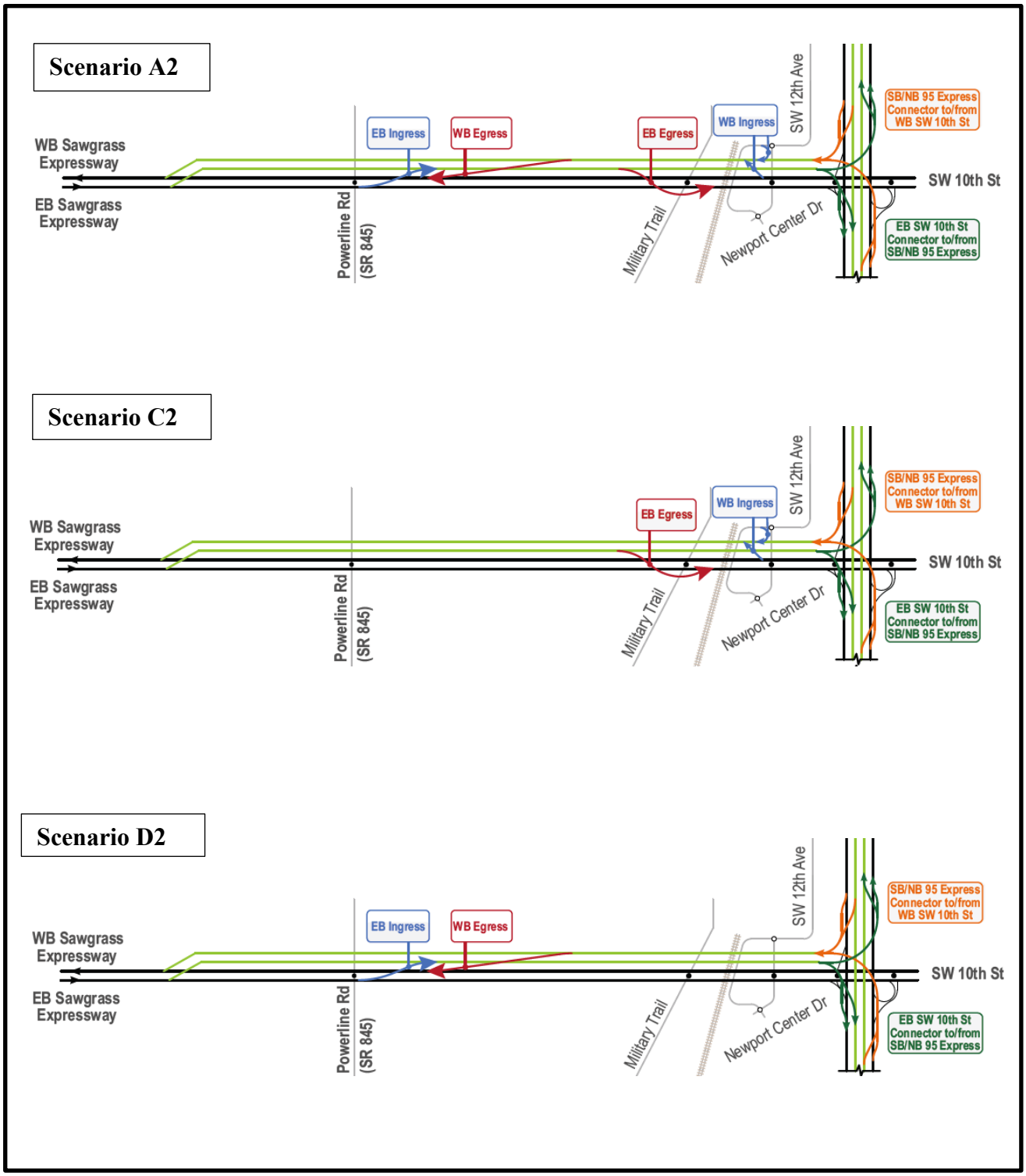
Figure 4. I-95 Express and I-95 General Use Lane Connections (Scenarios A2, C2, and D2)



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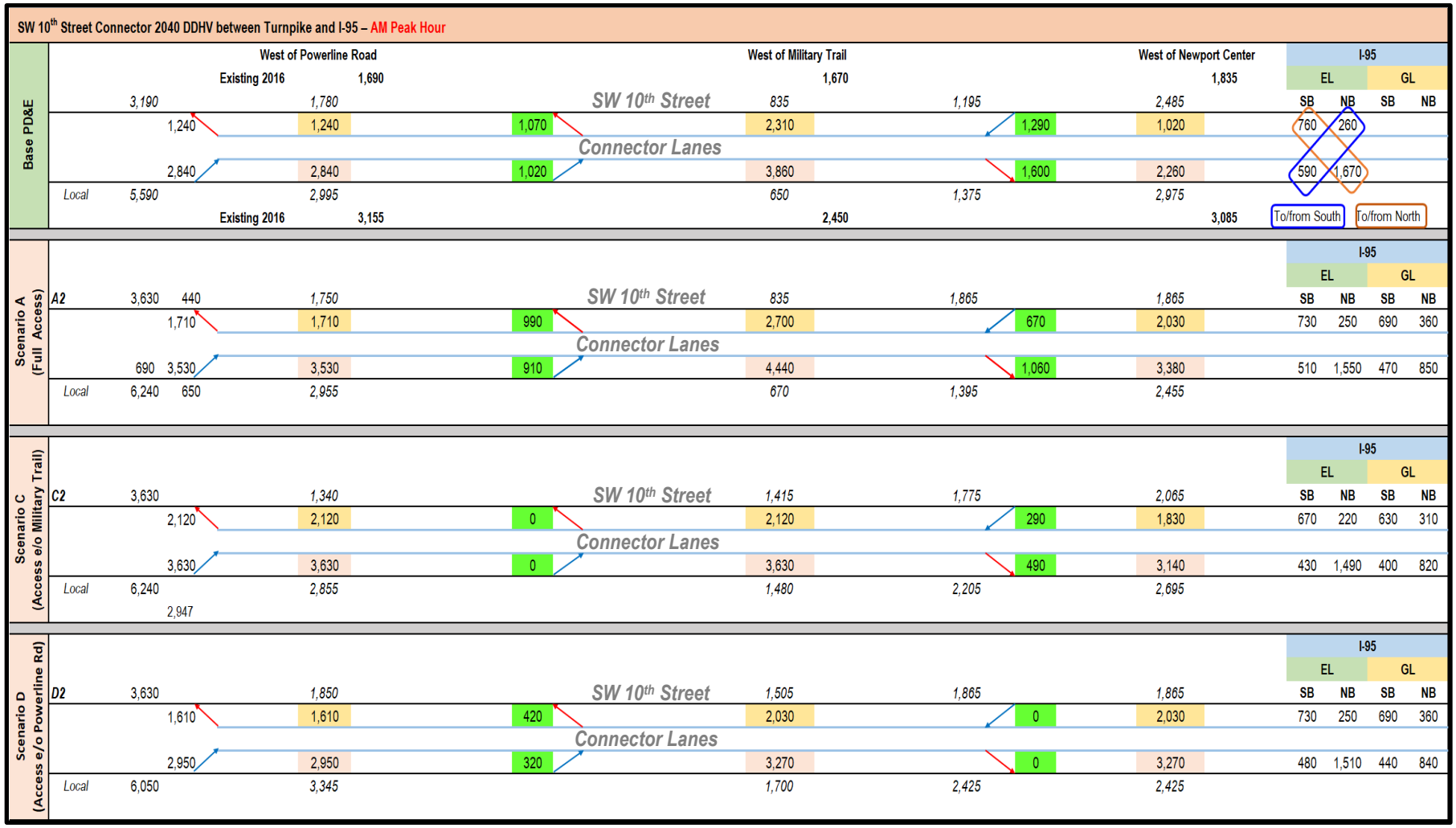

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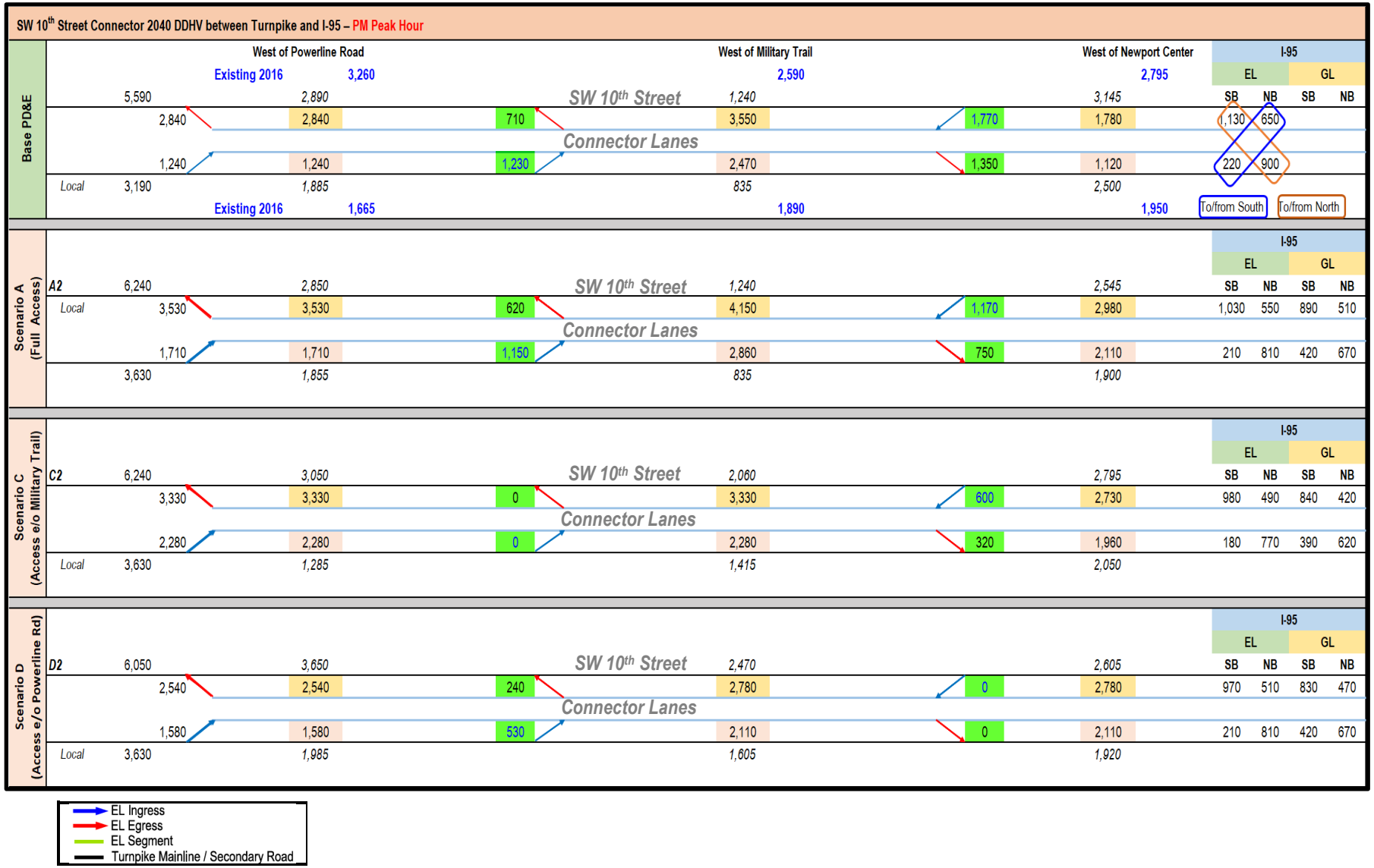
Figure 6: Year 2040 PM Peak Hour Traffic Forecasts



AECOM
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Florida's Turnpike Milepost 263, Building 5315
Ocoee, Florida 34761-3069
Tel: 407-532-3999
www.aecom.com

APPENDIX A

AECOM
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Ocoee, Florida 34761-3069
Tel: 407-532-3999
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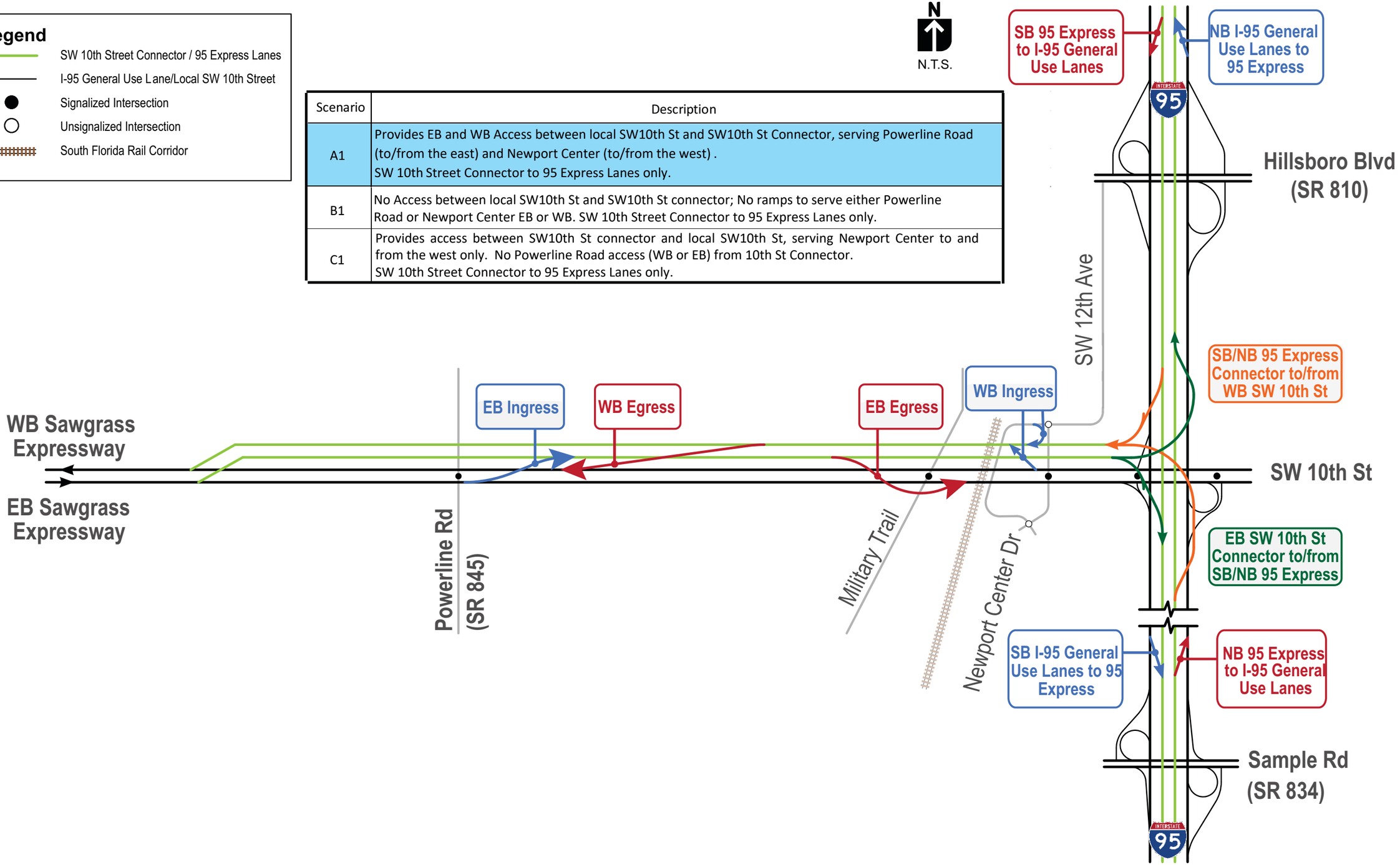
Legend

- SW 10th Street Connector / 95 Express Lanes
- I-95 General Use Lane/Local SW 10th Street
- Signalized Intersection
- Unsignalized Intersection
- South Florida Rail Corridor

N

N.T.S.

Scenario	Description
A1	Provides EB and WB Access between local SW10th St and SW10th St Connector, serving Powerline Road (to/from the east) and Newport Center (to/from the west) . SW 10th Street Connector to 95 Express Lanes only.
B1	No Access between local SW10th St and SW10th St connector; No ramps to serve either Powerline Road or Newport Center EB or WB. SW 10th Street Connector to 95 Express Lanes only.
C1	Provides access between SW10th St connector and local SW10th St, serving Newport Center to and from the west only. No Powerline Road access (WB or EB) from 10th St Connector. SW 10th Street Connector to 95 Express Lanes only.

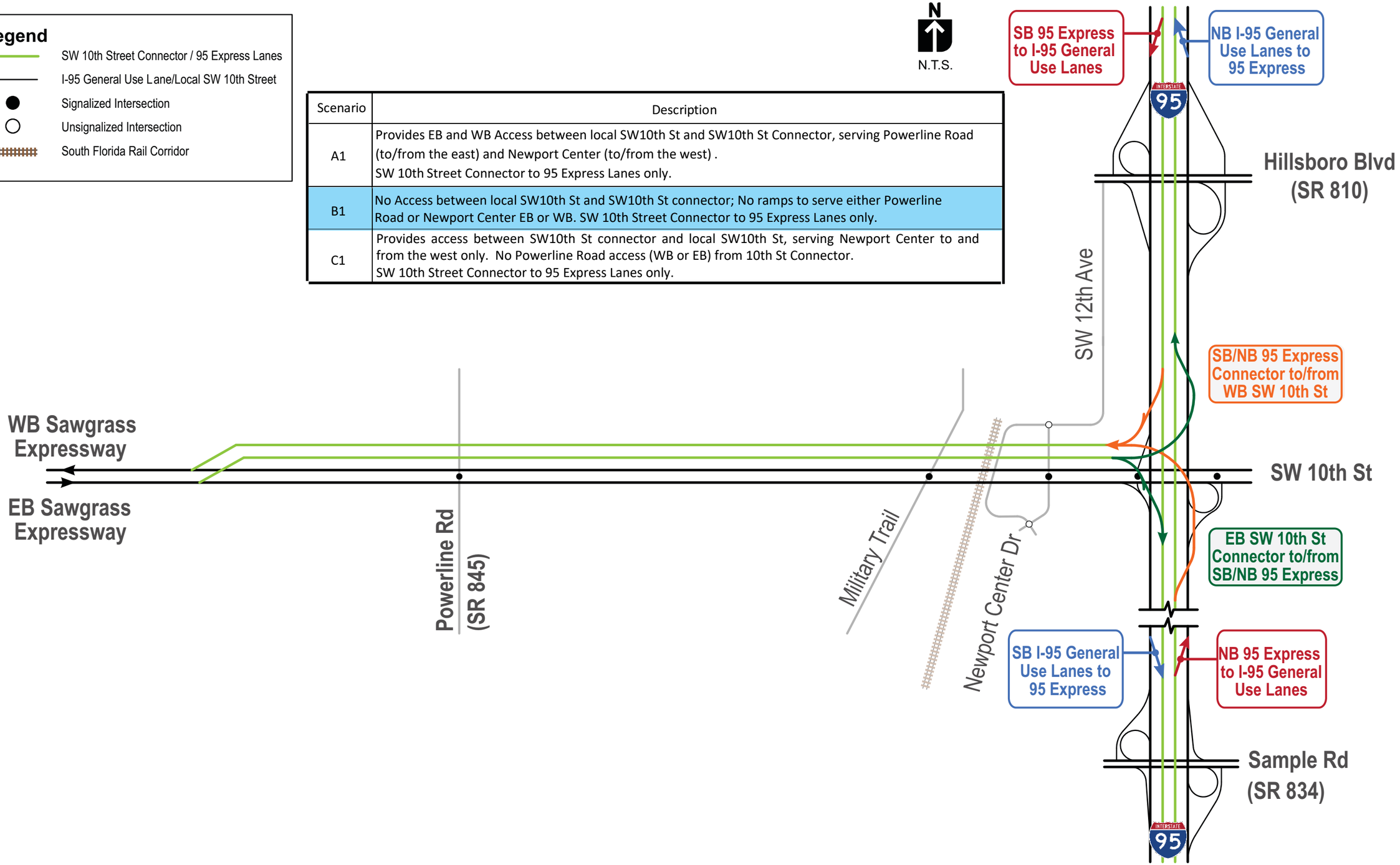


Legend

- SW 10th Street Connector / 95 Express Lanes
- I-95 General Use Lane/Local SW 10th Street
- Signalized Intersection
- Unsignalized Intersection
- South Florida Rail Corridor

N.T.S.

Scenario	Description
A1	Provides EB and WB Access between local SW10th St and SW10th St Connector, serving Powerline Road (to/from the east) and Newport Center (to/from the west) . SW 10th Street Connector to 95 Express Lanes only.
B1	No Access between local SW10th St and SW10th St connector; No ramps to serve either Powerline Road or Newport Center EB or WB. SW 10th Street Connector to 95 Express Lanes only.
C1	Provides access between SW10th St connector and local SW10th St, serving Newport Center to and from the west only. No Powerline Road access (WB or EB) from 10th St Connector. SW 10th Street Connector to 95 Express Lanes only.

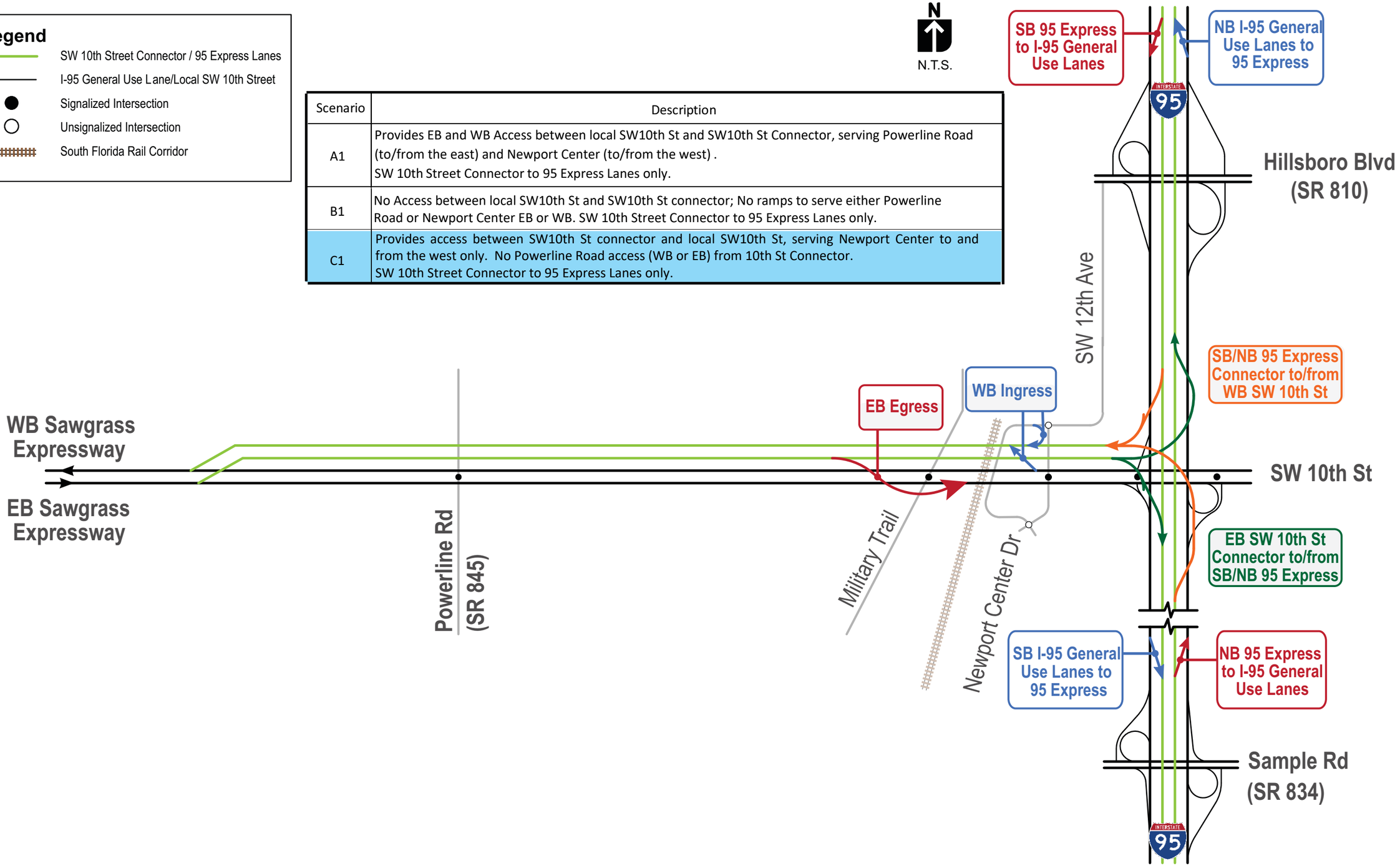


Legend

- SW 10th Street Connector / 95 Express Lanes
- I-95 General Use Lane/Local SW 10th Street
- Signalized Intersection
- Unsignalized Intersection
- South Florida Rail Corridor

N.T.S.

Scenario	Description
A1	Provides EB and WB Access between local SW10th St and SW10th St Connector, serving Powerline Road (to/from the east) and Newport Center (to/from the west) . SW 10th Street Connector to 95 Express Lanes only.
B1	No Access between local SW10th St and SW10th St connector; No ramps to serve either Powerline Road or Newport Center EB or WB. SW 10th Street Connector to 95 Express Lanes only.
C1	Provides access between SW10th St connector and local SW10th St, serving Newport Center to and from the west only. No Powerline Road access (WB or EB) from 10th St Connector. SW 10th Street Connector to 95 Express Lanes only.



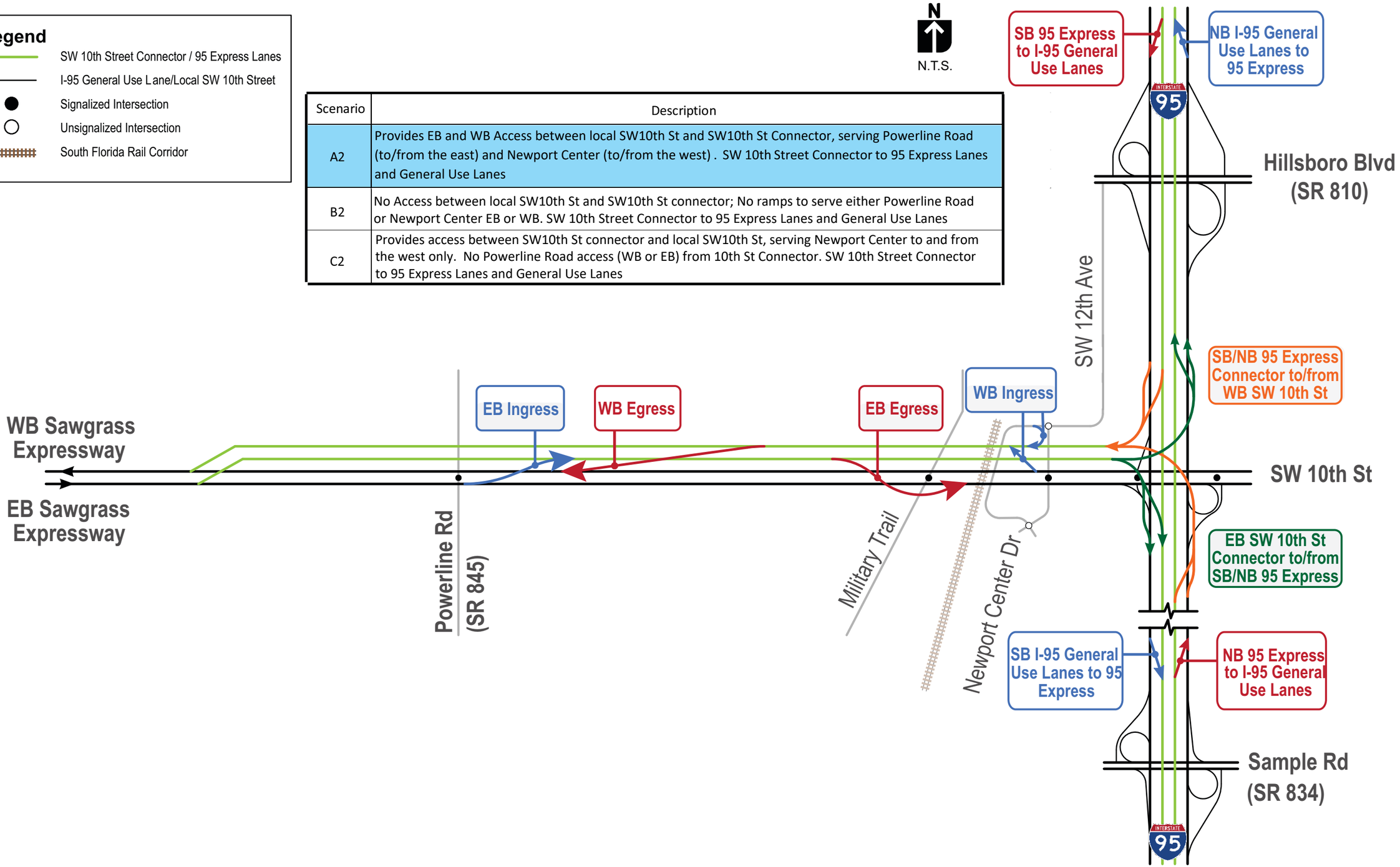
Legend

- SW 10th Street Connector / 95 Express Lanes
- I-95 General Use Lane/Local SW 10th Street
- Signalized Intersection
- Unsignalized Intersection
- South Florida Rail Corridor

N

N.T.S.

Scenario	Description
A2	Provides EB and WB Access between local SW10th St and SW10th St Connector, serving Powerline Road (to/from the east) and Newport Center (to/from the west) . SW 10th Street Connector to 95 Express Lanes and General Use Lanes
B2	No Access between local SW10th St and SW10th St connector; No ramps to serve either Powerline Road or Newport Center EB or WB. SW 10th Street Connector to 95 Express Lanes and General Use Lanes
C2	Provides access between SW10th St connector and local SW10th St, serving Newport Center to and from the west only. No Powerline Road access (WB or EB) from 10th St Connector. SW 10th Street Connector to 95 Express Lanes and General Use Lanes



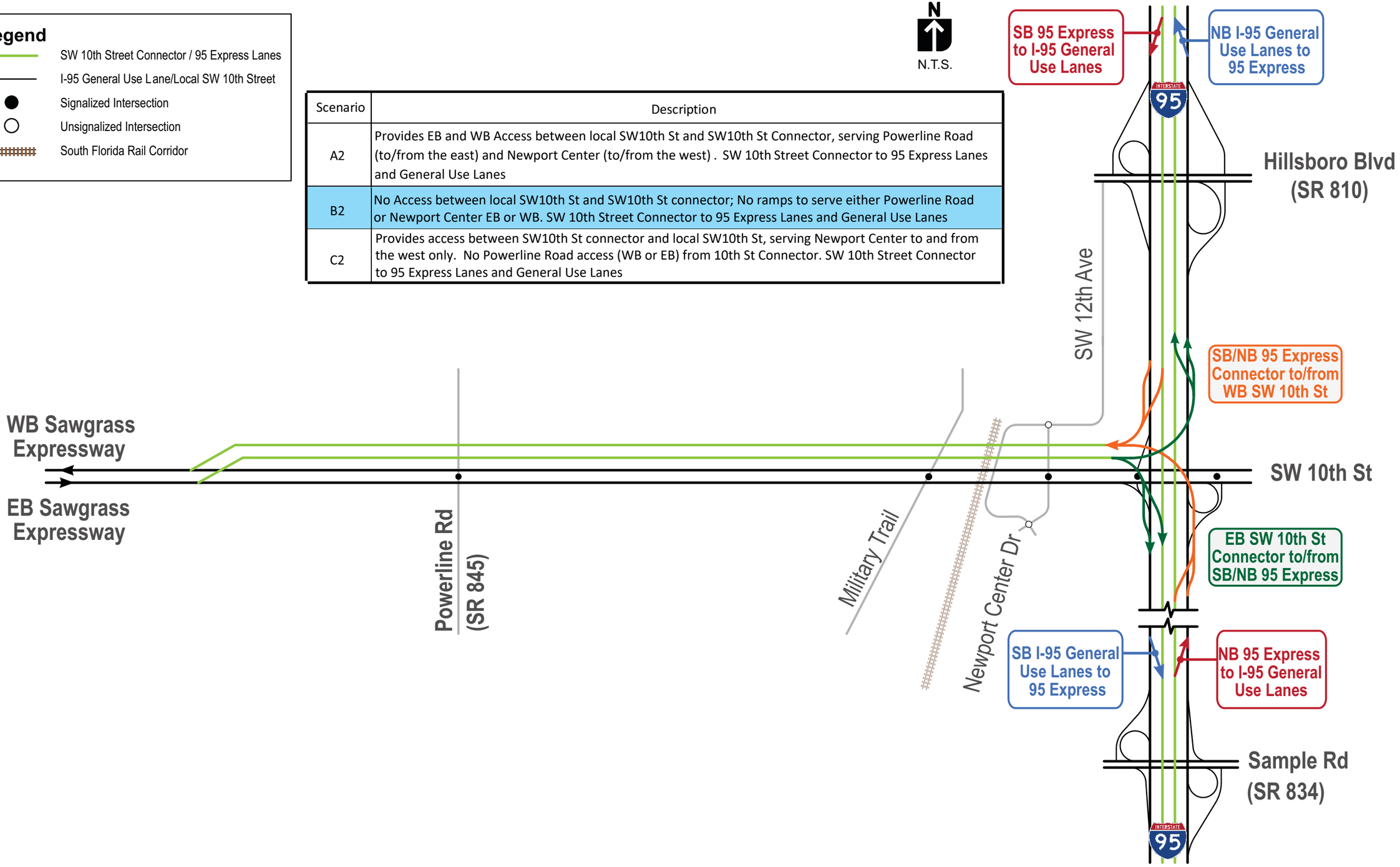
Legend

- SW 10th Street Connector / 95 Express Lanes
- I-95 General Use Lane/Local SW 10th Street
- Signalized Intersection
- Unsignalized Intersection
- South Florida Rail Corridor

N

N.T.S.

Scenario	Description
A2	Provides EB and WB Access between local SW10th St and SW10th St Connector, serving Powerline Road (to/from the east) and Newport Center (to/from the west) . SW 10th Street Connector to 95 Express Lanes and General Use Lanes
B2	No Access between local SW10th St and SW10th St connector; No ramps to serve either Powerline Road or Newport Center EB or WB. SW 10th Street Connector to 95 Express Lanes and General Use Lanes
C2	Provides access between SW10th St connector and local SW10th St, serving Newport Center to and from the west only. No Powerline Road access (WB or EB) from 10th St Connector. SW 10th Street Connector to 95 Express Lanes and General Use Lanes



Legend

- SW 10th Street Connector / 95 Express Lanes
- I-95 General Use Lane/Local SW 10th Street
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- Unsignalized Intersection
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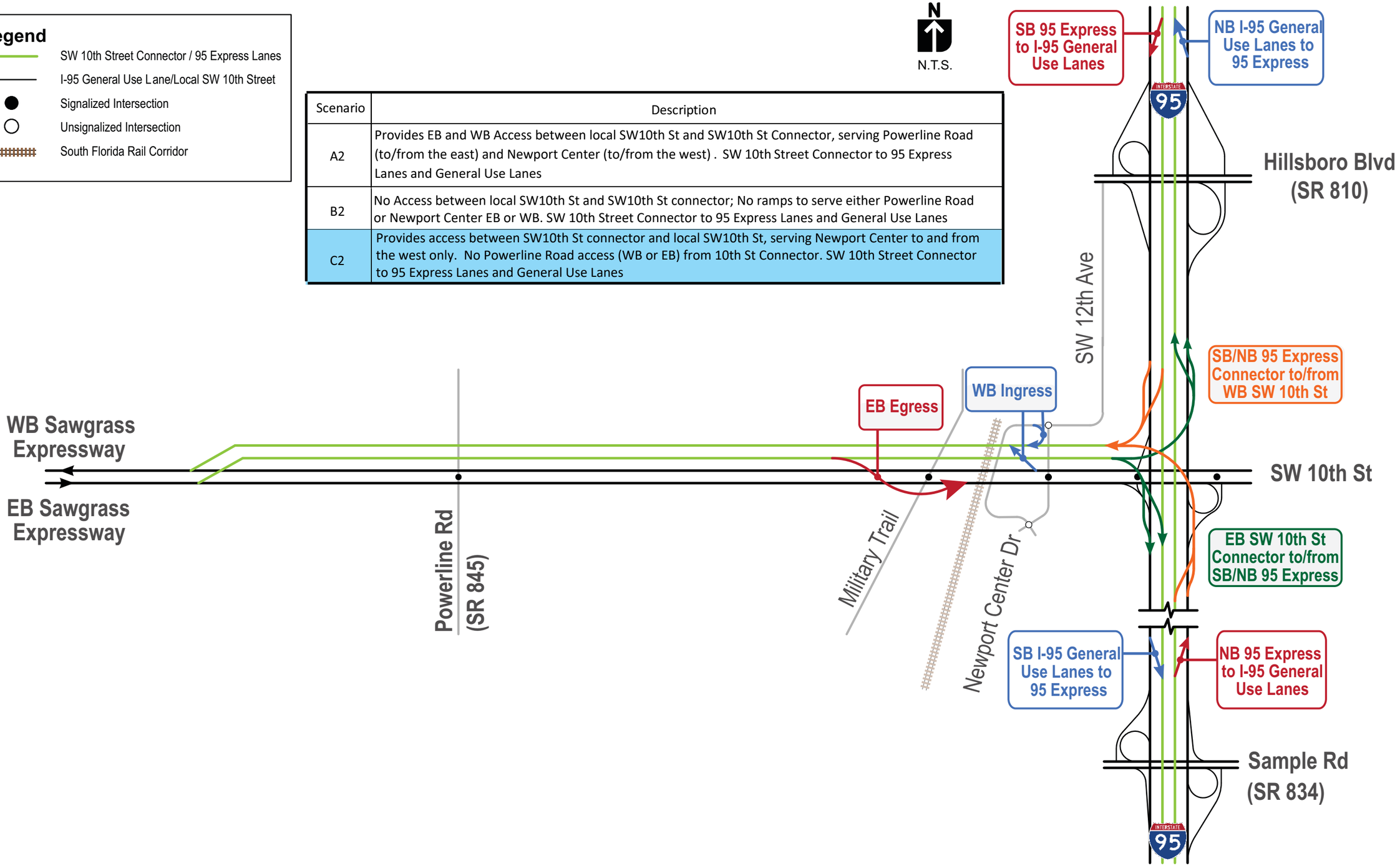

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- I-95 General Use Lane/Local SW 10th Street
- Signalized Intersection
- Unsignalized Intersection
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N

N.T.S.

Scenario	Description
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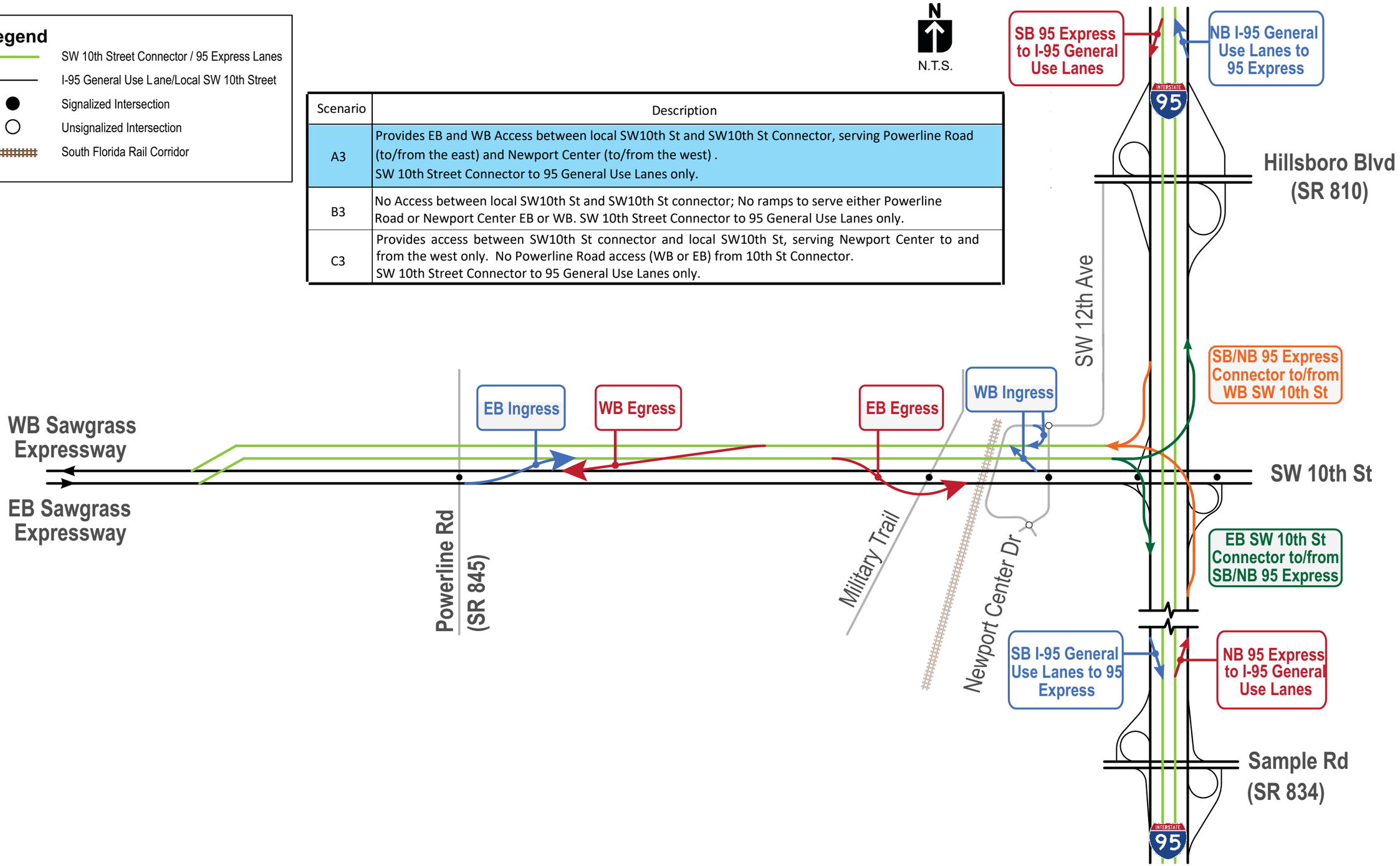

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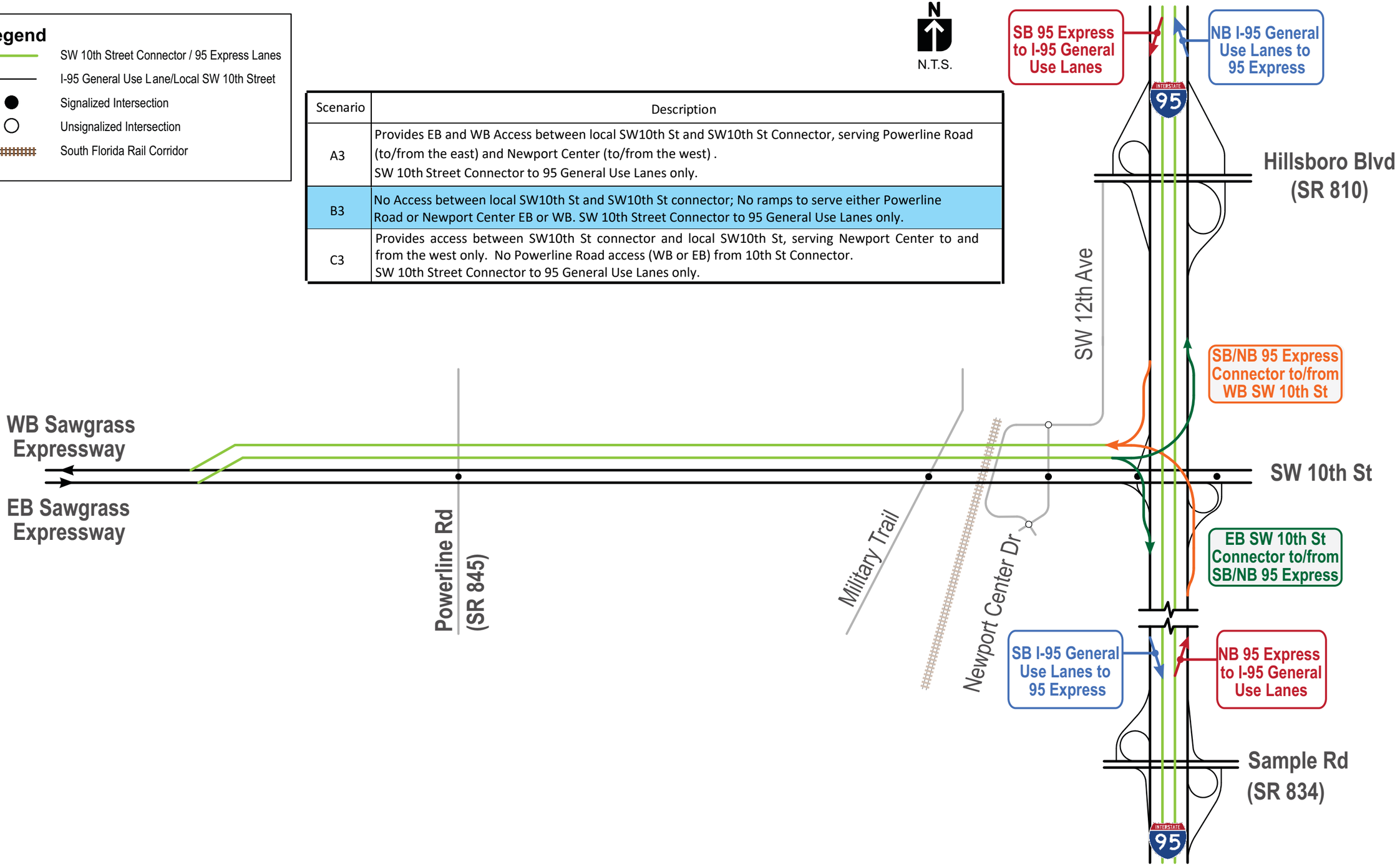

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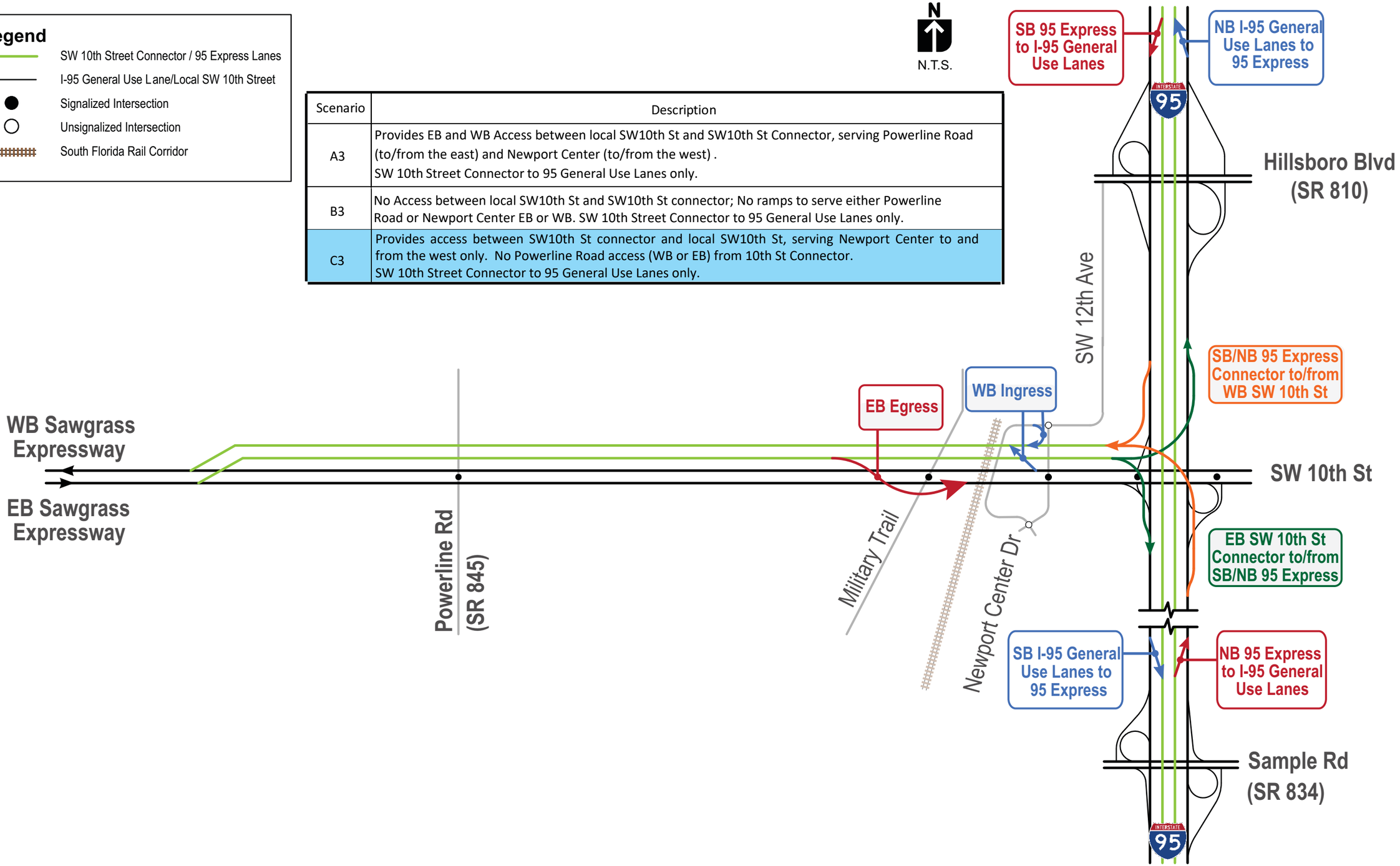

APPENDIX B

AECOM
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Tel: 407-532-3999
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DRAFT PLAN

Base PD&E Concept

LEGEND
- 1st Accessible Ramp After EL Egress
- 1st Accessible Ramp Before EL Ingress
- EL Ingress
- EL Egress
- EL Segment
- Turnpike Mainline / Secondary Road
- Dynamic Toll Gantry
- Static + Dynamic Toll Gantry
- Static Toll Gantry
- Turnpike DMS Control
- D4 DMS Control
- Turnpike EL Segment Control
- D4 EL Segment Control
- (#) 437224-1 Scope Toll Site Number

FLORIDA'S TURNPIKE

TOLL 869

SR-806/Atlantic Ave (MP 81)

SR-808/Glades Rd (MP 75)

SR-834/Sample Rd (MP 69)

SR-912/Coconut Creek Pkwy (MP 67)

SR-814/Atlantic Blvd (MP 65)

Pompano Service Plaza (MP 65)

Coral Ridge Dr (MP 13)

SR-817/University Dr (MP 15)

US-441/SR-7 (MP 18)

Lyons Rd (MP 19)

Waterways Dr

Independence Dr

SR 845/Powerline Rd (MP 22)

Sawgrass Extension

SW 10th St WB

SW 10th St EB

SW 10th St

Military Trl

Linton Blvd

Congress Ave

SR-794/Yamato Rd

Spanish River Blvd

SR-808/Glades Rd

Palmetto Park Rd

SR 811/Hillsboro Blvd

SR 834/Sample Rd

Copans Rd

SR-814/Atlantic Blvd

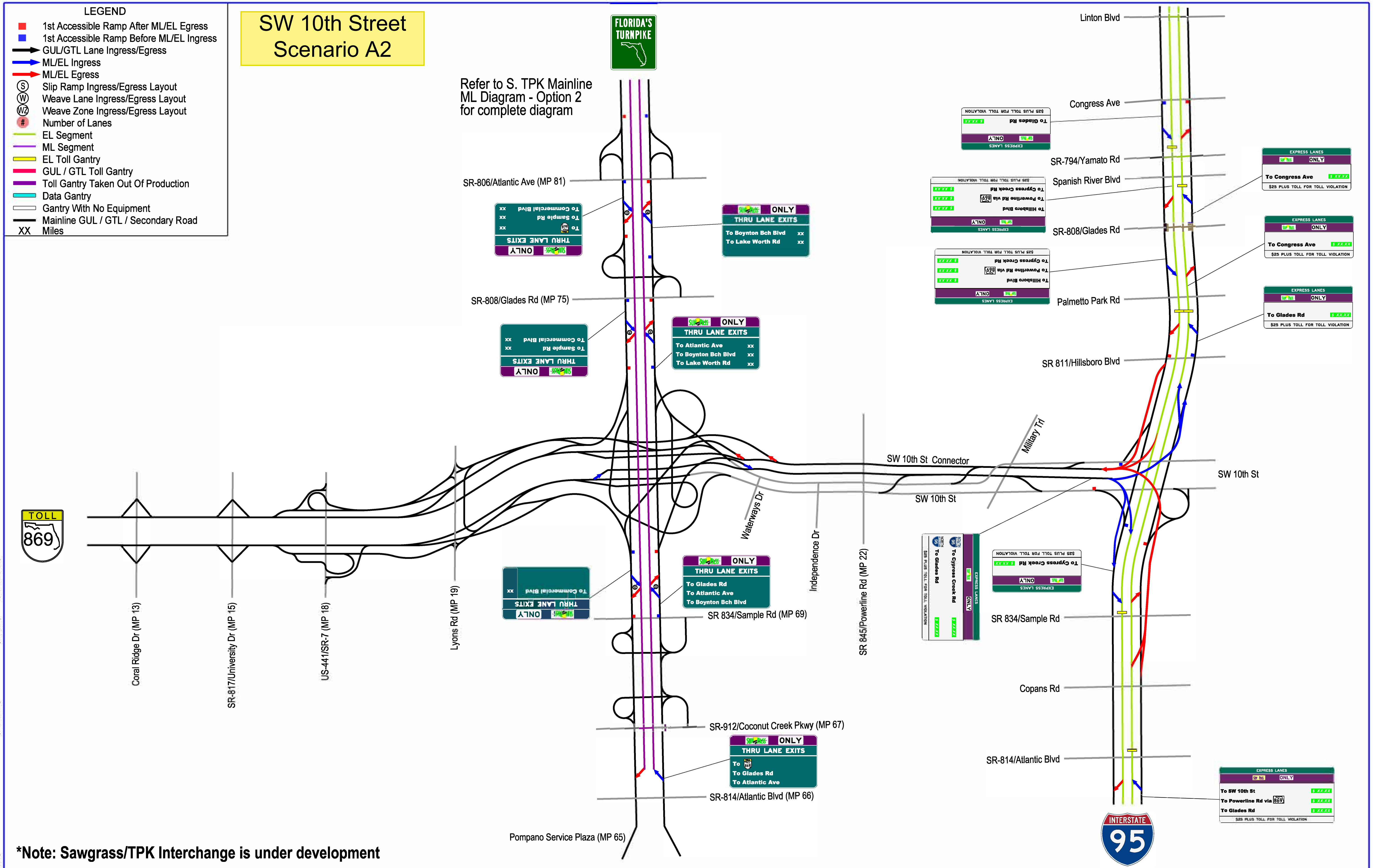
INTERSTATE 95

DRAFT PLAN

SW 10th Street Scenario A2

LEGEND

- 1st Accessible Ramp After ML/EL Egress
- 1st Accessible Ramp Before ML/EL Ingress
- GUL/GTL Lane Ingress/Egress
- ML/EL Ingress
- ML/EL Egress
- (S) Slip Ramp Ingress/Egress Layout
- (W) Weave Lane Ingress/Egress Layout
- (WZ) Weave Zone Ingress/Egress Layout
- (#) Number of Lanes
- EL Segment
- ML Segment
- EL Toll Gantry
- GUL / GTL Toll Gantry
- Toll Gantry Taken Out Of Production
- Data Gantry
- Gantry With No Equipment
- Mainline GUL / GTL / Secondary Road
- XX Miles



***Note: Sawgrass/TPK Interchange is under development**

DGN$$$$$$$SPECIFICATION$$
$$$$$SYTIME$$$$$$
$PLTDRVA$ $PENTBLS$ $SCALE$ $SHEETSIZE$

APPENDIX C

AECOM
P.O. Box 613069
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Ocoee, Florida 34761-3069
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2020 Option A2/C2 Trip Tables

2020 3DMA (1.3)_OptA2 : Daily		TPK N. of Lakeworth Rd.	TPK@ Lakeworth Rd.	TPK@ Hypluxo Blvd.	TPK@ Boynton Beach Blvd.	TPK@ Atlantic Ave.	TPK@ Glade Rd.	TPK@ Extra	TPK@ Sample Rd.	TPK@ Cocunut Creek Parkway	TPK@ Atlantic Blvd.	TPK S. of Atlantic Blvd.	Sawgrass Expy @ Lyons Rd.	Sawgrass Expy @ US 441 /SR 7	Sawgrass Expy @ University Dr.	Sawgrass Expy W. of University Dr.	I-95 N. of Pennisula Corp. Dr.	I-95 @ Pennisula Corp. Dr.	I-95 @ Yamato Rd.	I-95 @ Spanish River	I-95 @ Glades Rd.	I-95 @ Palmetto Park Rd.	I-95 @ Hillsboro Blvd.	Natura Blvd. N. of SW 10th St.	SW 10th St. E. of I-95	Natura Blvd. S. of SW 10th St.	I-95 @ Sample Rd.	I-95 @ Copans Rd.	I-95 @ Atlantic Blvd.	I-95 @ S. of Atlantic Blvd.	Waterway Blvd. S. of SW 10th St.	Indepandance Dr. S. of SW 10th St.	Powerline Rd. S. of SW 10th St.	SW30th Ave. S. of SW 10th St.	SW28th Ave. S. of SW 10th St.	Military Trail S. of SW 10th St.	Newport Center Dr. S. of SW 10th St.	Newport Center Dr. N. of SW 10th St.	Internal zone at Newport Center	Military trail N. of SW 10th St.	East Dr. N. of SW 10th St.	West Dr. E. of Powerline Rd.	Powerline Rd. N. of West Dr.	Internal zone at Powerline	Total
	Zone#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	
TPK N. of Lakeworth Rd.	1	0	6,091	0	4,265	2,912	1,995	0	920	1,155	0	12,645	554	1,060	935	6,205	0	0	0	0	0	0	4	2	18	1	3	3	3	523	12	2	417	14	1	17	6	6	2	9	1	44	56	7	39,889
TPK@ Lakeworth Rd.	2	6,091	0	0	334	572	1,639	0	1,122	753	0	2,094	287	461	342	851	0	0	0	0	0	0	6	2	24	1	5	4	5	95	15	4	618	23	2	27	13	19	5	21	1	64	66	8	15,575
TPK@ Hypluxo Blvd.	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TPK@ Boynton Beach Blvd.	4	4,268	332	0	0	13	2,267	0	1,059	824	0	2,139	360	664	489	1,107	0	0	0	0	0	0	3	3	33	1	3	3	3	134	17	4	772	16	1	31	12	16	5	14	1	95	76	12	14,780
TPK@ Atlantic Ave.	5	2,915	570	0	13	0	318	0	1,127	513	0	2,008	330	895	527	860	0	0	0	0	0	0	6	3	18	1	5	5	5	112	33	6	619	20	2	31	10	12	4	7	1	64	23	9	11,070
TPK@ Glade Rd.	6	2,006	1,633	0	2,264	317	0	0	70	1,392	0	6,647	3	8	179	538	0	0	0	0	0	0	3	0	2	1	2	2	3	160	45	8	264	9	1	21	5	1	0	1	1	7	4	2	15,598
TPK@ Extra	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TPK@ Sample Rd.	8	944	1,148	0	1,090	1,163	73	0	0	6	0	8,970	13	34	29	28	17	17	23	37	28	28	39	8	17	10	0	0	0	0	49	13	51	43	17	34	12	15	12	17	21	99	62	21	14,187
TPK@ Cocunut Creek Parkway	9	1,170	756	0	829	510	1,423	0	6	0	0	5,893	164	12	573	2,393	534	10	9	14	11	11	15	3	6	3	0	0	0	0	17	5	18	17	7	12	5	6	5	7	8	32	21	7	14,509
TPK@ Atlantic Blvd.	10	0	0	0	0	0	0	0	0	0	0	10,386	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10,386
TPK S. of Atlantic Blvd.	11	12,629	2,063	0	2,109	1,965	6,602	0	8,974	5,892	10,385	0	3,496	1,325	364	68	6,143	157	32	42	73	78	22	144	526	12	0	0	0	0	24	7	25	26	9	17	264	295	154	10	11	49	31	11	64,035
Sawgrass Expy @ Lyons Rd.	12	546	279	0	349	318	3	0	12	161	0	3,516	0	6	859	3,739	210	9	13	9	44	2	2	3	49	2	2	24	2	158	55	25	8	9	12	9	26	14	2	25	2	8	3	1	10,515
Sawgrass Expy @ US 441 /SR 7	13	1,067	458	0	661	892	8	0	33	12	0	1,323	6	0	802	8,510	1,217	32	70	25	76	264	6	4	308	2	328	7	5	290	106	8	13	10	10	11	44	29	23	74	6	29	9	3	16,780
Sawgrass Expy @ University Dr.	14	927	338	0	485	524	182	0	28	575	0	358	857	793	0	2,886	1,293	88	212	104	199	197	5	46	477	7	231	44	4	526	46	49	340	25	25	154	125	115	14	727	5	110	405	5	13,530
Sawgrass Expy W. of University Dr.	15	6,238	851	0	1,111	868	549	0	28	2,412	0	56	3,750	8,519	2,886	0	2,800	152	503	272	264	927	5	98	1,085	18	572	53	4	395	29	61	494	37	42	235	177	134	36	1,412	5	145	1,999	6	39,228
I-95 N. of Pennisula Corp. Dr.	16	0	0	0	0	0	0	0	16	523	0	6,053	231	1,306	1,313	2,717	0	7,104	15,324	9,143	12,444	10,353	6,883	10	525	155	3,026	2,727	6,330	18,717	173	65	77	38	380	1,325	189	3	3	2	90	2	3	29	107,282
I-95 @ Pennisula Corp. Dr.	17	0	0	0	0	0	0	0	16	9	0	140	10	35	85	144	7,104	0	180	377	335	638	460	3	62	25	299	143	433	1,209	18	5	2	4	14	118	14	3	3	2	9	2	2	3	11,908
I-95 @ Yamato Rd.	18	0	0	0	0	0	0	0	23	9	0	23	14	72	217	509	15,316	185	0	1,482	1,028	1,774	1,729	5	133	91	1,153	640	1,165	6,524	88	28	3	13	54	496	63	4	4	3	26	2	3	12	32,893
I-95 @ Spanish River	19	0	0	0	0	0	0	0	40	15	0	27	10	26	109	281	9,142	364	1,492	0	7	1,315	663	4	19	22	760	654	674	2,547	36	5	4	30	27	311	53	11	11	4	14	3	4	6	18,695
I-95 @ Glades Rd.	20	0	0	0	0	0	0	0	27	11	0	58	49	79	211	274	12,519	311	958	6	0	339	2,355	8	324	125	2,904	1,241	2,120	5,098	276	84	3	21	52	1,233	30	6	6	3	24	2	3	17	30,779
I-95 @ Palmetto Park Rd.	21	0	0	0	0	0	0	0	28	11	0	68	2	267	210	976	10,400	640	1,722	1,303	332	0	1,820	22	210	131	2,682	1,401	2,011	5,375	171	59	4	22	63	890	115	6	6	4	3	3	4	17	30,977
I-95 @ Hillsboro Blvd.	22	4	7	0	4	7	4	0	46	17	0	0	3	7	6	5	6,950	480	1,706	661	2,314	1,784	0	4	9	5	1,524	2,825	3,330	8,195	6	1	4	7	5	5	10	12	11	5	5	4	4	3	29,978
Natura Blvd. N. of SW 10th St.	23	2	3	0	6	4	1	0	16	5	0	347	5	7	96	206	24	5	11	6	29	33	3	0	3,934	991	101	171	112	232	8	1	1	5	6	157	32	22	4	48	6	2	6	4	6,653
SW 10th St. E. of I-95	24	14	18	0	26	15	2	0	16	6	0	493	46	283	442	1,002	931	126	193	46	830	345	5	4,671	0	3,501	144	1,990	1,661	6,985	118	18	1	56	59	722	599	277	122	659	131	9	62	47	26,670
Natura Blvd. S. of SW 10th St.	25	1	1	0	2	2	1	0	17	6	0	14	2	3	10	26	153	20	69	21	124	111	4	896	3,477	0	2	9	34	110	3	0	1	3	3	13	78	99	3	181	47	2	4	1	5,553
I-95 @ Sample Rd.	26	3	4	0	2	4	2	0	0	0	0	0	2	281	193	494	3,212	310	1,227	766	2,717	2,678	1,556	92	166	1	0	86	2,714	16,284	4	1	3	4	3	3	24	22	8	3	3	2	3	2	32,877
I-95 @ Copans Rd.	27	2	4	0	2	4	2	0	0	0	0	0	19	6	35	41	2,735	146	675	651	1,195	1,430	2,710	117	2,166	9	83	0	251	18,434	3	1	2	4	2	3	63	44	9	12	11	2	2	1	30,877
I-95 @ Atlantic Blvd.	28	3	4	0	2	4	2	0	0	0	0	0	2	4	3	3	6,402	421	1,145	662	1,963	2,024	3,283	92	1,796	27	2,746	315	0	23,277	4	1	3	4	3	43	192	138	74	118	87	2	3	3	44,855
I-95 @ S. of Atlantic Blvd.	29	421	76	0	107	87	131	0	0	0	0	0	113	231	415	333	18,126	1,150	6,605	2,608	5,320	5,562	8,367	226	7,657	97	16,318	18,401	23,297	0	123	7	2	35	43	396	513	560	23	372	317	30	665	38	118,772
Waterway Blvd. S. of SW 10th St.	30	13	16	0	22	38	54	0	79	27	0	0	49	87	49	31	119	13	74	26	196	118	5	5	172	2	4	4	4	131	0	10	703	16	10	37	33	58	13	194	4	19	303	3	2,739
Indepandance Dr. S. of SW 10th St.	31	3	6	0	7	8	10	0	24	8	0	0	26	8	50	60	47	4	23	5	62	46	1	1	26	0	1	1	1	9	6	0	271	5	5	4	10	18	5	67	1	2	30	0	859
Powerline Rd. S. of SW 10th St.	32	444	650	0	808	646	277	0	58	20	0	0	8	13	369	546	59	2	3	4	3	3	4	0	1	0	3	3	3	2	609	225	0	5	3	4	3	4	2	3	3	751	10,307	78	15,926
SW30th Ave. S. of SW 10th St.	33	14	22	0	16	20	10	0	64	23	0	0	10	15	29	52	56	5	13	30	20	22	7	4	80	3	5	5	6	41	17	5	5	0	407	13	6	9	3	79	15	9	538	27	1,705
SW28th Ave. S. of SW 10th St.	34	1	2	0	2	2	1	0	27	10	0	0	13	16	31	59	347	13	47	27	44	54	6	5	94	3	4	4	5	55	12	5	4	411	0	20	26	41	8	214	14	8	512	7	2,153
Military Trail S. of SW 10th St.	35	25	37	0	34	38	23	0	22	8	0	0	7	8	100	128	1,199	114	486	291	1,092	769	5	102	932	11	4	4	54	505	28	4	3	8	16	0	546	884	78	6,944	588	14	775	27	15,911
Newport Center Dr. S. of SW 10th St.	36	9	17	0	16	13	6	0	13	5	0	302	30	53	144	211	174	12	45	42	28	91	7	15	495	47	21	64	195	424	45	13	4	5	33	582	0	19	4	362	21	8	314	4	3,892
Newport Center Dr. N. of SW 10th St.	37	9	26	0	22	16	1	0	15	6	0	312	16	34	131	143	3	2	3	8	5	5	7	9	210	55	18	50	151	500	89	25	5	7	57	1,037	17	0	94	4	57	3	5	8	3,165
Internal zone at Newport Center	38	3	6	0	6	5	0	0	12	5	0	158	2	25	14	35	3	2	3	6	4	4	6	1	68	2	6	7	60	18	14	8	3	4	10	63	3	108	0	3	4	2	3	1	689
Military trail N. of SW 10th St.	39	9	20	0	14	7	1	0	21	8	0	0	21	82	772	1,646	2	2	3	4	3	3	5	33	845	150	3	14	130	422	194	59	3	62	193	6,603	305	3	3	0	875	3	3	60	12,586
East Dr. N. of SW 10th St.	40	1	1	0	1	1	1	0	27	9	0	0	3	7	6	7	54	6	18	11	16	4	5	4	173	35	4	13	102	356	4	1	3	11	11	547	20	42	5	826	0	4	3	3	2,343
West Dr. E. of Powerline Rd.	41	39	58	0	80	60	7	0	110	38	0	0	9	31	117	151	2	2	2	3	2	3	3	1	10	1	3	3	3	42	13	2	735	8	6	20	8	3	2	3	4	0	2,676	15	4,273
Powerline Rd. N. of West Dr.	42	59	68	0	77	24	4	0	70	24	0	0	4	10	382	1,963	2	2	3	4	3	4	4	5	74	3	3	3	4	948	218	26	10,367	633	533	559	250	4	3	4	3	2,607	0	642	19,594
Internal zone at Powerline	43	7	9	0	14	9	2	0	26	9	0	0	1	4	6	6	29	3	10	6	17	16	3	3	53	1	2	2	4	46	3	0	81	21	7	45	5	7	2	64	3	14	620	0	1,160
Total		39,885	15,573	0	14,779	11,068	15,600	0	14,192	14,508	10,385	64,030	10,525	16,777	13,530	39,236	107,323	11,908	32,904	18,702	30,829	31,032	30,021	6,656	26,272	5,553	32,974	30,922	44,891	118,879	2,731	852	15,935	1,692	2,133	15,848	3,905	3,070	772	12,506	2,429	4,256	19,615	1,151	895,848

DY Matrix

2020 Option A2/C2 Trip Tables

2020 3DMA (1.3)_OptA2 : AM		TPK N. of Lakeworth Rd.	TPK@ Lakeworth Rd.	TPK@ Hypluxo Blvd.	TPK@ Boynton Beach Blvd.	TPK@ Atlantic Ave.	TPK@ Glade Rd.	TPK@ Extra	TPK@ Sample Rd.	TPK@ Cocunut Creek Parkway	TPK@ Atlantic Blvd.	TPK S. of Atlantic Blvd.	Sawgrass Expy @ Lyons Rd.	Sawgrass Expy @ US 441 /SR 7	Sawgrass Expy @ University Dr.	Sawgrass Expy W. of University Dr.	I-95 N. of Pennisula Corp. Dr.	I-95 @ Pennisula Corp. Dr.	I-95 @ Yamato Rd.	I-95 @ Spanish River	I-95 @ Glades Rd.	I-95 @ Palmetto Park Rd.	I-95 @ Hillsboro Blvd.	Natura Blvd. N. of SW 10th St.	SW 10th St. E. of I-95	Natura Blvd. S. of SW 10th St.	I-95 @ Sample Rd.	I-95 @ Copans Rd.	I-95 @ Atlantic Blvd.	I-95 @ S. of Atlantic Blvd.	Wateway Blvd. S. of SW 10th St.	Independance Dr. S. of SW 10th St.	Powerline Rd. S. of SW 10th St.	SW30th Ave. S. of SW 10th St.	SW28th Ave. S. of SW 10th St.	Military Trail S. of SW 10th St.	Newport Center Dr. S. of SW 10th St.	Newport Center Dr. N. of SW 10th St.	Internal zone at Newport Center	Military trail N. of SW 10th St.	East Dr. N. of SW 10th St.	West Dr. E. of Powerline Rd.	Powerline Rd. N. of West Dr.	Internal zone at Powerline	Total
	Zone#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	
TPK N. of Lakeworth Rd.	1	0	1,510	0	1,188	1,240	635	0	270	293	0	2,492	98	202	260	1,938	0	0	0	0	0	0	1	1	9	0	1	1	1	29	2	1	173	2	0	2	1	1	1	1	0	30	16	2	10,400
TPK@ Lakeworth Rd.	2	2,866	0	0	113	257	599	0	501	347	0	740	76	146	113	287	0	0	0	0	0	0	1	1	14	0	1	1	1	13	2	2	287	3	0	5	2	3	2	3	0	42	23	4	6,454
TPK@ Hypluxo Blvd.	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TPK@ Boynton Beach Blvd.	4	1,396	137	0	0	6	1,031	0	543	418	0	971	118	250	202	508	0	0	0	0	0	0	1	3	23	1	1	1	1	24	4	2	463	3	0	8	3	4	3	3	0	72	32	6	6,234
TPK@ Atlantic Ave.	5	827	177	0	5	0	132	0	334	149	0	655	49	146	136	241	0	0	0	0	0	0	2	2	10	1	1	2	2	14	6	2	286	5	0	4	1	2	1	1	0	40	9	3	3,248
TPK@ Glade Rd.	6	480	480	0	563	80	0	0	22	551	0	1,800	1	3	2	9	0	0	0	0	0	0	1	0	0	0	1	1	1	30	7	2	114	3	0	2	0	0	0	0	0	5	3	1	4,164
TPK@ Extra	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TPK@ Sample Rd.	8	189	246	0	255	461	37	0	0	1	0	3,444	9	25	20	18	7	9	12	14	12	13	16	4	11	6	0	0	0	0	16	7	20	27	6	16	6	9	8	7	10	59	32	14	5,046
TPK@ Cocunut Creek Parkway	9	128	84	0	82	66	441	0	3	0	0	1,229	16	8	168	902	88	5	4	4	4	4	5	1	3	2	0	0	0	0	5	2	6	8	2	5	2	3	2	2	3	18	10	4	3,318
TPK@ Atlantic Blvd.	10	0	0	0	0	0	0	0	0	0	0	2,510	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,510
TPK S. of Atlantic Blvd.	11	1,493	292	0	331	257	3,297	0	3,654	2,140	3,370	0	1,251	20	16	16	1,459	96	12	7	31	42	8	143	499	10	0	0	0	0	8	4	11	14	3	9	123	112	111	4	5	31	17	8	18,904
Sawgrass Expy @ Lyons Rd.	12	74	59	0	71	70	1	0	3	35	0	1,883	0	3	166	1,991	34	2	0	1	2	0	1	0	19	0	0	6	1	13	5	0	1	2	1	6	6	1	1	1	1	5	1	1	4,466
Sawgrass Expy @ US 441 /SR 7	13	241	154	0	235	457	4	0	9	4	0	1,218	2	0	64	3,126	97	6	1	1	32	119	2	2	138	1	78	5	2	60	2	1	4	6	4	4	23	4	17	33	2	18	3	2	6,180
Sawgrass Expy @ University Dr.	14	249	119	0	151	225	154	0	8	379	0	323	546	326	0	1,099	437	50	92	41	1	35	2	33	256	3	78	27	2	162	3	1	154	7	4	79	60	4	10	201	2	64	355	2	5,746
Sawgrass Expy W. of University Dr.	15	2,263	404	0	409	452	489	0	10	1,446	0	46	1,513	2,396	811	0	940	88	257	108	10	128	2	71	601	7	257	20	2	157	3	1	256	16	10	184	123	27	35	546	2	88	1,593	2	15,776
I-95 N. of Pennisula Corp. Dr.	16	0	0	0	0	0	0	0	5	72	0	879	19	198	192	648	0	3,224	4,970	2,768	2,672	1,486	1,290	9	353	108	487	539	1,777	2,220	3	1	0	34	13	195	137	3	3	0	1	0	0	13	24,319
I-95 @ Pennisula Corp. Dr.	17	0	0	0	0	0	0	0	5	2	0	15	1	4	11	31	775	0	11	81	90	147	167	2	39	17	29	11	48	78	1	0	0	2	0	15	9	2	2	0	1	0	0	1	1,598
I-95 @ Yamato Rd.	18	0	0	0	0	0	0	0	6	2	0	18	1	2	41	120	2,496	47	0	213	394	619	699	4	69	47	122	48	95	221	3	0	0	9	1	72	49	3	3	1	1	1	0	7	5,416
I-95 @ Spanish River	19	0	0	0	0	0	0	0	19	7	0	27	3	6	22	74	1,528	86	526	0	4	276	188	3	8	10	102	145	155	497	1	0	1	14	2	50	39	10	9	2	2	2	1	2	3,823
I-95 @ Glades Rd.	20	0	0	0	0	0	0	0	9	3	0	31	6	12	52	63	1,605	69	128	2	0	52	316	6	151	43	164	42	4	1,074	5	1	0	4	2	72	16	5	5	1	1	1	0	6	3,950
I-95 @ Palmetto Park Rd.	21	0	0	0	0	0	0	0	10	4	0	32	1	14	33	399	2,426	215	457	413	35	0	591	21	156	90	380	142	156	1,290	3	0	0	10	2	72	85	5	5	1	1	1	0	7	7,057
I-95 @ Hillsboro Blvd.	22	0	1	0	1	1	1	0	20	7	0	0	1	3	3	2	1,522	182	661	175	646	297	0	3	6	4	514	820	536	1,640	0	0	1	3	1	2	7	10	10	2	2	2	1	2	7,091
Natura Blvd. N. of SW 10th St.	23	0	1	0	1	1	0	0	7	2	0	0	4	2	19	43	0	1	1	1	1	1	1	0	951	303	69	93	52	117	1	0	0	4	1	61	25	17	3	30	3	1	5	4	1,825
SW 10th St. E. of I-95	24	2	4	0	5	4	1	0	7	3	0	29	26	140	205	454	101	14	36	5	82	28	1	345	0	464	23	470	264	1,182	15	2	0	51	7	357	482	224	121	429	50	6	29	42	5,712
Natura Blvd. S. of SW 10th St.	25	0	0	0	0	1	0	0	5	2	0	0	2	1	5	12	35	6	30	8	49	27	1	266	535	0	1	3	15	44	0	0	0	3	1	4	65	55	3	67	11	1	2	1	1,261
I-95 @ Sample Rd.	26	0	1	0	0	1	1	0	0	0	0	0	1	103	39	95	1,017	130	556	183	523	507	202	6	1	1	0	32	574	4,316	0	0	0	2	1	1	14	16	6	1	1	1	1	1	8,331
I-95 @ Copans Rd.	27	0	1	0	0	1	1	0	0	0	0	0	2	2	6	8	331	57	358	179	198	314	645	17	338	1	7	0	8	4,612	0	0	0	1	1	1	39	18	7	1	2	1	0	1	7,155
I-95 @ Atlantic Blvd.	28	0	1	0	0	1	1	0	0	0	0	0	1	2	1	1	872	128	616	123	526	388	689	9	256	4	277	16	0	4,102	0	0	0	2	1	7	146	75	64	17	14	1	0	1	8,344
I-95 @ S. of Atlantic Blvd.	29	3	1	0	2	2	6	0	0	0	0	0	9	52	28	49	2,382	278	1,486	644	1,042	1,382	1,750	19	1,468	19	1,856	3,461	4,350	0	1	0	0	3	1	67	393	342	18	62	57	3	10	10	21,255
Waterway Blvd. S. of SW 10th St.	30	4	5	0	10	12	26	0	38	14	0	0	2	28	27	16	20	3	25	3	47	13	1	4	113	1	1	1	1	7	0	0	346	3	2	19	12	15	9	39	1	15	260	1	1,143
Indepandance Dr. S. of SW 10th St.	31	0	1	0	1	2	4	0	6	2	0	0	23	5	44	55	1	0	1	0	3	1	0	0	8	0	0	0	0	0	3	0	46	0	0	1	1	1	1	3	0	1	17	0	233
Powerline Rd. S. of SW 10th St.	32	52	77	0	108	109	60	0	31	11	0	0	3	8	143	212	0	0	0	1	1	1	1	0	0	0	0	1	1	0	97	45	0	1	0	1	0	1	1	1	1	388	3,149	15	4,521
SW30th Ave. S. of SW 10th St.	33	0	1	0	1	1	1	0	12	4	0	0	3	3	6	14	4	1	2	2	4	3	1	1	13	1	1	1	1	3	1	0	0	0	76	3	2	1	1	12	3	2	48	15	246
SW28th Ave. S. of SW 10th St.	34	0	0	0	0	0	0	0	11	4	0	0	6	5	12	27	104	4	7	7	10	8	2	3	68	2	1	2	2	5	1	0	1	99	0	9	6	2	2	51	5	3	92	5	568
Military Trail S. of SW 10th St.	35	4	5	0	8	8	8	0	11	4	0	0	1	4	41	30	225	43	161	69	298	92	2	58	411	7	1	1	9	80	3	0	1	4	2	0	269	232	67	2,053	148	5	50	17	4,431
Newport Center Dr. S. of SW 10th St.	36	0	0	0	0	0	0	0	2	1	0	5	2	1	10	11	20	4	14	8	7	16	2	3	132	7	8	25	26	69	1	0	0	1	1	27	0	2	2	13	2	1	3	2	427
Newport Center Dr. N. of SW 10th St.	37	0	0	0	0	0	0	0	1	0	0	5	0	0	8	14	1	1	1	1	1	1	1	2	58	25	3	18	42	127	0	0	0	3	0	34	9	0	1	0	3	0	0	1	365
Internal zone at Newport Center	38	0	0	0	0	0	0	0	1	1	0	1	0	0	2	0	1	1	1	1	1	1	1	0	1	1	3	2	2	1	0	0	0	0	0	0	1	1	0	0	0	0	0	1	26
Military trail N. of SW 10th St.	39	0	1	0	1	0	0	0	7	3	0	0	5	2	248	587	1	1	1	1	1	1	1	10	281	79	1	3	12	35	16	2	0	53	11	1,583	156	1	1	0	12	1	1	43	3,164
East Dr. N. of SW 10th St.	40	0	0	0	0	0	0	0	10	4	0	0	1	3	3	2	1	1	1	2	1	1	2	2	102	23	1	7	32	124	0	0	1	5	3	227	12	10	4	19	0	2	1	2	610
West Dr. E. of Powerline Rd.	41	10	20	0	22	24	3	0	60	22	0	0	5	15	61	75	1	1	1	1	1	1	1	1	4	1	1	1	2	8	2	1	306	3	1	12	2	1	1	1	2	0	103	6	783
Powerline Rd. N. of West Dr.	42	13	16	0	22	6	2	0	39	14	0	0	2	7	33	464	0	0	1	1	1	1	1	0	3	0	1	1	1	3	22	3	3,292	18	11	127	1	1	1	1	1	131	0	106	4,345
Internal zone at Powerline	43	0	1	0	1	1	0	0	5	2	0	0	0	1	2	3	1	1	0	1	1	1	0	0	4	0	0	0	1	7	0	0	5	1	0	12	0	0	0	3	1	3	59	0	117
Total		10,299	3,797	0	3,586	3,747	6,937	0	5,683	5,953	3,370	18,353	3,810	4,146	3,254	13,648	18,532	4,754	10,430	5,067	6,730	6,007	6,596	1,056	7,112	1,290	4,469	5,949	8,181	22,367	244	82	5,775	427	173	3,354	2,328	1,223	540	3,612	352	1,041	5,926	361	220,564

AM Matrix

2020 Option A2/C2 Trip Tables

2020 3DMA (1.3)_OptA2 : PM		TPK N. of Lakeworth Rd.	TPK@ Lakeworth Rd.	TPK@ Hypluxo Blvd.	TPK@ Boynton Beach Blvd.	TPK@ Atlantic Ave.	TPK@ Glade Rd.	TPK@ Extra	TPK@ Sample Rd.	TPK@ Cocunut Creek Parkway	TPK@ Atlantic Blvd.	TPK S. of Atlantic Blvd.	Sawgrass Expy @ Lyons Rd.	Sawgrass Expy @ US 441 /SR 7	Sawgrass Expy @ University Dr.	Sawgrass Expy W. of University Dr.	I-95 N. of Pennisula Corp. Dr.	I-95 @ Pennisula Corp. Dr.	I-95 @ Yamato Rd.	I-95 @ Spanish River	I-95 @ Glades Rd.	I-95 @ Palmetto Park Rd.	I-95 @ Hillsboro Blvd.	Natura Blvd. N. of SW 10th St.	SW 10th St. E. of I-95	Natura Blvd. S. of SW 10th St.	I-95 @ Sample Rd.	I-95 @ Copans Rd.	I-95 @ Atlantic Blvd.	I-95 @ S. of Atlantic Blvd.	Waterway Blvd. S. of SW 10th St.	Independance Dr. S. of SW 10th St.	Powerline Rd. S. of SW 10th St.	SW30th Ave. S. of SW 10th St.	SW28th Ave. S. of SW 10th St.	Military Trail S. of SW 10th St.	Newport Center Dr. S. of SW 10th St.	Newport Center Dr. N. of SW 10th St.	Internal zone at Newport Center	Military trail N. of SW 10th St.	East Dr. N. of SW 10th St.	West Dr. E. of Powerline Rd.	Powerline Rd. N. of West Dr.	Internal zone at Powerline	Total
	Zone#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	
TPK N. of Lakeworth Rd.	1	0	2,866	0	1,397	828	482	0	181	125	0	1,544	75	245	249	2,269	0	0	0	0	0	0	0	0	2	0	0	0	0	3	4	0	56	0	0	6	0	0	0	0	8	11	0	10,353
TPK@ Lakeworth Rd.	2	1,510	0	0	137	177	481	0	234	82	0	301	61	156	119	404	0	0	0	0	0	0	1	1	4	0	1	1	1	1	5	1	82	0	0	8	0	0	0	1	0	15	13	1	3,796
TPK@ Hypluxo Blvd.	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TPK@ Boynton Beach Blvd.	4	1,187	112	0	0	5	563	0	243	80	0	340	73	238	151	409	0	0	0	0	0	0	1	1	5	0	0	0	0	2	9	1	115	0	0	12	0	0	0	1	0	16	17	1	3,584
TPK@ Atlantic Ave.	5	1,239	257	0	6	0	78	0	429	63	0	258	70	453	220	442	0	0	0	0	0	0	1	1	4	1	1	1	1	2	11	2	114	1	0	13	0	0	0	0	0	18	5	1	3,688
TPK@ Glade Rd.	6	634	597	0	1,029	133	0	0	35	421	0	3,327	1	4	150	478	0	0	0	0	0	0	1	0	1	0	1	1	1	5	23	4	63	1	0	13	0	0	0	0	0	2	2	0	6,927
TPK@ Extra	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TPK@ Sample Rd.	8	279	517	0	562	348	23	0	0	2	0	3,650	3	9	8	10	5	4	4	16	10	8	15	3	6	4	0	0	0	0	30	6	29	5	8	16	3	2	2	6	9	39	27	4	5,676
TPK@ Cocunut Creek Parkway	9	296	350	0	422	152	560	0	1	0	0	2,139	36	4	378	1,447	73	2	2	6	4	3	5	1	2	1	0	0	0	0	11	2	10	2	3	6	1	1	1	2	3	14	10	2	5,949
TPK@ Atlantic Blvd.	10	0	0	0	0	0	0	0	0	0	0	3,369	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,369
TPK S. of Atlantic Blvd.	11	2,453	730	0	958	652	1,784	0	3,448	1,230	2,511	0	1,880	1,208	318	50	868	14	14	29	38	29	7	2	27	2	0	0	0	0	13	3	13	2	4	7	9	8	2	3	4	18	12	2	18,347
Sawgrass Expy @ Lyons Rd.	12	93	72	0	112	47	1	0	9	15	0	1,270	0	2	543	1,510	21	1	1	2	7	1	1	2	24	1	1	2	1	7	2	23	3	1	5	2	3	1	1	5	1	3	2	0	3,800
Sawgrass Expy @ US 441 /SR 7	13	202	145	0	250	147	3	0	24	8	0	7	3	0	324	2,393	230	4	2	5	16	13	3	1	138	1	95	2	2	47	25	5	8	1	4	6	2	1	1	2	4	11	5	1	4,140
Sawgrass Expy @ University Dr.	14	259	112	0	201	137	2	0	20	169	0	6	164	63	0	810	222	10	32	20	65	30	2	11	202	4	36	6	2	25	24	45	151	3	11	64	16	13	2	234	3	45	26	2	3,252
Sawgrass Expy W. of University Dr.	15	1,954	289	0	513	245	9	0	18	921	0	7	1,998	3,131	1,099	0	759	30	96	70	80	371	2	26	451	10	88	8	2	45	14	58	227	7	25	48	19	24	1	560	3	55	375	3	13,639
I-95 N. of Pennisula Corp. Dr.	16	0	0	0	0	0	0	0	6	75	0	1,314	29	83	368	794	0	1,518	3,085	1,439	2,049	2,106	1,156	0	159	47	775	283	851	1,779	13	1	0	1	62	134	16	0	0	0	1	0	0	1	18,148
I-95 @ Pennisula Corp. Dr.	17	0	0	0	0	0	0	0	7	4	0	80	2	5	41	73	3,915	0	57	79	86	182	135	1	22	8	96	47	122	202	2	0	0	0	2	25	3	1	1	0	1	0	0	0	5,202
I-95 @ Yamato Rd.	18	0	0	0	0	0	0	0	11	3	0	5	0	1	84	234	4,242	8	0	533	176	427	541	1	62	43	456	328	647	1,195	18	1	0	1	4	103	12	1	1	1	1	1	0	0	9,142
I-95 @ Spanish River	19	0	0	0	0	0	0	0	14	4	0	0	1	1	41	108	2,674	63	140	0	3	425	157	1	10	12	165	180	142	568	2	0	1	1	5	48	7	1	1	1	1	1	1	1	4,779
I-95 @ Glades Rd.	20	0	0	0	0	0	0	0	13	4	0	27	2	34	1	11	3,058	84	306	4	0	37	608	1	161	82	493	209	636	963	39	3	1	1	7	219	7	1	1	1	1	1	0	1	7,016
I-95 @ Palmetto Park Rd.	21	0	0	0	0	0	0	0	12	4	0	36	0	113	33	120	1,860	150	527	276	71	0	250	1	49	40	429	297	420	1,145	10	1	0	1	5	60	15	1	1	1	1	1	0	1	5,932
I-95 @ Hillsboro Blvd.	22	1	1	0	1	2	1	0	20	6	0	0	1	2	2	2	1,527	162	562	178	405	556	0	1	2	2	226	807	990	1,920	1	0	1	1	2	1	3	1	1	1	2	1	1	0	7,393
Natura Blvd. N. of SW 10th St.	23	2	2	0	5	3	0	0	10	3	0	347	1	5	76	163	11	2	3	3	8	20	2	0	688	445	17	59	37	59	7	1	0	1	5	93	7	5	1	17	4	1	1	0	2,113
SW 10th St. E. of I-95	24	7	10	0	17	8	0	0	9	3	0	463	17	123	224	529	160	14	21	3	74	56	2	436	0	340	1	446	388	1,699	79	7	0	4	42	254	112	48	1	183	73	2	2	3	5,863
Natura Blvd. S. of SW 10th St.	25	1	1	0	2	1	0	0	12	4	0	14	1	2	5	14	106	14	31	8	46	70	3	302	759	0	2	2	13	48	2	0	0	0	2	9	12	44	1	112	36	1	1	0	1,680
I-95 @ Sample Rd.	26	0	1	0	1	1	1	0	0	0	0	0	0	77	76	251	667	32	114	112	243	414	509	59	32	1	0	14	614	3,146	0	0	0	0	1	1	7	3	2	1	1	1	0	0	6,384
I-95 @ Copans Rd.	27	0	1	0	1	1	1	0	0	0	0	0	5	4	21	16	588	9	36	127	49	123	644	64	527	3	22	0	21	3,490	0	0	0	0	1	1	19	13	1	2	4	1	0	0	5,795
I-95 @ Atlantic Blvd.	28	1	1	0	1	1	1	0	0	0	0	0	1	2	1	2	1,959	43	71	137	5	137	425	36	299	15	395	4	0	3,983	1	0	1	0	1	5	20	31	1	7	21	1	1	1	7,609
I-95 @ S. of Atlantic Blvd.	29	25	11	0	20	12	25	0	0	0	0	0	14	61	163	159	3,145	90	213	565	1,649	1,453	1,675	103	1,721	53	3,824	2,736	5,292	0	5	0	0	1	4	57	68	121	1	27	103	5	2	6	23,410
Waterway Blvd. S. of SW 10th St.	30	4	4	0	7	13	15	0	39	12	0	0	13	6	8	8	9	1	6	2	15	5	1	1	33	1	1	0	1	2	0	7	234	1	2	12	3	1	1	35	1	4	40	0	547
Indepandance Dr. S. of SW 10th St.	31	1	3	0	5	4	4	0	18	6	0	0	1	2	4	3	1	0	1	1	2	1	0	0	5	0	0	0	0	0	1	0	110	0	1	1	0	0	0	5	0	1	5	0	187
Powerline Rd. S. of SW 10th St.	32	182	303	0	489	305	121	0	25	8	0	0	1	5	194	324	1	0	0	1	0	0	1	0	0	0	0	0	0	0	349	54	0	0	1	1	0	0	0	0	1	254	3,001	6	5,627
SW30th Ave. S. of SW 10th St.	33	3	4	0	4	6	4	0	44	14	0	0	3	11	11	27	51	2	9	17	6	12	3	3	66	3	2	2	2	3	4	1	2	0	116	8	3	5	1	65	7	3	22	1	552
SW28th Ave. S. of SW 10th St.	34	0	0	0	1	1	0	0	14	5	0	0	3	10	11	26	30	1	2	4	4	4	2	1	13	1	1	1	2	2	3	1	1	70	0	5	2	1	1	21	6	2	20	1	274
Military Trail S. of SW 10th St.	35	1	2	0	3	2	1	0	8	3	0	0	3	2	39	92	237	15	60	49	95	70	2	38	369	4	1	1	8	63	8	1	1	1	3	0	47	59	0	1,571	250	4	46	5	3,162
Newport Center Dr. S. of SW 10th St.	36	1	2	0	3	2	0	0	7	2	0	166	8	30	78	159	118	7	29	27	15	59	4	11	355	41	10	30	129	264	13	1	1	1	6	244	0	11	1	149	13	2	1	0	1,997
Newport Center Dr. N. of SW 10th St.	37	1	3	0	3	1	0	0	10	3	0	130	1	5	5	30	2	1	2	6	4	3	6	7	144	29	9	12	57	200	13	1	1	1	2	183	3	0	1	1	9	1	1	0	890
Internal zone at Newport Center	38	1	2	0	2	1	0	0	8	2	0	110	1	16	9	34	2	1	1	5	3	3	5	1	67	1	3	4	42	9	7	0	1	0	2	46	2	1	0	1	3	1	1	0	397
Military trail N. of SW 10th St.	39	2	4	0	4	2	0	0	11	4	0	0	1	52	307	837	1	0	1	2	1	1	2	22	509	67	1	1	25	67	48	4	1	7	55	2,216	25	0	0	0	14	1	1	3	4,299
East Dr. N. of SW 10th St.	40	0	0	0	0	1	0	0	16	5	0	0	1	3	3	4	1	1	1	3	2	1	2	2	63	12	2	2	21	65	1	0	1	2	5	168	4	6	1	8	0	2	1	1	414
West Dr. E. of Powerline Rd.	41	21	30	0	51	29	3	0	49	15	0	0	4	15	54	75	0	0	0	1	1	1	1	0	4	1	1	1	1	2	10	1	314	1	2	5	1	0	0	1	1	0	235	3	934
Powerline Rd. N. of West Dr.	42	12	18	0	24	7	2	0	29	9	0	0	1	3	326	1,470	0	0	0	1	0	0	1	2	24	2	0	0	0	8	191	15	2,776	19	69	65	4	0	0	1	1	183	0	53	5,318
Internal zone at Powerline	43	3	4	0	7	4	1	0	20	6	0	0	1	3	3	2	17	1	6	2	9	7	2	2	46	1	1	1	1	10	1	0	21	8	5	30	3	2	1	45	2	6	108	0	395
Total		10,374	6,454	0	6,238	3,278	4,170	0	5,053	3,320	2,511	18,909	4,478	6,189	5,751	15,788	26,560	2,284	5,437	3,731	5,240	6,626	6,176	1,147	7,058	1,277	7,157	5,488	10,473	21,030	1,000	249	4,341	146	473	4,195	461	407	29	3,071	585	722	3,997	106	221,980

PM Matrix

2020 Option A2/C2 Trip Tables

2020 3DMA (1.3)_OptA2 : OP		TPK N. of Lakeworth Rd.	TPK@ Lakeworth Rd.	TPK@ Hypluxo Blvd.	TPK@ Boynton Beach Blvd.	TPK@ Atlantic Ave.	TPK@ Glade Rd.	TPK@ Extra	TPK@ Sample Rd.	TPK@ Cocunut Creek Parkway	TPK@ Atlantic Blvd.	TPK S. of Atlantic Blvd.	Sawgrass Expy @ Lyons Rd.	Sawgrass Expy @ US 441 /SR 7	Sawgrass Expy @ University Dr.	Sawgrass Expy W. of University Dr.	I-95 N. of Pennisula Corp. Dr.	I-95 @ Pennisula Corp. Dr.	I-95 @ Yamato Rd.	I-95 @ Spanish River	I-95 @ Glades Rd.	I-95 @ Palmetto Park Rd.	I-95 @ Hillsboro Blvd.	Natura Blvd. N. of SW 10th St.	SW 10th St. E. of I-95	Natura Blvd. S. of SW 10th St.	I-95 @ Sample Rd.	I-95 @ Copans Rd.	I-95 @ Atlantic Blvd.	I-95 @ S. of Atlantic Blvd.	Wateway Blvd. S. of SW 10th St.	Independance Dr. S. of SW 10th St.	Powerline Rd. S. of SW 10th St.	SW30th Ave. S. of SW 10th St.	SW28th Ave. S. of SW 10th St.	Military Trail S. of SW 10th St.	Newport Center Dr. S. of SW 10th St.	Newport Center Dr. N. of SW 10th St.	Internal zone at Newport Center	Military trail N. of SW 10th St.	East Dr. N. of SW 10th St.	West Dr. E. of Powerline Rd.	Powerline Rd. N. of West Dr.	Internal zone at Powerline	Total
	Zone#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	
TPK N. of Lakeworth Rd.	1	0	1,715	0	1,681	844	878	0	469	736	0	8,610	381	613	425	1,998	0	0	0	0	0	0	3	0	6	0	2	2	2	491	6	1	188	12	1	9	5	6	1	8	0	6	29	4	19,136
TPK@ Lakeworth Rd.	2	1,716	0	0	85	138	559	0	387	324	0	1,052	151	160	111	160	0	0	0	0	0	0	4	0	6	0	3	3	3	82	9	2	249	20	1	14	11	16	3	17	0	7	30	4	5,325
TPK@ Hypluxo Blvd.	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TPK@ Boynton Beach Blvd.	4	1,685	83	0	0	3	673	0	274	326	0	828	170	176	137	190	0	0	0	0	0	0	2	0	5	0	1	1	1	108	5	1	194	13	1	11	9	12	2	10	0	7	27	6	4,961
TPK@ Atlantic Ave.	5	849	136	0	3	0	107	0	365	301	0	1,095	211	296	171	177	0	0	0	0	0	0	3	0	4	0	3	2	3	96	16	2	218	15	1	14	8	10	2	6	0	6	10	5	4,134
TPK@ Glade Rd.	6	892	556	0	671	104	0	0	13	420	0	1,520	0	1	26	50	0	0	0	0	0	0	1	0	1	0	1	1	1	125	15	2	87	6	1	7	4	0	0	0	0	0	0	0	4,506
TPK@ Extra	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TPK@ Sample Rd.	8	476	384	0	273	354	13	0	0	2	0	1,876	0	0	0	0	5	4	7	7	5	7	8	0	0	0	0	0	0	0	3	1	2	11	3	2	3	4	2	3	2	1	2	2	3,465
TPK@ Cocunut Creek Parkway	9	746	322	0	324	292	422	0	2	0	0	2,526	112	0	27	45	373	3	4	4	3	5	5	0	0	0	0	0	0	0	2	0	1	7	2	1	2	3	2	2	1	0	1	1	5,242
TPK@ Atlantic Blvd.	10	0	0	0	0	0	0	0	0	0	0	4,507	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,507
TPK S. of Atlantic Blvd.	11	8,683	1,041	0	821	1,057	1,521	0	1,871	2,523	4,505	0	365	97	30	2	3,816	47	6	6	4	6	7	0	0	0	0	0	0	0	3	1	2	10	2	1	132	176	42	3	2	1	2	2	26,784
Sawgrass Expy @ Lyons Rd.	12	379	147	0	166	201	0	0	0	111	0	363	0	1	150	238	156	7	12	6	35	1	1	0	6	0	1	16	1	137	49	2	4	6	6	1	17	13	1	20	0	0	0	0	2,250
Sawgrass Expy @ US 441 /SR 7	13	623	159	0	175	287	1	0	0	0	0	98	1	0	414	2,991	890	23	67	19	28	132	2	1	32	0	155	1	1	184	78	2	1	3	2	1	19	24	6	38	1	0	0	0	6,460
Sawgrass Expy @ University Dr.	14	419	107	0	132	161	25	0	0	27	0	29	147	403	0	978	633	27	88	43	133	132	1	1	19	0	117	11	1	338	19	3	35	15	9	11	48	98	2	292	1	1	24	1	4,532
Sawgrass Expy W. of University Dr.	15	2,021	159	0	189	171	50	0	0	45	0	2	239	2,992	976	0	1,101	34	151	95	174	428	1	2	32	0	227	24	0	193	11	2	11	14	7	3	35	83	0	306	0	1	31	1	9,812
I-95 N. of Pennisula Corp. Dr.	16	0	0	0	0	0	0	0	5	376	0	3,860	183	1,025	752	1,274	0	2,363	7,269	4,937	7,724	6,761	4,438	0	12	0	1,765	1,906	3,702	14,718	156	64	77	3	305	997	36	0	0	2	89	1	2	14	64,815
I-95 @ Pennisula Corp. Dr.	17	0	0	0	0	0	0	0	4	3	0	45	8	26	33	40	2,414	0	112	217	158	309	158	0	2	0	174	86	262	929	15	5	2	2	12	79	1	0	0	1	8	1	2	1	5,108
I-95 @ Yamato Rd.	18	0	0	0	0	0	0	0	6	4	0	0	12	69	93	155	8,578	130	0	736	458	728	490	0	2	0	574	263	423	5,108	66	27	3	3	48	320	2	0	0	2	24	1	3	4	18,335
I-95 @ Spanish River	19	0	0	0	0	0	0	0	6	4	0	0	6	19	46	99	4,941	214	827	0	1	614	318	0	1	0	492	329	378	1,481	33	5	3	15	20	212	7	0	0	2	11	1	3	3	10,093
I-95 @ Glades Rd.	20	0	0	0	0	0	0	0	5	3	0	0	41	32	158	200	7,857	158	523	1	0	249	1,431	1	12	1	2,247	991	1,480	3,061	231	81	2	16	43	942	7	0	0	2	22	1	2	11	19,813
I-95 @ Palmetto Park Rd.	21	0	0	0	0	0	0	0	7	4	0	0	1	140	144	457	6,113	275	738	613	226	0	978	0	4	0	1,874	962	1,434	2,940	159	57	3	11	55	758	15	0	0	2	1	1	3	10	17,987
I-95 @ Hillsboro Blvd.	22	3	5	0	2	4	1	0	6	4	0	0	1	1	1	1	3,901	136	483	308	1,262	932	0	0	0	0	784	1,197	1,804	4,635	5	1	3	3	2	2	0	0	0	2	1	1	3	1	15,495
Natura Blvd. N. of SW 10th St.	23	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	12	2	7	2	20	12	0	0	2,296	242	15	18	23	57	0	0	0	0	0	3	0	0	0	1	0	0	1	0	2,715
SW 10th St. E. of I-95	24	5	4	0	3	3	0	0	0	0	0	0	4	20	12	20	670	98	136	37	674	261	1	3,889	0	2,697	120	1,073	1,009	4,103	24	10	0	0	10	111	5	4	0	48	7	1	32	2	15,095
Natura Blvd. S. of SW 10th St.	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	1	7	5	29	14	0	329	2,183	0	0	3	6	19	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2,612
I-95 @ Sample Rd.	26	2	3	0	1	2	1	0	0	0	0	0	0	101	78	149	1,527	148	558	470	1,951	1,758	846	28	132	0	0	40	1,525	8,822	3	0	2	2	1	1	2	3	0	1	1	1	2	0	18,161
I-95 @ Copans Rd.	27	2	2	0	1	2	1	0	0	0	0	0	12	1	8	18	1,816	81	282	346	947	993	1,422	37	1,302	5	53	0	222	10,332	3	0	2	2	1	1	5	13	1	10	4	1	2	0	17,927
I-95 @ Atlantic Blvd.	28	2	3	0	1	2	1	0	0	0	0	0	0	1	1	0	3,571	249	458	402	1,432	1,499	2,169	47	1,240	8	2,074	296	0	15,192	3	0	2	2	1	31	26	32	9	93	52	1	2	2	28,903
I-95 @ S. of Atlantic Blvd.	29	393	64	0	85	73	100	0	0	0	0	0	91	118	224	125	12,599	782	4,906	1,399	2,629	2,727	4,942	103	4,469	25	10,638	12,203	13,655	0	117	7	1	31	38	273	52	97	4	283	158	22	653	22	74,107
Waterway Blvd. S. of SW 10th St.	30	5	7	0	4	13	13	0	2	1	0	0	33	53	13	8	90	8	43	21	134	99	4	1	26	0	3	3	3	122	0	2	123	12	6	7	18	42	3	120	2	0	4	1	1,050
Indepandance Dr. S. of SW 10th St.	31	1	2	0	1	2	2	0	0	0	0	0	1	2	2	1	45	3	21	4	57	43	1	0	13	0	1	0	1	9	2	0	115	5	4	2	9	17	5	60	0	0	8	0	439
Powerline Rd. S. of SW 10th St.	32	209	271	0	211	232	96	0	2	1	0	0	3	1	32	10	58	2	2	2	2	3	3	0	0	0	2	2	2	2	163	126	0	4	2	1	2	3	2	2	1	109	4,157	57	5,778
SW30th Ave. S. of SW 10th St.	33	11	17	0	12	13	5	0	7	4	0	0	4	2	11	10	2	1	2	11	10	8	2	0	1	0	2	2	2	35	13	4	3	0	215	2	2	3	1	2	5	4	468	10	907
SW28th Ave. S. of SW 10th St.	34	1	1	0	1	1	1	0	2	1	0	0	5	2	8	6	213	8	38	16	30	42	1	1	13	0	1	1	1	47	8	4	2	242	0	5	19	38	5	142	4	2	399	1	1,310
Military Trail S. of SW 10th St.	35	20	30	0	23	28	14	0	2	2	0	0	2	2	20	5	737	57	266	173	698	607	1	6	151	0	1	1	37	362	17	4	2	4	11	0	230	593	11	3,320	191	6	679	4	8,318
Newport Center Dr. S. of SW 10th St.	36	8	15	0	13	11	6	0	3	2	0	131	20	22	57	41	36	1	2	7	7	16	0	0	8	0	4	8	40	90	32	12	3	3	26	311	0	5	0	200	6	6	310	2	1,467
Newport Center Dr. N. of SW 10th St.	37	8	23	0	18	14	0	0	4	3	0	178	15	28	119	99	0	0	0	0	0	1	1	0	8	1	6	21	51	172	75	24	4	4	55	820	6	0	92	3	45	2	4	7	1,910
Internal zone at Newport Center	38	2	5	0	4	3	0	0	3	2	0	47	1	8	3	1	0	0	0	0	0	0	0	0	1	0	0	2	16	8	7	8	3	3	8	17	0	106	0	2	1	1	2	1	265
Military trail N. of SW 10th St.	39	7	15	0	9	5	0	0	2	1	0	0	14	27	217	222	1	1	1	1	1	1	2	2	56	3	1	10	94	320	129	53	2	2	127	2,805	124	2	1	0	849	1	2	14	5,123
East Dr. N. of SW 10th St.	40	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	52	4	16	7	13	1	1	0	8	0	1	4	49	167	2	0	1	4	3	152	3	26	1	798	0	0	1	0	1,320
West Dr. E. of Powerline Rd.	41	7	8	0	8	7	0	0	1	0	0	0	0	0	1	1	1	1	1	1	1	1	1	0	2	0	1	1	1	33	0	0	115	5	3	3	5	1	1	1	1	0	2,339	6	2,556
Powerline Rd. N. of West Dr.	42	33	34	0	31	10	0	0	2	1	0	0	0	0	23	28	2	2	2	2	2	3	3	3	48	1	2	2	2	937	5	9	4,299	596	453	367	244	3	2	2	1	2,293	0	484	9,931
Internal zone at Powerline	43	4	4	0	6	5	0	0	2	1	0	0	0	0	1	1	11	1	4	3	8	8	1	0	3	0	0	0	2	29	1	0	55	12	1	2	1	5	0	16	0	6	453	0	648
Total		19,212	5,322	0	4,955	4,043	4,493	0	3,456	5,234	4,505	26,768	2,237	6,442	4,526	9,800	62,231	4,870	17,038	9,903	18,859	18,399	17,249	4,453	12,102	2,986	21,348	19,485	26,236	75,482	1,486	522	5,819	1,119	1,486	8,299	1,116	1,440	202	5,823	1,492	2,493	9,692	683	453,304

OP Matrix

2040 Option A2/C2 Trip Tables

2040 3DMA_NT_Opt A2 : Daily		TPK N. of Lakeworth Rd.	TPK@ Lakeworth Rd.	TPK@ Hypluxo Blvd.	TPK@ Boynton Beach Blvd.	TPK@ Atlantic Ave.	TPK@ Glade Rd.	TPK@ Extra	TPK@ Sample Rd.	TPK@ Cocunut Creek Parkway	TPK@ Atlantic Blvd.	TPK S. of Atlantic Blvd.	Sawgrass Expy @ Lyons Rd.	Sawgrass Expy @ US 441 /SR 7	Sawgrass Expy @ University Dr.	Sawgrass Expy W. of University Dr.	I-95 N. of Pennisula Corp. Dr.	I-95 @ Pennisula Corp. Dr.	I-95 @ Yamato Rd.	I-95 @ Spanish River	I-95 @ Glades Rd.	I-95 @ Palmetto Park Rd.	I-95 @ Hillsboro Blvd.	Natura Blvd. N. of SW 10th St.	SW 10th St. E. of I-95	Natura Blvd. S. of SW 10th St.	I-95 @ Sample Rd.	I-95 @ Copans Rd.	I-95 @ Atlantic Blvd.	I-95 @ S. of Atlantic Blvd.	Waterway Blvd. S. of SW 10th St.	Independance Dr. S. of SW 10th St.	Powerline Rd. S. of SW 10th St.	SW30th Ave. S. of SW 10th St.	SW28th Ave. S. of SW 10th St.	Military Trail S. of SW 10th St.	Newport Center Dr. S. of SW 10th St.	Newport Center Dr. N. of SW 10th St.	Internal zone at Newport Center	Military trail N. of SW 10th St.	East Dr. N. of SW 10th St.	West Dr. E. of Powerline Rd.	Powerline Rd. N. of West Dr.	Internal zone at Powerline	Total
	Zone#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	
TPK N. of Lakeworth Rd.	1	0	9,172	0	5,722	5,498	3,314	0	934	3,019	0	22,700	953	1,125	1,190	7,642	0	0	0	0	0	0	8	5	49	3	6	6	6	444	40	13	993	27	3	42	10	7	4	14	1	67	282	12	63,310
TPK@ Lakeworth Rd.	2	9,172	0	0	1,057	1,345	1,780	0	2,028	135	0	1,425	459	1,146	380	507	0	0	0	0	0	0	36	15	92	4	26	24	24	189	57	22	547	38	7	26	14	16	8	16	5	52	173	23	20,846
TPK@ Hypluxo Blvd.	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TPK@ Boynton Beach Blvd.	4	5,723	1,057	0	0	39	2,982	0	1,043	1,319	0	3,174	531	793	508	781	0	0	0	0	0	0	11	7	74	3	8	8	8	120	48	26	1,490	40	4	61	14	17	10	21	1	83	231	21	20,256
TPK@ Atlantic Ave.	5	5,500	1,342	0	39	0	513	0	1,008	1,161	0	2,832	368	820	615	830	0	0	0	0	0	0	15	7	55	3	11	11	11	88	72	23	1,146	33	5	57	11	7	6	11	2	71	77	14	16,762
TPK@ Glade Rd.	6	3,323	1,777	0	2,977	512	0	0	69	2,716	0	10,265	6	9	155	357	0	0	0	0	0	0	12	2	8	1	9	8	9	123	119	24	528	24	3	18	5	1	1	1	1	5	9	4	23,079
TPK@ Extra	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TPK@ Sample Rd.	8	938	2,031	0	1,045	1,012	69	0	0	9	0	10,274	19	31	30	60	5	7	6	18	11	10	17	3	4	2	0	0	0	0	11	4	13	4	8	3	2	2	2	4	5	8	12	5	15,686
TPK@ Cocunut Creek Parkway	9	3,030	135	0	1,318	1,162	2,727	0	9	0	0	8,500	168	27	804	2,109	88	5	4	13	8	7	12	2	3	1	0	0	0	0	10	4	9	5	6	2	2	2	2	3	4	5	10	4	20,198
TPK@ Atlantic Blvd.	10	0	0	0	0	0	0	0	0	0	0	11,082	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11,082
TPK S. of Atlantic Blvd.	11	22,686	1,443	0	3,159	2,824	10,249	0	10,277	8,499	11,082	0	5,055	1,586	407	20	5,845	447	743	619	451	870	12	176	2,604	31	0	0	0	0	11	4	9	7	5	22	262	370	196	912	40	6	11	4	90,946
Sawgrass Expy @ Lyons Rd.	12	927	449	0	519	359	6	0	19	166	0	5,081	0	11	914	5,562	463	21	38	37	74	3	5	14	146	6	3	40	3	249	325	54	14	12	23	4	54	24	16	33	3	6	4	2	15,689
Sawgrass Expy @ US 441 /SR 7	13	1,121	1,139	0	790	817	9	0	31	27	0	1,573	11	0	466	11,128	1,551	69	112	92	181	346	7	16	405	2	366	10	5	361	363	31	9	5	11	3	136	145	78	62	5	8	7	3	21,501
Sawgrass Expy @ University Dr.	14	1,202	384	0	514	622	156	0	31	822	0	395	904	463	0	6,596	2,315	193	444	347	446	340	7	83	925	43	309	75	5	1,374	125	71	378	45	40	123	170	131	69	479	4	36	1,825	6	22,496
Sawgrass Expy W. of University Dr.	15	7,688	507	0	781	829	359	0	60	2,109	0	11	5,574	11,129	6,596	0	5,291	151	504	389	279	911	4	58	634	32	595	55	3	458	91	55	236	38	43	60	120	128	47	525	3	45	1,916	3	48,317
I-95 N. of Pennisula Corp. Dr.	16	0	0	0	0	0	0	0	4	89	0	5,752	522	1,628	2,272	5,295	0	9,499	19,058	10,891	14,840	12,259	6,920	5	253	176	3,258	2,825	6,749	20,575	60	45	76	430	669	1,416	262	4	4	2	3	1	6	50	125,898
I-95 @ Pennisula Corp. Dr.	17	0	0	0	0	0	0	0	6	4	0	409	24	75	177	142	9,499	0	492	667	549	1,049	629	4	51	27	411	197	540	1,489	8	4	3	15	22	156	28	5	5	3	3	1	2	5	16,700
I-95 @ Yamato Rd.	18	0	0	0	0	0	0	0	5	4	0	703	43	121	428	488	19,228	482	0	1,740	1,600	2,276	1,811	5	116	69	1,163	674	1,154	6,046	36	14	2	23	34	376	84	4	4	3	3	1	2	12	38,754
I-95 @ Spanish River	19	0	0	0	0	0	0	0	18	13	0	596	43	100	353	401	10,689	626	1,623	0	13	2,875	1,100	11	24	31	1,219	1,082	995	3,802	16	7	4	75	51	471	110	21	21	8	9	3	4	18	26,432
I-95 @ Glades Rd.	20	0	0	0	0	0	0	0	9	6	0	403	86	175	438	303	14,955	526	1,505	11	0	439	2,505	5	219	129	3,161	1,390	2,375	5,221	111	58	2	31	42	1,108	19	9	9	4	5	1	2	25	35,288
I-95 @ Palmetto Park Rd.	21	0	0	0	0	0	0	0	9	7	0	810	3	344	362	963	12,315	1,067	2,276	2,800	430	0	2,221	41	246	107	3,141	1,609	2,520	4,971	41	36	2	65	45	631	157	8	8	4	5	1	3	24	37,271
I-95 @ Hillsboro Blvd.	22	9	39	0	12	16	13	0	19	13	0	0	5	8	8	5	6,971	661	1,795	1,063	2,500	2,203	0	10	17	6	2,434	3,590	4,696	7,958	4	1	4	7	11	8	18	22	21	8	9	3	4	5	34,174
Natura Blvd. N. of SW 10th St.	23	7	17	0	13	13	3	0	5	3	0	311	19	15	161	100	6	2	4	6	23	31	4	0	3,343	2,130	121	210	146	237	12	2	1	4	9	23	23	22	7	33	10	1	17	4	7,095
SW 10th St. E. of I-95	24	48	76	0	76	59	8	0	5	3	0	2,616	145	372	1,030	665	416	42	137	19	517	226	5	3,359	0	6,768	126	2,088	1,896	7,187	137	37	2	81	122	403	676	104	151	647	129	6	156	64	30,599
Natura Blvd. S. of SW 10th St.	25	4	4	0	4	4	2	0	3	2	0	41	7	2	55	40	193	14	54	23	122	74	3	2,292	6,444	0	2	26	44	132	2	1	1	1	3	9	102	52	62	349	62	1	15	1	10,250
I-95 @ Sample Rd.	26	5	22	0	8	10	8	0	0	0	0	0	3	338	283	515	3,399	427	1,263	1,192	2,962	3,142	2,470	147	148	1	0	97	3,110	18,072	2	1	3	3	7	5	42	36	23	5	6	2	3	3	37,763
I-95 @ Copans Rd.	27	5	19	0	6	9	7	0	0	0	0	0	32	9	63	43	2,862	204	716	1,052	1,316	1,628	3,433	197	2,272	38	91	0	382	20,703	2	1	2	3	7	4	185	102	107	32	36	1	2	2	35,576
I-95 @ Atlantic Blvd.	28	5	19	0	7	9	7	0	0	0	0	0	3	4	4	3	6,901	534	1,163	963	2,214	2,528	4,606	172	2,080	51	3,066	368	0	25,781	2	1	2	3	7	34	394	221	324	168	210	1	2	5	51,860
I-95 @ S. of Atlantic Blvd.	29	349	147	0	98	75	100	0	0	0	0	0	191	294	1,185	370	20,030	1,442	6,202	3,731	5,408	5,196	8,221	340	7,844	147	18,133	20,731	25,787	0	73	15	2	134	240	526	665	589	191	491	520	31	1,595	95	131,188
Waterway Blvd. S. of SW 10th St.	30	38	51	0	47	74	124	0	15	11	0	0	237	253	96	63	64	11	47	16	127	43	4	7	162	2	3	3	3	81	0	15	664	7	10	25	18	23	12	105	3	7	303	2	2,776
Indepandance Dr. S. of SW 10th St.	31	14	22	0	30	27	27	0	5	4	0	0	51	28	68	50	36	4	13	7	46	28	2	2	49	1	1	1	1	18	13	0	431	4	6	1	9	10	5	43	1	2	97	1	1,161
Powerline Rd. S. of SW 10th St.	32	1,005	570	0	1,483	1,136	525	0	14	9	0	0	14	10	385	243	87	3	2	4	3	2	4	1	2	0	3	3	3	2	515	399	0	1	3	1	2	2	1	2	2	360	12,582	34	19,418
SW30th Ave. S. of SW 10th St.	33	41	38	0	64	55	40	0	8	6	0	0	12	7	69	54	313	13	20	57	23	41	7	6	103	2	5	5	5	153	9	4	2	0	453	5	7	20	5	162	13	4	341	31	2,202
SW28th Ave. S. of SW 10th St.	34	3	7	0	5	6	3	0	10	6	0	0	23	18	48	52	690	24	32	57	43	34	14	10	152	2	10	10	10	294	10	5	4	437	0	6	23	41	12	209	23	4	398	10	2,748
Military Trail S. of SW 10th St.	35	41	36	0	55	45	20	0	2	1	0	21	2	2	63	29	1,387	180	419	462	1,043	553	8	22	470	7	6	6	43	675	23	1	1	7	5	0	444	591	175	8,086	743	10	1,024	15	16,724
Newport Center Dr. S. of SW 10th St.	36	15	20	0	20	14	8	0	3	2	0	328	73	175	232	166	249	25	62	90	20	131	12	10	406	50	36	176	386	515	24	13	2	8	32	563	0	19	3	138	31	3	397	5	4,462
Newport Center Dr. N. of SW 10th St.	37	9	23	0	23	9	1	0	3	2	0	445	32	183	162	154	3	4	3	14	8	6	13	8	59	22	25	92	201	428	31	15	2	29	57	740	15	0	348	3	57	1	2	12	3,241
Internal zone at Newport Center	38	6	11	0	14	8	1	0	3	2	0	251	22	103	91	62	3	4	3	14	8	6	12	2	74	26	16	80	262	130	14	8	2	5	14	213	3	373	0	3	11	1	2	2	1,863
Military trail N. of SW 10th St.	39	15	16	0	24	12	1	0	5	4	0	913	34	72	532	584	3	3	3	8	5	5	8	25	632	267	6	41	211	567	94	41	2	154	234	7,897	133	3	3	0	403	1	2	73	13,036
East Dr. N. of SW 10th St.	40	1	5	0	2	2	2	0	6	4	0	32	3	5	5	3	4	4	3	9	6	5	9	6	135	45	6	46	262	609	3	1	3	12	22	675	23	39	9	377	0	2	3	3	2,389
West Dr. E. of Powerline Rd.	41	64	54	0	77	66	5	0	7	5	0	0	6	7	35	44	1	1	1	2	1	1	2	1	5	0	2	2	2	38	5	2	321	3	4	12	3	1	1	1	1	0	3,803	7	4,591
Powerline Rd. N. of West Dr.	42	299	188	0	242	80	8	0	12	9	0	0	4	7	1,819	1,886	6	2	2	4	2	3	4	19	179	15	3	3	3	2,032	259	105	12,431	334	464	907	301	2	1	2	3	3,686	0	540	25,866
Internal zone at Powerline	43	13	24	0	25	16	4	0	6	4	0	0	2	3	7	3	50	5	11	16	26	22	5	3	58	1	3	3	7	112	2	1	35	29	12	18	5	10	2	74	3	7	530	0	1,155
Total		63,309	20,845	0	20,254	16,762	23,079	0	15,690	20,198	11,082	90,940	15,691	21,498	22,495	48,316	125,916	16,700	38,759	26,436	35,303	37,294	34,177	7,098	30,543	10,252	37,784	35,593	51,869	131,231	2,779	1,161	19,378	2,185	2,741	16,651	4,550	3,182	1,952	13,040	2,380	4,533	25,854	1,149	1,110,647

DY Matrix

2040 Option A2/C2 Trip Tables

2040 3DMA_NT_Opt A2 : AM		TPK N. of Lakeworth Rd.	TPK@ Lakeworth Rd.	TPK@ Hypluxo Blvd.	TPK@ Boynton Beach Blvd.	TPK@ Atlantic Ave.	TPK@ Glade Rd.	TPK@ Extra	TPK@ Sample Rd.	TPK@ Cocunut Creek Parkway	TPK@ Atlantic Blvd.	TPK S. of Atlantic Blvd.	Sawgrass Expy @ Lyons Rd.	Sawgrass Expy @ US 441 /SR 7	Sawgrass Expy @ University Dr.	Sawgrass Expy W. of University Dr.	I-95 N. of Pennisula Corp. Dr.	I-95 @ Pennisula Corp. Dr.	I-95 @ Yamato Rd.	I-95 @ Spanish River	I-95 @ Glades Rd.	I-95 @ Palmetto Park Rd.	I-95 @ Hillsboro Blvd.	Natura Blvd. N. of SW 10th St.	SW 10th St. E. of I-95	Natura Blvd. S. of SW 10th St.	I-95 @ Sample Rd.	I-95 @ Copans Rd.	I-95 @ Atlantic Blvd.	I-95 @ S. of Atlantic Blvd.	Waterway Blvd. S. of SW 10th St.	Independance Dr. S. of SW 10th St.	Powerline Rd. S. of SW 10th St.	SW30th Ave. S. of SW 10th St.	SW28th Ave. S. of SW 10th St.	Military Trail S. of SW 10th St.	Newport Center Dr. S. of SW 10th St.	Newport Center Dr. N. of SW 10th St.	Internal zone at Newport Center	Military trail N. of SW 10th St.	East Dr. N. of SW 10th St.	West Dr. E. of Powerline Rd.	Powerline Rd. N. of West Dr.	Internal zone at Powerline	Total
	Zone#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	
TPK N. of Lakeworth Rd.	1	0	2,531	0	1,656	2,354	961	0	410	1,030	0	3,948	275	349	413	2,433	0	0	0	0	0	0	3	2	24	1	3	4	3	49	3	1	411	17	0	15	3	2	2	6	0	29	45	4	16,989
TPK@ Lakeworth Rd.	2	4,407	0	0	248	627	829	0	863	123	0	643	181	311	189	206	0	0	0	0	0	0	7	4	21	1	6	8	8	16	3	1	98	6	1	4	1	2	2	2	1	13	10	4	8,845
TPK@ Hypluxo Blvd.	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TPK@ Boynton Beach Blvd.	4	1,941	306	0	0	8	1,301	0	574	682	0	1,049	208	339	252	370	0	0	0	0	0	0	4	3	41	1	3	4	4	31	4	4	763	28	1	24	5	6	6	10	1	42	43	11	8,067
TPK@ Atlantic Ave.	5	1,613	348	0	21	0	253	0	327	538	0	869	87	144	186	318	0	0	0	0	0	0	5	3	25	1	5	6	6	25	6	4	579	24	1	19	4	2	4	5	1	37	15	6	5,485
TPK@ Glade Rd.	6	778	690	0	637	129	0	0	24	1,066	0	2,029	2	4	3	7	0	0	0	0	0	0	4	0	1	0	4	5	5	14	11	3	322	18	1	7	0	0	0	1	1	3	4	2	5,774
TPK@ Extra	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TPK@ Sample Rd.	8	336	458	0	343	604	40	0	0	3	0	4,322	14	22	20	11	2	4	4	6	4	5	7	1	2	1	0	0	0	0	3	1	6	2	2	1	1	2	2	2	2	5	6	3	6,245
TPK@ Cocunut Creek Parkway	9	413	4	0	113	203	824	0	5	0	0	1,763	37	11	364	830	13	2	2	3	2	2	3	1	1	0	0	0	0	0	1	1	3	1	1	1	1	1	1	1	1	2	3	2	4,613
TPK@ Atlantic Blvd.	10	0	0	0	0	0	0	0	0	0	0	2,674	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2,674
TPK S. of Atlantic Blvd.	11	2,574	98	0	419	531	4,843	0	4,564	3,100	3,599	0	1,751	14	19	7	1,244	203	257	223	78	344	4	73	1,231	8	0	0	0	0	2	1	4	1	1	1	58	100	81	206	1	3	4	2	25,646
Sawgrass Expy @ Lyons Rd.	12	245	113	0	150	153	3	0	5	4	0	2,807	0	5	121	2,383	65	2	1	1	4	1	1	2	31	1	1	18	2	35	4	0	5	1	2	3	12	3	6	6	1	5	1	1	6,204
Sawgrass Expy @ US 441 /SR 7	13	405	299	0	315	575	5	0	8	6	0	1,447	5	0	96	3,647	254	15	7	10	51	152	2	3	112	1	132	8	2	88	2	0	4	2	4	2	15	5	11	30	2	5	2	1	7,726
Sawgrass Expy @ University Dr.	14	491	111	0	174	373	133	0	10	418	0	375	299	201	0	2,545	803	112	212	157	58	42	3	38	438	9	171	60	3	657	2	2	221	26	7	110	69	24	33	145	2	18	918	3	9,473
Sawgrass Expy W. of University Dr.	15	3,091	228	0	259	403	304	0	49	1,237	0	9	2,014	2,937	1,848	0	1,020	73	202	138	13	35	2	24	254	6	269	22	2	165	1	0	121	18	7	59	52	13	26	158	1	21	821	1	15,903
I-95 N. of Pennisula Corp. Dr.	16	0	0	0	0	0	0	0	2	7	0	667	39	252	400	1,090	0	4,319	6,230	2,957	3,178	1,783	1,371	5	172	128	471	572	1,568	1,880	6	1	0	34	50	306	227	4	3	1	1	0	1	22	27,750
I-95 @ Pennisula Corp. Dr.	17	0	0	0	0	0	0	0	2	2	0	45	2	6	24	21	1,047	0	101	141	161	230	231	3	30	14	27	17	41	52	1	0	0	1	2	25	21	4	4	1	1	0	0	2	2,261
I-95 @ Yamato Rd.	18	0	0	0	0	0	0	0	2	2	0	126	3	11	68	71	3,067	155	0	289	608	598	731	4	65	38	106	55	87	141	4	0	0	3	4	70	69	4	3	1	1	0	0	7	6,392
I-95 @ Spanish River	19	0	0	0	0	0	0	0	11	8	0	175	8	22	77	59	1,483	159	513	0	7	761	349	9	16	19	153	228	195	484	2	1	2	9	9	81	91	20	19	4	5	2	2	5	4,987
I-95 @ Glades Rd.	20	0	0	0	0	0	0	0	4	3	0	138	8	51	132	30	1,939	104	179	3	0	69	363	3	106	57	147	27	31	988	10	1	1	1	4	56	13	8	7	2	2	1	1	10	4,498
I-95 @ Palmetto Park Rd.	21	0	0	0	0	0	0	0	4	3	0	170	1	12	81	276	2,710	343	740	787	45	0	795	40	187	72	465	161	272	1,173	4	1	1	1	1	28	130	7	7	2	2	1	1	7	8,529
I-95 @ Hillsboro Blvd.	22	3	13	0	6	10	7	0	12	9	0	0	3	4	4	2	1,392	251	727	262	869	450	0	7	14	5	753	1,039	982	1,329	1	0	2	2	3	4	14	20	19	4	5	2	2	3	8,235
Natura Blvd. N. of SW 10th St.	23	2	4	0	5	5	2	0	2	2	0	101	11	2	49	26	0	0	0	1	0	1	1	0	1,123	480	64	93	48	73	1	0	0	2	4	4	15	17	6	28	4	1	12	3	2,193
SW 10th St. E. of I-95	24	12	15	0	22	27	4	0	3	2	0	824	67	121	421	259	23	7	16	2	29	17	1	620	0	917	8	399	328	964	22	3	0	31	35	145	583	78	142	413	51	4	69	52	6,735
Natura Blvd. S. of SW 10th St.	25	1	1	0	1	2	1	0	1	1	0	20	4	1	23	19	16	5	11	4	22	12	0	530	844	0	0	3	10	25	0	0	0	1	1	2	78	25	54	168	17	0	5	1	1,909
I-95 @ Sample Rd.	26	2	7	0	3	5	4	0	0	0	0	0	1	127	53	79	987	176	627	279	592	546	361	4	2	0	0	43	624	4,711	1	0	1	1	2	2	27	29	16	2	3	1	1	2	9,324
I-95 @ Copans Rd.	27	1	5	0	2	4	3	0	0	0	0	0	3	2	6	5	324	87	347	225	246	378	866	14	171	0	9	0	98	5,083	0	0	1	1	1	2	119	55	88	11	8	1	1	1	8,168
I-95 @ Atlantic Blvd.	28	1	5	0	2	4	3	0	0	0	0	0	1	2	2	1	856	151	572	164	515	438	926	8	144	2	377	72	0	4,547	0	0	1	1	1	3	316	138	296	55	46	1	1	1	9,651
I-95 @ S. of Atlantic Blvd.	29	22	7	0	9	18	17	0	0	0	0	0	12	54	99	30	1,945	307	1,327	731	895	1,297	1,591	10	628	8	2,249	3,886	4,819	0	3	1	1	20	27	114	562	409	164	228	110	10	271	36	21,915
Waterway Blvd. S. of SW 10th St.	30	10	8	0	17	33	58	0	7	5	0	0	2	11	16	6	28	7	32	6	68	20	2	4	99	1	1	2	2	27	0	0	402	3	2	13	11	14	8	44	1	6	239	1	1,214
Indepandance Dr. S. of SW 10th St.	31	1	2	0	5	5	5	0	2	1	0	0	23	3	30	23	3	1	2	1	4	2	0	0	10	0	0	0	0	3	3	0	81	0	0	1	1	1	1	3	0	1	26	0	248
Powerline Rd. S. of SW 10th St.	32	145	56	0	252	289	17	0	7	5	0	0	3	4	64	70	58	2	1	2	1	1	2	0	1	0	1	2	2	1	92	43	0	0	1	1	1	1	1	1	1	201	3,704	11	5,046
SW30th Ave. S. of SW 10th St.	33	2	3	0	3	4	2	0	3	2	0	0	3	1	5	6	29	4	5	6	5	2	2	1	19	0	2	2	2	17	1	0	1	0	83	1	2	4	3	32	3	1	55	13	330
SW28th Ave. S. of SW 10th St.	34	1	2	0	2	3	1	0	4	3	0	0	9	4	16	18	292	10	9	18	12	6	5	1	61	1	5	6	6	78	2	1	2	45	0	2	5	12	5	84	8	2	169	7	919
Military Trail S. of SW 10th St.	35	7	3	0	12	16	1	0	1	1	0	8	0	1	6	0	219	90	192	136	337	66	3	7	156	3	2	3	4	122	2	0	0	0	1	0	207	171	104	2,209	148	3	159	3	4,402
Newport Center Dr. S. of SW 10th St.	36	0	0	0	1	1	0	0	0	0	0	7	3	5	8	4	25	8	17	15	5	24	3	3	77	10	15	75	77	84	1	0	0	0	1	11	0	4	2	7	1	0	6	1	500
Newport Center Dr. N. of SW 10th St.	37	0	0	0	0	0	0	0	0	0	0	10	1	4	6	5	1	1	1	2	1	1	2	2	19	10	5	47	80	143	0	0	0	1	1	15	8	0	6	0	2	0	0	1	376
Internal zone at Newport Center	38	0	0	0	0	0	0	0	0	0	0	3	0	3	2	1	1	1	1	2	1	1	2	0	6	3	5	19	22	18	0	0	0	0	0	1	1	7	0	0	0	0	0	0	101
Military trail N. of SW 10th St.	39	1	1	0	2	2	1	0	2	2	0	273	6	2	177	199	1	2	1	2	2	2	3	1	163	88	2	12	34	75	19	3	1	31	11	1,952	113	1	1	0	8	1	1	45	3,243
East Dr. N. of SW 10th St.	40	0	1	0	0	1	1	0	2	2	0	32	1	2	2	1	1	2	2	2	2	2	3	2	52	19	2	20	84	197	0	0	1	1	3	186	9	6	5	11	0	1	1	1	659
West Dr. E. of Powerline Rd.	41	12	5	0	18	20	2	0	3	3	0	0	2	2	11	14	0	0	0	1	0	1	1	0	1	0	1	1	1	13	1	0	93	2	0	6	1	0	0	0	1	0	467	2	687
Powerline Rd. N. of West Dr.	42	30	14	0	21	8	3	0	5	4	0	0	1	2	175	238	0	1	1	1	1	1	1	0	18	2	1	1	1	387	13	2	3,356	60	11	221	20	1	0	1	1	608	0	76	5,286
Internal zone at Powerline	43	1	2	0	2	2	1	0	1	1	0	0	0	0	1	1	2	1	0	2	0	0	1	0	2	0	1	1	1	15	0	0	6	0	0	8	0	1	0	3	0	2	61	0	120
Total		16,549	5,339	0	4,723	6,416	9,627	0	6,924	8,273	3,599	24,533	5,090	5,045	5,470	15,309	19,854	6,606	12,340	6,578	7,814	7,288	7,660	1,434	6,367	1,909	5,466	6,917	9,454	23,707	230	77	6,489	396	288	3,503	2,860	1,198	1,141	3,888	444	1,031	7,128	355	269,320

AM Matrix

2040 Option A2/C2 Trip Tables

2040 3DMA_NT_Opt A2 : PM		TPK N. of Lakeworth Rd.	TPK@ Lakeworth Rd.	TPK@ Hypluxo Blvd.	TPK@ Boynton Beach Blvd.	TPK@ Atlantic Ave.	TPK@ Glade Rd.	TPK@ Extra	TPK@ Sample Rd.	TPK@ Cocunut Creek Parkway	TPK@ Atlantic Blvd.	TPK S. of Atlantic Blvd.	Sawgrass Expy @ Lyons Rd.	Sawgrass Expy @ US 441 /SR 7	Sawgrass Expy @ University Dr.	Sawgrass Expy W. of University Dr.	I-95 N. of Pennisula Corp. Dr.	I-95 @ Pennisula Corp. Dr.	I-95 @ Yamato Rd.	I-95 @ Spanish River	I-95 @ Glades Rd.	I-95 @ Palmetto Park Rd.	I-95 @ Hillsboro Blvd.	Natura Blvd. N. of SW 10th St.	SW 10th St. E. of I-95	Natura Blvd. S. of SW 10th St.	I-95 @ Sample Rd.	I-95 @ Copans Rd.	I-95 @ Atlantic Blvd.	I-95 @ S. of Atlantic Blvd.	Waterway Blvd. S. of SW 10th St.	Independance Dr. S. of SW 10th St.	Powerline Rd. S. of SW 10th St.	SW30th Ave. S. of SW 10th St.	SW28th Ave. S. of SW 10th St.	Military Trail S. of SW 10th St.	Newport Center Dr. S. of SW 10th St.	Newport Center Dr. N. of SW 10th St.	Internal zone at Newport Center	Military trail N. of SW 10th St.	East Dr. N. of SW 10th St.	West Dr. E. of Powerline Rd.	Powerline Rd. N. of West Dr.	Internal zone at Powerline	Total
	Zone#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	
TPK N. of Lakeworth Rd.	1	0	4,407	0	1,940	1,612	777	0	333	409	0	2,589	244	405	484	3,093	0	0	0	0	0	0	3	1	10	1	2	1	2	22	9	1	145	1	1	12	1	0	0	1	0	9	32	1	16,549
TPK@ Lakeworth Rd.	2	2,531	0	0	307	349	692	0	455	4	0	95	112	300	110	229	0	0	0	0	0	0	12	3	12	1	7	5	6	7	8	2	56	1	3	4	1	1	0	1	1	4	16	3	5,339
TPK@ Hypluxo Blvd.	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TPK@ Boynton Beach Blvd.	4	1,656	247	0	0	21	638	0	341	112	0	421	149	316	172	260	0	0	0	0	0	0	6	3	17	1	4	3	3	9	16	5	252	1	2	20	1	1	1	2	1	14	23	3	4,721
TPK@ Atlantic Ave.	5	2,355	624	0	8	0	129	0	600	202	0	533	152	577	370	404	0	0	0	0	0	0	9	3	21	1	6	4	5	18	31	6	291	2	3	27	1	1	0	2	1	16	8	2	6,413
TPK@ Glade Rd.	6	962	826	0	1,301	253	0	0	39	814	0	4,856	3	5	131	304	0	0	0	0	0	0	7	1	3	0	4	3	4	17	55	5	17	1	1	2	0	0	0	1	1	2	3	1	9,622
TPK@ Extra	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TPK@ Sample Rd.	8	411	862	0	575	327	24	0	0	5	0	4,562	5	8	10	50	3	2	2	12	6	4	10	1	2	1	0	0	0	0	6	2	7	1	6	1	1	1	1	2	3	3	5	1	6,920
TPK@ Cocunut Creek Parkway	9	1,032	123	0	683	538	1,062	0	3	0	0	3,099	4	6	414	1,240	9	2	1	8	5	3	7	1	1	1	0	0	0	0	5	1	5	1	4	1	1	0	0	2	2	2	4	1	8,270
TPK@ Atlantic Blvd.	10	0	0	0	0	0	0	0	0	0	0	3,598	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,598
TPK S. of Atlantic Blvd.	11	3,954	643	0	1,050	869	2,021	0	4,324	1,764	2,675	0	2,795	1,450	376	12	823	49	108	183	196	177	5	58	606	14	0	0	0	0	3	1	3	1	3	13	15	23	8	266	37	1	2	1	24,529
Sawgrass Expy @ Lyons Rd.	12	274	179	0	207	86	2	0	14	37	0	1,772	0	5	295	2,015	45	2	3	8	11	1	2	6	46	2	1	3	1	11	1	22	3	1	11	1	5	2	1	5	1	1	1	0	5,085
Sawgrass Expy @ US 441 /SR 7	13	349	310	0	339	143	4	0	22	11	0	0	5	0	199	2,937	294	6	9	21	68	11	3	1	84	0	117	2	2	48	10	3	4	1	5	1	11	10	6	1	2	1	2	1	5,042
Sawgrass Expy @ University Dr.	14	425	194	0	259	191	3	0	21	376	0	6	125	99	0	1,848	480	25	56	76	180	81	3	27	301	15	51	7	2	92	14	30	59	2	20	10	16	15	6	168	2	8	175	1	5,469
Sawgrass Expy W. of University Dr.	15	2,421	204	0	368	316	7	0	11	831	0	0	2,382	3,645	2,546	0	1,264	21	56	56	39	268	2	14	179	12	73	5	1	27	5	23	63	2	21	0	8	12	3	182	1	10	231	1	15,306
I-95 N. of Pennisula Corp. Dr.	16	0	0	0	0	0	0	0	2	10	0	1,005	54	212	662	852	0	2,036	3,690	1,715	2,522	2,421	1,166	1	73	45	826	297	897	1,580	19	3	41	7	209	132	21	0	0	0	1	0	0	1	20,500
I-95 @ Pennisula Corp. Dr.	17	0	0	0	0	0	0	0	3	1	0	150	2	12	86	57	5,227	0	173	171	126	284	195	1	21	13	137	74	146	231	4	1	2	1	7	50	6	1	1	1	1	0	0	1	7,184
I-95 @ Yamato Rd.	18	0	0	0	0	0	0	0	3	1	0	198	1	5	168	162	5,336	74	0	591	224	635	585	1	49	30	503	305	576	1,035	21	2	1	1	6	111	14	1	1	1	1	0	0	0	10,641
I-95 @ Spanish River	19	0	0	0	0	0	0	0	5	3	0	198	1	9	144	128	3,153	128	212	0	4	785	245	2	9	12	260	229	191	661	4	1	1	2	15	91	14	2	2	1	2	0	1	2	6,519
I-95 @ Glades Rd.	20	0	0	0	0	0	0	0	4	2	0	70	4	49	55	12	3,647	157	481	7	0	46	836	1	104	70	568	258	619	833	53	4	1	1	10	232	4	1	1	1	1	0	1	0	8,132
I-95 @ Palmetto Park Rd.	21	0	0	0	0	0	0	0	4	2	0	278	1	128	35	29	2,182	240	504	764	96	0	379	1	55	34	460	347	462	1,060	13	2	1	0	4	40	20	1	1	1	1	0	1	0	7,148
I-95 @ Hillsboro Blvd.	22	3	7	0	4	5	4	0	7	3	0	0	2	2	3	2	1,589	228	583	332	478	769	0	2	3	1	402	1,051	1,290	1,715	1	0	2	1	5	2	4	2	2	2	2	1	1	1	8,512
Natura Blvd. N. of SW 10th St.	23	4	9	0	7	8	1	0	3	2	0	196	6	8	106	68	2	1	2	4	2	17	3	0	1,076	834	21	72	46	46	10	1	1	1	3	15	7	5	1	2	5	0	1	1	2,597
SW 10th St. E. of I-95	24	25	22	0	43	27	1	0	2	1	0	1,377	36	130	499	294	37	5	10	3	26	33	2	618	0	546	4	363	349	1,179	93	10	1	6	60	130	87	24	8	126	47	1	19	2	6,248
Natura Blvd. S. of SW 10th St.	25	2	2	0	3	2	1	0	2	1	0	17	2	1	22	15	59	6	12	7	30	28	2	565	1,392	0	1	1	10	33	1	0	0	0	2	6	24	26	7	146	37	0	5	0	2,470
I-95 @ Sample Rd.	26	3	6	0	3	4	3	0	0	0	0	0	1	134	171	273	637	31	99	170	226	527	718	63	10	0	0	15	770	3,550	1	0	1	0	4	2	15	6	6	2	2	0	1	1	7,457
I-95 @ Copans Rd.	27	3	6	0	3	4	4	0	0	0	0	0	15	7	50	18	647	16	43	212	35	152	824	77	428	3	33	0	92	3,880	1	0	1	0	4	2	62	43	18	7	13	0	1	1	6,707
I-95 @ Atlantic Blvd.	28	3	6	0	3	4	4	0	0	0	0	0	1	2	3	1	1,795	40	68	183	40	260	789	41	356	10	488	49	0	4,416	1	0	1	0	4	3	65	74	22	20	56	0	1	1	8,811
I-95 @ S. of Atlantic Blvd.	29	46	15	0	29	23	13	0	0	0	0	0	35	90	662	169	2,554	60	132	541	1,523	1,333	1,271	73	1,242	29	4,384	3,033	5,850	0	22	3	1	5	68	90	84	158	20	51	157	9	364	14	24,153
Waterway Blvd. S. of SW 10th St.	30	7	7	0	9	15	25	0	6	3	0	0	10	5	5	2	16	3	8	4	31	9	2	1	37	1	1	1	1	6	0	8	201	1	5	6	3	2	1	43	1	1	30	0	519
Indepandance Dr. S. of SW 10th St.	31	3	3	0	9	10	7	0	3	2	0	0	1	1	6	1	3	1	1	2	4	1	1	0	6	0	1	0	1	2	1	0	105	0	2	0	1	0	0	6	1	0	4	0	190
Powerline Rd. S. of SW 10th St.	32	393	93	0	729	552	306	0	6	3	0	0	5	4	226	125	0	0	0	2	1	1	2	0	0	0	1	1	1	1	337	77	0	0	2	0	0	0	0	1	1	64	3,201	8	6,145
SW30th Ave. S. of SW 10th St.	33	32	11	0	53	45	33	0	4	2	0	0	2	3	53	37	59	2	3	13	3	2	2	1	32	1	2	1	1	27	5	0	1	0	79	1	1	3	0	43	2	2	113	0	674
SW28th Ave. S. of SW 10th St.	34	1	2	0	3	2	2	0	5	2	0	0	6	12	22	23	141	6	7	22	14	3	7	6	58	1	4	3	4	58	5	1	2	75	0	2	5	6	2	25	7	1	33	1	580
Military Trail S. of SW 10th St.	35	7	2	0	10	8	3	0	1	0	0	0	1	1	51	28	401	28	63	87	83	31	4	2	113	1	2	2	4	115	5	0	0	0	1	0	25	38	2	2,016	223	2	96	4	3,460
Newport Center Dr. S. of SW 10th St.	36	4	1	0	7	6	0	0	2	1	0	90	20	24	112	84	207	17	43	68	13	100	9	6	316	38	19	94	288	395	14	2	1	1	8	244	0	13	1	125	11	1	30	0	2,415
Newport Center Dr. N. of SW 10th St.	37	3	2	0	8	3	1	0	2	1	0	133	4	8	33	17	3	3	2	12	7	5	11	6	36	10	18	37	106	244	16	1	1	1	14	171	6	0	0	1	6	0	1	1	935
Internal zone at Newport Center	38	3	2	0	7	5	0	0	2	1	0	108	9	15	46	36	3	3	2	12	6	5	10	2	65	23	10	59	229	98	9	1	1	1	6	104	2	0	0	1	6	0	1	0	894
Military trail N. of SW 10th St.	39	8	3	0	13	8	1	0	3	1	0	296	8	44	213	235	1	1	1	4	2	2	4	16	312	116	2	12	70	223	52	5	1	13	108	2,367	16	0	0	0	9	0	1	4	4,177
East Dr. N. of SW 10th St.	40	1	2	0	1	1	1	0	4	2	0	0	2	3	3	2	2	1	1	5	3	2	5	2	41	13	3	9	61	113	1	0	2	1	11	166	3	4	1	6	0	1	1	1	477
West Dr. E. of Powerline Rd.	41	20	9	0	28	25	2	0	3	2	0	0	3	4	13	16	0	0	0	1	1	0	1	0	2	0	1	0	1	6	3	1	126	0	2	3	1	0	0	0	1	0	736	1	1,014
Powerline Rd. N. of West Dr.	42	42	10	0	40	14	3	0	6	3	0	0	1	2	915	829	1	0	0	2	1	1	2	6	46	3	1	1	1	233	195	24	3,173	20	190	225	12	0	0	1	1	557	0	74	6,636
Internal zone at Powerline	43	6	6	0	15	8	3	0	5	2	0	0	1	2	5	1	27	2	6	5	14	8	3	2	39	1	2	1	2	35	2	0	14	5	8	4	2	2	1	45	2	2	103	0	389
Total		16,990	8,845	0	8,068	5,487	5,778	0	6,248	4,615	2,675	25,648	6,211	7,731	9,476	15,908	30,646	3,193	6,382	5,302	6,016	8,004	7,146	1,619	7,203	1,885	8,419	6,349	12,094	22,025	1,056	249	4,587	162	918	4,291	563	478	126	3,308	648	717	5,249	136	272,445

PM Matrix

2040 Option A2/C2 Trip Tables

2040 3DMA_NT_Opt A2 : OP		TPK N. of Lakeworth Rd.	TPK@ Lakeworth Rd.	TPK@ Hypluxo Blvd.	TPK@ Boynton Beach Blvd.	TPK@ Atlantic Ave.	TPK@ Glade Rd.	TPK@ Extra	TPK@ Sample Rd.	TPK@ Cocunut Creek Parkway	TPK@ Atlantic Blvd.	TPK S. of Atlantic Blvd.	Sawgrass Expy @ Lyons Rd.	Sawgrass Expy @ US 441 /SR 7	Sawgrass Expy @ University Dr.	Sawgrass Expy W. of University Dr.	I-95 N. of Pennisula Corp. Dr.	I-95 @ Pennisula Corp. Dr.	I-95 @ Yamato Rd.	I-95 @ Spanish River	I-95 @ Glades Rd.	I-95 @ Palmetto Park Rd.	I-95 @ Hillsboro Blvd.	Natura Blvd. N. of SW 10th St.	SW 10th St. E. of I-95	Natura Blvd. S. of SW 10th St.	I-95 @ Sample Rd.	I-95 @ Copans Rd.	I-95 @ Atlantic Blvd.	I-95 @ S. of Atlantic Blvd.	Waterway Blvd. S. of SW 10th St.	Independance Dr. S. of SW 10th St.	Powerline Rd. S. of SW 10th St.	SW30th Ave. S. of SW 10th St.	SW28th Ave. S. of SW 10th St.	Military Trail S. of SW 10th St.	Newport Center Dr. S. of SW 10th St.	Newport Center Dr. N. of SW 10th St.	Internal zone at Newport Center	Military trail N. of SW 10th St.	East Dr. N. of SW 10th St.	West Dr. E. of Powerline Rd.	Powerline Rd. N. of West Dr.	Internal zone at Powerline	Total
	Zone#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	
TPK N. of Lakeworth Rd.	1	0	2,233	0	2,126	1,532	1,577	0	191	1,580	0	16,163	433	372	293	2,117	0	0	0	0	0	0	2	2	16	1	1	1	1	373	27	10	438	9	1	15	7	4	2	7	0	29	205	6	29,773
TPK@ Lakeworth Rd.	2	2,234	0	0	502	369	259	0	710	8	0	686	166	534	81	73	0	0	0	0	0	0	18	8	59	3	12	11	10	166	47	18	393	31	4	17	13	13	6	12	3	34	147	16	6,662
TPK@ Hypluxo Blvd.	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TPK@ Boynton Beach Blvd.	4	2,126	504	0	0	9	1,043	0	128	525	0	1,704	174	138	84	151	0	0	0	0	0	0	2	2	16	0	1	1	1	80	27	18	474	11	1	18	8	10	4	8	0	27	165	7	7,468
TPK@ Atlantic Ave.	5	1,533	370	0	9	0	131	0	82	421	0	1,430	128	100	59	108	0	0	0	0	0	0	1	1	9	0	1	1	1	45	35	13	276	7	1	11	5	4	2	3	0	18	53	5	4,864
TPK@ Glade Rd.	6	1,583	261	0	1,038	131	0	0	5	837	0	3,379	1	1	20	46	0	0	0	0	0	0	1	1	4	0	1	1	1	92	53	16	189	6	1	9	5	0	0	0	0	1	2	0	7,683
TPK@ Extra	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TPK@ Sample Rd.	8	190	712	0	127	81	5	0	0	1	0	1,391	0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	2	1	1	1	0	0	0	0	0	0	0	1	0	2,520
TPK@ Cocunut Creek Parkway	9	1,585	8	0	522	421	841	0	1	0	0	3,638	127	10	27	39	67	1	1	2	1	2	2	0	0	0	0	0	0	0	4	2	1	3	1	0	1	1	1	1	1	1	3	1	7,315
TPK@ Atlantic Blvd.	10	0	0	0	0	0	0	0	0	0	0	4,810	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4,810
TPK S. of Atlantic Blvd.	11	16,158	702	0	1,689	1,424	3,385	0	1,389	3,636	4,808	0	510	122	13	2	3,777	196	378	213	176	349	3	45	767	9	0	0	0	0	6	3	2	5	1	9	189	248	107	439	1	1	5	1	40,771
Sawgrass Expy @ Lyons Rd.	12	408	157	0	162	120	0	0	0	125	0	502	0	2	498	1,164	353	16	35	28	59	1	1	6	68	3	1	19	1	204	320	31	6	10	11	0	37	20	9	23	1	1	2	1	4,401
Sawgrass Expy @ US 441 /SR 7	13	367	530	0	135	98	1	0	0	11	0	126	2	0	171	4,544	1,003	49	97	61	63	182	2	12	209	1	116	1	1	225	352	28	2	3	2	0	110	130	61	31	1	1	3	1	8,733
Sawgrass Expy @ University Dr.	14	286	79	0	81	58	20	0	0	27	0	13	479	163	0	2,203	1,032	56	176	115	208	216	1	17	187	19	87	8	1	624	109	38	99	16	13	3	84	92	30	166	1	10	732	2	7,554
Sawgrass Expy W. of University Dr.	15	2,176	75	0	154	110	47	0	0	41	0	1	1,179	4,547	2,202	0	3,008	57	245	196	227	609	1	19	200	15	254	28	1	266	85	32	53	18	15	0	61	104	19	184	1	15	864	0	17,108
I-95 N. of Pennisula Corp. Dr.	16	0	0	0	0	0	0	0	0	72	0	4,080	429	1,164	1,210	3,353	0	3,144	9,138	6,220	9,140	8,055	4,382	0	8	3	1,962	1,956	4,283	17,114	35	42	34	389	409	978	14	0	0	1	1	0	5	27	77,649
I-95 @ Pennisula Corp. Dr.	17	0	0	0	0	0	0	0	0	1	0	214	20	57	67	64	3,224	0	218	355	263	535	203	0	1	0	248	106	352	1,206	3	3	1	13	13	80	1	0	0	1	1	0	1	2	7,255
I-95 @ Yamato Rd.	18	0	0	0	0	0	0	0	0	1	0	379	39	105	192	255	10,826	253	0	860	768	1,043	496	0	2	1	553	315	491	4,870	11	12	1	19	24	195	1	0	0	1	1	0	1	5	21,721
I-95 @ Spanish River	19	0	0	0	0	0	0	0	1	2	0	222	33	69	133	214	6,053	339	898	0	2	1,330	505	0	0	0	806	625	609	2,658	10	5	1	64	26	298	6	0	0	2	2	0	1	11	14,927
I-95 @ Glades Rd.	20	0	0	0	0	0	0	0	0	1	0	195	75	75	251	261	9,369	265	844	2	0	324	1,306	1	10	2	2,447	1,105	1,726	3,400	49	53	0	28	28	820	2	0	0	1	1	0	1	15	22,659
I-95 @ Palmetto Park Rd.	21	0	0	0	0	0	0	0	1	2	0	362	1	204	246	658	7,422	484	1,031	1,250	289	0	1,046	1	4	1	2,216	1,101	1,787	2,738	24	34	1	64	39	563	7	0	0	2	2	0	1	16	21,594
I-95 @ Hillsboro Blvd.	22	2	19	0	2	1	1	0	1	2	0	0	1	1	1	1	3,990	181	484	469	1,153	984	0	0	0	0	1,280	1,500	2,423	4,914	1	1	0	4	2	2	0	0	0	2	2	0	1	1	17,428
Natura Blvd. N. of SW 10th St.	23	1	3	0	1	0	0	0	0	0	0	14	2	4	6	6	3	0	2	1	21	13	1	0	1,143	816	36	46	52	118	1	1	0	2	1	5	0	0	0	3	1	0	4	0	2,305
SW 10th St. E. of I-95	24	10	39	0	11	6	2	0	0	0	0	415	42	121	110	112	355	30	111	14	463	175	2	2,121	0	5,305	115	1,326	1,219	5,043	21	23	0	44	26	128	6	2	1	107	31	1	67	11	17,616
Natura Blvd. S. of SW 10th St.	25	0	1	0	0	0	0	0	0	0	0	4	1	0	9	7	118	3	31	13	71	35	1	1,197	4,208	0	0	22	23	74	0	0	0	1	0	1	1	1	0	34	8	0	5	0	5,871
I-95 @ Sample Rd.	26	1	9	0	1	1	1	0	0	0	0	0	1	78	59	163	1,774	220	537	743	2,144	2,069	1,391	79	135	1	0	39	1,716	9,811	1	0	0	2	1	1	1	1	0	1	1	0	1	1	20,982
I-95 @ Copans Rd.	27	1	8	0	1	1	0	0	0	0	0	0	14	1	6	19	1,890	101	326	616	1,035	1,098	1,742	107	1,673	35	49	0	192	11,740	1	0	0	2	1	1	4	5	1	13	15	0	1	1	20,700
I-95 @ Atlantic Blvd.	28	1	8	0	1	1	0	0	0	0	0	0	0	1	0	0	4,250	343	523	616	1,660	1,831	2,891	124	1,580	38	2,200	247	0	16,818	1	0	0	2	1	28	12	9	6	93	108	0	0	3	33,398
I-95 @ S. of Atlantic Blvd.	29	281	125	0	60	34	69	0	0	0	0	0	143	151	423	172	15,531	1,075	4,743	2,459	2,991	2,565	5,359	257	5,974	110	11,500	13,812	15,117	0	48	11	0	109	145	322	19	22	7	212	253	13	960	45	85,120
Waterway Blvd. S. of SW 10th St.	30	21	36	0	21	26	41	0	1	2	0	0	226	237	74	55	20	1	7	6	27	14	1	1	25	0	1	1	1	49	0	7	61	4	3	7	5	8	2	18	1	0	35	0	1,043
Indepandance Dr. S. of SW 10th St.	31	9	17	0	17	12	15	0	1	1	0	0	27	24	32	26	30	2	9	4	37	25	1	1	33	0	0	0	0	13	9	0	246	4	4	1	7	9	4	33	0	1	68	0	723
Powerline Rd. S. of SW 10th St.	32	468	422	0	503	294	202	0	0	1	0	0	6	2	95	48	28	1	1	0	0	1	0	0	1	0	0	0	0	0	86	279	0	1	0	0	1	1	0	0	0	95	5,676	15	8,227
SW30th Ave. S. of SW 10th St.	33	7	24	0	8	6	4	0	1	2	0	0	7	2	11	11	225	7	12	38	16	38	3	3	52	1	2	2	2	110	4	3	1	0	291	3	4	14	2	87	8	1	173	17	1,198
SW28th Ave. S. of SW 10th St.	34	1	3	0	1	1	1	0	0	1	0	0	8	2	10	11	257	8	17	17	17	25	2	2	33	1	1	1	1	159	3	3	0	317	0	1	13	23	4	100	8	1	196	2	1,249
Military Trail S. of SW 10th St.	35	27	32	0	32	21	16	0	0	0	0	13	0	1	5	0	767	62	164	238	624	456	2	13	201	2	1	1	1	35	438	16	1	0	7	3	0	212	383	70	3,861	372	6	769	9	8,863
Newport Center Dr. S. of SW 10th St.	36	10	19	0	12	8	7	0	0	1	0	232	51	146	113	78	16	1	2	6	3	8	0	0	13	1	2	8	21	36	10	11	1	7	23	309	0	2	0	6	19	2	360	4	1,547
Newport Center Dr. N. of SW 10th St.	37	6	20	0	14	5	0	0	0	1	0	303	27	171	123	131	0	0	0	0	0	0	0	0	4	2	2	8	15	41	15	14	1	27	42	554	2	0	341	2	49	0	1	10	1,931
Internal zone at Newport Center	38	3	9	0	7	3	0	0	0	1	0	139	13	86	43	25	0	0	0	0	0	0	0	0	2	0	0	2	12	14	4	7	1	4	8	108	0	366	0	2	5	0	1	1	868
Military trail N. of SW 10th St.	39	6	11	0	8	3	0	0	0	1	0	345	20	26	142	150	1	1	1	2	1	1	2	8	157	63	1	16	108	269	22	33	0	109	115	3,578	4	1	1	0	385	0	1	24	5,616
East Dr. N. of SW 10th St.	40	0	3	0	0	0	0	0	0	1	0	0	1	1	1	1	1	1	1	2	1	1	2	2	43	13	1	17	117	299	1	0	0	9	8	322	11	29	3	360	0	0	1	1	1,253
West Dr. E. of Powerline Rd.	41	33	39	0	31	20	1	0	0	1	0	0	1	2	10	14	0	0	0	0	0	0	0	0	2	0	0	0	0	19	1	1	102	2	1	3	2	0	0	0	0	0	2,599	3	2,890
Powerline Rd. N. of West Dr.	42	228	164	0	182	59	2	0	1	3	0	0	2	3	729	818	4	1	1	1	1	1	1	12	115	10	1	1	1	1,412	51	80	5,902	254	264	461	268	1	1	1	1	2,521	0	390	13,944
Internal zone at Powerline	43	7	16	0	7	6	1	0	0	1	0	0	1	1	2	0	22	1	5	9	12	13	1	1	18	0	1	1	4	62	1	0	15	23	3	5	3	7	1	26	1	3	366	0	646
Total		29,770	6,661	0	7,463	4,859	7,674	0	2,517	7,310	4,808	40,759	4,390	8,722	7,549	17,099	75,417	6,901	20,038	14,556	21,473	22,001	19,372	4,046	16,973	6,458	23,900	22,326	30,321	85,499	1,493	835	8,302	1,627	1,535	8,857	1,127	1,507	686	5,845	1,288	2,785	13,478	658	568,881

OP Matrix

APPENDIX D

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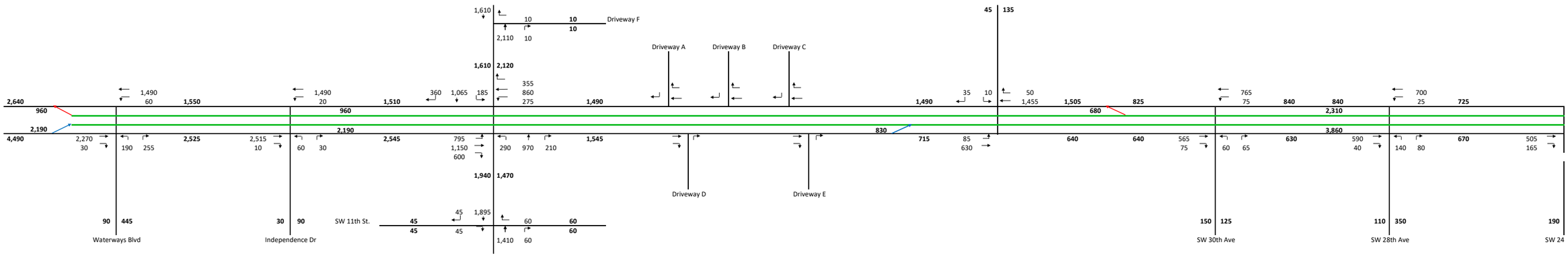

2020 Base PD&E AM DDHV

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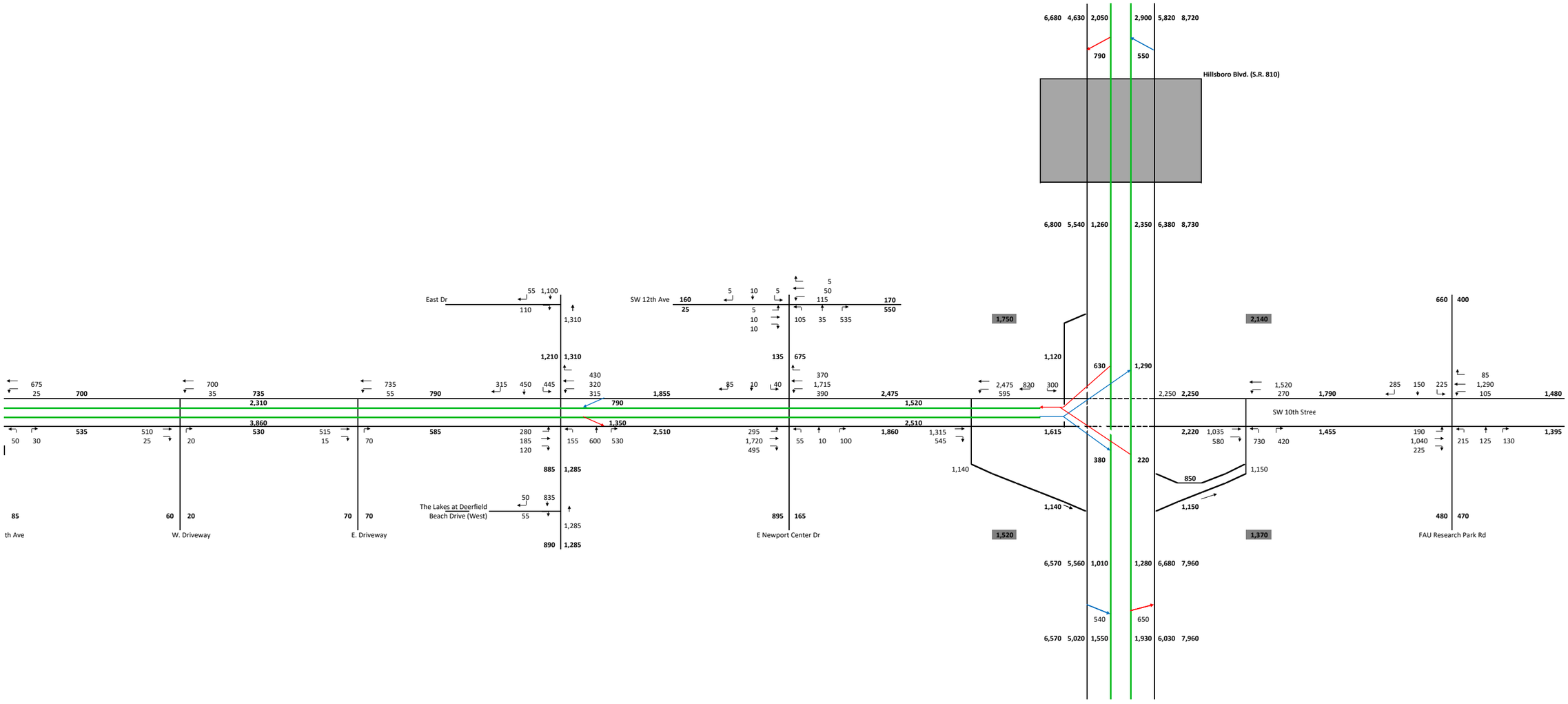

2020 Base PD&E AM DDHV

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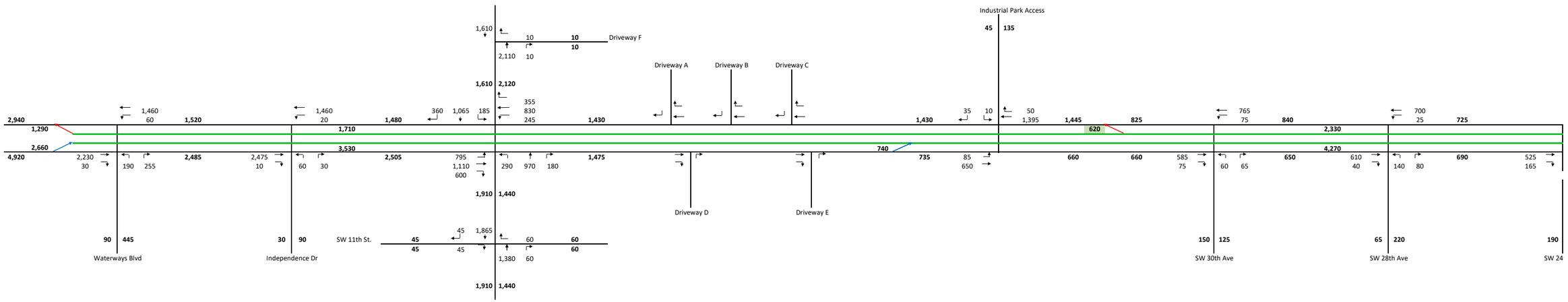

2020 A2 AM DDHV

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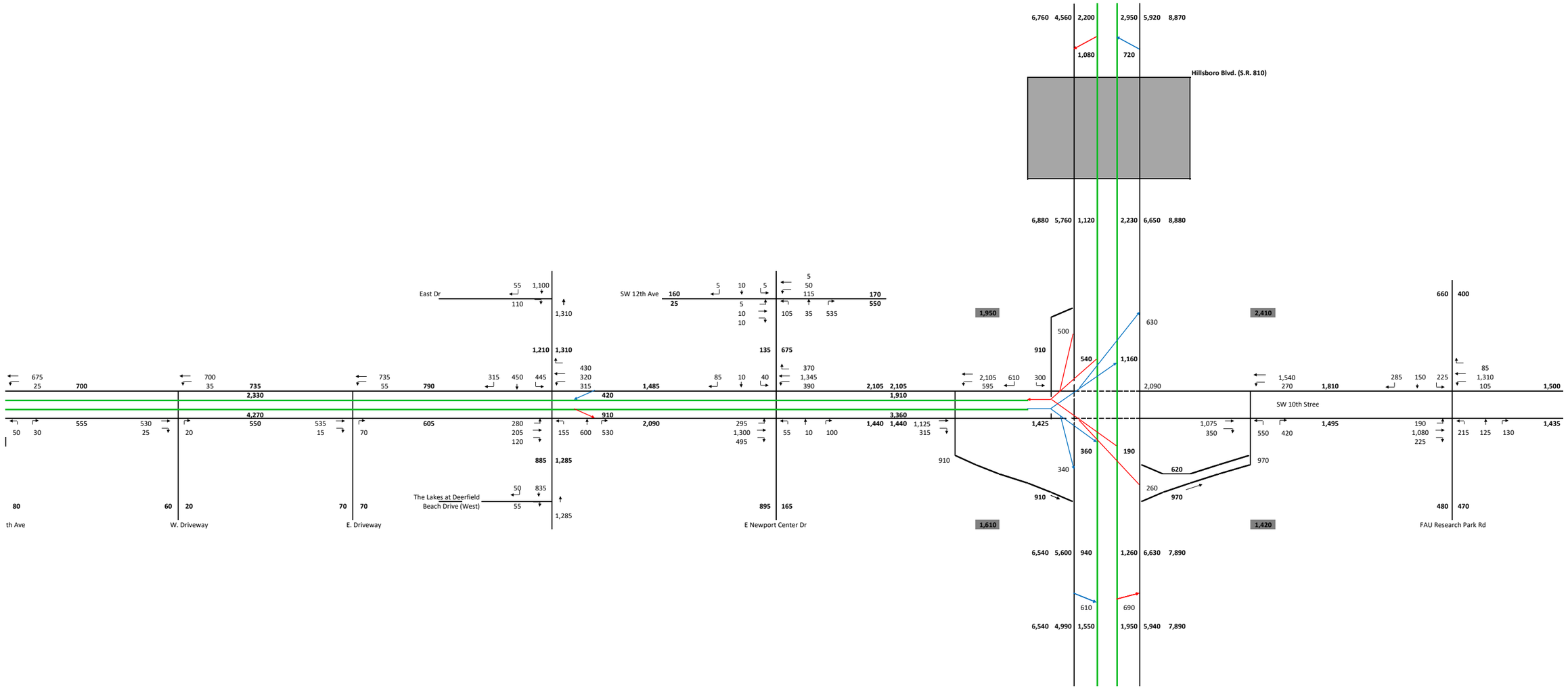

2020 A2 AM DDHV

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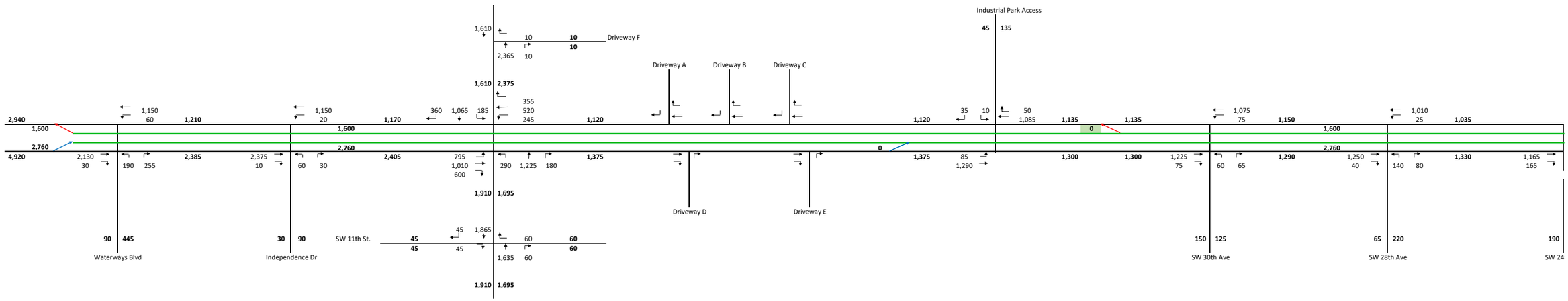

2020 C2 AM DDHV

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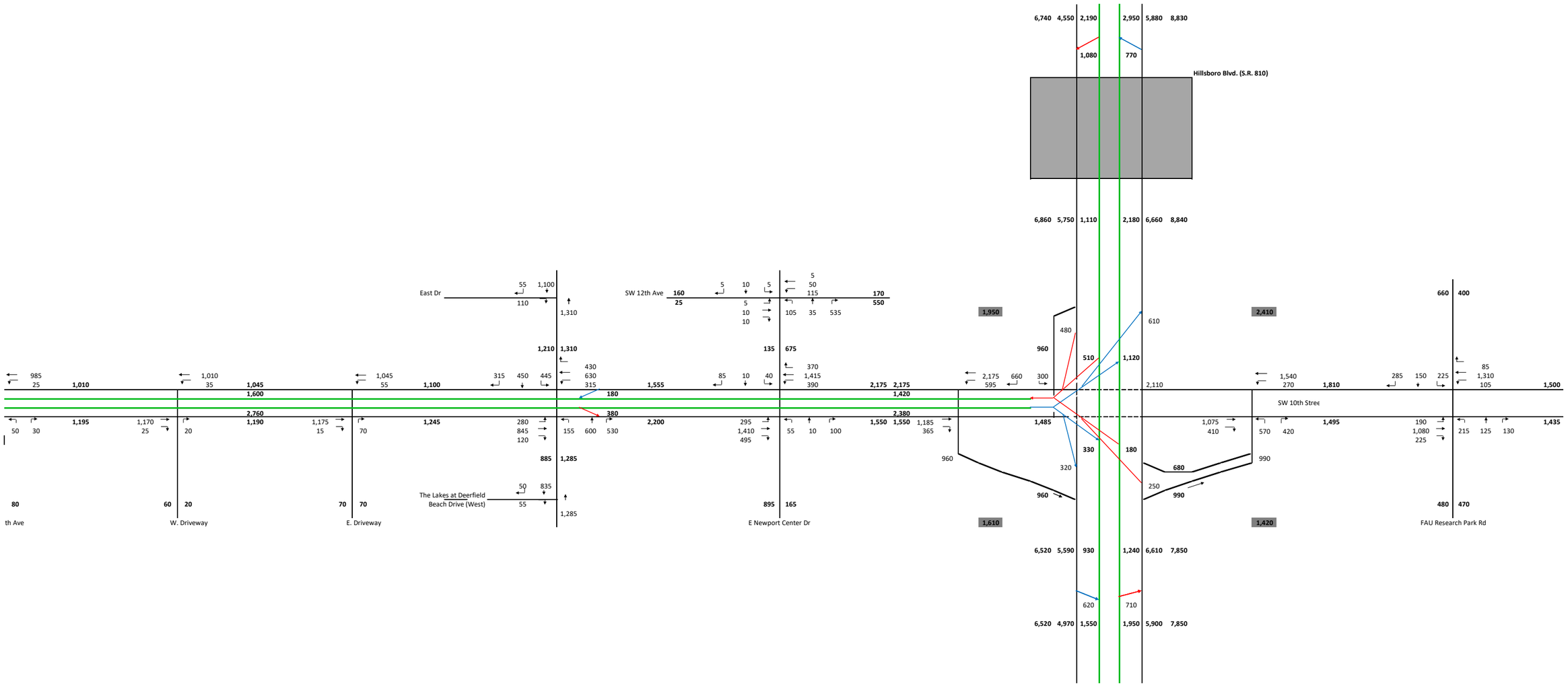

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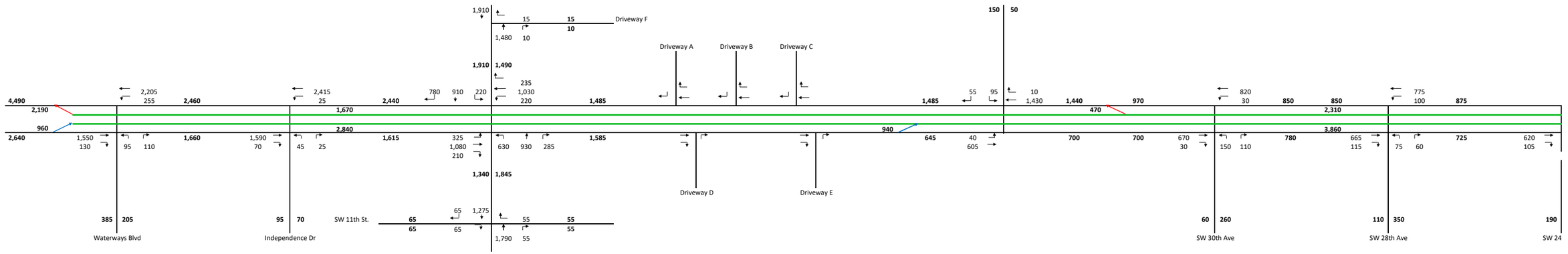

2020 Base PD&E PM DDHV

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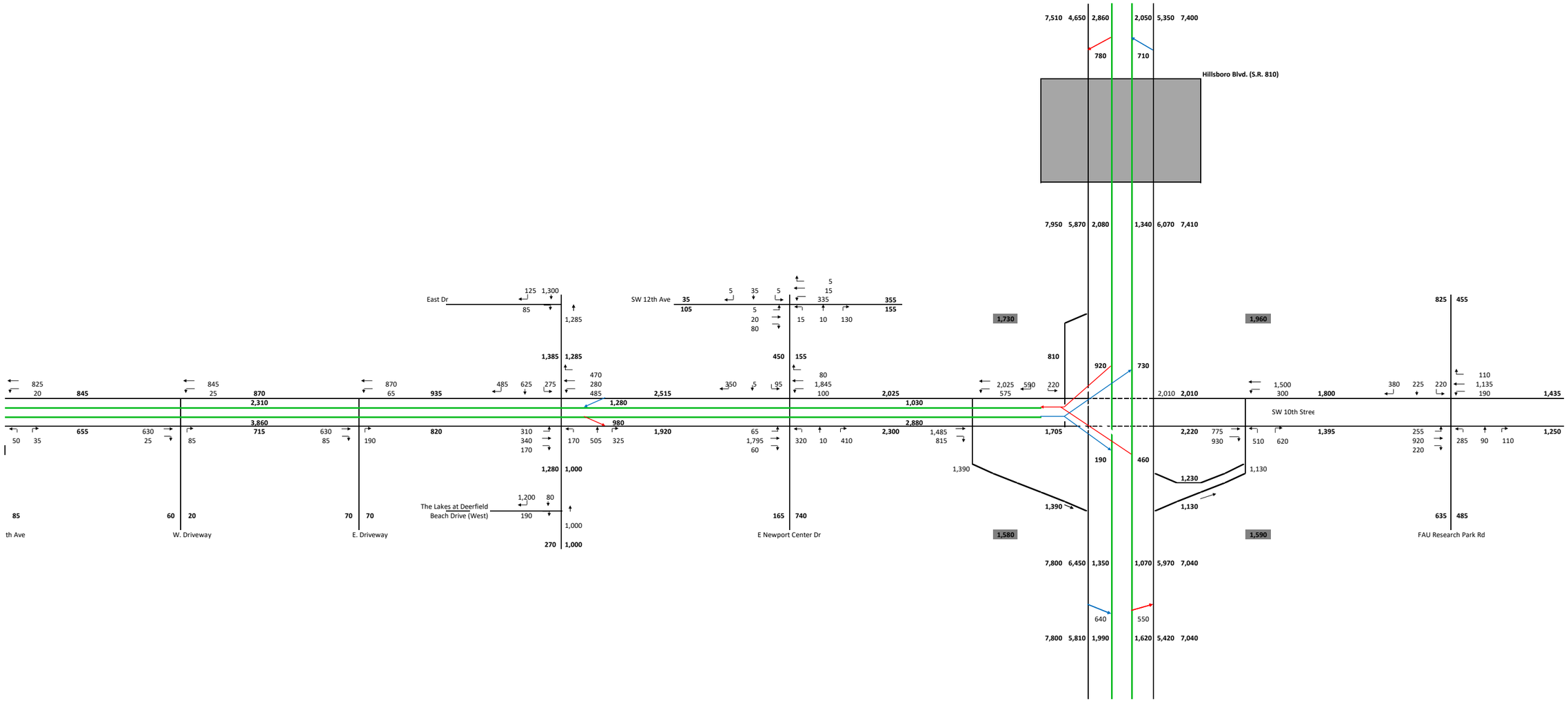

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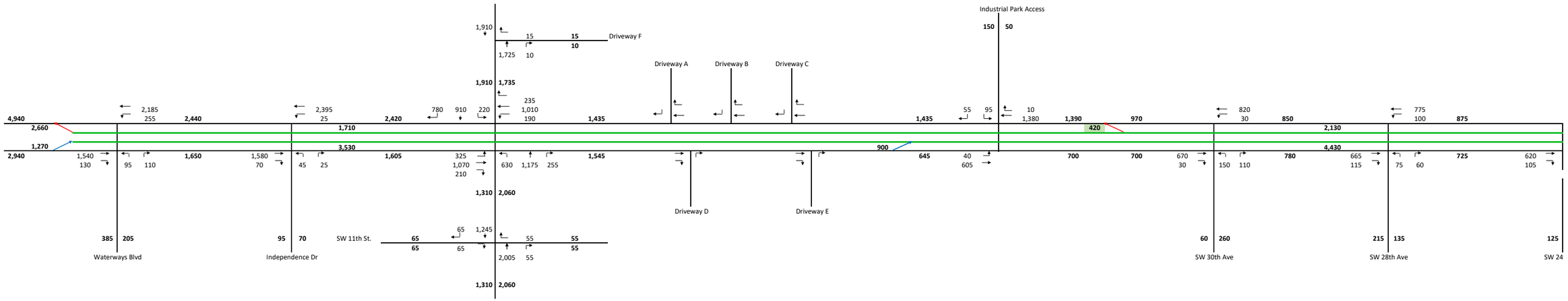

2020 A2 PM DDHV

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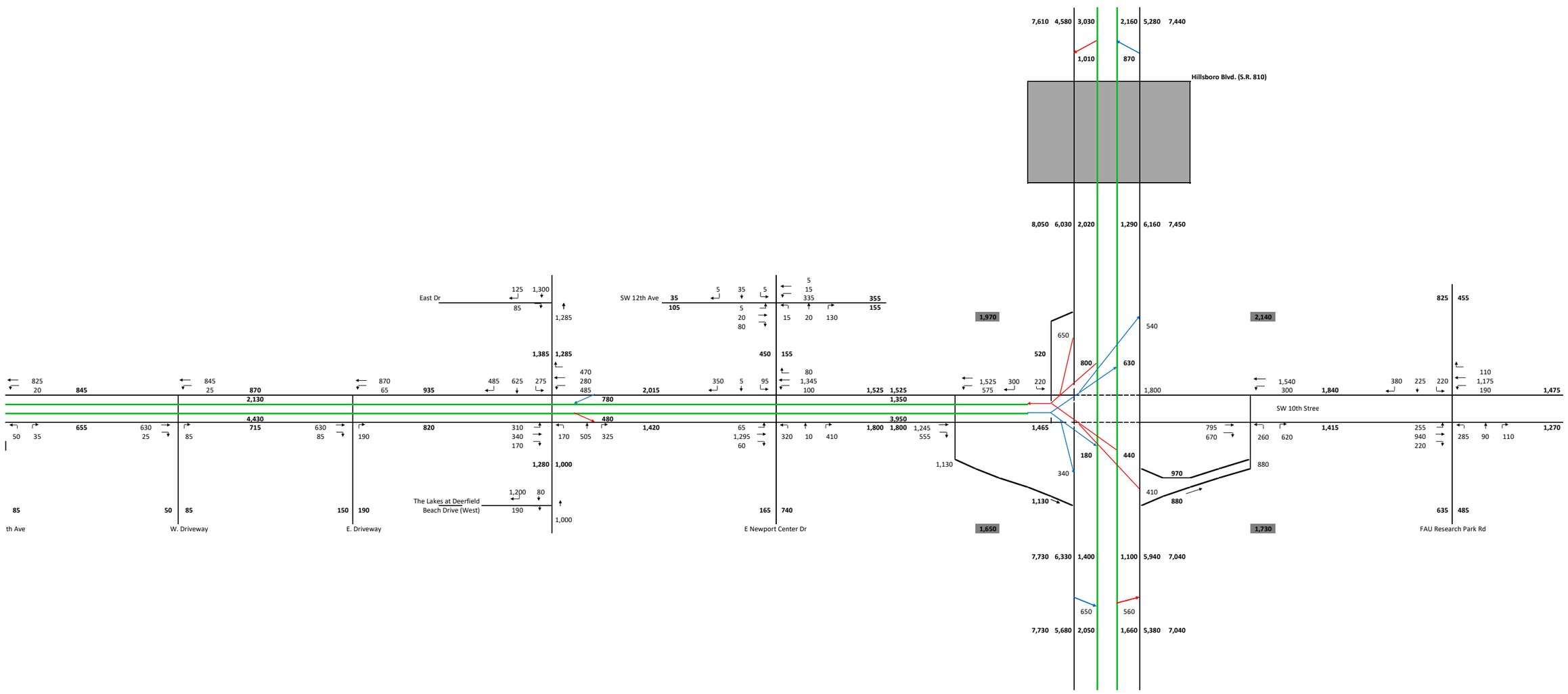

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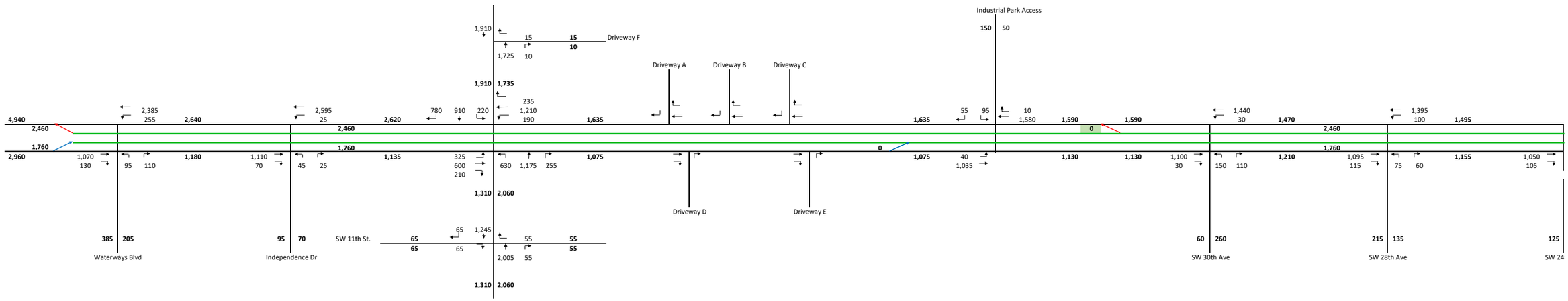

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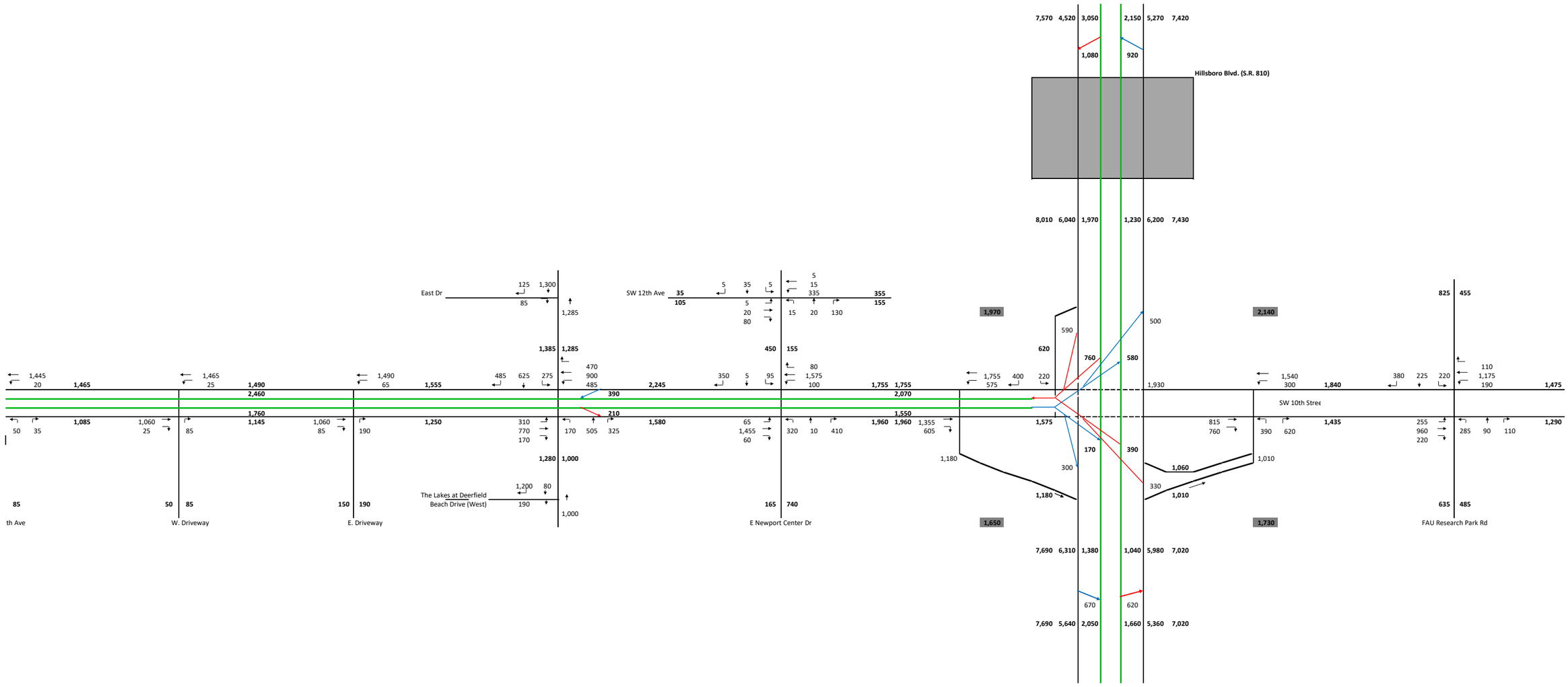

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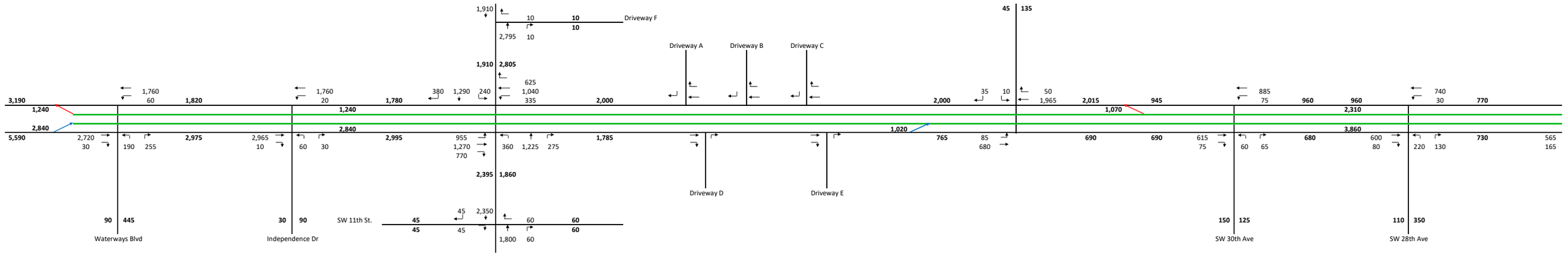

2040 Base PD&E AM DDHV

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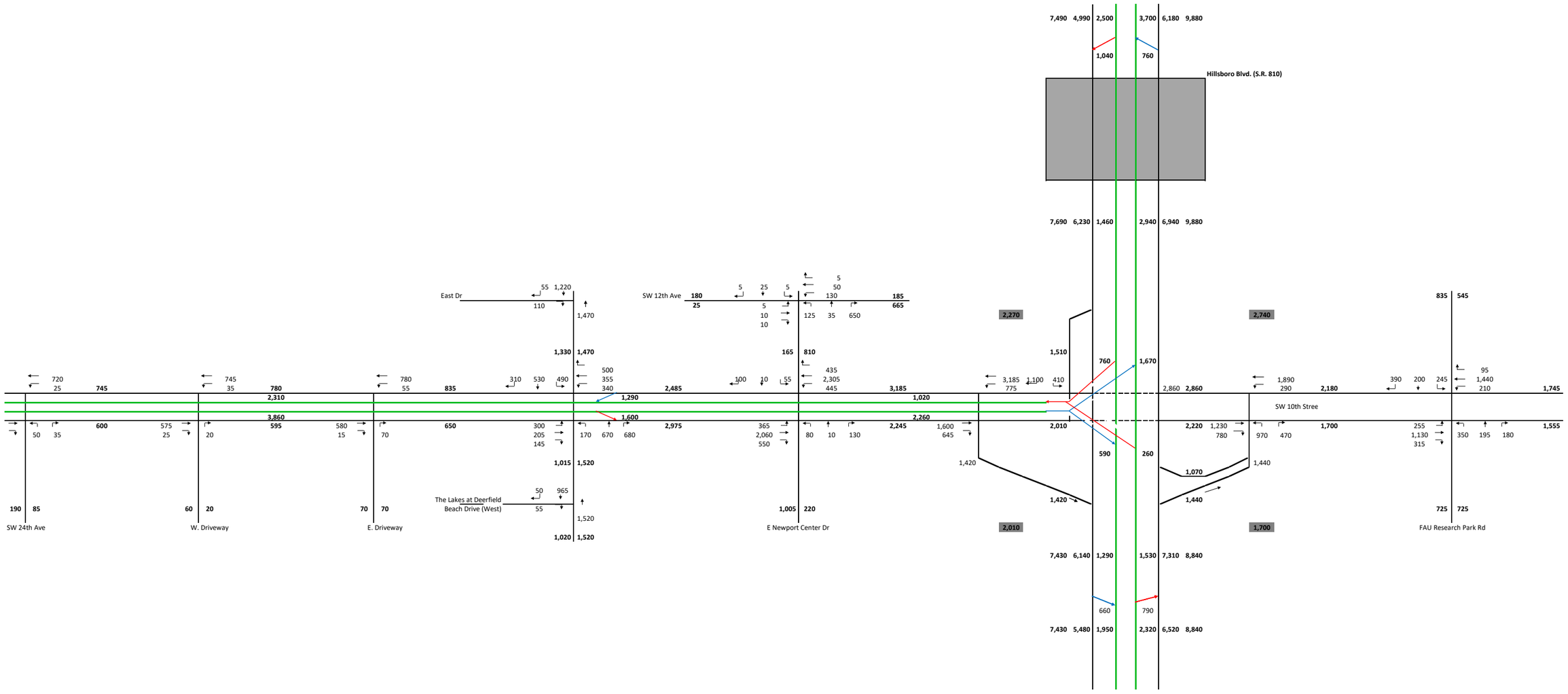

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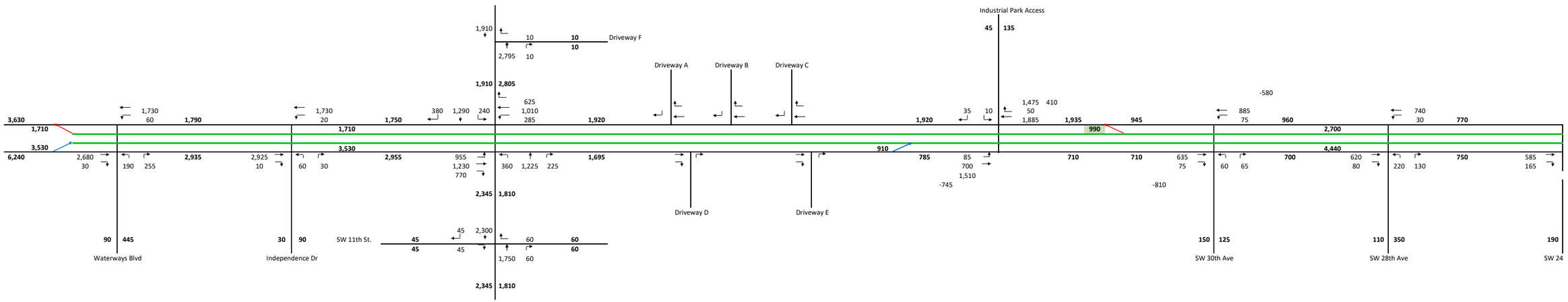

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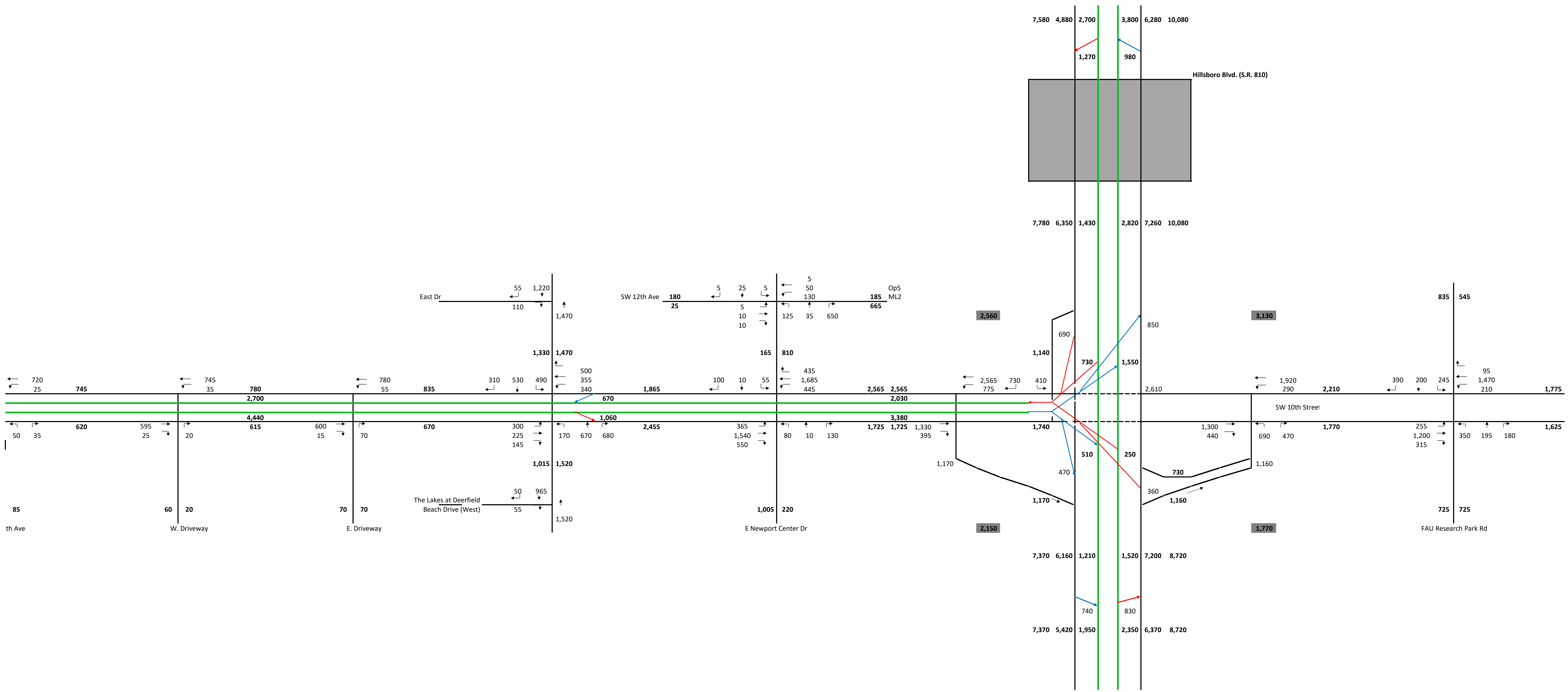

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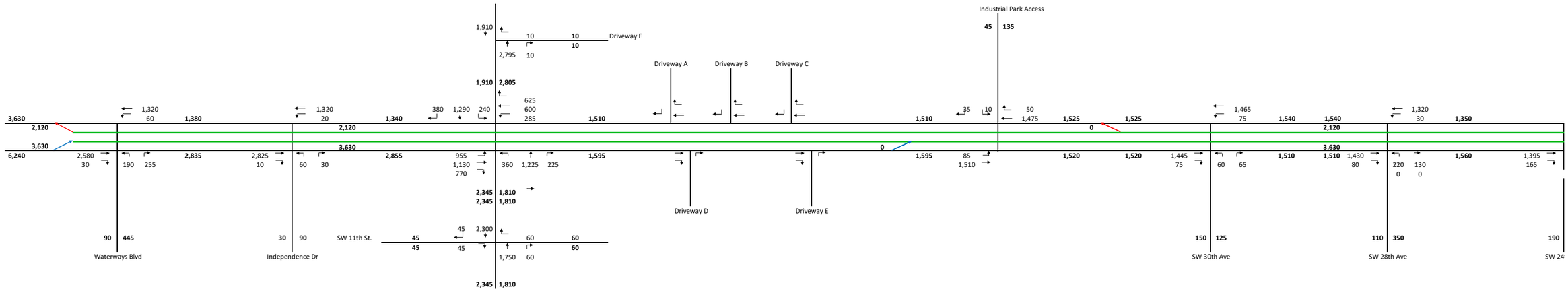

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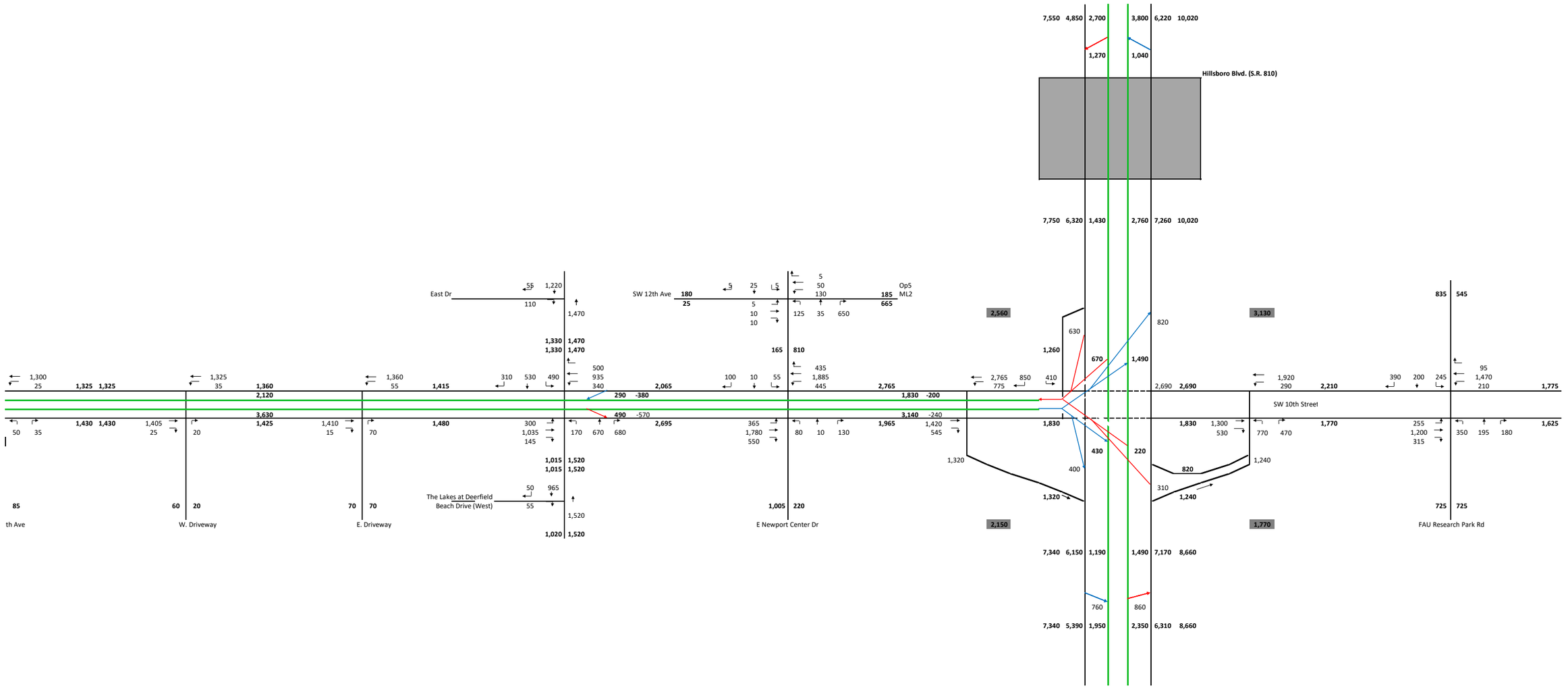

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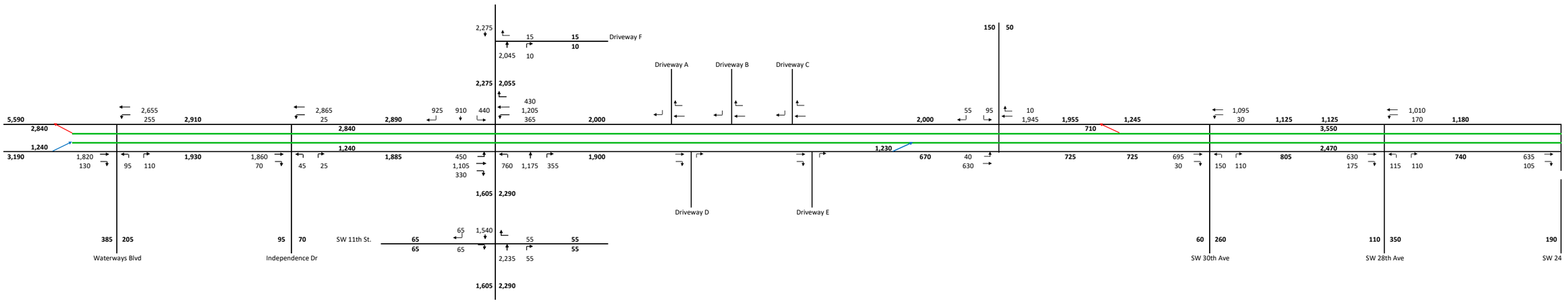

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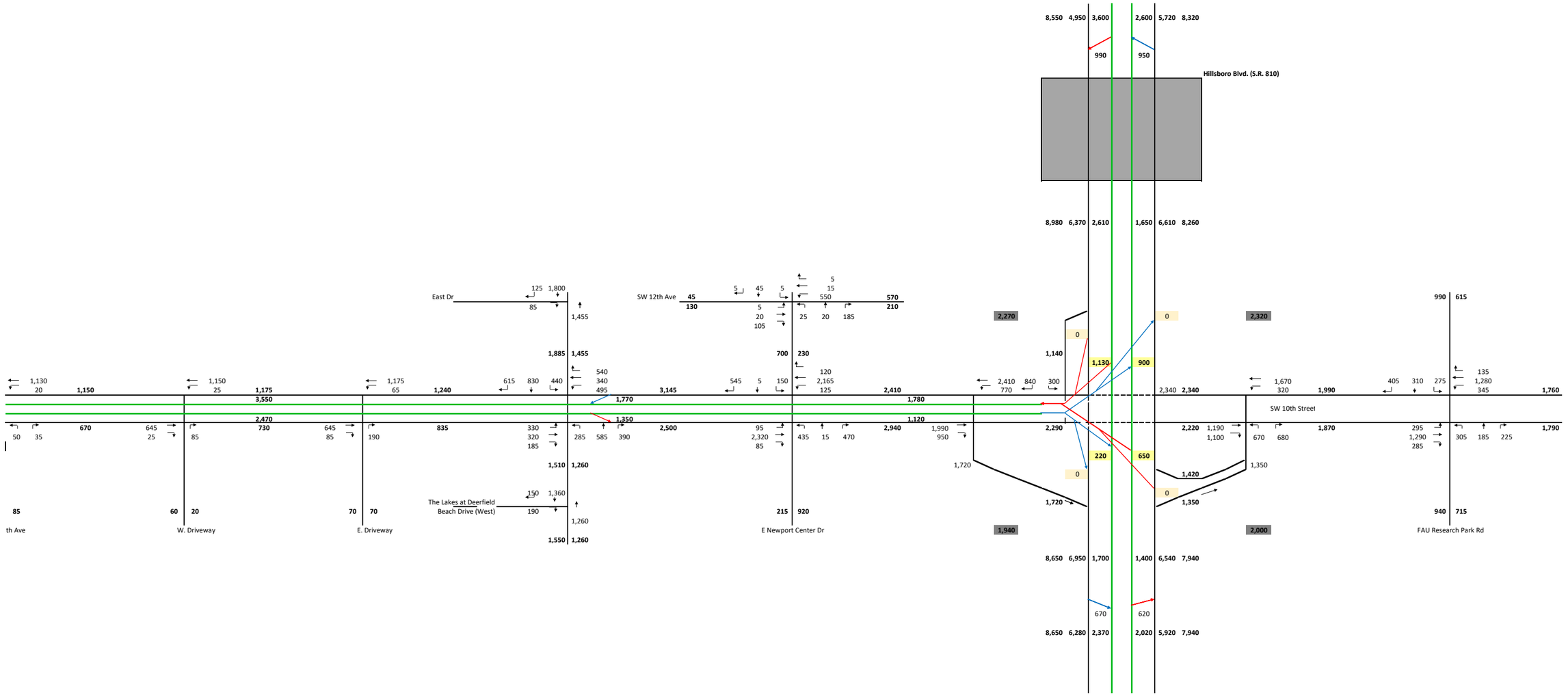

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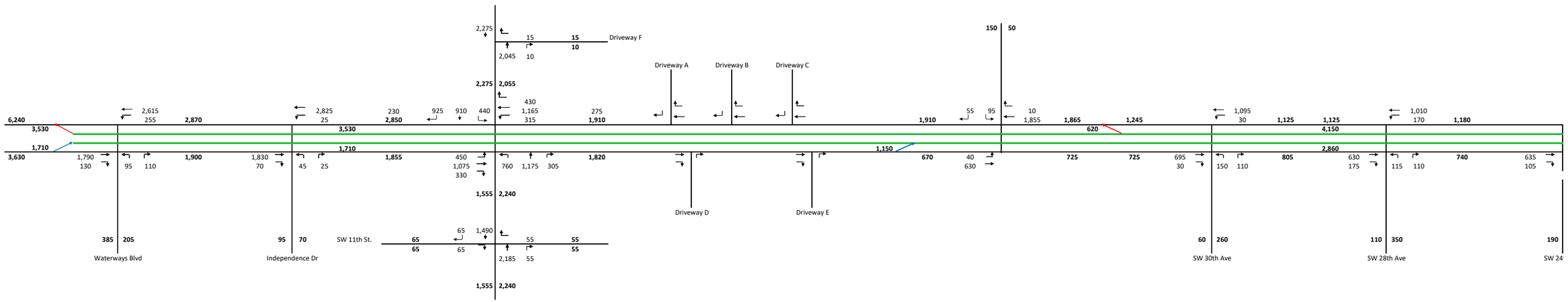

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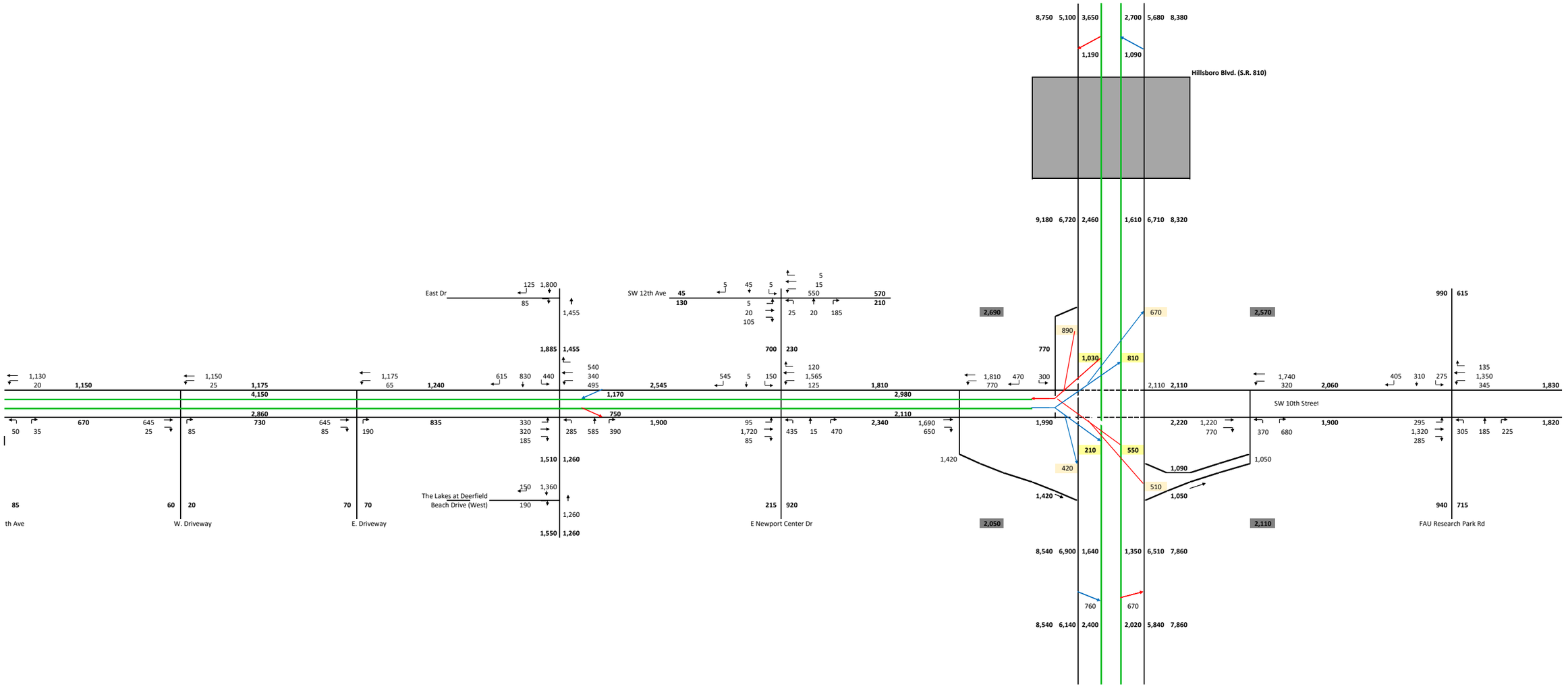

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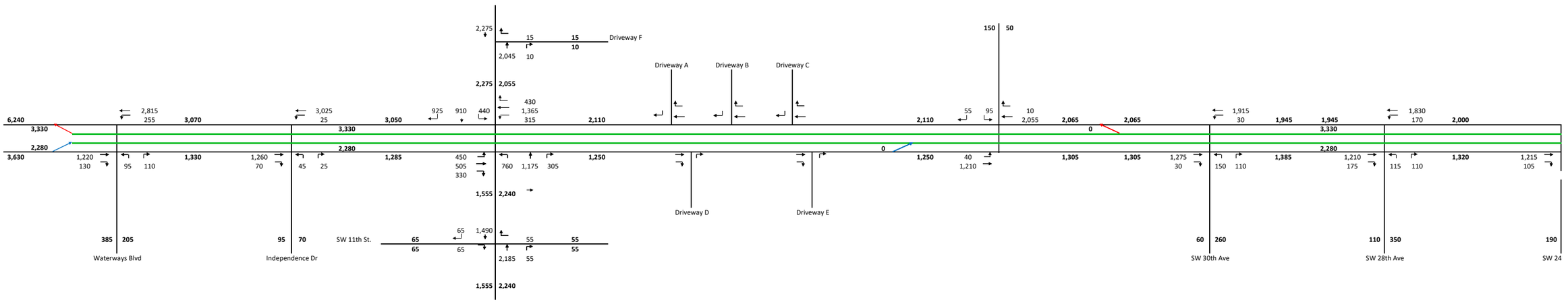

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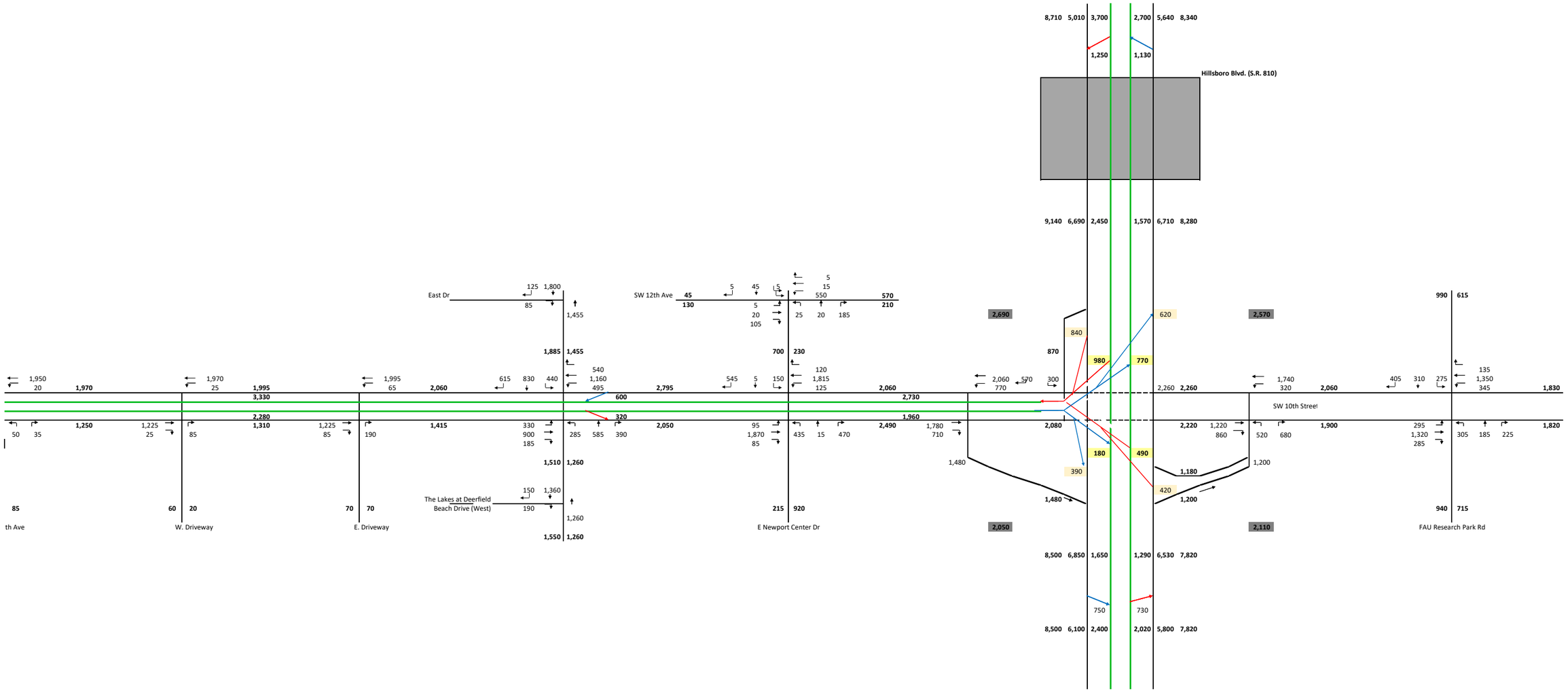

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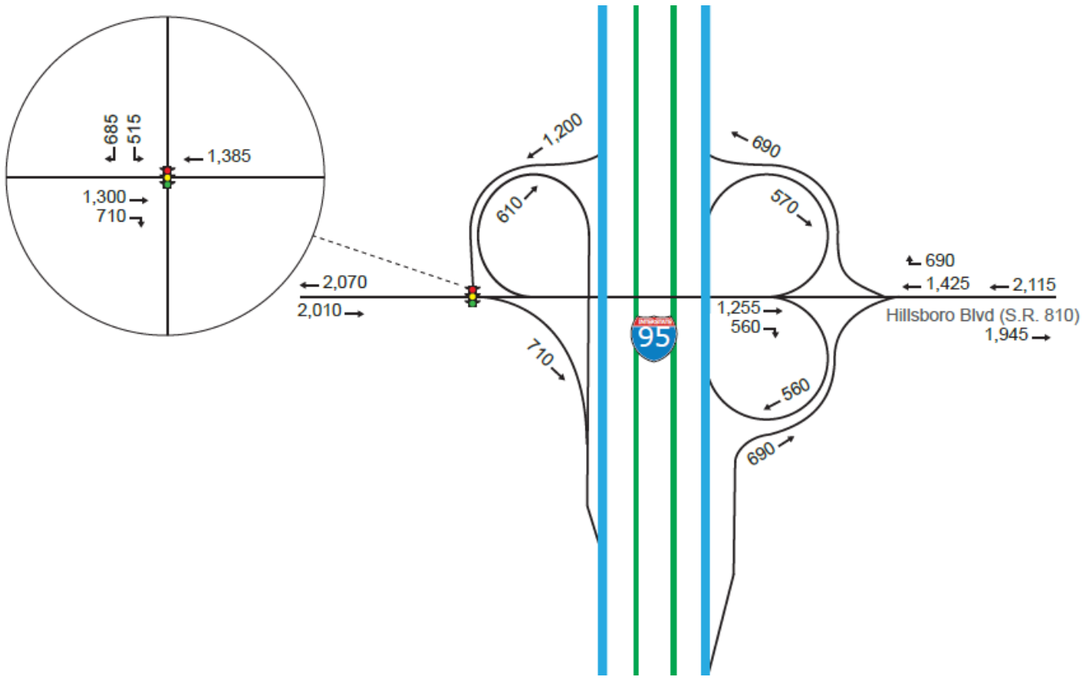
Base PD&E Concept, A2, and C2 – 2020 DDHVs Turns
Hillsboro Blvd and I-95 (S.R. 9)

2020 AM Build DDHV's



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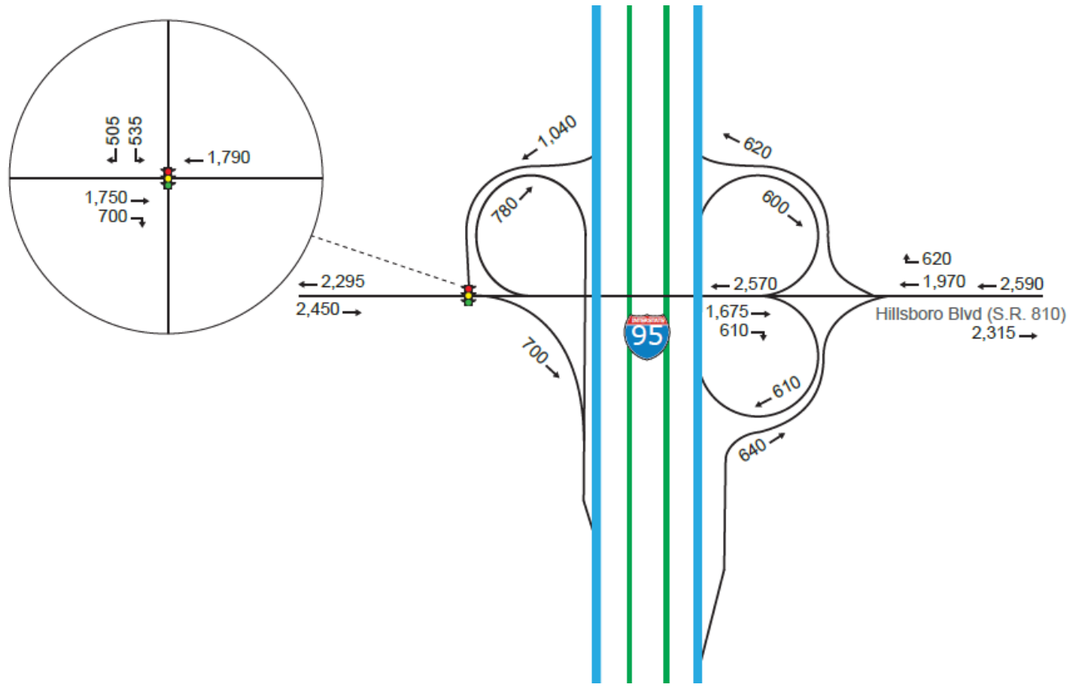

Base PD&E Concept, A2, and C2 – 2040 DDHVs Turns
Hillsboro Blvd and I-95 (S.R. 9)

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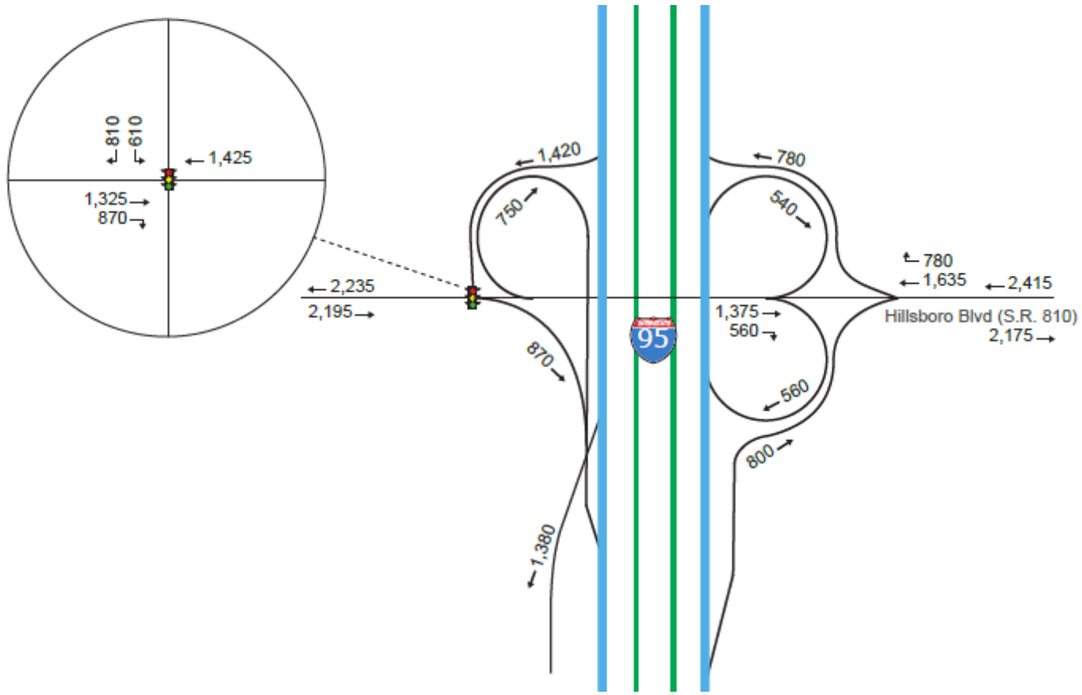

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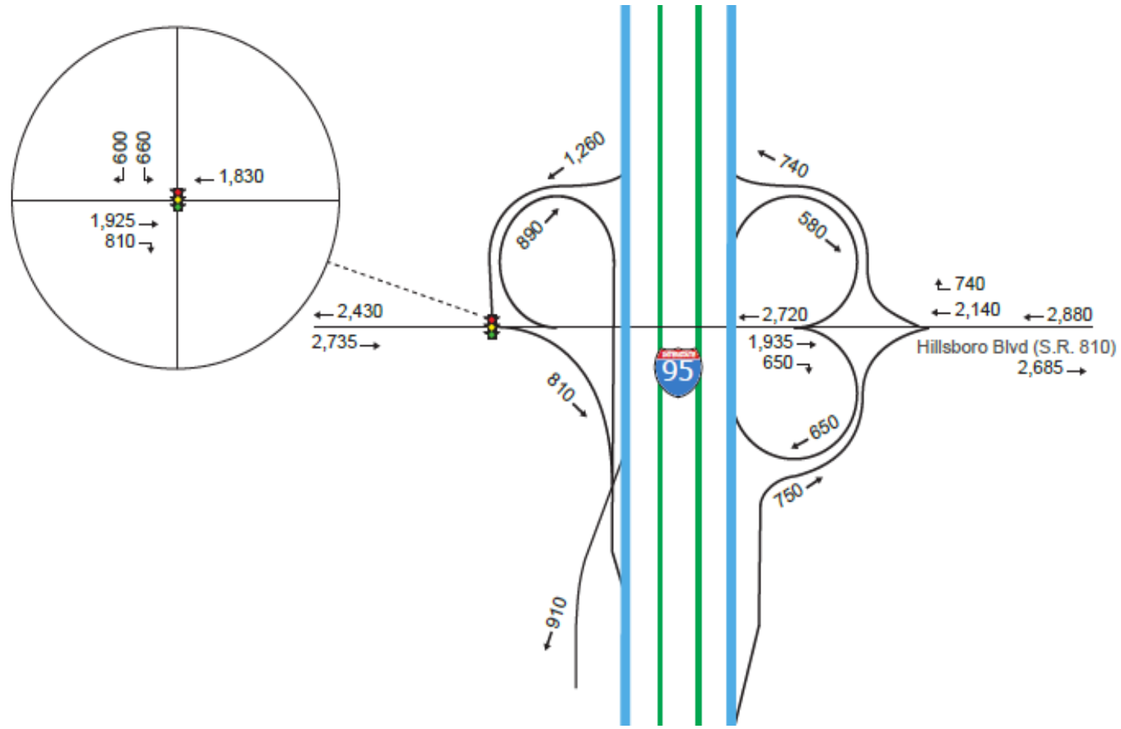
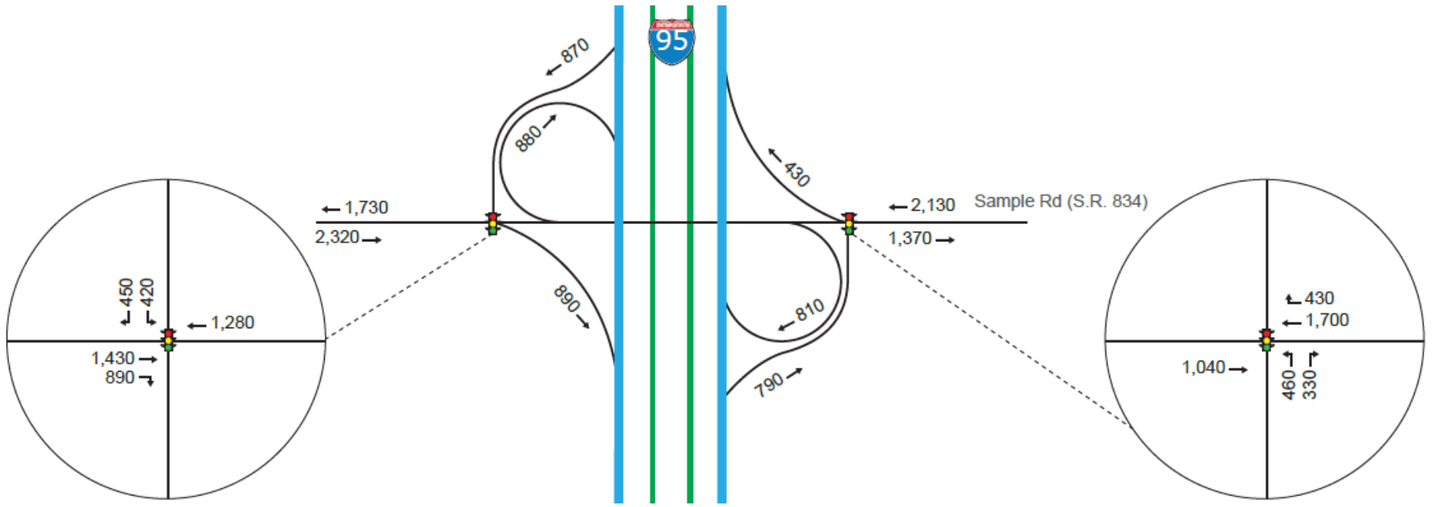


Base PD&E Concept, A2, and C2 – 2020 DDHVs Turns
Sample Rd and I-95 (S.R. 9)

2020 AM Build DDHV's



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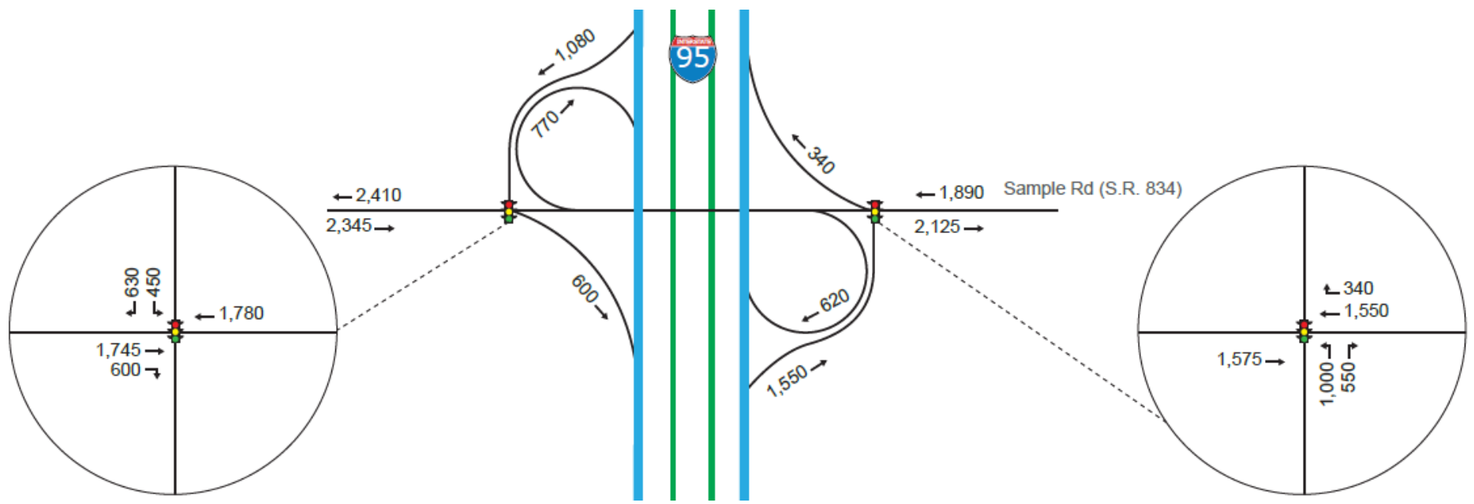

Base PD&E Concept, A2, and C2 – 2040 DDHVs Turns
Sample Rd and I-95 (S.R. 9)

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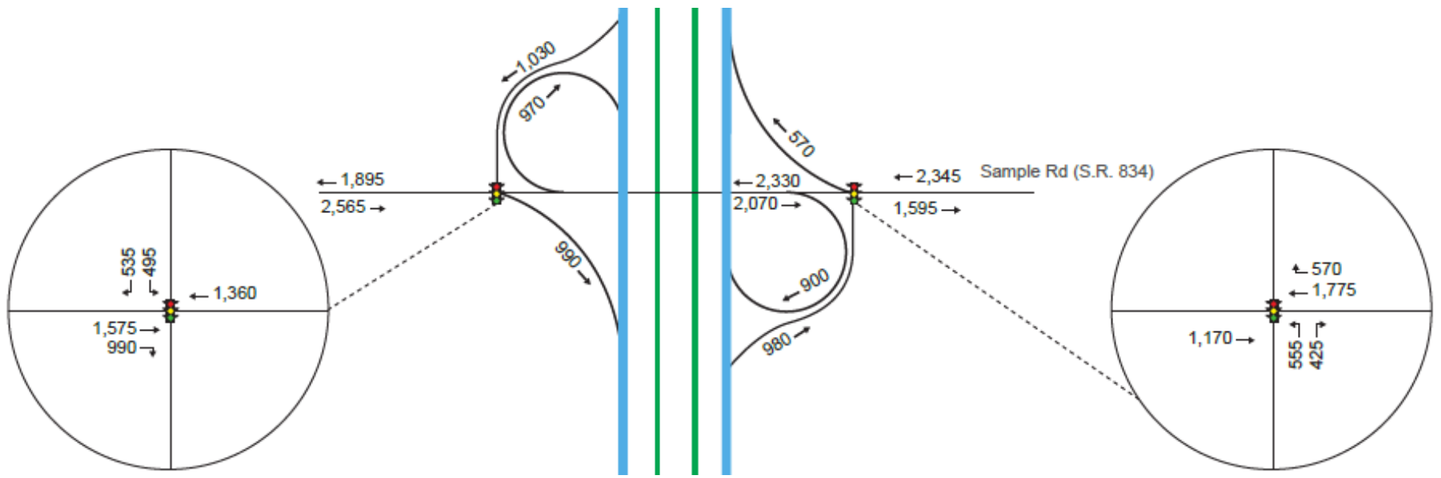

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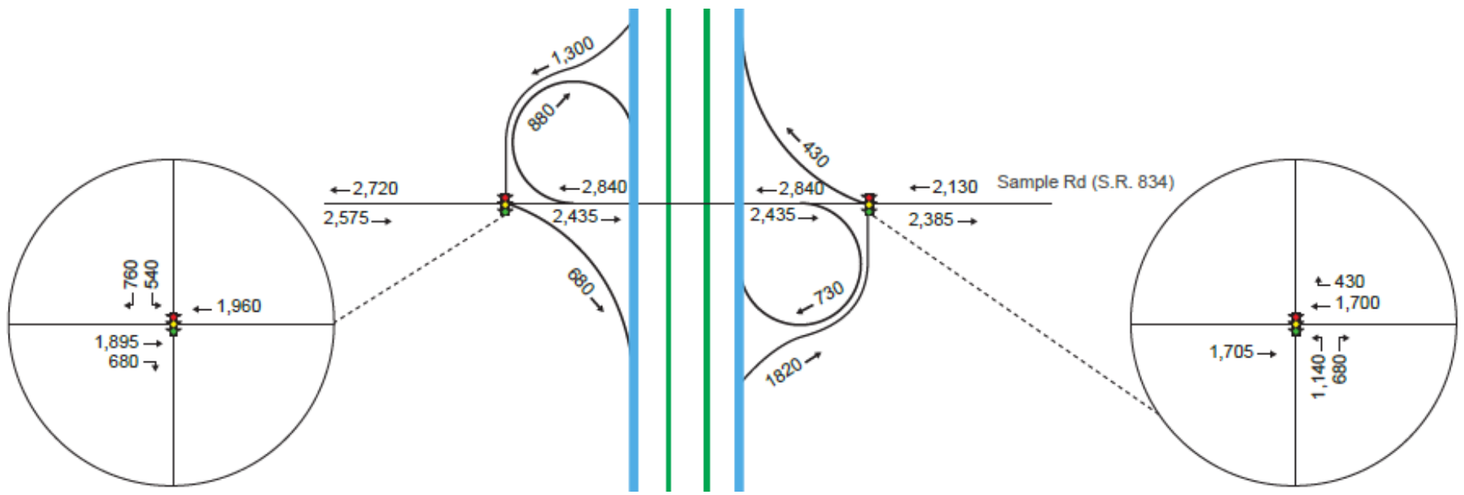

APPENDIX E

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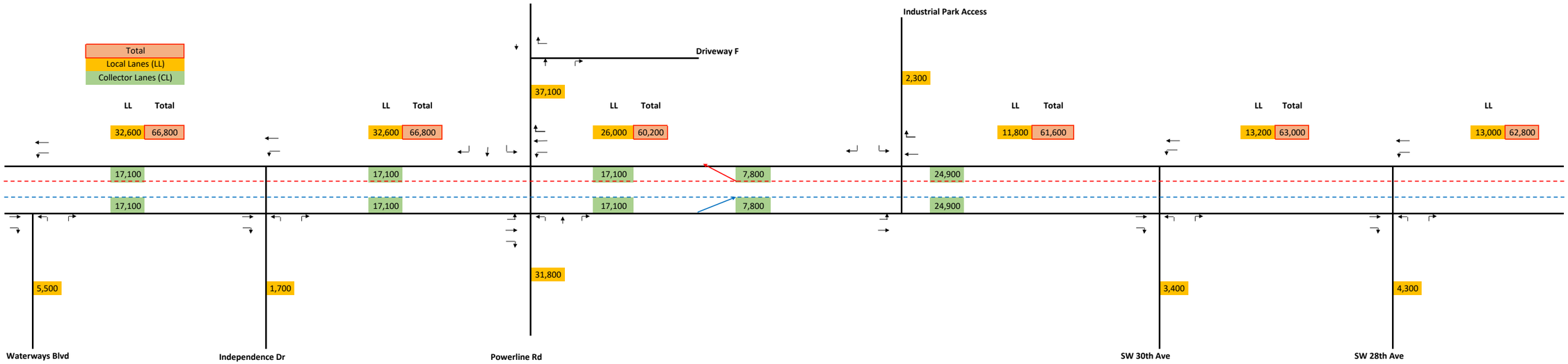

2020 AADT_Base PD&E

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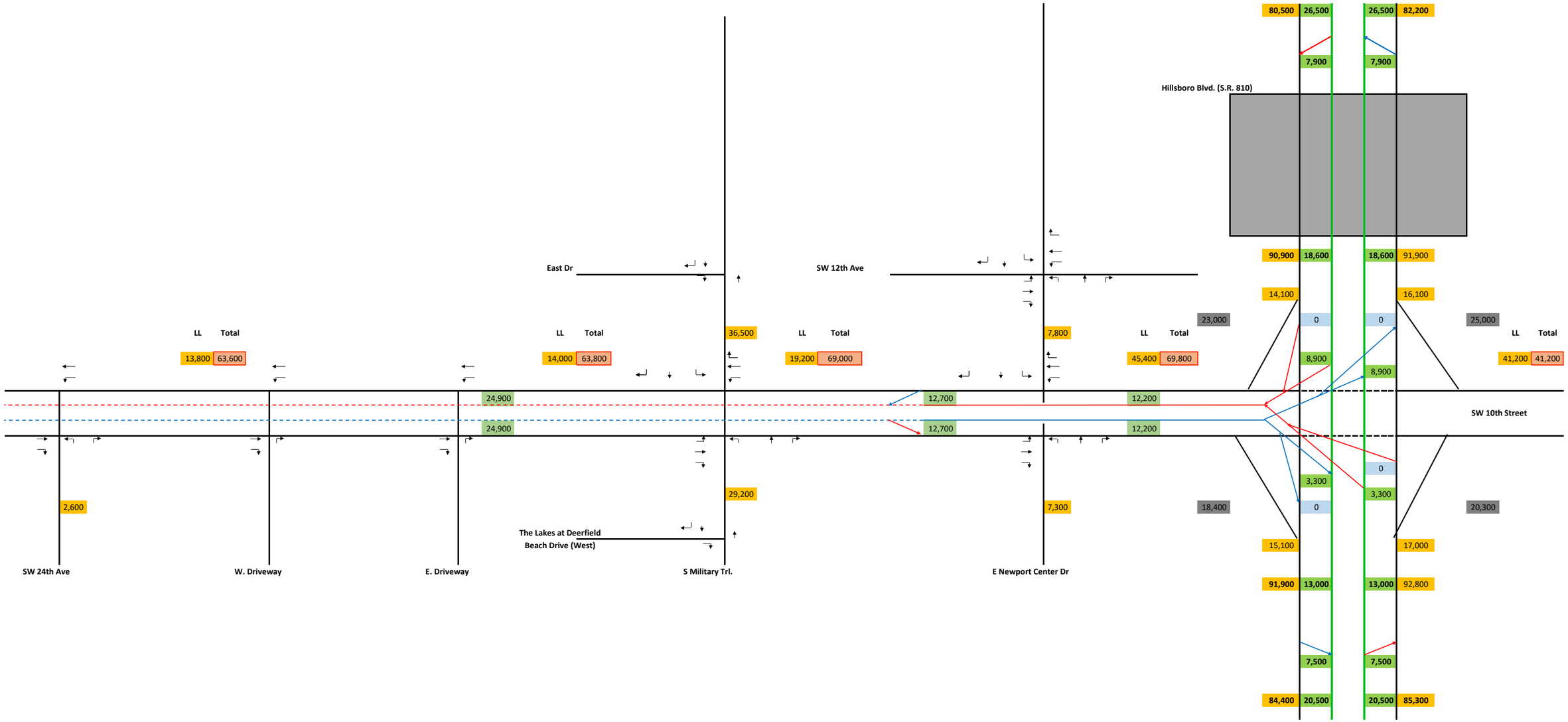

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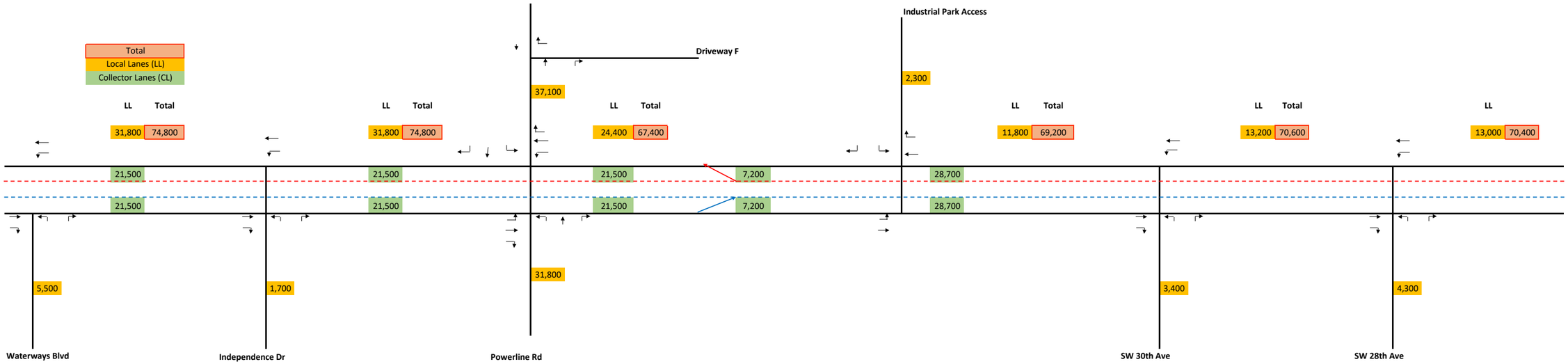

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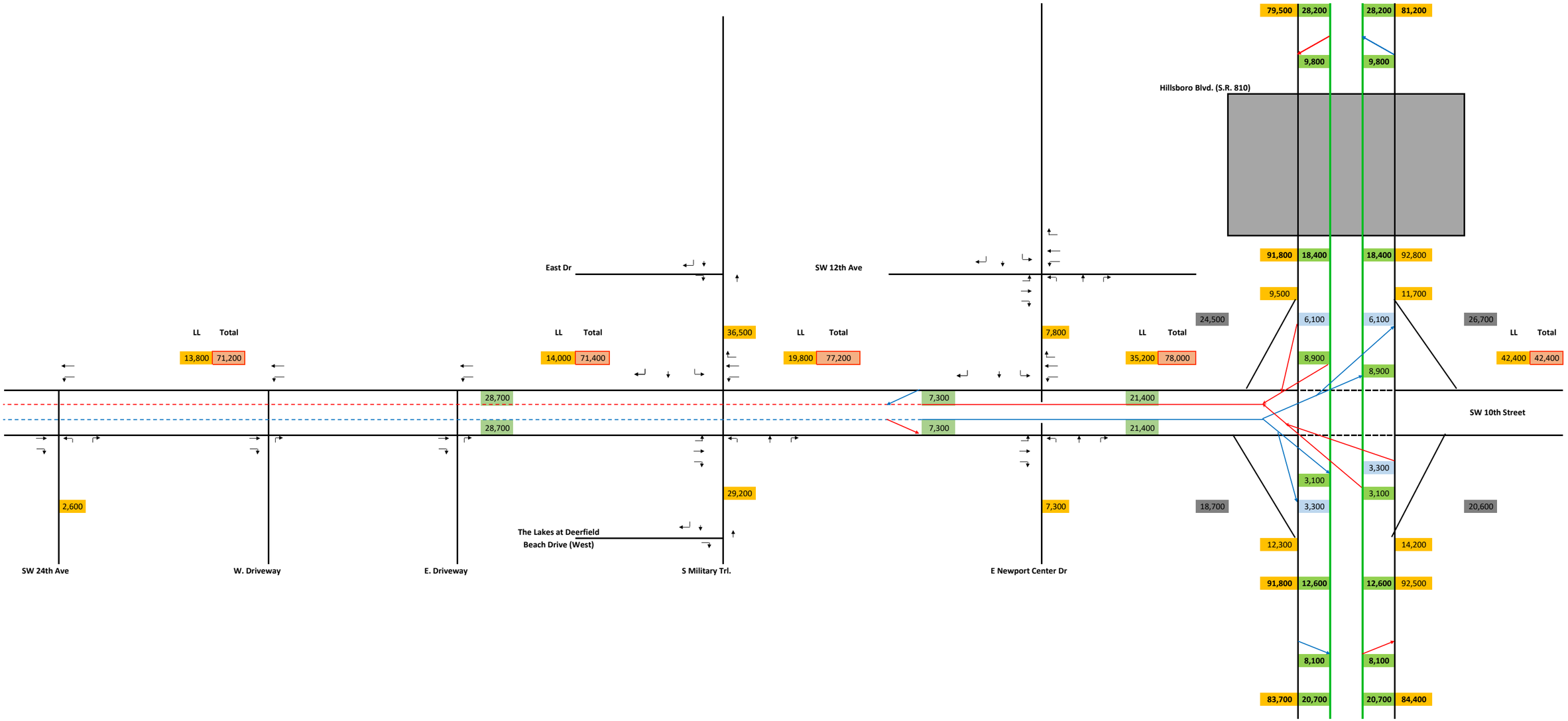

2020 AADT_A2

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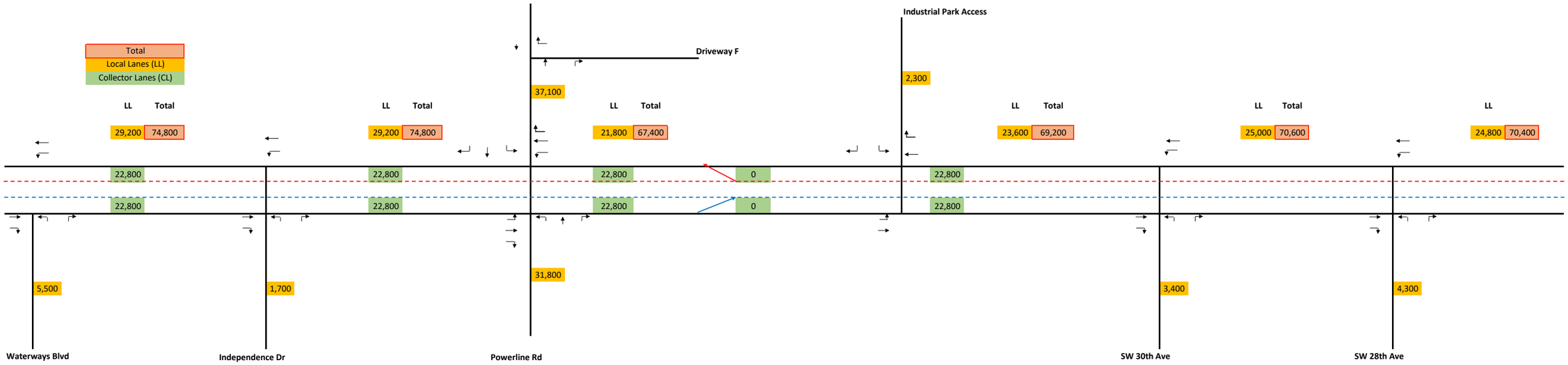

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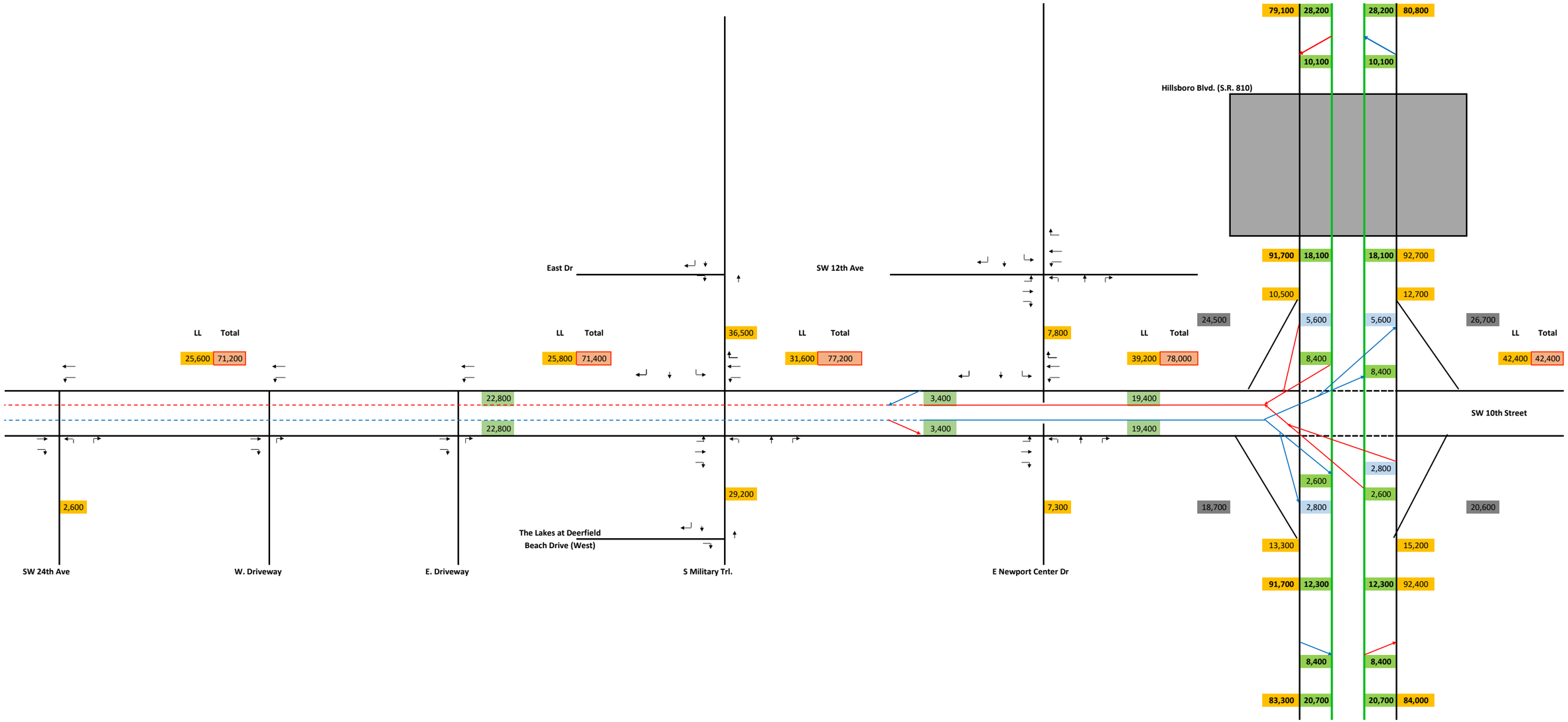

2020 AADT_C2

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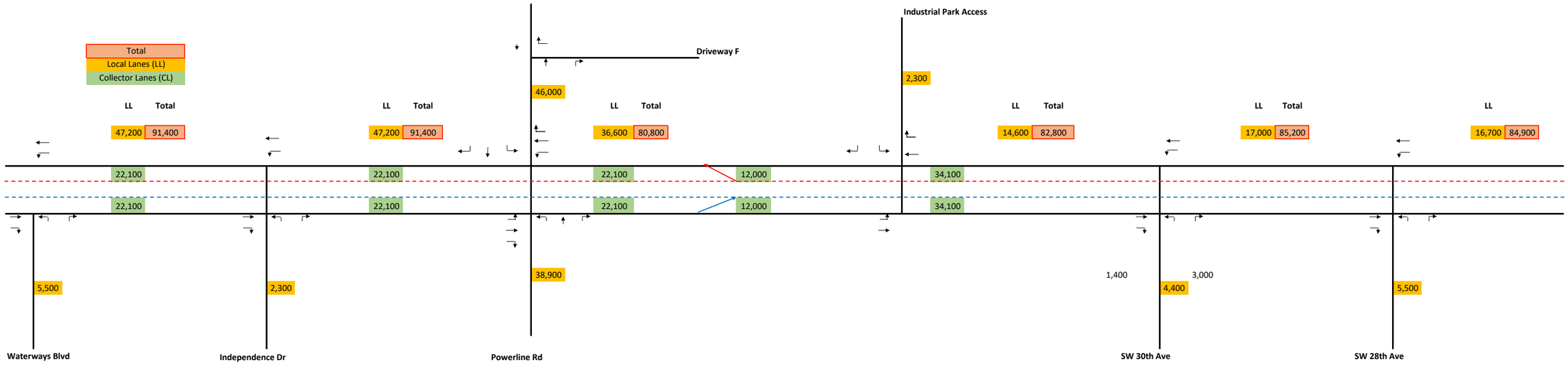

2040 AADT_Base PD&E

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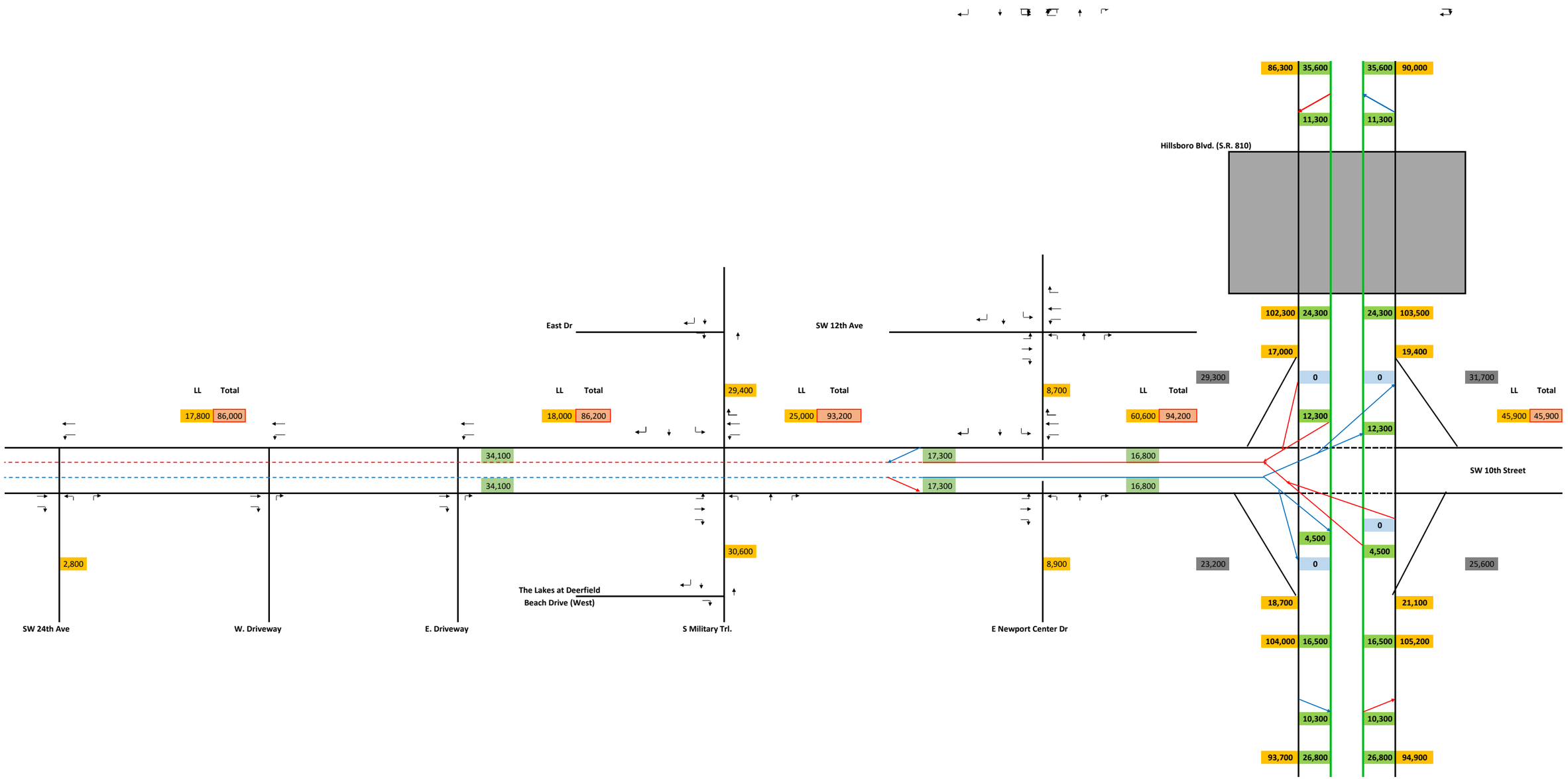

2040 AADT_Base PD&E

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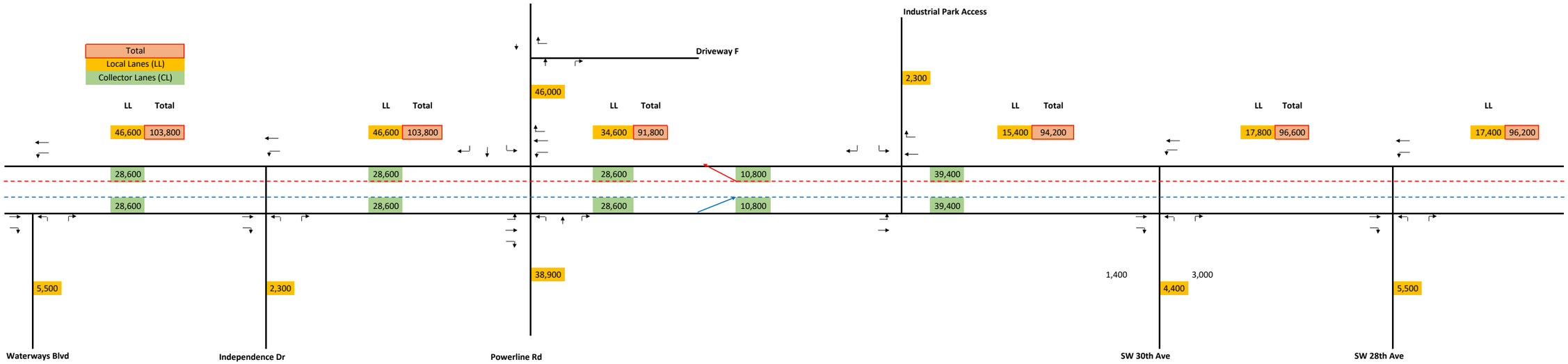

2040 AADT_A2

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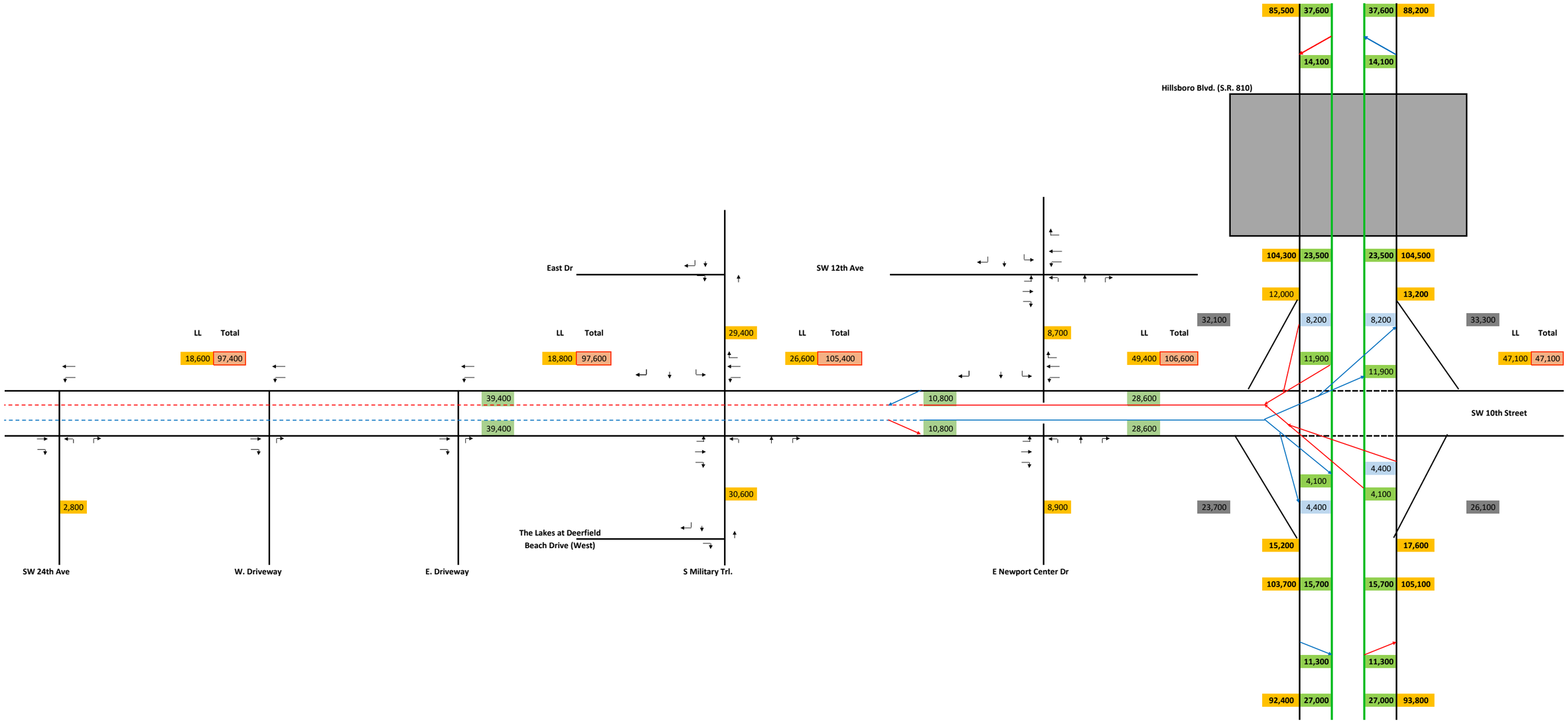

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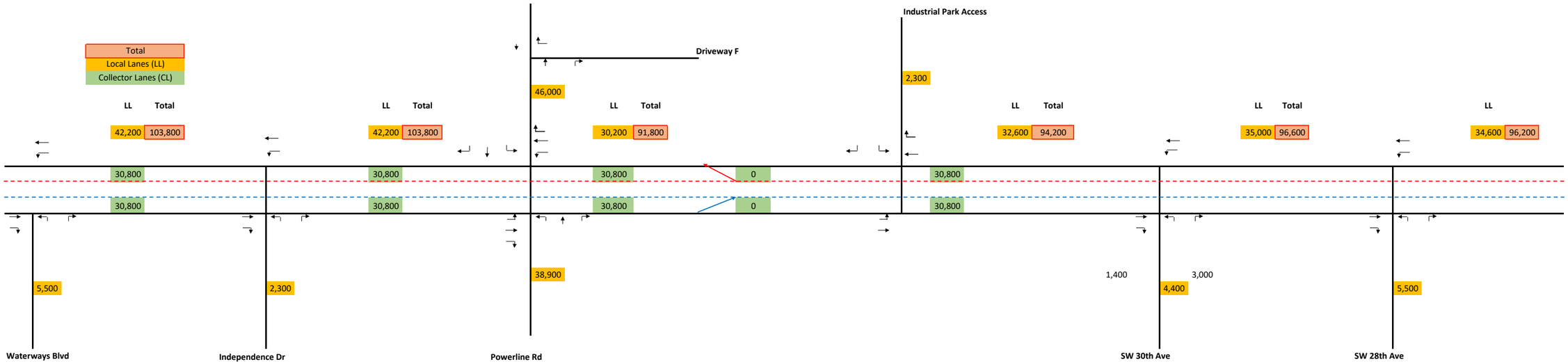

2040 AADT_C2

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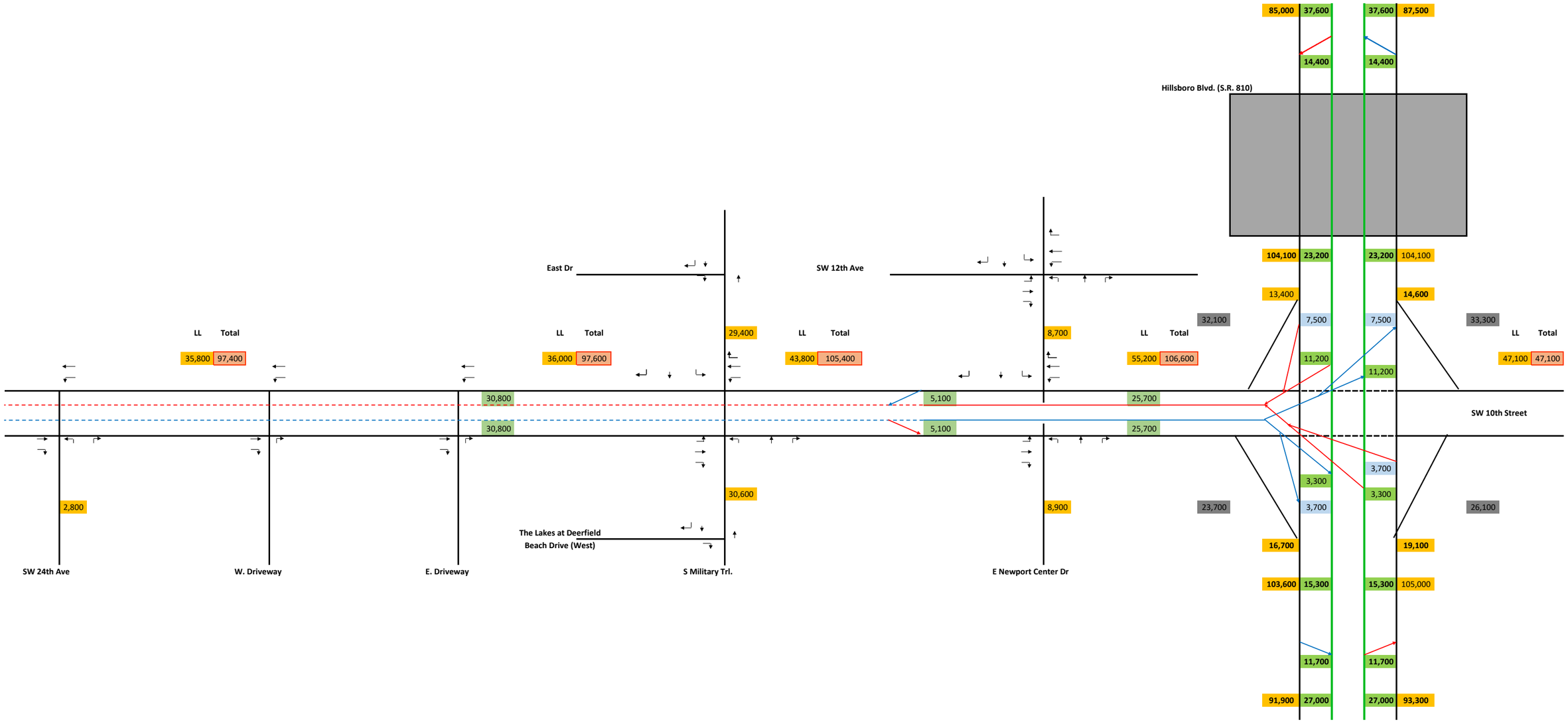

2040 AADT_C2

APPENDIX F

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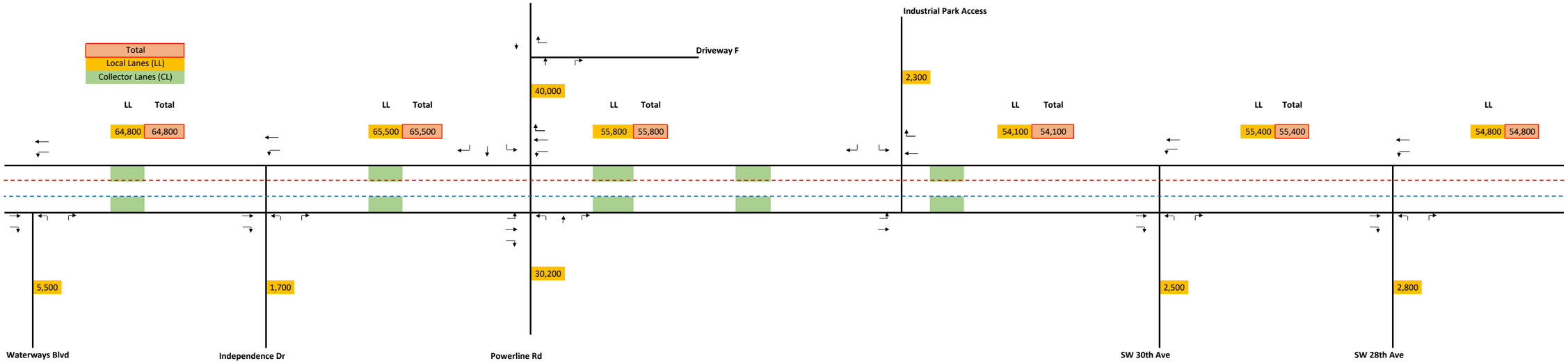

2020 AADT_Partial PD&E

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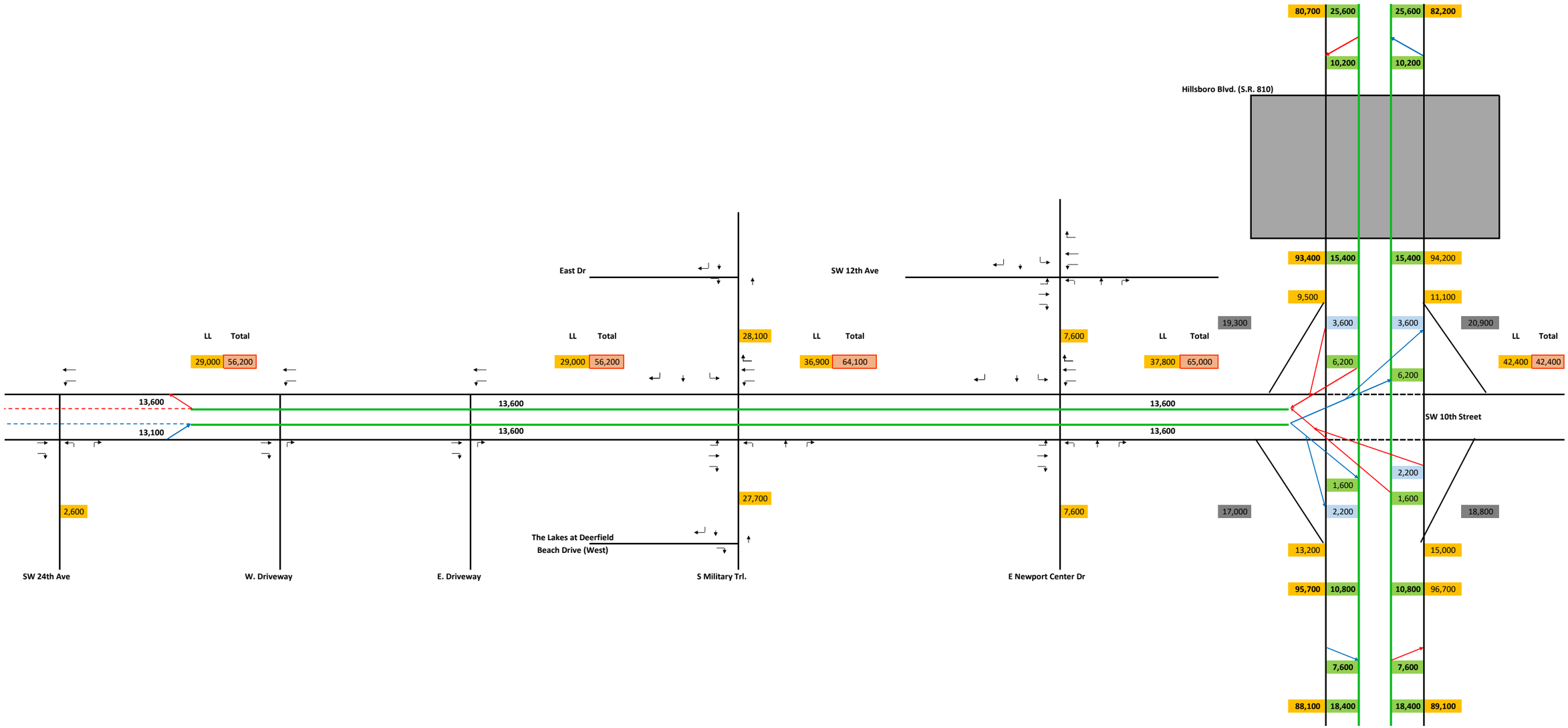

2020 AADT_Partial PD&E

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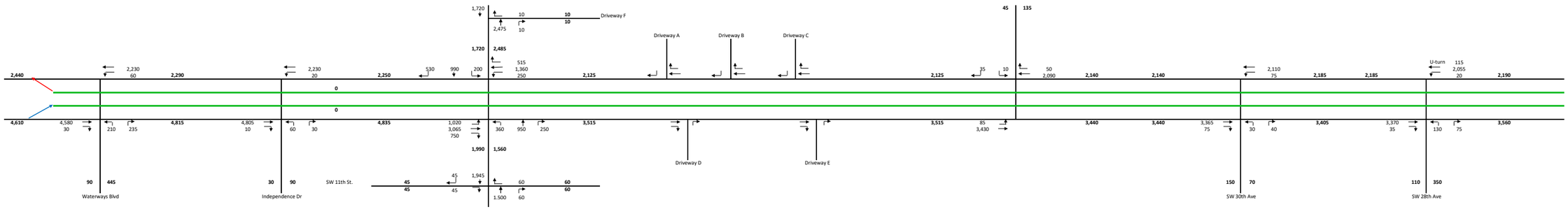
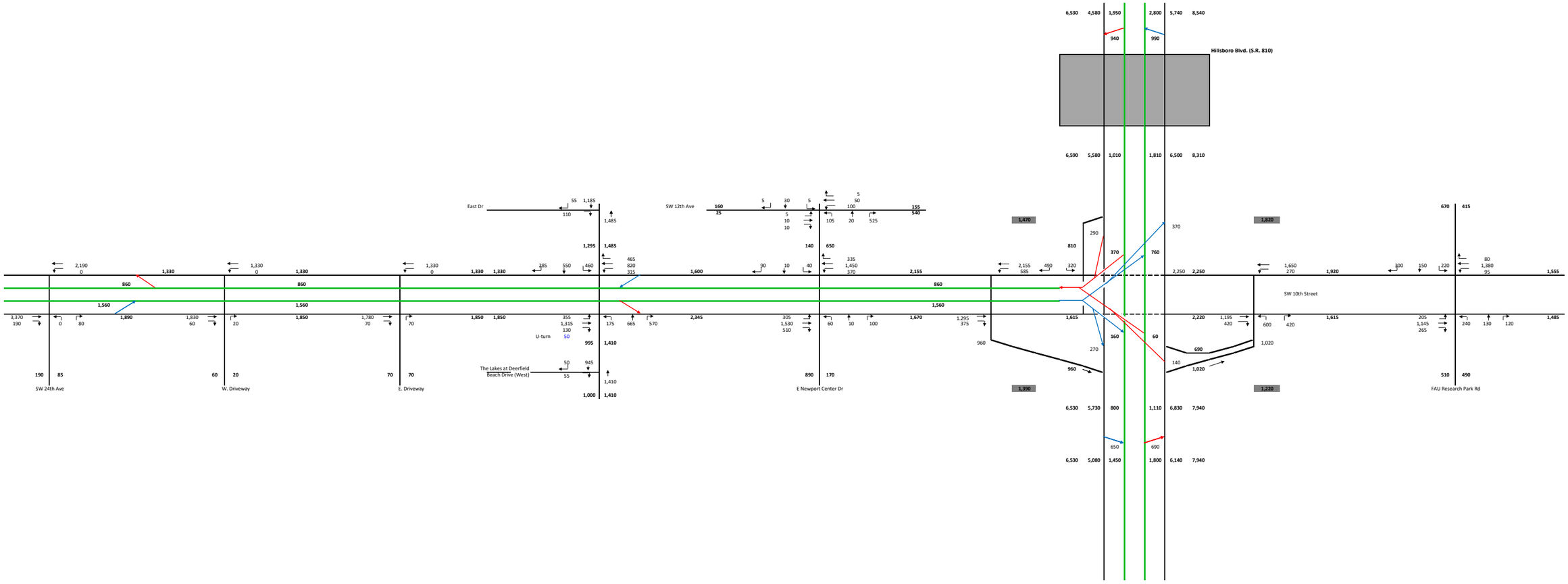


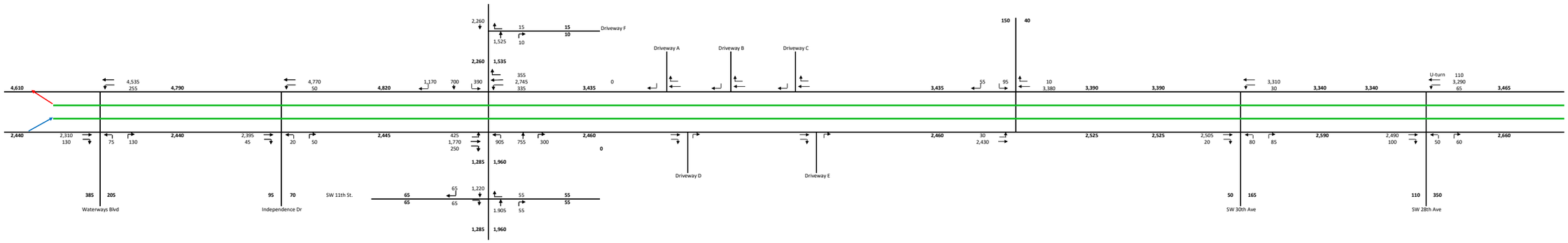
2020 Partial PD&E AM DDHV

Appendix F



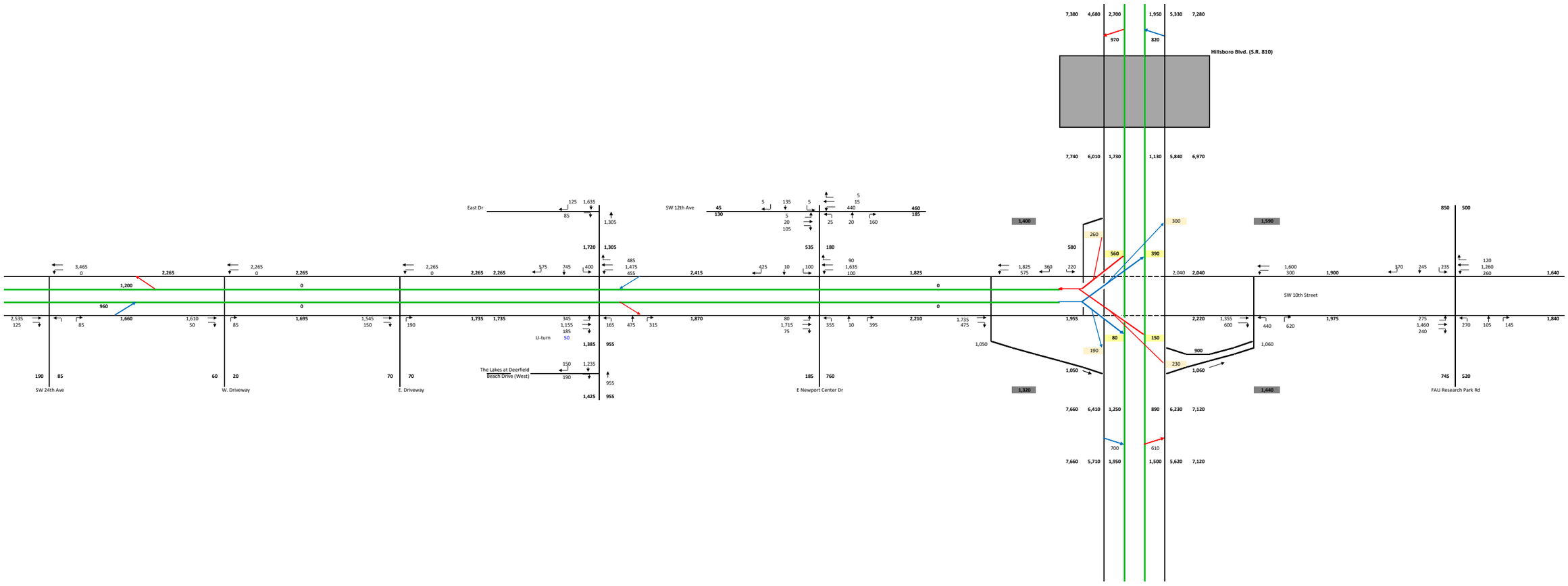
2020 Partial PD&E AM DDHV

Appendix F



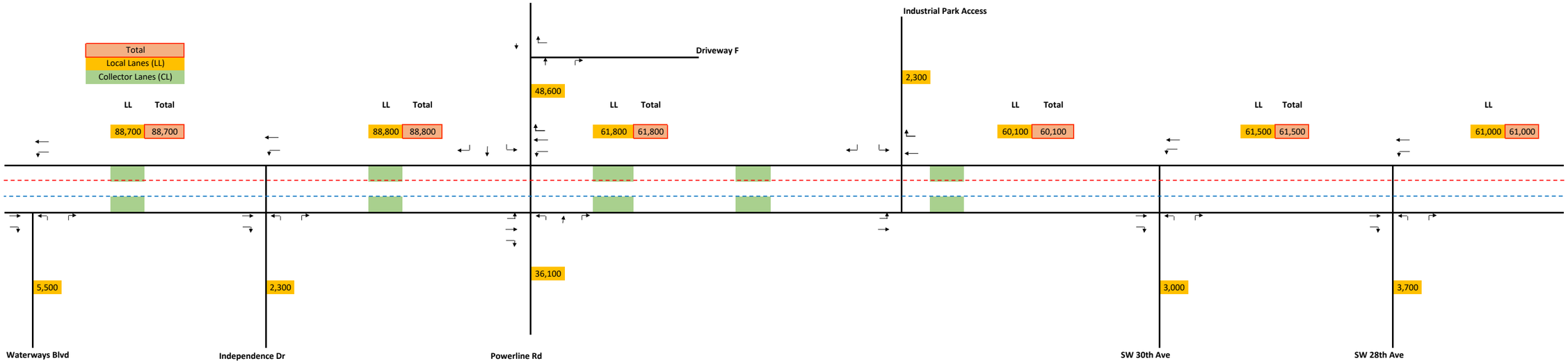
2020 Partial PD&E PM DDHV

Appendix F



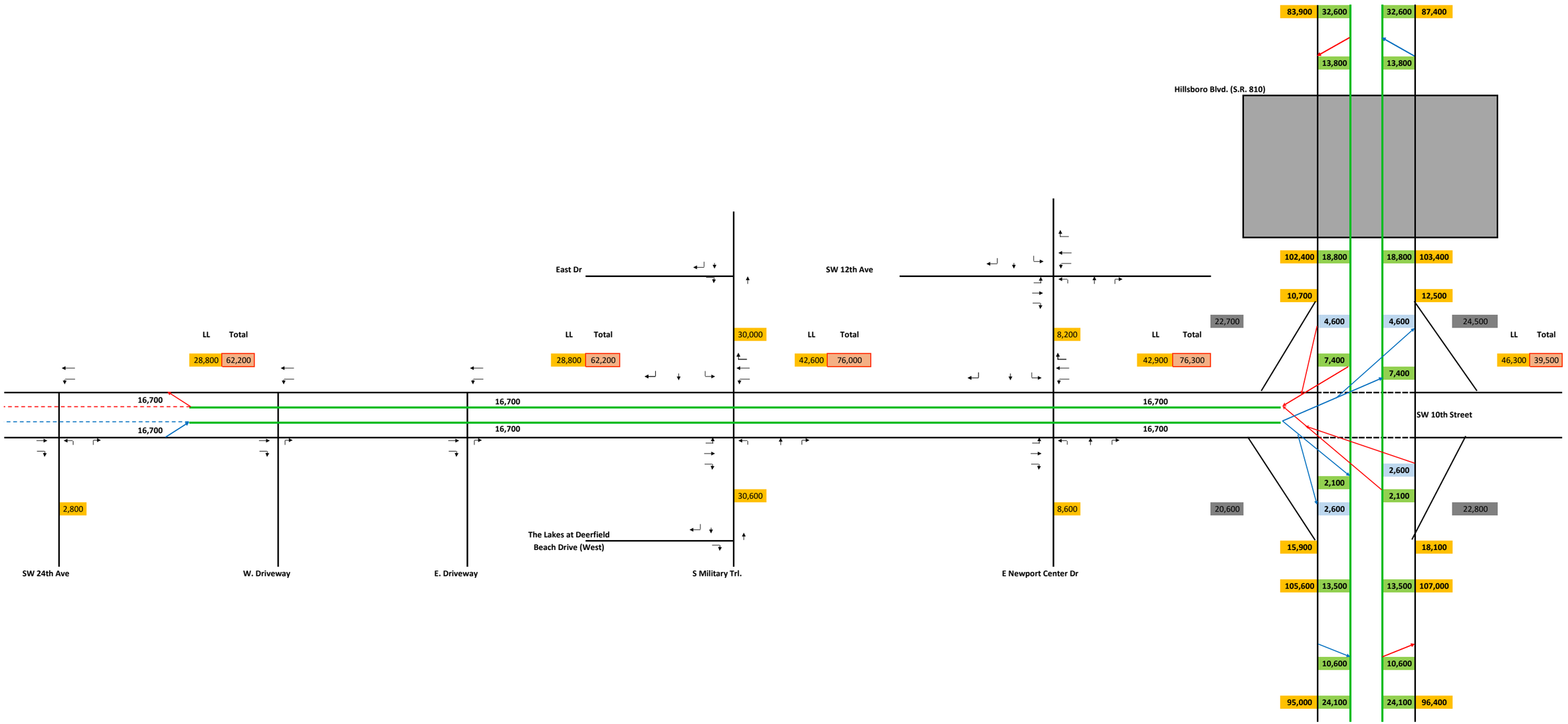
2020 Partial PD&E PM DDHV

Appendix F



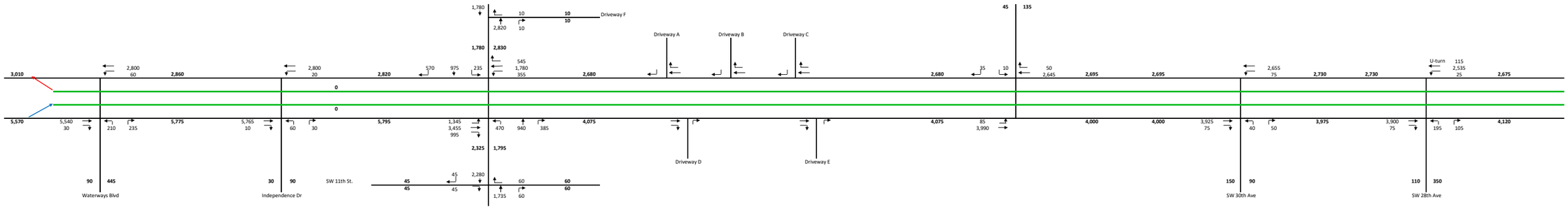
2040 AADT_Partial PD&E

Appendix F



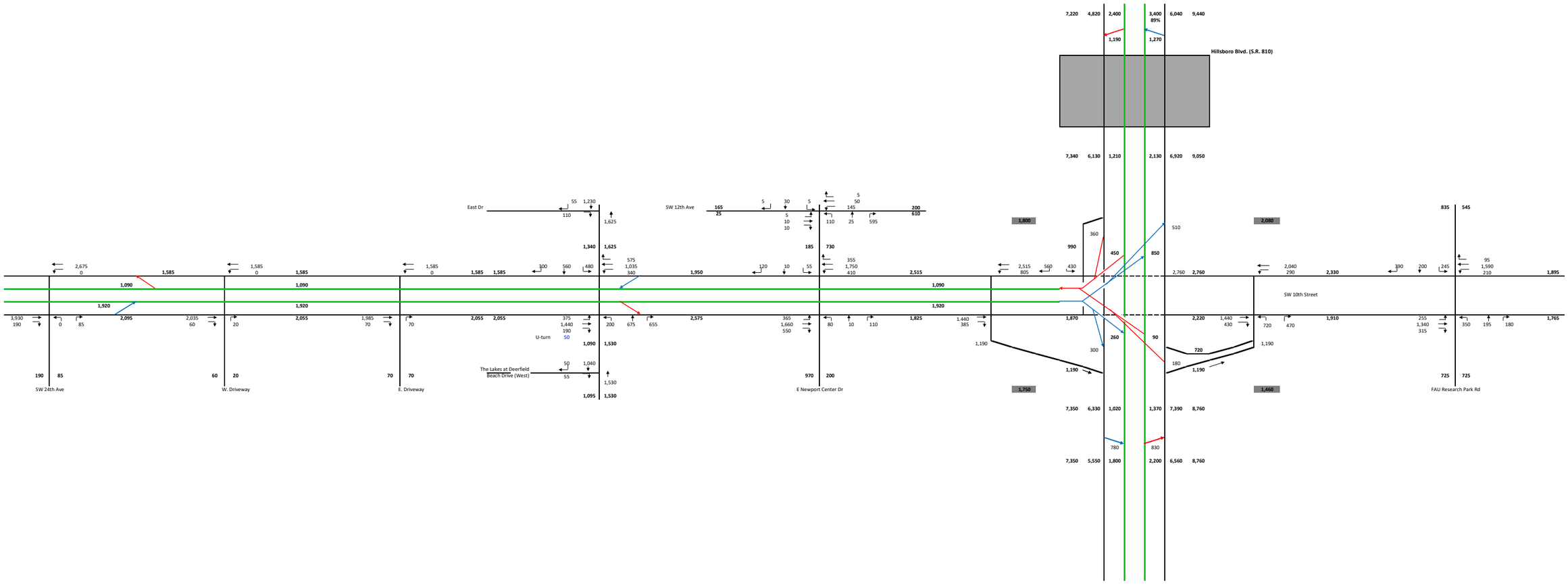
2040 AADT_Partial PD&E

Appendix F



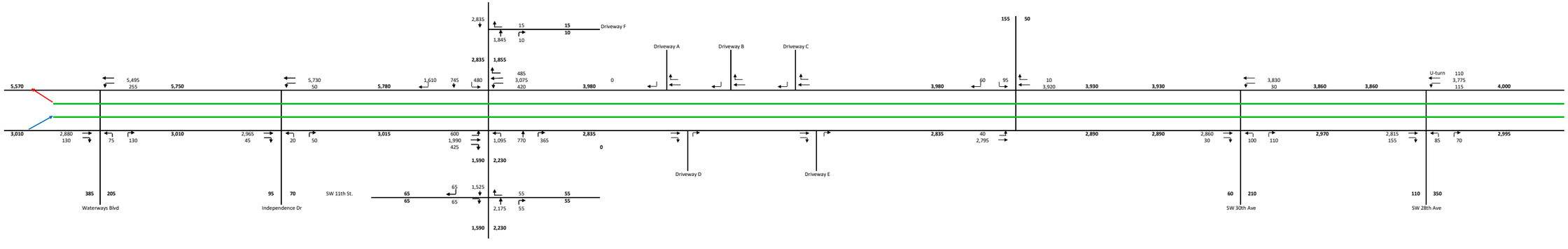
2040 Partial PD&E AM DDHV

Appendix F



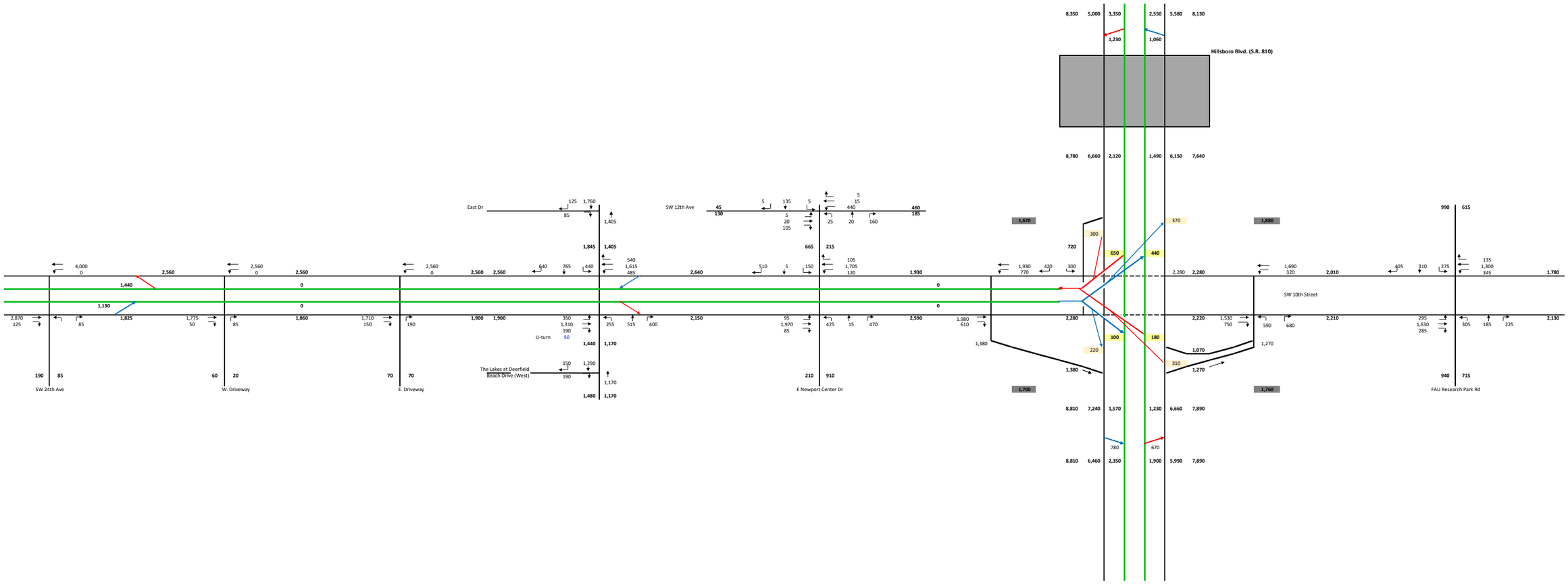
2040 Partial PD&E AM DDHV

Appendix F



2040 Partial PD&E PM DDHV

Appendix F



2040 Partial PD&E PM DDHV

APPENDIX D

High Crash Locations – Crash Summary Tables

Table A-1: High Crash Segment 1 - SW 10th Street from Powerline Road to Quiet Waters Business Park Driveway - Crash Summary

SW 10th Street from Powerline Rd to Quiet Waters Business Park Driveway		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2012	2013	2014	2015	2016			
CRASH TYPE	Rear End	7	7	10	10	7	41	8	58.6%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	0	2	4	2	1	9	2	12.9%
	Left Turn	0	2	0	0	0	2	0	2.9%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	2	2	2	3	0	9	2	12.9%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	2	0	0	0	2	0	2.9%
	Fixed Object	*1*	*0*	*0*	*0*	*0*	*1*	*0*	*1.4%*
	Guardrail Face	1	0	0	0	0	1	0	1.4%
	Non-Collisions	*0*	*0*	*0*	*0*	*2*	*2*	*0*	*2.9%*
	Jackknife	0	0	0	0	2	2	0	2.9%
	Others	0	0	4	0	0	4	1	5.7%
	Total Crashes	**10**	**15**	**20**	**15**	**10**	**70**	**14**	**100.0%**
SEVERITY	PDO Crashes	7	6	18	10	7	48	10	68.6%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	3	9	2	5	3	22	4	31.4%
LIGHTING CONDITIONS	Daylight	3	6	11	12	10	42	8	60.0%
	Dusk	2	2	0	0	0	4	1	5.7%
	Dawn	0	0	0	0	0	0	0	0.0%
	Dark	5	7	9	3	0	24	5	34.3%
	Unknown	0	0	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	7	11	14	13	8	53	11	75.7%
	Wet	3	4	6	2	2	17	3	24.3%
	Others	0	0	0	0	0	0	0	0.0%
DAY OF WEEK	Monday	0	0	4	2	0	6	1	8.6%
	Tuesday	1	0	2	2	4	9	2	12.9%
	Wednesday	0	8	5	2	0	15	3	21.4%
	Thursday	3	2	2	3	3	13	3	18.6%
	Friday	2	0	1	0	1	4	1	5.7%
	Saturday	0	1	2	4	2	9	2	12.9%
	Sunday	4	4	4	2	0	14	3	20.0%
HOUR OF DAY	00:00-06:00	0	2	0	2	0	4	1	5.7%
	06:00-09:00	1	2	4	2	1	10	2	14.3%
	09:00-11:00	0	0	2	0	0	2	0	2.9%
	11:00-13:00	0	2	0	3	1	6	1	8.6%
	13:00-15:00	0	2	2	2	2	8	2	11.4%
	15:00-18:00	5	0	3	3	6	17	3	24.3%
	18:00-24:00	4	7	9	3	0	23	5	32.9%
CONTRIBUTING CAUSES (VEHICLE	No Contributing Action	0	3	0	2	0	5	1	7.1%
	Careless or Negligent Manner	2	2	5	3	4	16	3	22.9%
	Failed to Yield Right-Of-Way	0	0	2	0	0	2	0	2.9%
	Followed too Closely	0	2	1	4	1	8	2	11.4%
	Ran Red Light	0	4	0	0	0	4	1	5.7%
	Drove too Fast for Conditions	0	0	0	0	2	2	0	2.9%
	Other Contributing Action	8	4	12	6	3	33	7	47.1%
WEATHER CONDITIONS	Clear	5	9	13	13	8	48	10	68.6%
	Cloudy	2	2	1	0	2	7	1	10.0%
	Rain	3	4	6	2	0	15	3	21.4%
	Other	0	0	0	0	0	0	0	0.0%

Table A-2: High Crash Segment 2 - SW 10th Street from west of Military Trail to east of Military Trail - Crash Summary

SW 10th Street from west of Military Trail to east of Military Trail		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2012	2013	2014	2015	2016			
CRASH TYPE	Rear End	16	13	16	27	13	85	17	60.7%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	4	3	6	5	0	18	4	12.9%
	Left Turn	0	0	2	1	0	3	1	2.1%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	4	2	5	1	4	16	3	11.4%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	1	0	1	0	0.7%
	Bicycle	0	0	0	1	0	1	0	0.7%
	Fixed Object	*1*	*0*	*3*	*0*	*1*	*5*	*1*	*3.6%*
	Curb	1	0	1	0	0	2	0	1.4%
	Guardrail End	0	0	0	0	1	1	0	0.7%
	Traffic Sign Support	0	0	1	0	0	1	0	0.7%
	Other Post, Pole Or Support	0	0	1	0	0	1	0	0.7%
	Other Non Fixed Object Collisions	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Non-Collisions	*0*	*1*	*0*	*0*	*0*	*1*	*0*	*0.7%*
	Overturn/Rollover	0	1	0	0	0	1	0	0.7%
	Others	2	2	1	0	5	10	2	7.1%
	Total Crashes	**27**	**21**	**33**	**36**	**23**	**140**	**28**	**100.0%**
SEVERITY	PDO Crashes	20	13	27	15	13	88	18	62.9%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	7	8	6	21	10	52	10	37.1%
LIGHTING CONDITIONS	Daylight	17	17	25	27	16	102	20	72.9%
	Dusk	2	1	2	0	0	5	1	3.6%
	Dawn	2	0	0	0	0	2	0	1.4%
	Dark	6	3	6	9	7	31	6	22.1%
	Unknown	0	0	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	24	15	28	32	20	119	24	85.0%
	Wet	3	6	5	4	3	21	4	15.0%
	Others	0	0	0	0	0	0	0	0.0%
DAY OF WEEK	Monday	4	4	7	6	3	24	5	17.1%
	Tuesday	7	2	4	6	5	24	5	17.1%
	Wednesday	1	4	5	3	3	16	3	11.4%
	Thursday	2	3	3	7	3	18	4	12.9%
	Friday	9	2	8	6	5	30	6	21.4%
	Saturday	2	5	2	4	3	16	3	11.4%
	Sunday	2	1	4	4	1	12	2	8.6%
HOUR OF DAY	00:00-06:00	1	1	3	1	3	9	2	6.4%
	06:00-09:00	6	1	7	5	4	23	5	16.4%
	09:00-11:00	0	4	3	4	1	12	2	8.6%
	11:00-13:00	6	4	1	5	5	21	4	15.0%
	13:00-15:00	1	3	3	3	4	14	3	10.0%
	15:00-18:00	6	5	10	7	3	31	6	22.1%
	18:00-24:00	7	3	6	11	3	30	6	21.4%
CONTRIBUTING CAUSES (VEHICLE	No Contributing Action	1	1	0	0	0	2	0	1.4%
	Careless or Negligent Manner	3	2	4	6	4	19	4	13.6%
	Failed to Yield Right-Of-Way	3	1	1	4	0	9	2	6.4%
	Improper Turn	0	0	1	1	1	3	1	2.1%
	Followed too Closely	7	3	7	9	6	32	6	22.9%
	Ran Red Light	0	0	3	2	0	5	1	3.6%
	Drove too Fast for Conditions	0	2	1	1	1	5	1	3.6%
	Improper Passing	1	1	1	0	0	3	1	2.1%
	Exceed Posted Speed	2	0	0	0	0	2	0	1.4%
	Failed To Keep In Proper Lane	1	1	1	0	1	4	1	2.9%
	Ran Off Roadway	0	0	0	0	1	1	0	0.7%
	Swerved Or Avoided	0	1	0	1	0	2	0	1.4%
	Erratic, Reckless or Aggressive	0	2	0	0	0	2	0	1.4%
	Other Contributing Action	9	7	14	12	9	51	10	36.4%
WEATHER CONDITIONS	Clear	19	12	22	27	19	99	20	70.7%
	Cloudy	6	4	8	5	2	25	5	17.9%
	Rain	2	5	3	4	2	16	3	11.4%
	Other	0	0	0	0	0	0	0	0.0%

Table A-3: High Crash Segment 3 - SW 10th Street from west of Newport Center Drive to east of Newport Center Drive - Crash Summary

SW 10th Street from west of Newport Center Dr. to east of Newport Center Dr.		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2012	2013	2014	2015	2016			
CRASH TYPE	Rear End	7	9	6	10	14	46	9	60.5%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	1	0	3	4	1	9	2	11.8%
	Left Turn	0	1	2	2	0	5	1	6.6%
	Right Turn	0	0	0	1	0	1	0	1.3%
	Sideswipe	1	2	1	1	2	7	1	9.2%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Other Non Fixed Object Collisions	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Non-Collisions	*0*	*0*	*0*	*1*	*0*	*1*	*0*	*1.3%*
	Fell/Jumped from Motor Vehicle	0	0	0	1	0	1	0	1.3%
	Others	0	1	3	1	2	7	1	9.2%
	Total Crashes	**9**	**13**	**15**	**20**	**19**	**76**	**15**	**100.0%**
SEVERITY	PDO Crashes	3	9	9	9	15	45	9	59.2%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	6	4	6	11	4	31	6	40.8%
LIGHTING CONDITIONS	Daylight	5	11	9	16	13	54	11	71.1%
	Dusk	1	0	2	0	1	4	1	5.3%
	Dawn	0	0	0	1	1	2	0	2.6%
	Dark	3	2	4	3	4	16	3	21.1%
	Unknown	0	0	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	7	12	13	18	18	68	14	89.5%
	Wet	2	1	2	2	1	8	2	10.5%
	Others	0	0	0	0	0	0	0	0.0%
DAY OF WEEK	Monday	2	2	1	3	1	9	2	11.8%
	Tuesday	2	2	3	5	6	18	4	23.7%
	Wednesday	2	2	4	4	2	14	3	18.4%
	Thursday	1	2	4	3	3	13	3	17.1%
	Friday	2	3	2	3	3	13	3	17.1%
	Saturday	0	0	1	2	3	6	1	7.9%
	Sunday	0	2	0	0	1	3	1	3.9%
HOUR OF DAY	00:00-06:00	0	0	0	2	0	2	0	2.6%
	06:00-09:00	2	3	1	4	2	12	2	15.8%
	09:00-11:00	0	1	2	5	3	11	2	14.5%
	11:00-13:00	0	2	0	0	1	3	1	3.9%
	13:00-15:00	1	1	1	1	3	7	1	9.2%
	15:00-18:00	2	3	3	5	1	14	3	18.4%
	18:00-24:00	4	3	8	3	9	27	5	35.5%
CONTRIBUTING CAUSES (VEHICLE ONLY)	No Contributing Action	0	0	0	2	1	3	1	3.9%
	Careless or Negligent Manner	1	2	2	2	6	13	3	17.1%
	Failed to Yield Right-Of-Way	1	1	1	1	0	4	1	5.3%
	Improper Backing	1	0	1	0	0	2	0	2.6%
	Improper Turn	0	0	1	1	0	2	0	2.6%
	Followed too Closely	4	3	2	3	4	16	3	21.1%
	Ran Red Light	0	0	1	1	1	3	1	3.9%
	Drove too Fast for Conditions	1	1	1	1	0	4	1	5.3%
	Improper Passing	0	0	1	0	0	1	0	1.3%
	Failed To Keep In Proper Lane	1	0	0	1	1	3	1	3.9%
	Swerved Or Avoided	0	0	0	1	0	1	0	1.3%
	Other Contributing Action	0	6	5	7	6	24	5	31.6%
WEATHER CONDITIONS	Clear	6	12	13	16	17	64	13	84.2%
	Cloudy	1	0	2	3	2	8	2	10.5%
	Rain	2	1	0	1	0	4	1	5.3%
	Other	0	0	0	0	0	0	0	0.0%

Table A-4: High Crash Intersection 1 - SW 10th Street at SW 28th Avenue Intersection - Crash Summary

SW 10th Street at SW 28th Avenue Intersection		Number of Crashes by Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2012	2013	2014	2015	2016			
CRASH TYPE	Rear End	2	8	2	0	3	15	3	65.2%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	1	1	0	2	1	5	1	21.7%
	Left Turn	0	0	0	0	0	0	0	0.0%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	1	0	0	1	0	2	0	8.7%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Other Non Fixed Object Collisions	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Non-Collisions	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Others	0	0	0	0	1	1	0	4.3%
	Total Crashes	**4**	**9**	**2**	**3**	**5**	**23**	**5**	**100.0%**
SEVERITY	PDO Crashes	3	6	1	3	3	16	3	69.6%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	1	3	1	0	2	7	1	30.4%
LIGHTING CONDITIONS	Daylight	3	7	2	3	4	19	4	82.6%
	Dusk	0	1	0	0	0	1	0	4.3%
	Dawn	0	0	0	0	0	0	0	0.0%
	Dark	1	1	0	0	1	3	1	13.0%
	Unknown	0	0	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	4	9	2	2	5	22	4	95.7%
	Wet	0	0	0	1	0	1	0	4.3%
	Others	0	0	0	0	0	0	0	0.0%
DAY OF WEEK	Monday	2	1	0	0	0	3	1	13.0%
	Tuesday	0	1	0	0	0	1	0	4.3%
	Wednesday	0	2	0	0	1	3	1	13.0%
	Thursday	1	0	1	0	0	2	0	8.7%
	Friday	0	4	1	3	1	9	2	39.1%
	Saturday	1	1	0	0	0	2	0	8.7%
	Sunday	0	0	0	0	3	3	1	13.0%
HOUR OF DAY	00:00-06:00	0	0	0	0	1	1	0	4.3%
	06:00-09:00	0	0	1	1	0	2	0	8.7%
	09:00-11:00	0	0	0	0	0	0	0	0.0%
	11:00-13:00	1	2	1	0	1	5	1	21.7%
	13:00-15:00	0	2	0	1	1	4	1	17.4%
	15:00-18:00	2	1	0	1	1	5	1	21.7%
	18:00-24:00	1	4	0	0	1	6	1	26.1%
CAUSES (VEHICLE ONLY)	Careless or Negligent Manner	1	2	0	1	1	5	1	21.7%
	Failed to Yield Right-Of-Way	0	1	0	1	0	2	0	8.7%
	Improper Backing	0	1	0	0	0	1	0	4.3%
	Followed too Closely	2	3	2	0	0	7	1	30.4%
	Drove too Fast for Conditions	0	1	0	0	0	1	0	4.3%
	Other Contributing Action	1	1	0	1	4	7	1	30.4%
WEATHER CONDITIONS	Clear	3	7	2	1	5	18	4	78.3%
	Cloudy	1	2	0	2	0	5	1	21.7%
	Other	0	0	0	0	0	0	0	0.0%

Table A-5: High Crash Intersection 2 - SW 10th Street at Military Trail Intersection - Crash Summary

SW 10th Street at Military Trail Intersection		Number of Crashes by Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2012	2013	2014	2015	2016			
CRASH TYPE	Rear End	16	13	16	28	17	90	18	62.5%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	4	3	6	5	0	18	4	12.5%
	Left Turn	0	0	2	1	0	3	1	2.1%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	5	2	3	2	4	16	3	11.1%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	1	0	1	0	0.7%
	Bicycle	0	0	0	1	0	1	0	0.7%
	Fixed Object	*1*	*0*	*3*	*0*	*1*	*5*	*1*	*3.5%*
	Curb	1	0	1	0	0	2	0	1.4%
	Guardrail End	0	0	0	0	1	1	0	0.7%
	Traffic Sign Support	0	0	1	0	0	1	0	0.7%
	Other Post, Pole Or Support	0	0	1	0	0	1	0	0.7%
	Other Non Fixed Object Collisions	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Non-Collisions	*0*	*1*	*0*	*0*	*0*	*1*	*0*	*0.7%*
	Overturn/Rollover	0	1	0	0	0	1	0	0.7%
	Others	2	1	1	0	5	9	2	6.3%
	Total Crashes	**28**	**20**	**31**	**38**	**27**	**144**	**29**	**100.0%**
SEVERITY	PDO Crashes	21	12	25	15	16	89	18	61.8%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	7	8	6	23	11	55	11	38.2%
LIGHTING CONDITIONS	Daylight	18	16	23	28	20	105	21	72.9%
	Dusk	2	1	2	1	0	6	1	4.2%
	Dawn	2	0	0	0	0	2	0	1.4%
	Dark	6	3	6	9	7	31	6	21.5%
	Unknown	0	0	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	25	14	26	33	24	122	24	84.7%
	Wet	3	6	5	5	3	22	4	15.3%
	Others	0	0	0	0	0	0	0	0.0%
DAY OF WEEK	Monday	5	3	7	8	3	26	5	18.1%
	Tuesday	7	2	4	6	6	25	5	17.4%
	Wednesday	1	4	4	3	5	17	3	11.8%
	Thursday	2	2	3	8	5	20	4	13.9%
	Friday	9	3	7	6	5	30	6	20.8%
	Saturday	2	5	2	3	3	15	3	10.4%
	Sunday	2	1	4	4	0	11	2	7.6%
HOUR OF DAY	00:00-06:00	1	1	3	1	3	9	2	6.3%
	06:00-09:00	6	0	7	6	5	24	5	16.7%
	09:00-11:00	0	3	2	4	1	10	2	6.9%
	11:00-13:00	6	4	1	5	4	20	4	13.9%
	13:00-15:00	1	3	3	3	5	15	3	10.4%
	15:00-18:00	7	6	9	6	4	32	6	22.2%
	18:00-24:00	7	3	6	13	5	34	7	23.6%
CONTRIBUTING CAUSES (VEHICLE	No Contributing Action	1	2	0	0	0	3	1	2.1%
	Careless or Negligent Manner	3	2	4	6	3	18	4	12.5%
	Failed to Yield Right-Of-Way	3	1	1	4	0	9	2	6.3%
	Improper Turn	0	0	1	1	1	3	1	2.1%
	Followed too Closely	7	2	7	10	8	34	7	23.6%
	Ran Red Light	0	0	3	2	0	5	1	3.5%
	Drove too Fast for Conditions	0	2	1	2	1	6	1	4.2%
	Improper Passing	1	0	1	0	0	2	0	1.4%
	Exceed Posted Speed	2	0	0	0	0	2	0	1.4%
	Failed To Keep In Proper Lane	2	1	1	0	1	5	1	3.5%
	Ran Off Roadway	0	0	0	0	1	1	0	0.7%
	Swerved Or Avoided	0	1	0	1	0	2	0	1.4%
	Erratic, Reckless or Aggressive	0	2	0	0	0	2	0	1.4%
	Other Contributing Action	9	7	12	12	12	52	10	36.1%
WEATHER CONDITIONS	Clear	20	12	22	27	23	104	21	72.2%
	Cloudy	6	3	6	6	2	23	5	16.0%
	Rain	2	5	3	5	2	17	3	11.8%
	Other	0	0	0	0	0	0	0	0.0%

Table A-6: High Crash Intersection 3 - SW 10th Street at I-95 Southbound On-Ramp Intersection - Crash Summary

SW 10th Street at SB I-95 On-Ramp Intersection		Number of Crashes by Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2012	2013	2014	2015	2016			
CRASH TYPE	Rear End	4	6	8	5	7	30	6	60.0%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	0	1	0	1	1	3	1	6.0%
	Left Turn	0	1	1	0	2	4	1	8.0%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	2	1	1	1	2	7	1	14.0%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	*0*	*1*	*0*	*0*	*0*	*1*	*0*	*2.0%*
	Guardrail Face	0	1	0	0	0	1	0	2.0%
	Other Non Fixed Object Collisions	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Non-Collisions	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Others	0	2	1	2	0	5	1	10.0%
	Total Crashes	**6**	**12**	**11**	**9**	**12**	**50**	**10**	**100.0%**
SEVERITY	PDO Crashes	5	7	4	4	10	30	6	60.0%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	1	5	7	5	2	20	4	40.0%
LIGHTING CONDITIONS	Daylight	5	10	8	6	6	35	7	70.0%
	Dusk	0	0	0	1	1	2	0	4.0%
	Dawn	1	0	0	0	0	1	0	2.0%
	Dark	0	2	3	2	5	12	2	24.0%
	Unknown	0	0	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	6	10	10	8	11	45	9	90.0%
	Wet	0	2	1	1	1	5	1	10.0%
	Others	0	0	0	0	0	0	0	0.0%
DAY OF WEEK	Monday	1	5	2	3	0	11	2	22.0%
	Tuesday	2	2	1	1	3	9	2	18.0%
	Wednesday	0	4	0	1	3	8	2	16.0%
	Thursday	1	0	2	1	2	6	1	12.0%
	Friday	1	1	2	0	1	5	1	10.0%
	Saturday	0	0	1	3	1	5	1	10.0%
	Sunday	1	0	3	0	2	6	1	12.0%
HOUR OF DAY	00:00-06:00	1	0	1	0	1	3	1	6.0%
	06:00-09:00	1	4	1	2	3	11	2	22.0%
	09:00-11:00	0	1	2	1	1	5	1	10.0%
	11:00-13:00	1	0	1	1	1	4	1	8.0%
	13:00-15:00	1	1	1	0	2	5	1	10.0%
	15:00-18:00	1	3	3	1	0	8	2	16.0%
	18:00-24:00	1	3	2	4	4	14	3	28.0%
CONTRIBUTING CAUSES (VEHICLE	No Contributing Action	0	1	0	1	1	3	1	6.0%
	Careless or Negligent Manner	2	3	3	0	5	13	3	26.0%
	Failed to Yield Right-Of-Way	0	1	0	0	2	3	1	6.0%
	Improper Turn	0	0	0	2	0	2	0	4.0%
	Followed too Closely	2	0	2	4	1	9	2	18.0%
	Ran Red Light	0	0	0	0	1	1	0	2.0%
	Drove too Fast for Conditions	0	2	0	0	0	2	0	4.0%
	Failed To Keep In Proper Lane	1	0	0	0	0	1	0	2.0%
	Other Contributing Action	1	5	6	2	2	16	3	32.0%
WEATHER CONDITIONS	Clear	5	8	10	8	9	40	8	80.0%
	Cloudy	1	2	0	0	3	6	1	12.0%
	Rain	0	2	1	1	0	4	1	8.0%
	Other	0	0	0	0	0	0	0	0.0%

Table A-7: High Crash Intersection 4 - SW 10th Street at I-95 Southbound Off-Ramp Intersection - Crash Summary

SW 10th Street at SB I-95 Off-Ramp Intersection		Number of Crashes by Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2012	2013	2014	2015	2016			
CRASH TYPE	Rear End	7	5	7	8	8	35	7	40.2%
	Head On	0	1	0	0	0	1	0	1.1%
	Angle	3	1	2	1	4	11	2	12.6%
	Left Turn	0	1	0	3	1	5	1	5.7%
	Right Turn	0	0	0	1	0	1	0	1.1%
	Sideswipe	4	1	4	6	6	21	4	24.1%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	1	0	0	0	1	0	1.1%
	Fixed Object	*0*	*0*	*1*	*1*	*0*	*2*	*0*	*2.3%*
	Guardrail Face	0	0	0	1	0	1	0	1.1%
	Tree (Standing)	0	0	1	0	0	1	0	1.1%
	Other Non Fixed Object Collisions	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Non-Collisions	*0*	*0*	*0*	*1*	*0*	*1*	*0*	*1.1%*
	Overturn/Rollover	0	0	0	1	0	1	0	1.1%
	Others	1	2	0	4	2	9	2	10.3%
	Total Crashes	**15**	**12**	**14**	**25**	**21**	**87**	**17**	**100.0%**
SEVERITY	PDO Crashes	7	7	8	16	14	52	10	59.8%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	8	5	6	9	7	35	7	40.2%
LIGHTING CONDITIONS	Daylight	13	4	9	19	15	60	12	69.0%
	Dusk	1	1	0	0	0	2	0	2.3%
	Dawn	0	0	0	0	0	0	0	0.0%
	Dark	1	7	5	6	6	25	5	28.7%
	Unknown	0	0	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	12	10	13	24	20	79	16	90.8%
	Wet	3	2	1	1	1	8	2	9.2%
	Others	0	0	0	0	0	0	0	0.0%
DAY OF WEEK	Monday	6	2	2	2	5	17	3	19.5%
	Tuesday	2	1	1	6	0	10	2	11.5%
	Wednesday	3	1	0	4	0	8	2	9.2%
	Thursday	1	1	5	3	5	15	3	17.2%
	Friday	2	2	1	6	5	16	3	18.4%
	Saturday	1	5	4	2	4	16	3	18.4%
	Sunday	0	0	1	2	2	5	1	5.7%
HOUR OF DAY	00:00-06:00	0	1	1	3	3	8	2	9.2%
	06:00-09:00	0	2	1	3	2	8	2	9.2%
	09:00-11:00	3	0	0	1	1	5	1	5.7%
	11:00-13:00	1	1	2	4	2	10	2	11.5%
	13:00-15:00	2	1	3	8	3	17	3	19.5%
	15:00-18:00	7	2	2	2	6	19	4	21.8%
	18:00-24:00	2	5	5	4	4	20	4	23.0%
CONTRIBUTING CAUSES	No Contributing Action	1	0	0	0	0	1	0	1.1%
	Careless or Negligent Manner	2	2	6	5	6	21	4	24.1%
	Improper Turn	1	1	1	0	3	6	1	6.9%
	Followed too Closely	3	1	0	3	2	9	2	10.3%
	Ran Red Light	0	2	0	5	2	9	2	10.3%
	Drove too Fast for Conditions	0	1	0	0	0	1	0	1.1%
	Failed To Keep In Proper Lane	1	0	1	2	2	6	1	6.9%
	Disregarded Other Traffic Sign	0	0	0	1	0	1	0	1.1%
	Disregarded other Road Markings	0	0	0	0	1	1	0	1.1%
	Other Contributing Action	7	5	6	9	5	32	6	36.8%
WEATHER CONDITIONS	Clear	12	9	13	24	18	76	15	87.4%
	Cloudy	1	1	0	1	3	6	1	6.9%
	Rain	2	2	1	0	0	5	1	5.7%
	Other	0	0	0	0	0	0	0	0.0%

Table A-8: High Crash Intersection 5 - SW 10th Street at I-95 Northbound On & Off-Ramp Intersection - Crash Summary

SW 10th Street at NB I-95 On & Off-Ramp Intersection		Number of Crashes Year					5 Year Total Crashes	Mean Crashes Per Year	%
		2012	2013	2014	2015	2016			
CRASH TYPE	Rear End	11	4	16	9	8	48	10	49.5%
	Head On	0	0	0	0	0	0	0	0.0%
	Angle	2	3	3	0	1	9	2	9.3%
	Left Turn	1	0	2	0	0	3	1	3.1%
	Right Turn	0	0	0	0	0	0	0	0.0%
	Sideswipe	0	0	2	0	5	7	1	7.2%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	0	0	0	0	0.0%
	Bicycle	0	0	0	0	0	0	0	0.0%
	Fixed Object	*4*	*4*	*6*	*2*	*2*	*18*	*4*	*18.6%*
	Guardrail Face	0	0	0	1	0	1	0	1.0%
	Concrete Traffic Barrier	1	1	3	0	1	6	1	6.2%
	Tree (Standing)	0	0	1	0	0	1	0	1.0%
	Utility Pole/Light Support	3	1	1	1	1	7	1	7.2%
	Traffic Sign Support	0	1	1	0	0	2	0	2.1%
	Other Post, Pole Or Support	0	1	0	0	0	1	0	1.0%
	Other Non Fixed Object Collisions	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0.0%*
	Non-Collisions	*1*	*0*	*2*	*0*	*0*	*3*	*1*	*3.1%*
	Overturn/Rollover	1	0	2	0	0	3	1	3.1%
	Others	1	1	1	4	2	9	2	9.3%
	Total Crashes	**20**	**12**	**32**	**15**	**18**	**97**	**19**	**100.0%**
SEVERITY	PDO Crashes	15	11	22	12	13	73	15	75.3%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	5	1	10	3	5	24	5	24.7%
LIGHTING CONDITIONS	Daylight	13	6	20	10	13	62	12	63.9%
	Dusk	1	0	2	0	0	3	1	3.1%
	Dawn	0	0	1	0	0	1	0	1.0%
	Dark	6	6	9	5	5	31	6	32.0%
	Unknown	0	0	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	14	9	20	12	14	69	14	71.1%
	Wet	6	3	12	3	4	28	6	28.9%
	Others	0	0	0	0	0	0	0	0.0%
DAY OF WEEK	Monday	3	0	6	1	2	12	2	12.4%
	Tuesday	4	0	5	3	2	14	3	14.4%
	Wednesday	2	2	8	4	3	19	4	19.6%
	Thursday	3	1	4	2	7	17	3	17.5%
	Friday	5	2	4	3	3	17	3	17.5%
	Saturday	1	5	2	0	1	9	2	9.3%
	Sunday	2	2	3	2	0	9	2	9.3%
HOUR OF DAY	00:00-06:00	3	3	2	2	1	11	2	11.3%
	06:00-09:00	3	1	2	1	6	13	3	13.4%
	09:00-11:00	6	3	5	0	0	14	3	14.4%
	11:00-13:00	0	2	0	1	2	5	1	5.2%
	13:00-15:00	2	0	6	3	1	12	2	12.4%
	15:00-18:00	3	0	7	5	3	18	4	18.6%
	18:00-24:00	3	3	10	3	5	24	5	24.7%
CONTRIBUTING CAUSES (VEHICLE	No Contributing Action	2	0	3	0	1	6	1	6.2%
	Careless or Negligent Manner	3	3	10	6	4	26	5	26.8%
	Failed to Yield Right-Of-Way	1	0	1	1	0	3	1	3.1%
	Improper Turn	0	0	1	0	0	1	0	1.0%
	Followed too Closely	3	1	4	1	3	12	2	12.4%
	Ran Red Light	1	0	0	1	0	2	0	2.1%
	Drove too Fast for Conditions	0	0	2	2	0	4	1	4.1%
	Improper Passing	1	0	0	0	0	1	0	1.0%
	Failed To Keep In Proper Lane	0	0	0	1	1	2	0	2.1%
	Ran Off Roadway	0	0	1	0	0	1	0	1.0%
	Over-Correcting/Over-Steering	0	0	1	0	0	1	0	1.0%
	Other Contributing Action	9	8	9	3	9	38	8	39.2%
WEATHER CONDITIONS	Clear	11	8	20	11	13	63	13	64.9%
	Cloudy	6	4	5	4	3	22	4	22.7%
	Rain	3	0	7	0	2	12	2	12.4%
	Other	0	0	0	0	0	0	0	0.0%

Table A-9: SW 10th Street at Powerline Road Intersection - Crash Summary

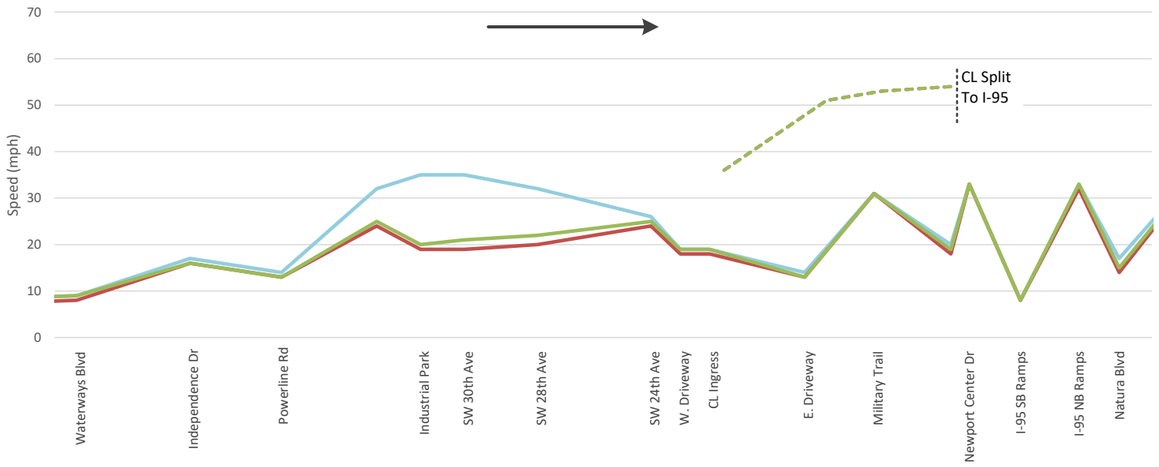
SW 10th Street at Powerline Road Intersection (86012000 & 86472000 & 86065000)		Number of Crashes					5 Year Total Crashes	Mean Crashes Per Year	%
		Year							
		2012	2013	2014	2015	2016			
CRASH TYPE	Rear End	28	22	20	28	34	132	26	63.5%
	Head On	0	0	0	2	0	2	0	1.0%
	Angle	6	4	4	2	4	20	4	9.6%
	Left Turn	0	4	0	0	2	6	1	2.9%
	Right Turn	0	0	0	0	2	2	0	1.0%
	Sideswipe	2	2	4	2	2	12	2	5.8%
	Backed Into	0	0	0	0	0	0	0	0.0%
	Pedestrian	0	0	0	2	0	2	0	1.0%
	Bicycle	0	2	0	2	2	6	1	2.9%
	Fixed Object	*0*	*2*	*0*	*0*	*0*	*2*	*0*	*1.0%*
	Traffic Sign Support	0	2	0	0	0	2	0	1.0%
	Other Non Fixed Object Collisions	*0*	*2*	*0*	*0*	*2*	*4*	*1*	*1.9%*
	Parked Motor Vehicle	0	2	0	0	2	4	1	1.9%
	Non-Collisions	*0*	*0*	*0*	*0*	*2*	*2*	*0*	*1.0%*
	Jackknife	0	0	0	0	2	2	0	1.0%
	Others	4	2	8	2	2	18	4	8.7%
	Total Crashes	**40**	**40**	**36**	**40**	**52**	**208**	**42**	**100.0%**
SEVERITY	PDO Crashes	24	16	32	18	32	122	24	58.7%
	Fatal Crashes	0	0	0	0	0	0	0	0.0%
	Injury Crashes	16	24	4	22	20	86	17	41.3%
LIGHTING CONDITIONS	Daylight	28	22	18	32	38	138	28	66.3%
	Dusk	2	4	0	2	0	8	2	3.8%
	Dawn	0	0	0	0	0	0	0	0.0%
	Dark	10	14	18	6	14	62	12	29.8%
	Unknown	0	0	0	0	0	0	0	0.0%
SURFACE CONDITIONS	Dry	28	28	26	32	44	158	32	76.0%
	Wet	12	12	10	8	8	50	10	24.0%
	Others	0	0	0	0	0	0	0	0.0%
DAY OF WEEK	Monday	10	4	4	10	8	36	7	17.3%
	Tuesday	4	0	4	4	8	20	4	9.6%
	Wednesday	2	10	6	6	6	30	6	14.4%
	Thursday	4	8	6	4	12	34	7	16.3%
	Friday	8	0	0	2	8	18	4	8.7%
	Saturday	4	6	4	10	4	28	6	13.5%
	Sunday	8	12	12	4	6	42	8	20.2%
HOUR OF DAY	00:00-06:00	4	2	4	2	0	12	2	5.8%
	06:00-09:00	2	2	8	4	10	26	5	12.5%
	09:00-11:00	4	4	2	2	4	16	3	7.7%
	11:00-13:00	4	6	4	4	4	22	4	10.6%
	13:00-15:00	6	4	2	4	8	24	5	11.5%
	15:00-18:00	12	4	2	18	12	48	10	23.1%
	18:00-24:00	8	18	14	6	14	60	12	28.8%
CONTRIBUTING CAUSES (VEHICLE ONLY)	No Contributing Action	2	6	0	4	2	14	3	6.7%
	Careless or Negligent Manner	0	4	4	4	12	24	5	11.5%
	Failed to Yield Right-Of-Way	2	2	2	2	0	8	2	3.8%
	Improper Backing	0	0	4	0	0	4	1	1.9%
	Followed too Closely	16	12	2	10	8	48	10	23.1%
	Ran Red Light	0	4	0	0	0	4	1	1.9%
	Drove too Fast for Conditions	2	0	0	2	2	6	1	2.9%
	Failed To Keep In Proper Lane	0	0	4	0	2	6	1	2.9%
	Erratic, Reckless or Aggressive	0	0	0	0	2	2	0	1.0%
	Other Contributing Action	18	12	20	18	24	92	18	44.2%
WEATHER CONDITIONS	Clear	18	20	26	32	38	134	27	64.4%
	Cloudy	14	10	0	0	10	34	7	16.3%
	Rain	8	10	10	8	4	40	8	19.2%
	Other	0	0	0	0	0	0	0	0.0%

APPENDIX E

2040 No Action Alternative VISSIM Analysis & Synchro Reports

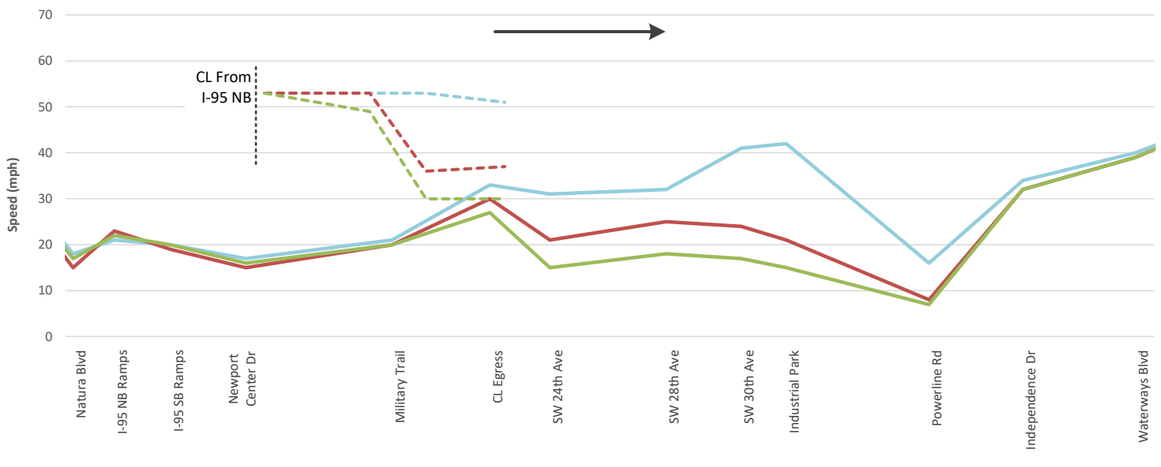
Speed Profile

SW 10th St Eastbound



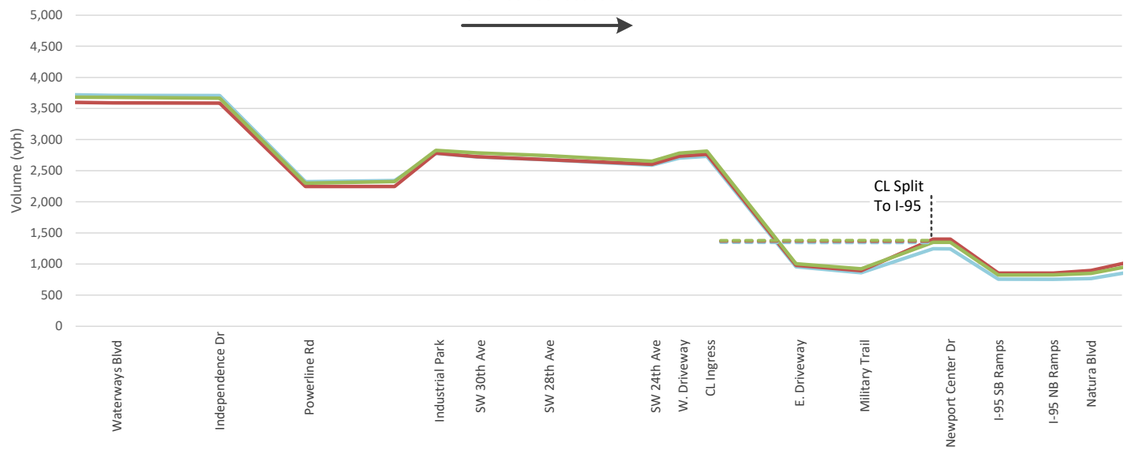
Speed Profile

SW 10th St Westbound



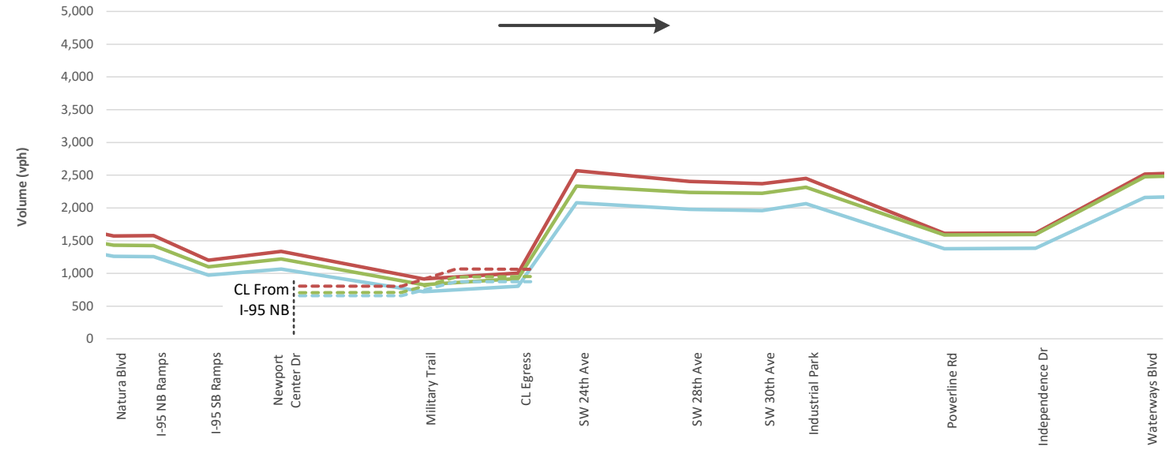
Volume Profile

SW 10th St Eastbound



Volume Profile

SW 10th St Westbound



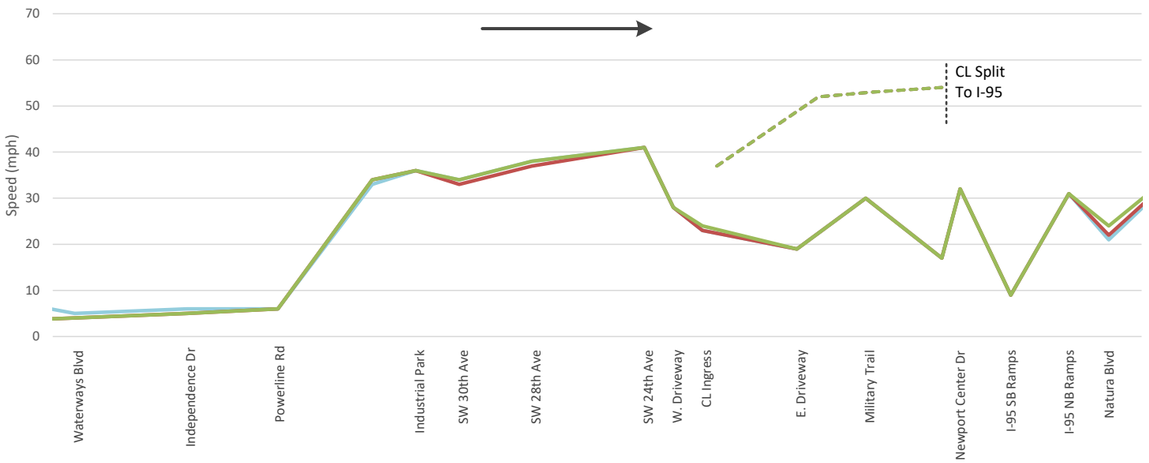
Legend

Hour 1	Hour 2	Hour 3
Local Lanes	Local Lanes	Local Lanes
Connector Lanes	Connector Lanes	Connector Lanes

Note: Traffic volumes assume no toll and trucks are allowed in Connector Lanes

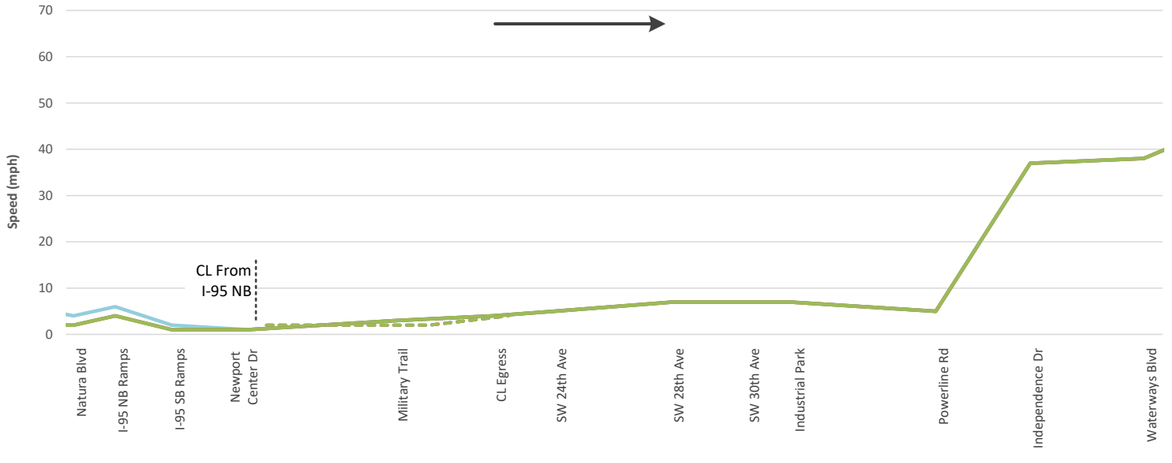
Speed Profile

SW 10th St Eastbound



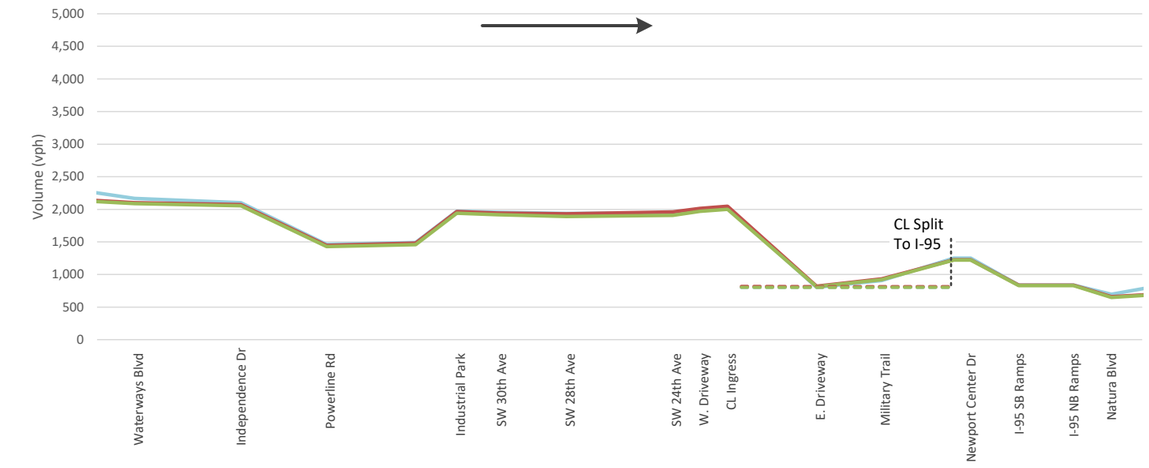
Speed Profile

SW 10th St Westbound



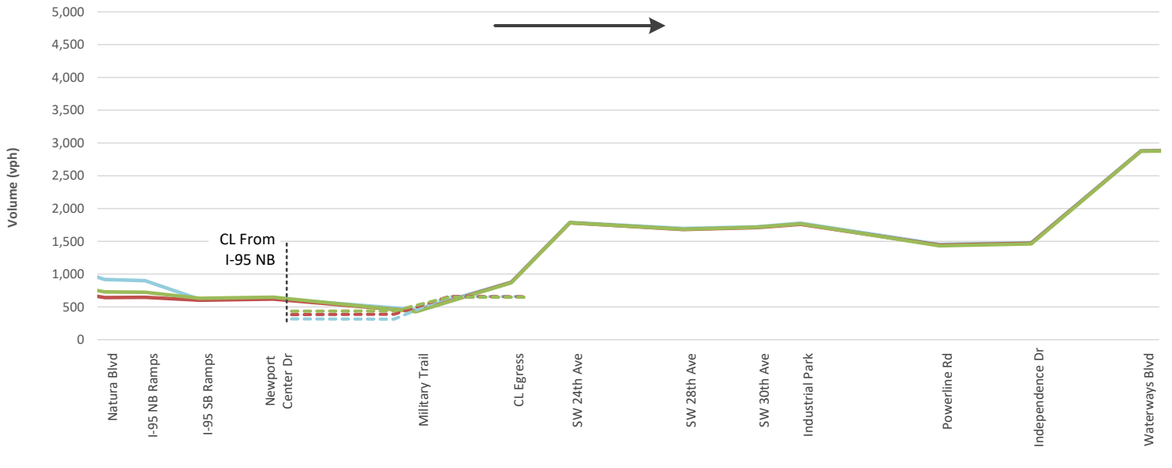
Volume Profile

SW 10th St Eastbound



Volume Profile

SW 10th St Westbound



Legend

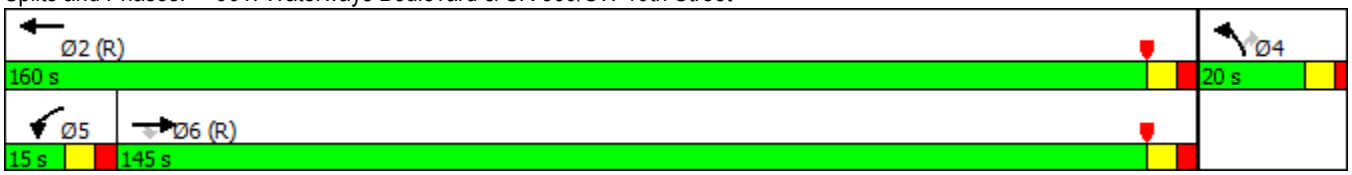
Hour 1	Hour 2	Hour 3
Local Lanes	Local Lanes	Local Lanes
Connector Lanes	Connector Lanes	Connector Lanes

Note: Traffic volumes assume no toll and trucks are allowed in Connector Lanes

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	5540	30	60	2800	210	235
Future Volume (vph)	5540	30	60	2800	210	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	450		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			50		50	
Right Turn on Red		Yes				Yes
Link Speed (mph)	45			45	25	
Link Distance (ft)	1130			1595	500	
Travel Time (s)	17.1			24.2	13.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	15.0	15.0	4.0	15.0	6.0	6.0
Minimum Split (s)	23.0	23.0	12.0	23.0	12.0	12.0
Total Split (s)	145.0	145.0	15.0	160.0	20.0	20.0
Total Split (%)	80.6%	80.6%	8.3%	88.9%	11.1%	11.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	None	C-Max	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 136 (76%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	

Splits and Phases: 901: Waterways Boulevard & SR 869/SW 10th Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Traffic Volume (vph)	5540	30	60	2800	210	235
Future Volume (vph)	5540	30	60	2800	210	235
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	6.0	6.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	1770	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	5832	32	63	2947	221	247
RTOR Reduction (vph)	0	3	0	0	0	55
Lane Group Flow (vph)	5832	29	63	2947	221	192
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Actuated Green, G (s)	138.4	138.4	7.6	153.0	14.0	14.0
Effective Green, g (s)	140.4	140.4	9.6	155.0	14.0	14.0
Actuated g/C Ratio	0.78	0.78	0.05	0.86	0.08	0.08
Clearance Time (s)	7.0	7.0	7.0	7.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	3966	1234	94	4378	137	123
v/s Ratio Prot	c1.15		0.04	c0.58	c0.12	
v/s Ratio Perm		0.02				0.12
v/c Ratio	1.47	0.02	0.67	0.67	1.61	1.56
Uniform Delay, d1	19.8	4.4	83.6	4.1	83.0	83.0
Progression Factor	1.00	1.00	1.19	0.07	1.00	1.00
Incremental Delay, d2	213.1	0.0	10.5	0.6	307.0	287.0
Delay (s)	232.9	4.5	109.8	0.9	390.0	370.0
Level of Service	F	A	F	A	F	F
Approach Delay (s)	231.7			3.2	379.4	
Approach LOS	F			A	F	

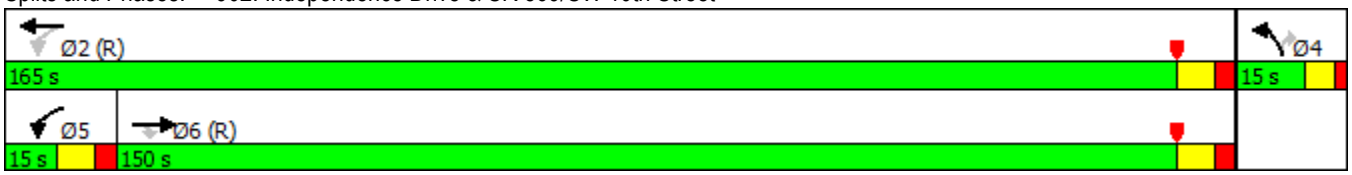
Intersection Summary			
HCM 2000 Control Delay	165.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.45		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	130.8%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	5765	10	20	2800	60	30
Future Volume (vph)	5765	10	20	2800	60	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	300		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			135		50	
Right Turn on Red		Yes				Yes
Link Speed (mph)	45			45	25	
Link Distance (ft)	1595			1330	500	
Travel Time (s)	24.2			20.2	13.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	15.0	15.0	4.0	15.0	6.0	6.0
Minimum Split (s)	23.0	23.0	12.0	23.0	12.0	12.0
Total Split (s)	150.0	150.0	15.0	165.0	15.0	15.0
Total Split (%)	83.3%	83.3%	8.3%	91.7%	8.3%	8.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	None	C-Max	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 162 (90%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	

Splits and Phases: 902: Independence Drive & SR 869/SW 10th Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Traffic Volume (vph)	5765	10	20	2800	60	30
Future Volume (vph)	5765	10	20	2800	60	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.03	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	48	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	6068	11	21	2947	63	32
RTOR Reduction (vph)	0	1	0	0	0	30
Lane Group Flow (vph)	6068	10	21	2947	63	2
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	146.9	146.9	157.5	157.5	8.5	8.5
Effective Green, g (s)	148.9	148.9	159.5	159.5	8.5	8.5
Actuated g/C Ratio	0.83	0.83	0.89	0.89	0.05	0.05
Clearance Time (s)	8.0	8.0	8.0	8.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	4206	1309	86	4505	83	74
v/s Ratio Prot	c1.19		0.01	c0.58	c0.04	
v/s Ratio Perm		0.01	0.21			0.00
v/c Ratio	1.44	0.01	0.24	0.65	0.76	0.02
Uniform Delay, d1	15.5	2.7	65.2	2.8	84.7	81.8
Progression Factor	0.36	0.06	5.55	7.11	1.00	1.00
Incremental Delay, d2	199.3	0.0	0.0	0.1	29.1	0.0
Delay (s)	205.0	0.2	361.9	19.8	113.8	81.8
Level of Service	F	A	F	B	F	F
Approach Delay (s)	204.6			22.2	103.0	
Approach LOS	F			C	F	

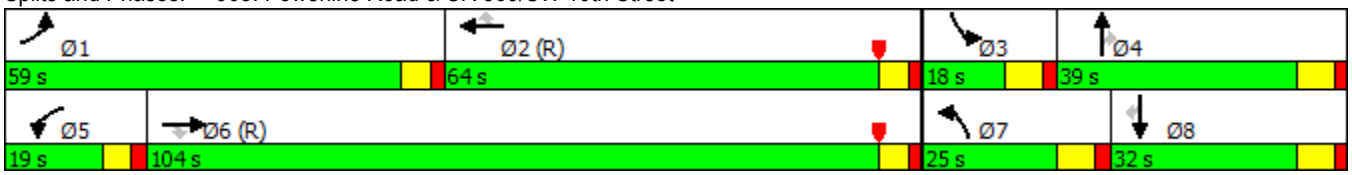
Intersection Summary			
HCM 2000 Control Delay	144.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.40		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	126.4%	ICU Level of Service	H
Analysis Period (min)	15		

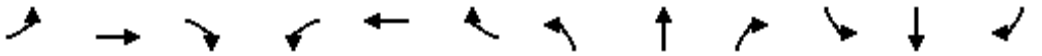
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1345	3455	995	355	1780	545	470	940	385	235	975	570
Future Volume (vph)	1345	3455	995	355	1780	545	470	940	385	235	975	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	510		310	305		205	390		300	390		440
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	100			185			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1330			1459			870			600	
Travel Time (s)		20.2			22.1			13.2			9.1	
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
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.0	18.0	18.0	11.0	18.0	18.0	12.0	13.0	13.0	12.0	13.0	13.0
Total Split (s)	59.0	104.0	104.0	19.0	64.0	64.0	25.0	39.0	39.0	18.0	32.0	32.0
Total Split (%)	32.8%	57.8%	57.8%	10.6%	35.6%	35.6%	13.9%	21.7%	21.7%	10.0%	17.8%	17.8%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 0 (0%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	

Splits and Phases: 903: Powerline Road & SR 869/SW 10th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1345	3455	995	355	1780	545	470	940	385	235	975	570
Future Volume (vph)	1345	3455	995	355	1780	545	470	940	385	235	975	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1416	3637	1047	374	1874	574	495	989	405	247	1026	600
RTOR Reduction (vph)	0	0	109	0	0	97	0	0	108	0	0	376
Lane Group Flow (vph)	1416	3637	938	374	1874	477	495	989	297	247	1026	224
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	53.0	98.0	98.0	13.0	58.0	58.0	18.0	32.0	32.0	11.0	25.0	25.0
Effective Green, g (s)	55.0	100.0	100.0	15.0	60.0	60.0	20.0	34.0	34.0	13.0	27.0	27.0
Actuated g/C Ratio	0.31	0.56	0.56	0.08	0.33	0.33	0.11	0.19	0.19	0.07	0.15	0.15
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	1048	2825	879	286	1695	527	381	960	299	247	762	237
v/s Ratio Prot	c0.41	c0.72		0.11	0.37		c0.14	0.19		0.07	c0.20	
v/s Ratio Perm			0.59			0.30			0.19			0.14
v/c Ratio	1.35	1.29	1.07	1.31	1.11	0.90	1.30	1.03	0.99	1.00	1.35	0.95
Uniform Delay, d1	62.5	40.0	40.0	82.5	60.0	57.3	80.0	73.0	72.9	83.5	76.5	75.8
Progression Factor	0.97	0.66	0.69	0.99	1.04	1.05	1.00	1.00	1.00	1.20	0.96	0.86
Incremental Delay, d2	158.6	129.6	32.9	149.6	52.1	11.5	152.7	37.1	50.0	50.9	162.8	37.2
Delay (s)	219.5	156.1	60.6	231.2	114.5	71.8	232.7	110.1	122.9	151.4	236.6	102.2
Level of Service	F	F	E	F	F	E	F	F	F	F	F	F
Approach Delay (s)		154.4			121.3			145.0			182.3	
Approach LOS		F			F			F			F	

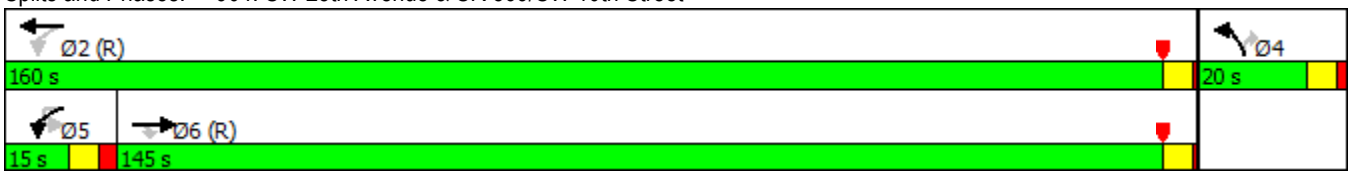
Intersection Summary			
HCM 2000 Control Delay	149.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.34		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	124.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	3900	75	115	25	2535	195	105
Future Volume (vph)	3900	75	115	25	2535	195	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		275		200		0	115
Storage Lanes		1		1		1	1
Taper Length (ft)				165		50	
Right Turn on Red		Yes					Yes
Link Speed (mph)	45				45	25	
Link Distance (ft)	1040				717	500	
Travel Time (s)	15.8				10.9	13.6	
Confl. Peds. (#/hr)				15			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)							
Turn Type	NA	Perm	custom	pm+pt	NA	Prot	Perm
Protected Phases	6			5	2	4	
Permitted Phases		6	5	2			4
Detector Phase	6	6	5	5	2	4	4
Switch Phase							
Minimum Initial (s)	15.0	15.0	5.0	5.0	15.0	6.0	6.0
Minimum Split (s)	20.0	20.0	11.5	11.5	20.0	11.5	11.5
Total Split (s)	145.0	145.0	15.0	15.0	160.0	20.0	20.0
Total Split (%)	80.6%	80.6%	8.3%	8.3%	88.9%	11.1%	11.1%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	2.5	2.5	1.0	1.5	1.5
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0	0.0	0.0
Total Lost Time (s)	3.0	3.0		4.5	3.0	5.5	5.5
Lead/Lag	Lag	Lag	Lead	Lead			
Lead-Lag Optimize?							
Recall Mode	C-Min	C-Min	None	None	C-Min	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 90 (50%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	

Splits and Phases: 904: SW 28th Avenue & SR 869/SW 10th Street



Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	3900	75	115	25	2535	195	105
Future Volume (vph)	3900	75	115	25	2535	195	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		4.5	3.0	5.5	5.5
Lane Util. Factor	0.95	1.00		1.00	0.95	1.00	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00
Flpb, ped/bikes	1.00	1.00		1.00	1.00	1.00	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583		1770	3539	1770	1583
Flt Permitted	1.00	1.00		0.03	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583		51	3539	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	4105	79	121	26	2668	205	111
RTOR Reduction (vph)	0	9	0	0	0	0	4
Lane Group Flow (vph)	4105	70	0	147	2668	205	107
Confl. Peds. (#/hr)				15			
Turn Type	NA	Perm	custom	pm+pt	NA	Prot	Perm
Protected Phases	6			5	2	4	
Permitted Phases		6	5	2			4
Actuated Green, G (s)	140.0	140.0		155.0	155.0	14.5	14.5
Effective Green, g (s)	142.0	142.0		157.0	157.0	14.5	14.5
Actuated g/C Ratio	0.79	0.79		0.87	0.87	0.08	0.08
Clearance Time (s)	5.0	5.0		6.5	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0		1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	2791	1248		144	3086	142	127
v/s Ratio Prot	c1.16			0.06	c0.75	c0.12	
v/s Ratio Perm		0.04		0.83			0.07
v/c Ratio	1.47	0.06		1.02	0.86	1.44	0.85
Uniform Delay, d1	19.0	4.2		76.0	6.0	82.8	81.6
Progression Factor	0.66	0.01		1.20	1.27	1.00	1.00
Incremental Delay, d2	212.0	0.0		77.5	3.3	234.7	36.2
Delay (s)	224.6	0.1		169.1	10.8	317.5	117.9
Level of Service	F	A		F	B	F	F
Approach Delay (s)	220.4				19.1	247.4	
Approach LOS	F				B	F	

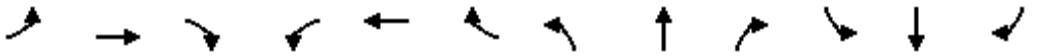
Intersection Summary			
HCM 2000 Control Delay	144.1	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.44		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	135.1%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	375	1440	190	340	1035	575	200	675	655	480	560	300
Future Volume (vph)	375	1440	190	340	1035	575	200	675	655	480	560	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	550		500	550		500	300		300	650		650
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	190			200			100			170		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			40			40			40	
Link Distance (ft)		700			1391			649			537	
Travel Time (s)		10.6			23.7			11.1			9.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	5.0	5.0	6.0	5.0	5.0	6.0	6.0
Minimum Split (s)	14.0	22.0	12.0	14.0	22.0	12.0	12.0	13.0	14.0	12.0	13.0	13.0
Total Split (s)	31.0	79.0	22.0	23.0	71.0	26.0	22.0	52.0	23.0	26.0	56.0	56.0
Total Split (%)	17.2%	43.9%	12.2%	12.8%	39.4%	14.4%	12.2%	28.9%	12.8%	14.4%	31.1%	31.1%
Yellow Time (s)	5.0	5.0	4.5	5.0	5.0	4.5	4.5	4.5	5.0	4.5	4.5	4.5
All-Red Time (s)	3.5	2.0	2.0	3.5	2.0	2.0	2.0	2.0	3.5	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	6.5	5.0	4.5	6.5	5.0	4.5	4.5	4.5	6.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 156 (87%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 905: S Military Trail & SR 869/SW 10th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	375	1440	190	340	1035	575	200	675	655	480	560	300
Future Volume (vph)	375	1440	190	340	1035	575	200	675	655	480	560	300
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	5.0	4.5	6.5	5.0	4.5	4.5	4.5	6.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
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)	408	1565	207	370	1125	625	217	734	712	522	609	326
RTOR Reduction (vph)	0	0	35	0	0	36	0	0	42	0	0	137
Lane Group Flow (vph)	408	1565	172	370	1125	589	217	734	670	522	609	189
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	22.1	75.3	89.7	14.5	67.7	87.2	14.4	42.2	56.7	19.5	47.3	47.3
Effective Green, g (s)	24.1	77.3	93.7	16.5	69.7	91.2	16.4	44.2	60.7	21.5	49.3	49.3
Actuated g/C Ratio	0.13	0.43	0.52	0.09	0.39	0.51	0.09	0.25	0.34	0.12	0.27	0.27
Clearance Time (s)	8.5	7.0	6.5	8.5	7.0	6.5	6.5	6.5	8.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0
Lane Grp Cap (vph)	459	1519	824	314	1370	802	312	869	533	410	969	433
v/s Ratio Prot	0.12	c0.44	0.02	0.11	0.32	0.09	0.06	0.21	c0.11	c0.15	0.17	
v/s Ratio Perm			0.09			0.28			0.31			0.12
v/c Ratio	0.89	1.03	0.21	1.18	0.82	0.73	0.70	0.84	1.26	1.27	0.63	0.44
Uniform Delay, d1	76.6	51.4	23.2	81.8	49.6	34.9	79.4	64.6	59.6	79.2	57.3	53.9
Progression Factor	1.01	0.73	0.88	1.27	0.65	0.56	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.1	16.6	0.0	103.5	4.5	2.4	5.4	7.6	130.0	140.8	1.3	0.7
Delay (s)	79.8	53.9	20.5	207.3	36.5	21.8	84.7	72.2	189.6	220.0	58.6	54.6
Level of Service	E	D	C	F	D	C	F	E	F	F	E	D
Approach Delay (s)		55.6			62.0			124.1			115.5	
Approach LOS		E			E			F			F	

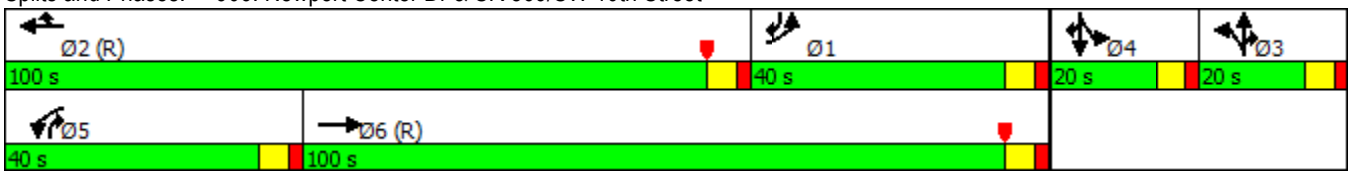
Intersection Summary			
HCM 2000 Control Delay	84.5	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.15		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	107.4%	ICU Level of Service	G
Analysis Period (min)	15		

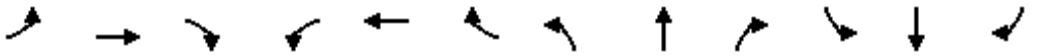
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	365	1660	550	410	1750	355	80	10	110	55	10	120
Future Volume (vph)	365	1660	550	410	1750	355	80	10	110	55	10	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	700		625	750		750	0		150	0		0
Storage Lanes	2		1	2		1	1		0	0		2
Taper Length (ft)	100			100			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		670			1005			500			250	
Travel Time (s)		11.4			17.1			13.6			6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Shared Lane Traffic (%)							44%					
Turn Type	Prot	NA		Prot	NA	Prot	Split	NA	pt+ov	Split	NA	pt+ov
Protected Phases	1	6		5	2	2	3	3	3 5	4	4	4 1
Permitted Phases												
Detector Phase	1	6		5	2	2	3	3	3 5	4	4	4 1
Switch Phase												
Minimum Initial (s)	4.0	7.0		4.0	15.0	15.0	6.0	6.0		6.0	6.0	
Minimum Split (s)	11.0	14.0		11.0	22.0	22.0	12.0	12.0		12.0	12.0	
Total Split (s)	40.0	100.0		40.0	100.0	100.0	20.0	20.0		20.0	20.0	
Total Split (%)	22.2%	55.6%		22.2%	55.6%	55.6%	11.1%	11.1%		11.1%	11.1%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		3.7	3.7	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0	-2.0	0.0	0.0			0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	6.0	6.0			5.7	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 177 (98%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	

Splits and Phases: 906: Newport Center Dr & SR 869/SW 10th Street





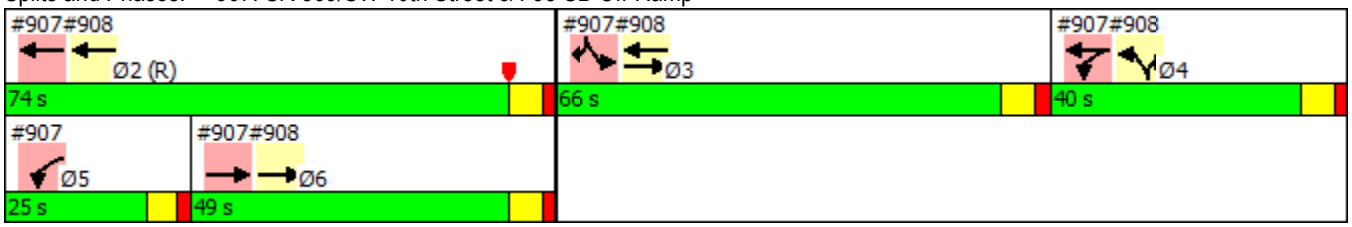
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	365	1660	550	410	1750	355	80	10	110	55	10	120
Future Volume (vph)	365	1660	550	410	1750	355	80	10	110	55	10	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	6.0	6.0	6.0		5.7	5.7
Lane Util. Factor	0.97	0.86		0.97	0.91	1.00	0.95	0.95	1.00		1.00	0.88
Frt	1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.96	1.00		0.96	1.00
Satd. Flow (prot)	3367	6169		3433	5085	1524	1681	1704	1583		1578	2030
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	0.96	1.00		0.96	1.00
Satd. Flow (perm)	3367	6169		3433	5085	1524	1681	1704	1583		1578	2030
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)	397	1804	598	446	1902	386	87	11	120	60	11	130
RTOR Reduction (vph)	0	29	0	0	0	165	0	0	67	0	0	68
Lane Group Flow (vph)	397	2373	0	446	1902	221	49	49	53	0	71	62
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Turn Type	Prot	NA		Prot	NA	Prot	Split	NA	pt+ov	Split	NA	pt+ov
Protected Phases	1	6		5	2	2	3	3	3 5	4	4	4 1
Permitted Phases												
Actuated Green, G (s)	32.5	105.6		28.1	101.2	101.2	10.4	10.4	44.5		12.2	50.7
Effective Green, g (s)	34.5	107.6		30.1	103.2	103.2	10.4	10.4	44.5		12.2	44.7
Actuated g/C Ratio	0.19	0.60		0.17	0.57	0.57	0.06	0.06	0.25		0.07	0.25
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0			5.7	
Vehicle Extension (s)	1.5	3.0		2.5	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	645	3687		574	2915	873	97	98	391		106	504
v/s Ratio Prot	0.12	c0.38		c0.13	c0.37	0.15	c0.03	0.03	0.03		c0.04	0.03
v/s Ratio Perm												
v/c Ratio	0.62	0.64		0.78	0.65	0.25	0.51	0.50	0.14		0.67	0.12
Uniform Delay, d1	66.7	23.7		71.7	26.2	19.2	82.3	82.3	52.8		81.9	52.4
Progression Factor	0.82	0.64		0.92	1.17	3.02	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.1	0.1		5.0	0.9	0.5	4.1	4.0	0.2		14.9	0.1
Delay (s)	54.8	15.1		71.0	31.5	58.5	86.4	86.2	52.9		96.8	52.6
Level of Service	D	B		E	C	E	F	F	D		F	D
Approach Delay (s)		20.8			41.8			67.9			68.2	
Approach LOS		C			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	33.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.7
Intersection Capacity Utilization	66.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1440	385	805	1955	0	0	0	0	430	0	560
Future Volume (vph)	0	1440	385	805	1955	0	0	0	0	430	0	560
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		506	500		0	0		0	400		680
Storage Lanes	0		1	0		0	0		0	2		1
Taper Length (ft)	50			175			50			300		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1005			375			564			1197	
Travel Time (s)		17.1			6.4			9.6			20.4	
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
Shared Lane Traffic (%)												
Turn Type		NA		Prot	NA					Prot		Prot
Protected Phases		6		5 4	2 4					3		3
Permitted Phases												
Detector Phase		6		5 4	2 4					3		3
Switch Phase												
Minimum Initial (s)		10.0								4.0		4.0
Minimum Split (s)		16.5								10.5		10.5
Total Split (s)		49.0								66.0		66.0
Total Split (%)		27.2%								36.7%		36.7%
Yellow Time (s)		4.5								4.5		4.5
All-Red Time (s)		2.0								2.0		2.0
Lost Time Adjust (s)		-2.0								-2.0		-2.0
Total Lost Time (s)		4.5								4.5		4.5
Lead/Lag		Lag								Lead		Lead
Lead-Lag Optimize?												
Recall Mode		Max								None		None

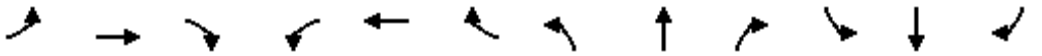
Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 54 (30%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	

Splits and Phases: 907: SR 869/SW 10th Street & I-95 SB Off-Ramp



Lane Group	Ø2	Ø4	Ø5
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Right Turn on Red			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Shared Lane Traffic (%)			
Turn Type			
Protected Phases	2	4	5
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	10.0	4.0	5.0
Minimum Split (s)	16.5	10.5	11.0
Total Split (s)	74.0	40.0	25.0
Total Split (%)	41%	22%	14%
Yellow Time (s)	4.5	4.5	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lead
Lead-Lag Optimize?			
Recall Mode	C-Max	Min	None

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1440	385	805	1955	0	0	0	0	430	0	560
Future Volume (vph)	0	1440	385	805	1955	0	0	0	0	430	0	560
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.0	4.5					4.5		4.5
Lane Util. Factor		0.81		0.97	0.91					0.97		0.88
Frt		0.97		1.00	1.00					1.00		0.85
Flt Protected		1.00		0.95	1.00					0.95		1.00
Satd. Flow (prot)		7306		3433	5085					3433		2787
Flt Permitted		1.00		0.95	1.00					0.95		1.00
Satd. Flow (perm)		7306		3433	5085					3433		2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1516	405	847	2058	0	0	0	0	453	0	589
RTOR Reduction (vph)	0	26	0	0	0	0	0	0	0	0	0	64
Lane Group Flow (vph)	0	1895	0	847	2058	0	0	0	0	453	0	525
Turn Type		NA		Prot	NA					Prot		Prot
Protected Phases		6		5 4	2 4					3		3
Permitted Phases												
Actuated Green, G (s)		47.8		53.7	107.5					59.5		59.5
Effective Green, g (s)		49.8		51.2	109.5					61.5		61.5
Actuated g/C Ratio		0.28		0.28	0.61					0.34		0.34
Clearance Time (s)		6.5								6.5		6.5
Vehicle Extension (s)		3.0								2.0		2.0
Lane Grp Cap (vph)		2021		976	3093					1172		952
v/s Ratio Prot		c0.26		c0.25	0.40					0.13		c0.19
v/s Ratio Perm												
v/c Ratio		0.94		0.87	0.67					0.39		0.55
Uniform Delay, d1		63.6		61.2	23.2					44.9		48.1
Progression Factor		0.80		1.25	0.42					1.00		1.00
Incremental Delay, d2		8.1		7.3	0.5					0.1		0.4
Delay (s)		58.8		83.6	10.3					45.0		48.5
Level of Service		E		F	B					D		D
Approach Delay (s)		58.8			31.7			0.0			47.0	
Approach LOS		E			C			A			D	

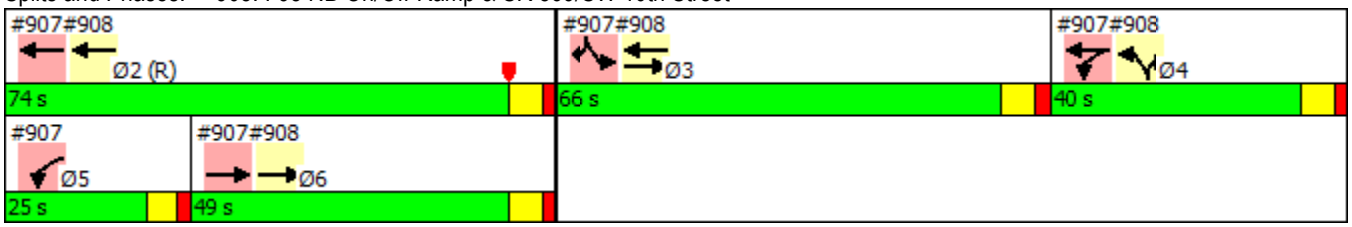
Intersection Summary			
HCM 2000 Control Delay	43.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	67.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2	Ø3	Ø5	Ø6
Lane Configurations										
Traffic Volume (vph)	1440	430	0	2330	720	470				
Future Volume (vph)	1440	430	0	2330	720	470				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)		700	200		410	430				
Storage Lanes		0	2		1	3				
Taper Length (ft)			50		300					
Right Turn on Red		Yes				No				
Link Speed (mph)	40			40	40					
Link Distance (ft)	340			710	837					
Travel Time (s)	5.8			12.1	14.3					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Shared Lane Traffic (%)										
Turn Type	NA	Free		NA	Prot	Prot				
Protected Phases	6 3			2 3	4	4	2	3	5	6
Permitted Phases		Free								
Detector Phase	6 3			2 3	4	4				
Switch Phase										
Minimum Initial (s)					4.0	4.0	10.0	4.0	5.0	10.0
Minimum Split (s)					10.5	10.5	16.5	10.5	11.0	16.5
Total Split (s)					40.0	40.0	74.0	66.0	25.0	49.0
Total Split (%)					22.2%	22.2%	41%	37%	14%	27%
Yellow Time (s)					4.5	4.5	4.5	4.5	4.0	4.5
All-Red Time (s)					2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)					-2.0	-2.0				
Total Lost Time (s)					4.5	4.5				
Lead/Lag					Lag	Lag		Lead	Lead	Lag
Lead-Lag Optimize?										
Recall Mode					Min	Min	C-Max	None	None	Max

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 54 (30%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	

Splits and Phases: 908: I-95 NB On/Off-Ramp & SR 869/SW 10th Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1440	430	0	2330	720	470
Future Volume (vph)	1440	430	0	2330	720	470
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0		4.5	4.5	4.5
Lane Util. Factor	0.91	0.88		0.81	0.94	0.76
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		1.00	0.95	1.00
Satd. Flow (prot)	5085	2787		7544	4990	3610
Flt Permitted	1.00	1.00		1.00	0.95	1.00
Satd. Flow (perm)	5085	2787		7544	4990	3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1516	453	0	2453	758	495
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1516	453	0	2453	758	495
Turn Type	NA	Free		NA	Prot	Prot
Protected Phases	6 3			2 3	4	4
Permitted Phases		Free				
Actuated Green, G (s)	113.8	180.0		133.5	33.5	33.5
Effective Green, g (s)	115.8	180.0		135.5	35.5	35.5
Actuated g/C Ratio	0.64	1.00		0.75	0.20	0.20
Clearance Time (s)					6.5	6.5
Vehicle Extension (s)					3.5	3.5
Lane Grp Cap (vph)	3271	2787		5678	984	711
v/s Ratio Prot	c0.30			c0.33	c0.15	0.14
v/s Ratio Perm		0.16				
v/c Ratio	0.46	0.16		0.43	0.77	0.70
Uniform Delay, d1	16.3	0.0		8.2	68.4	67.2
Progression Factor	0.08	1.00		0.87	1.00	1.00
Incremental Delay, d2	0.0	0.1		0.0	3.9	3.1
Delay (s)	1.3	0.1		7.1	72.3	70.3
Level of Service	A	A		A	E	E
Approach Delay (s)	1.0			7.1	71.5	
Approach LOS	A			A	E	

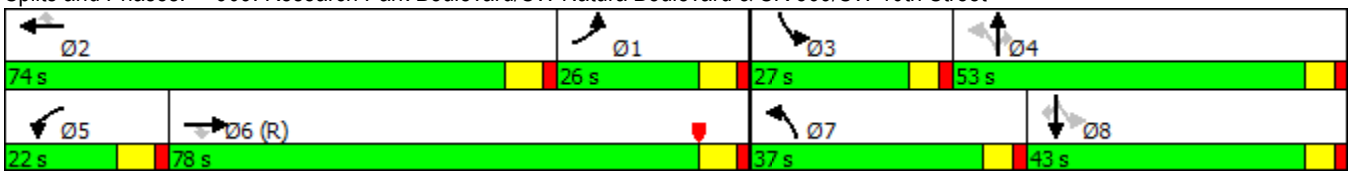
Intersection Summary			
HCM 2000 Control Delay	19.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	49.0%	ICU Level of Service	A
Analysis Period (min)	15		

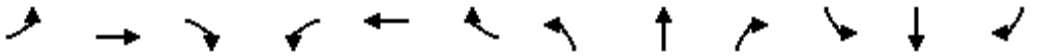
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	255	1340	315	210	1590	95	350	195	180	245	200	390
Future Volume (vph)	255	1340	315	210	1590	95	350	195	180	245	200	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	200		300	260		260	170		170
Storage Lanes	2		1	2		1	1		1	1		0
Taper Length (ft)	50			120			100			75		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		710			1313			500			500	
Travel Time (s)		12.1			22.4			11.4			11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	15.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	22.0	22.0	11.0	22.0	22.0	10.0	12.0	12.0	10.0	12.0	12.0
Total Split (s)	26.0	78.0	78.0	22.0	74.0	74.0	37.0	53.0	53.0	27.0	43.0	43.0
Total Split (%)	14.4%	43.3%	43.3%	12.2%	41.1%	41.1%	20.6%	29.4%	29.4%	15.0%	23.9%	23.9%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	C-Min	C-Min	None	Min	Min	None	None	None	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 79 (44%), Referenced to phase 6:EBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	

Splits and Phases: 909: Research Park Boulevard/SW Natura Boulevard & SR 869/SW 10th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	255	1340	315	210	1590	95	350	195	180	245	200	390
Future Volume (vph)	255	1340	315	210	1590	95	350	195	180	245	200	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.26	1.00	1.00	0.62	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	479	3539	1583	1153	1863	1583
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)	277	1457	342	228	1728	103	380	212	196	266	217	424
RTOR Reduction (vph)	0	0	153	0	0	58	0	0	152	0	0	194
Lane Group Flow (vph)	277	1457	189	228	1728	45	380	212	44	266	217	230
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Actuated Green, G (s)	17.2	79.7	79.7	14.1	76.6	76.6	66.2	40.0	40.0	49.4	29.2	29.2
Effective Green, g (s)	19.2	81.7	81.7	16.1	78.6	78.6	66.2	40.0	40.0	49.4	29.2	29.2
Actuated g/C Ratio	0.11	0.45	0.45	0.09	0.44	0.44	0.37	0.22	0.22	0.27	0.16	0.16
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	366	2308	718	307	2220	691	398	786	351	385	302	256
v/s Ratio Prot	c0.08	0.29		0.07	c0.34		c0.16	0.06		0.08	0.12	
v/s Ratio Perm			0.12			0.03	c0.19		0.03	0.11		0.15
v/c Ratio	0.76	0.63	0.26	0.74	0.78	0.07	0.95	0.27	0.12	0.69	0.72	0.90
Uniform Delay, d1	78.1	37.6	30.5	79.9	43.3	29.4	47.7	57.9	56.0	55.9	71.5	73.9
Progression Factor	0.74	0.65	0.57	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.8	1.2	0.8	8.2	1.8	0.0	33.1	0.1	0.1	4.3	6.7	29.9
Delay (s)	64.7	25.7	18.2	88.1	45.1	29.4	80.7	58.0	56.0	60.1	78.2	103.8
Level of Service	E	C	B	F	D	C	F	E	E	E	E	F
Approach Delay (s)		29.7			49.0			68.5			84.9	
Approach LOS		C			D			E			F	

Intersection Summary			
HCM 2000 Control Delay	50.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	88.4%	ICU Level of Service	E
Analysis Period (min)	15		

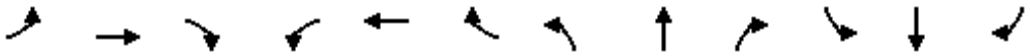
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	5	85	10	0	15	0	2705	55	40	1765	0
Future Volume (vph)	65	5	85	10	0	15	0	2705	55	40	1765	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	0		0	275		0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (ft)	50			50			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		250			265			435			510	
Travel Time (s)		6.8			7.2			6.6			7.7	
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
Shared Lane Traffic (%)	46%											
Turn Type	Split	NA	Perm	Prot		Prot		NA	Perm	pm+pt	NA	
Protected Phases	4	4		3		3		2		1	6	
Permitted Phases			4						2	6		
Detector Phase	4	4	4	3		3		2	2	1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0		6.0		10.0	10.0	4.0	10.0	
Minimum Split (s)	12.0	12.0	12.0	12.0		12.0		17.0	17.0	11.0	17.0	
Total Split (s)	15.0	15.0	15.0	15.0		15.0		135.0	135.0	15.0	150.0	
Total Split (%)	8.3%	8.3%	8.3%	8.3%		8.3%		75.0%	75.0%	8.3%	83.3%	
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0		5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0		2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0		7.0	7.0	7.0	7.0	
Lead/Lag	Lag	Lag	Lag	Lead		Lead		Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes						
Recall Mode	None	None	None	None		None		C-Min	C-Min	None	C-Min	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 141 (78%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 910: Powerline Road & West Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	5	85	10	0	15	0	2705	55	40	1765	0
Future Volume (vph)	65	5	85	10	0	15	0	2705	55	40	1765	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0		6.0		7.0	7.0	7.0	7.0	
Lane Util. Factor	0.95	0.95	1.00	1.00		1.00		0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.96	1.00	0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1697	1583	1770		1583		3539	1583	1770	3539	
Flt Permitted	0.95	0.96	1.00	0.95		1.00		1.00	1.00	0.03	1.00	
Satd. Flow (perm)	1681	1697	1583	1770		1583		3539	1583	51	3539	
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)	68	5	89	11	0	16	0	2847	58	42	1858	0
RTOR Reduction (vph)	0	0	85	0	0	16	0	0	14	0	0	0
Lane Group Flow (vph)	37	36	4	11	0	0	0	2847	44	42	1858	0
Turn Type	Split	NA	Perm	Prot		Prot		NA	Perm	pm+pt	NA	
Protected Phases	4	4		3		3		2		1	6	
Permitted Phases			4						2	6		
Actuated Green, G (s)	7.9	7.9	7.9	4.0		4.0		137.7	137.7	149.1	149.1	
Effective Green, g (s)	7.9	7.9	7.9	4.0		4.0		137.7	137.7	149.1	149.1	
Actuated g/C Ratio	0.04	0.04	0.04	0.02		0.02		0.76	0.76	0.83	0.83	
Clearance Time (s)	6.0	6.0	6.0	6.0		6.0		7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0		2.0		3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	73	74	69	39		35		2707	1210	84	2931	
v/s Ratio Prot	c0.02	0.02		c0.01		0.00		c0.80		0.01	c0.52	
v/s Ratio Perm			0.00						0.03	0.40		
v/c Ratio	0.51	0.49	0.06	0.28		0.01		1.05	0.04	0.50	0.63	
Uniform Delay, d1	84.1	84.1	82.5	86.6		86.1		21.2	5.1	59.0	5.6	
Progression Factor	1.00	1.00	1.00	1.00		1.00		1.07	0.00	1.00	1.00	
Incremental Delay, d2	2.0	1.8	0.1	1.4		0.0		24.4	0.0	1.7	1.1	
Delay (s)	86.2	85.9	82.6	88.0		86.1		47.0	0.0	60.7	6.6	
Level of Service	F	F	F	F		F		D	A	E	A	
Approach Delay (s)		84.1			86.9			46.0			7.8	
Approach LOS		F			F			D			A	

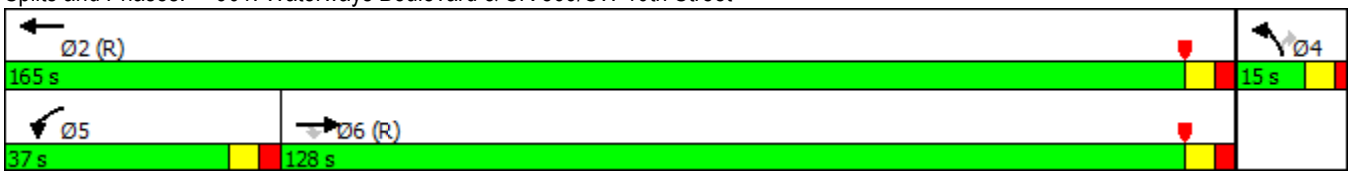
Intersection Summary			
HCM 2000 Control Delay	33.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	100.6%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2880	130	255	5495	75	130
Future Volume (vph)	2880	130	255	5495	75	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	450		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			50		50	
Right Turn on Red		Yes				Yes
Link Speed (mph)	45			45	25	
Link Distance (ft)	1130			1595	500	
Travel Time (s)	17.1			24.2	13.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	15.0	15.0	4.0	15.0	6.0	6.0
Minimum Split (s)	23.0	23.0	12.0	23.0	12.0	12.0
Total Split (s)	128.0	128.0	37.0	165.0	15.0	15.0
Total Split (%)	71.1%	71.1%	20.6%	91.7%	8.3%	8.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	None	C-Max	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 122 (68%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	

Splits and Phases: 901: Waterways Boulevard & SR 869/SW 10th Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↑	↱	↰	↑↑↑	↰	↱
Traffic Volume (vph)	2880	130	255	5495	75	130
Future Volume (vph)	2880	130	255	5495	75	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	6.0	6.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	1770	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	3032	137	268	5784	79	137
RTOR Reduction (vph)	0	26	0	0	0	130
Lane Group Flow (vph)	3032	111	268	5784	79	7
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Actuated Green, G (s)	122.7	122.7	28.3	158.0	9.0	9.0
Effective Green, g (s)	124.7	124.7	30.3	160.0	9.0	9.0
Actuated g/C Ratio	0.69	0.69	0.17	0.89	0.05	0.05
Clearance Time (s)	7.0	7.0	7.0	7.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	3522	1096	297	4520	88	79
v/s Ratio Prot	0.60		0.15	c1.14	c0.04	
v/s Ratio Perm		0.07				0.00
v/c Ratio	0.86	0.10	0.90	1.28	0.90	0.09
Uniform Delay, d1	21.0	9.1	73.4	10.0	85.0	81.6
Progression Factor	1.00	1.00	0.89	0.74	1.00	1.00
Incremental Delay, d2	3.0	0.2	3.8	126.0	61.6	0.2
Delay (s)	24.1	9.3	68.9	133.4	146.6	81.8
Level of Service	C	A	E	F	F	F
Approach Delay (s)	23.4			130.6	105.5	
Approach LOS	C			F	F	

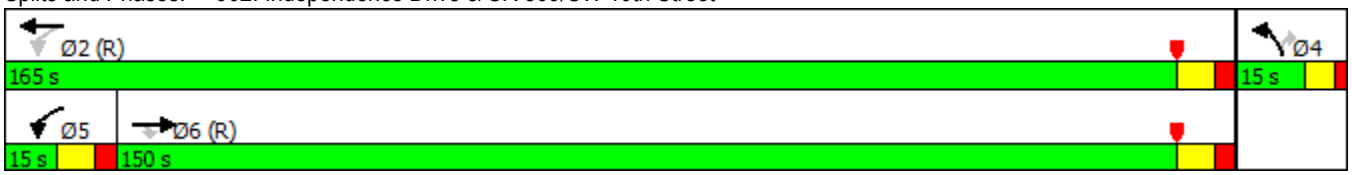
Intersection Summary			
HCM 2000 Control Delay	94.0	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.30		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	120.3%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2965	45	50	5730	20	50
Future Volume (vph)	2965	45	50	5730	20	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		0	300		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			135		50	
Right Turn on Red		Yes				Yes
Link Speed (mph)	45			45	25	
Link Distance (ft)	1595			1330	500	
Travel Time (s)	24.2			20.2	13.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	15.0	15.0	4.0	15.0	6.0	6.0
Minimum Split (s)	23.0	23.0	12.0	23.0	12.0	12.0
Total Split (s)	150.0	150.0	15.0	165.0	15.0	15.0
Total Split (%)	83.3%	83.3%	8.3%	91.7%	8.3%	8.3%
Yellow Time (s)	5.0	5.0	5.0	5.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Recall Mode	C-Max	C-Max	None	C-Max	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 150 (83%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	

Splits and Phases: 902: Independence Drive & SR 869/SW 10th Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2965	45	50	5730	20	50
Future Volume (vph)	2965	45	50	5730	20	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.03	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	48	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	3121	47	53	6032	21	53
RTOR Reduction (vph)	0	8	0	0	0	51
Lane Group Flow (vph)	3121	39	53	6032	21	2
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6	2			4
Actuated Green, G (s)	147.6	147.6	160.1	160.1	5.9	5.9
Effective Green, g (s)	149.6	149.6	162.1	162.1	5.9	5.9
Actuated g/C Ratio	0.83	0.83	0.90	0.90	0.03	0.03
Clearance Time (s)	8.0	8.0	8.0	8.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	4226	1315	105	4579	58	51
v/s Ratio Prot	0.61		0.02	c1.19	c0.01	
v/s Ratio Perm		0.02	0.44			0.00
v/c Ratio	0.74	0.03	0.50	1.32	0.36	0.03
Uniform Delay, d1	6.6	2.6	29.6	9.0	85.2	84.3
Progression Factor	0.07	0.00	0.68	4.51	1.00	1.00
Incremental Delay, d2	0.6	0.0	0.1	142.9	1.4	0.1
Delay (s)	1.1	0.0	20.4	183.3	86.6	84.4
Level of Service	A	A	C	F	F	F
Approach Delay (s)	1.1			181.9	85.0	
Approach LOS	A			F	F	

Intersection Summary			
HCM 2000 Control Delay	119.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.33		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	125.7%	ICU Level of Service	H
Analysis Period (min)	15		

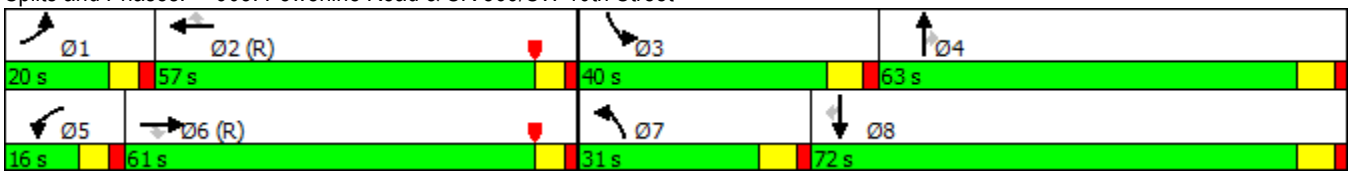
c Critical Lane Group

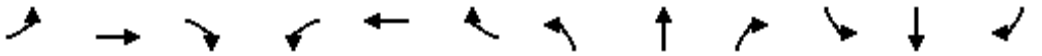
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	600	1990	425	420	3075	485	1095	770	365	480	745	1610
Future Volume (vph)	600	1990	425	420	3075	485	1095	770	365	480	745	1610
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	510		310	305		205	390		300	390		440
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	100			185			100			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1330			1459			870			630	
Travel Time (s)		20.2			22.1			13.2			9.5	
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
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	12.0	12.0	5.0	12.0	12.0	5.0	6.0	6.0	5.0	6.0	6.0
Minimum Split (s)	11.0	18.0	18.0	11.0	18.0	18.0	12.0	13.0	13.0	12.0	13.0	13.0
Total Split (s)	20.0	61.0	61.0	16.0	57.0	57.0	31.0	63.0	63.0	40.0	72.0	72.0
Total Split (%)	11.1%	33.9%	33.9%	8.9%	31.7%	31.7%	17.2%	35.0%	35.0%	22.2%	40.0%	40.0%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	C-Min	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 140 (78%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 120
Control Type: Actuated-Coordinated

Splits and Phases: 903: Powerline Road & SR 869/SW 10th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	600	1990	425	420	3075	485	1095	770	365	480	745	1610
Future Volume (vph)	600	1990	425	420	3075	485	1095	770	365	480	745	1610
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	632	2095	447	442	3237	511	1153	811	384	505	784	1695
RTOR Reduction (vph)	0	0	156	0	0	102	0	0	92	0	0	80
Lane Group Flow (vph)	632	2095	291	442	3237	409	1153	811	292	505	784	1615
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	14.0	55.0	55.0	10.0	51.0	51.0	24.0	59.5	59.5	29.5	65.0	65.0
Effective Green, g (s)	16.0	57.0	57.0	12.0	53.0	53.0	26.0	61.5	61.5	31.5	67.0	67.0
Actuated g/C Ratio	0.09	0.32	0.32	0.07	0.29	0.29	0.14	0.34	0.34	0.18	0.37	0.37
Clearance Time (s)	6.0	6.0	6.0	6.0	6.0	6.0	7.0	7.0	7.0	7.0	7.0	7.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	305	1610	501	228	1497	466	495	1737	540	600	1892	589
v/s Ratio Prot	c0.18	c0.41		0.13	c0.64		c0.34	0.16		0.15	0.15	
v/s Ratio Perm			0.18			0.26			0.18			c1.02
v/c Ratio	2.07	1.30	0.58	1.94	2.16	0.88	2.33	0.47	0.54	0.84	0.41	2.74
Uniform Delay, d1	82.0	61.5	51.5	84.0	63.5	60.4	77.0	46.4	47.9	71.8	41.9	56.5
Progression Factor	1.06	0.69	0.45	0.99	0.91	0.87	1.00	1.00	1.00	0.88	1.15	1.11
Incremental Delay, d2	490.1	138.8	3.3	423.8	523.2	2.4	604.5	0.1	0.6	3.1	0.0	784.9
Delay (s)	577.3	181.4	26.7	507.1	581.0	54.7	681.5	46.5	48.5	66.4	48.4	847.6
Level of Service	F	F	C	F	F	D	F	D	D	E	D	F
Approach Delay (s)		238.4			509.0			358.6			505.4	
Approach LOS		F			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	412.7	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	2.40		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	202.0%	ICU Level of Service	H
Analysis Period (min)	15		

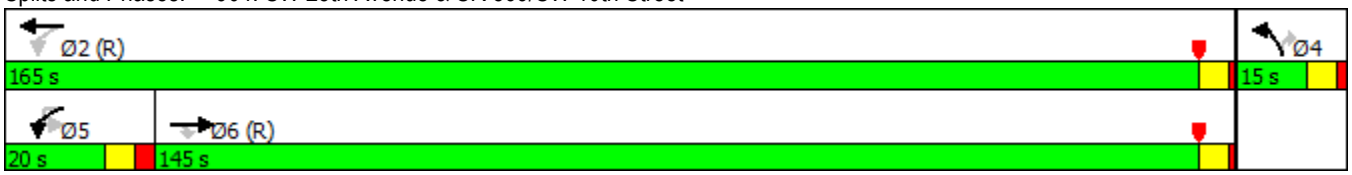
c Critical Lane Group

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	2815	155	110	115	3775	85	70
Future Volume (vph)	2815	155	110	115	3775	85	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		275		200		0	115
Storage Lanes		1		1		1	1
Taper Length (ft)				165		50	
Right Turn on Red		Yes					Yes
Link Speed (mph)	45				45	25	
Link Distance (ft)	1040				842	500	
Travel Time (s)	15.8				12.8	13.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)							
Turn Type	NA	Perm	custom	pm+pt	NA	Prot	Perm
Protected Phases	6			5	2	4	
Permitted Phases		6	5	2			4
Detector Phase	6	6	5	5	2	4	4
Switch Phase							
Minimum Initial (s)	15.0	15.0	5.0	5.0	15.0	6.0	6.0
Minimum Split (s)	20.0	20.0	11.5	11.5	20.0	11.5	11.5
Total Split (s)	145.0	145.0	20.0	20.0	165.0	15.0	15.0
Total Split (%)	80.6%	80.6%	11.1%	11.1%	91.7%	8.3%	8.3%
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	2.5	2.5	1.0	1.5	1.5
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0	0.0	0.0
Total Lost Time (s)	3.0	3.0		4.5	3.0	5.5	5.5
Lead/Lag	Lag	Lag	Lead	Lead			
Lead-Lag Optimize?							
Recall Mode	C-Min	C-Min	None	None	C-Min	None	None

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 95 (53%), Referenced to phase 2:WBTL and 6:EBT, Start of Yellow
Natural Cycle: 140
Control Type: Actuated-Coordinated

Splits and Phases: 904: SW 28th Avenue & SR 869/SW 10th Street



Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	2815	155	110	115	3775	85	70
Future Volume (vph)	2815	155	110	115	3775	85	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0		4.5	3.0	5.5	5.5
Lane Util. Factor	0.95	1.00		1.00	0.95	1.00	1.00
Frt	1.00	0.85		1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00		0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583		1770	3539	1770	1583
Flt Permitted	1.00	1.00		0.03	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583		51	3539	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2963	163	116	121	3974	89	74
RTOR Reduction (vph)	0	25	0	0	0	0	27
Lane Group Flow (vph)	2963	138	0	237	3974	89	47
Turn Type	NA	Perm	custom	pm+pt	NA	Prot	Perm
Protected Phases	6			5	2	4	
Permitted Phases		6	5	2			4
Actuated Green, G (s)	140.0	140.0		160.0	160.0	9.5	9.5
Effective Green, g (s)	142.0	142.0		162.0	162.0	9.5	9.5
Actuated g/C Ratio	0.79	0.79		0.90	0.90	0.05	0.05
Clearance Time (s)	5.0	5.0		6.5	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0		1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	2791	1248		193	3185	93	83
v/s Ratio Prot	0.84			0.11	c1.12	c0.05	
v/s Ratio Perm		0.09		1.00			0.03
v/c Ratio	1.06	0.11		1.23	1.25	0.96	0.56
Uniform Delay, d1	19.0	4.4		76.3	9.0	85.0	83.2
Progression Factor	1.23	0.00		1.28	1.05	1.00	1.00
Incremental Delay, d2	28.7	0.0		129.3	113.4	77.9	5.1
Delay (s)	52.1	0.0		227.0	122.8	163.0	88.3
Level of Service	D	A		F	F	F	F
Approach Delay (s)	49.3				128.7	129.1	
Approach LOS	D				F	F	

Intersection Summary			
HCM 2000 Control Delay	95.6	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.26		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	117.3%	ICU Level of Service	H
Analysis Period (min)	15		

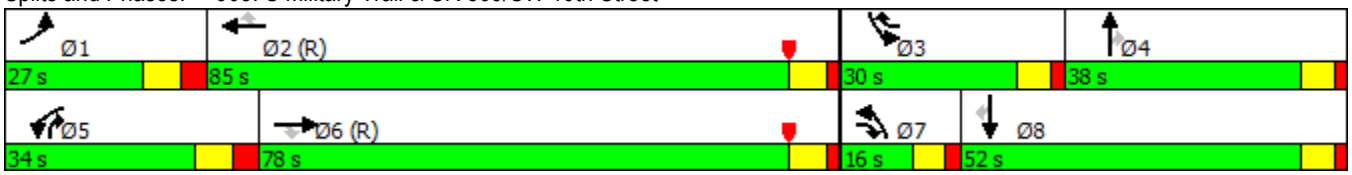
c Critical Lane Group

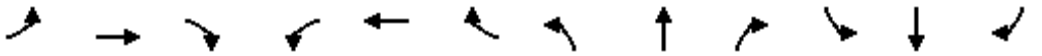
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	1310	190	485	1615	540	255	515	400	440	765	640
Future Volume (vph)	350	1310	190	485	1615	540	255	515	400	440	765	640
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	550		500	550		500	300		300	650		650
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	190			200			100			170		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		45			40			40			40	
Link Distance (ft)		700			1391			649			537	
Travel Time (s)		10.6			23.7			11.1			9.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	5.0	5.0	6.0	5.0	5.0	6.0	6.0
Minimum Split (s)	14.0	22.0	12.0	14.0	22.0	12.0	12.0	13.0	14.0	12.0	13.0	13.0
Total Split (s)	27.0	78.0	16.0	34.0	85.0	30.0	16.0	38.0	34.0	30.0	52.0	52.0
Total Split (%)	15.0%	43.3%	8.9%	18.9%	47.2%	16.7%	8.9%	21.1%	18.9%	16.7%	28.9%	28.9%
Yellow Time (s)	5.0	5.0	4.5	5.0	5.0	4.5	4.5	4.5	5.0	4.5	4.5	4.5
All-Red Time (s)	3.5	2.0	2.0	3.5	2.0	2.0	2.0	2.0	3.5	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	6.5	5.0	4.5	6.5	5.0	4.5	4.5	4.5	6.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 146 (81%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 905: S Military Trail & SR 869/SW 10th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	350	1310	190	485	1615	540	255	515	400	440	765	640
Future Volume (vph)	350	1310	190	485	1615	540	255	515	400	440	765	640
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	5.0	4.5	6.5	5.0	4.5	4.5	4.5	6.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
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)	380	1424	207	527	1755	587	277	560	435	478	832	696
RTOR Reduction (vph)	0	0	59	0	0	30	0	0	68	0	0	152
Lane Group Flow (vph)	380	1424	148	527	1755	557	277	560	367	478	832	544
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	18.5	71.0	80.5	25.5	78.0	101.5	9.5	31.5	57.0	23.5	45.5	45.5
Effective Green, g (s)	20.5	73.0	84.5	27.5	80.0	105.5	11.5	33.5	61.0	25.5	47.5	47.5
Actuated g/C Ratio	0.11	0.41	0.47	0.15	0.44	0.59	0.06	0.19	0.34	0.14	0.26	0.26
Clearance Time (s)	8.5	7.0	6.5	8.5	7.0	6.5	6.5	6.5	8.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0
Lane Grp Cap (vph)	390	1435	743	524	1572	927	219	658	536	486	933	417
v/s Ratio Prot	0.11	0.40	0.01	c0.15	c0.50	0.08	c0.08	0.16	0.10	0.14	0.24	
v/s Ratio Perm			0.08			0.27			0.13			c0.34
v/c Ratio	0.97	0.99	0.20	1.01	1.12	0.60	1.26	0.85	0.68	0.98	0.89	1.30
Uniform Delay, d1	79.5	53.2	27.9	76.2	50.0	23.8	84.2	70.8	51.2	77.0	63.8	66.2
Progression Factor	1.07	0.80	0.51	0.82	1.28	1.73	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	24.0	14.2	0.0	29.4	57.5	0.4	150.3	10.3	2.9	36.2	10.7	153.2
Delay (s)	109.1	56.6	14.3	91.9	121.7	41.5	234.6	81.1	54.1	113.3	74.5	219.4
Level of Service	F	E	B	F	F	D	F	F	D	F	E	F
Approach Delay (s)		62.2			99.8			105.3			134.0	
Approach LOS		E			F			F			F	

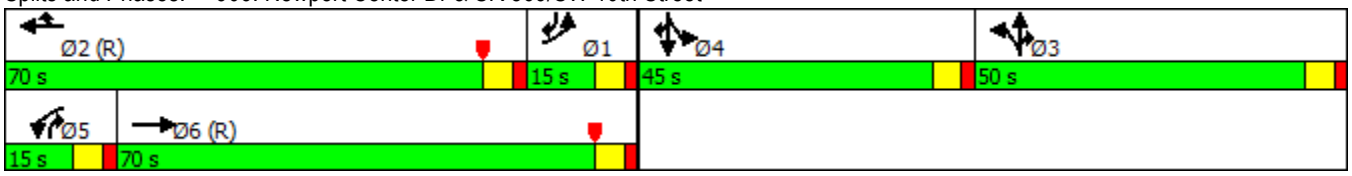
Intersection Summary			
HCM 2000 Control Delay	99.8	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.19		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	103.2%	ICU Level of Service	G
Analysis Period (min)	15		

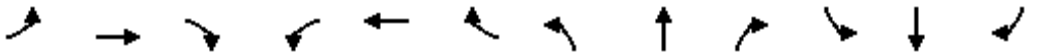
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	1970	85	120	1705	105	425	15	470	150	5	510
Future Volume (vph)	95	1970	85	120	1705	105	425	15	470	150	5	510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	700		625	750		750	0		150	0		0
Storage Lanes	2		1	2		1	1		0	0		2
Taper Length (ft)	100			100			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			25			25	
Link Distance (ft)		670			1005			500			250	
Travel Time (s)		11.4			17.1			13.6			6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Shared Lane Traffic (%)							48%					
Turn Type	Prot	NA		Prot	NA	Prot	Split	NA	pt+ov	Split	NA	pt+ov
Protected Phases	1	6		5	2	2	3	3	3 5	4	4	4 1
Permitted Phases												
Detector Phase	1	6		5	2	2	3	3	3 5	4	4	4 1
Switch Phase												
Minimum Initial (s)	4.0	7.0		4.0	15.0	15.0	6.0	6.0		6.0	6.0	
Minimum Split (s)	11.0	14.0		11.0	22.0	22.0	12.0	12.0		12.0	12.0	
Total Split (s)	15.0	70.0		15.0	70.0	70.0	50.0	50.0		45.0	45.0	
Total Split (%)	8.3%	38.9%		8.3%	38.9%	38.9%	27.8%	27.8%		25.0%	25.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		3.7	3.7	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0	-2.0	0.0	0.0			0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	6.0	6.0			5.7	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 16 (9%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	

Splits and Phases: 906: Newport Center Dr & SR 869/SW 10th Street





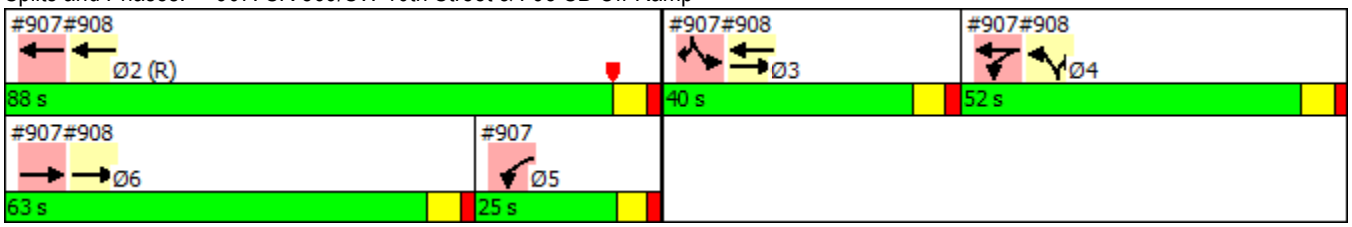
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	1970	85	120	1705	105	425	15	470	150	5	510
Future Volume (vph)	95	1970	85	120	1705	105	425	15	470	150	5	510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	6.0	6.0	6.0		5.7	5.7
Lane Util. Factor	0.97	0.86		0.97	0.91	1.00	0.95	0.95	1.00		1.00	0.88
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.96	1.00		0.95	1.00
Satd. Flow (prot)	3367	6368		3433	5085	1524	1681	1691	1583		1542	2030
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	0.96	1.00		0.95	1.00
Satd. Flow (perm)	3367	6368		3433	5085	1524	1681	1691	1583		1542	2030
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)	103	2141	92	130	1853	114	462	16	511	163	5	554
RTOR Reduction (vph)	0	3	0	0	0	69	0	0	115	0	0	68
Lane Group Flow (vph)	103	2230	0	130	1853	45	240	238	396	0	168	486
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Turn Type	Prot	NA		Prot	NA	Prot	Split	NA	pt+ov	Split	NA	pt+ov
Protected Phases	1	6		5	2	2	3	3	3 5	4	4	4 1
Permitted Phases												
Actuated Green, G (s)	9.0	69.6		8.9	69.5	69.5	41.5	41.5	56.4		36.3	51.3
Effective Green, g (s)	11.0	71.6		10.9	71.5	71.5	41.5	41.5	56.4		36.3	45.3
Actuated g/C Ratio	0.06	0.40		0.06	0.40	0.40	0.23	0.23	0.31		0.20	0.25
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0			5.7	
Vehicle Extension (s)	1.5	3.0		2.5	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	205	2533		207	2019	605	387	389	496		310	510
v/s Ratio Prot	0.03	c0.35		0.04	c0.36	0.03	0.14	0.14	c0.25		0.11	c0.24
v/s Ratio Perm												
v/c Ratio	0.50	0.88		0.63	0.92	0.07	0.62	0.61	0.80		0.54	0.95
Uniform Delay, d1	81.8	50.2		82.6	51.5	33.7	62.2	62.0	56.6		64.4	66.3
Progression Factor	0.75	0.61		0.97	0.96	1.66	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.3	1.8		4.6	7.5	0.2	3.1	2.8	8.7		1.9	28.2
Delay (s)	62.0	32.5		84.9	56.9	56.2	65.2	64.9	65.3		66.3	94.5
Level of Service	E	C		F	E	E	E	E	E		E	F
Approach Delay (s)		33.8			58.6			65.2			87.9	
Approach LOS		C			E			E			F	

Intersection Summary			
HCM 2000 Control Delay	53.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.7
Intersection Capacity Utilization	80.7%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1980	610	770	1510	0	0	0	0	300	0	420
Future Volume (vph)	0	1980	610	770	1510	0	0	0	0	300	0	420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		506	500		0	0		0	400		680
Storage Lanes	0		1	0		0	0		0	2		1
Taper Length (ft)	50			175			50			300		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			40			40	
Link Distance (ft)		1005			395			564			1197	
Travel Time (s)		17.1			6.7			9.6			20.4	
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
Shared Lane Traffic (%)												
Turn Type		NA		Prot	NA					Prot		Prot
Protected Phases		6		5 4	2 4					3		3
Permitted Phases												
Detector Phase		6		5 4	2 4					3		3
Switch Phase												
Minimum Initial (s)		10.0								4.0		4.0
Minimum Split (s)		16.5								10.5		10.5
Total Split (s)		63.0								40.0		40.0
Total Split (%)		35.0%								22.2%		22.2%
Yellow Time (s)		4.5								4.5		4.5
All-Red Time (s)		2.0								2.0		2.0
Lost Time Adjust (s)		-2.0								-2.0		-2.0
Total Lost Time (s)		4.5								4.5		4.5
Lead/Lag		Lead								Lead		Lead
Lead-Lag Optimize?												
Recall Mode		Max								None		None

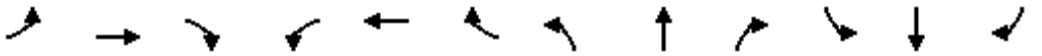
Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 93 (52%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	

Splits and Phases: 907: SR 869/SW 10th Street & I-95 SB Off-Ramp



Lane Group	Ø2	Ø4	Ø5
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Right Turn on Red			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Shared Lane Traffic (%)			
Turn Type			
Protected Phases	2	4	5
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	10.0	4.0	5.0
Minimum Split (s)	16.5	10.5	11.0
Total Split (s)	88.0	52.0	25.0
Total Split (%)	49%	29%	14%
Yellow Time (s)	4.5	4.5	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lag
Lead-Lag Optimize?			
Recall Mode	C-Max	Min	None

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1980	610	770	1510	0	0	0	0	300	0	420
Future Volume (vph)	0	1980	610	770	1510	0	0	0	0	300	0	420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.0	4.5					4.5		4.5
Lane Util. Factor		0.81		0.97	0.91					0.97		0.88
Frt		0.96		1.00	1.00					1.00		0.85
Flt Protected		1.00		0.95	1.00					0.95		1.00
Satd. Flow (prot)		7278		3433	5085					3433		2787
Flt Permitted		1.00		0.95	1.00					0.95		1.00
Satd. Flow (perm)		7278		3433	5085					3433		2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	2084	642	811	1589	0	0	0	0	316	0	442
RTOR Reduction (vph)	0	31	0	0	0	0	0	0	0	0	0	92
Lane Group Flow (vph)	0	2695	0	811	1589	0	0	0	0	316	0	350
Turn Type		NA		Prot	NA					Prot		Prot
Protected Phases		6		5 4	2 4					3		3
Permitted Phases												
Actuated Green, G (s)		56.5		64.5	133.5					33.5		33.5
Effective Green, g (s)		58.5		68.5	135.5					35.5		35.5
Actuated g/C Ratio		0.32		0.38	0.75					0.20		0.20
Clearance Time (s)		6.5								6.5		6.5
Vehicle Extension (s)		3.0								2.0		2.0
Lane Grp Cap (vph)		2365		1306	3827					677		549
v/s Ratio Prot		c0.37		c0.24	0.31					0.09		c0.13
v/s Ratio Perm												
v/c Ratio		1.16dr		0.62	0.42					0.47		0.64
Uniform Delay, d1		60.8		45.2	8.0					63.9		66.3
Progression Factor		0.65		1.29	0.47					1.00		1.00
Incremental Delay, d2		65.7		0.9	0.1					0.2		1.8
Delay (s)		105.0		59.3	3.8					64.1		68.1
Level of Service		F		E	A					E		E
Approach Delay (s)		105.0			22.6			0.0			66.4	
Approach LOS		F			C			A			E	

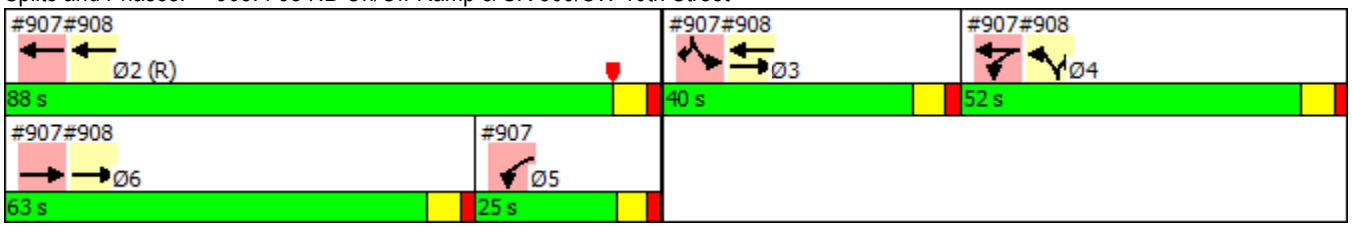
Intersection Summary			
HCM 2000 Control Delay	66.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	72.1%	ICU Level of Service	C
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2	Ø3	Ø5	Ø6
Lane Configurations										
Traffic Volume (vph)	1530	750	0	2010	590	680				
Future Volume (vph)	1530	750	0	2010	590	680				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)		700	200		410	430				
Storage Lanes		0	2		1	3				
Taper Length (ft)			50		300					
Right Turn on Red		Yes				No				
Link Speed (mph)	40			40	40					
Link Distance (ft)	320			710	837					
Travel Time (s)	5.5			12.1	14.3					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Shared Lane Traffic (%)										
Turn Type	NA	Free		NA	Prot	Prot				
Protected Phases	6 3			2 3	4	4	2	3	5	6
Permitted Phases		Free								
Detector Phase	6 3			2 3	4	4				
Switch Phase										
Minimum Initial (s)					4.0	4.0	10.0	4.0	5.0	10.0
Minimum Split (s)					10.5	10.5	16.5	10.5	11.0	16.5
Total Split (s)					52.0	52.0	88.0	40.0	25.0	63.0
Total Split (%)					28.9%	28.9%	49%	22%	14%	35%
Yellow Time (s)					4.5	4.5	4.5	4.5	4.0	4.5
All-Red Time (s)					2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)					-2.0	-2.0				
Total Lost Time (s)					4.5	4.5				
Lead/Lag					Lag	Lag		Lead	Lag	Lead
Lead-Lag Optimize?										
Recall Mode					Min	Min	C-Max	None	None	Max

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 93 (52%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	

Splits and Phases: 908: I-95 NB On/Off-Ramp & SR 869/SW 10th Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1530	750	0	2010	590	680
Future Volume (vph)	1530	750	0	2010	590	680
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0		4.5	4.5	4.5
Lane Util. Factor	0.91	0.88		0.81	0.94	0.76
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		1.00	0.95	1.00
Satd. Flow (prot)	5085	2787		7544	4990	3610
Flt Permitted	1.00	1.00		1.00	0.95	1.00
Satd. Flow (perm)	5085	2787		7544	4990	3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1611	789	0	2116	621	716
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1611	789	0	2116	621	716
Turn Type	NA	Free		NA	Prot	Prot
Protected Phases	6 3			2 3	4	4
Permitted Phases		Free				
Actuated Green, G (s)	90.0	180.0		121.5	45.5	45.5
Effective Green, g (s)	94.0	180.0		123.5	47.5	47.5
Actuated g/C Ratio	0.52	1.00		0.69	0.26	0.26
Clearance Time (s)					6.5	6.5
Vehicle Extension (s)					3.5	3.5
Lane Grp Cap (vph)	2655	2787		5176	1316	952
v/s Ratio Prot	c0.32			c0.28	0.12	c0.20
v/s Ratio Perm		0.28				
v/c Ratio	0.61	0.28		0.41	0.47	0.75
Uniform Delay, d1	30.1	0.0		12.3	55.7	60.8
Progression Factor	0.34	1.00		0.53	1.00	1.00
Incremental Delay, d2	0.0	0.0		0.0	0.3	3.5
Delay (s)	10.4	0.0		6.6	56.0	64.3
Level of Service	B	A		A	E	E
Approach Delay (s)	7.0			6.6	60.5	
Approach LOS	A			A	E	

Intersection Summary			
HCM 2000 Control Delay	19.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	52.9%	ICU Level of Service	A
Analysis Period (min)	15		

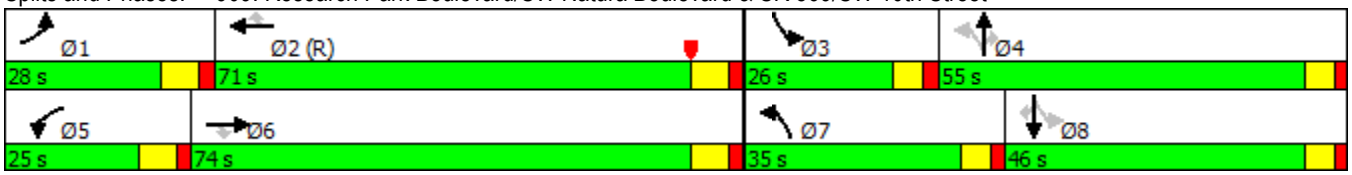
c Critical Lane Group

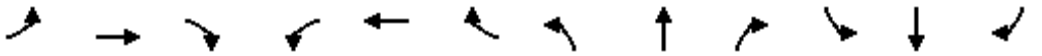
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	295	1630	285	345	1300	135	305	185	225	275	310	405
Future Volume (vph)	295	1630	285	345	1300	135	305	185	225	275	310	405
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	200		300	260		260	170		170
Storage Lanes	2		1	2		1	1		1	1		0
Taper Length (ft)	50			120			100			75		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		710			1313			500			500	
Travel Time (s)		12.1			22.4			11.4			11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	15.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	22.0	22.0	11.0	22.0	22.0	10.0	12.0	12.0	10.0	12.0	12.0
Total Split (s)	28.0	74.0	74.0	25.0	71.0	71.0	35.0	55.0	55.0	26.0	46.0	46.0
Total Split (%)	15.6%	41.1%	41.1%	13.9%	39.4%	39.4%	19.4%	30.6%	30.6%	14.4%	25.6%	25.6%
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	Min	Min	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 80 (44%), Referenced to phase 2:WBT, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated

Splits and Phases: 909: Research Park Boulevard/SW Natura Boulevard & SR 869/SW 10th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	295	1630	285	345	1300	135	305	185	225	275	310	405
Future Volume (vph)	295	1630	285	345	1300	135	305	185	225	275	310	405
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.12	1.00	1.00	0.63	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	218	3539	1583	1165	1863	1583
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	1772	310	375	1413	147	332	201	245	299	337	440
RTOR Reduction (vph)	0	0	119	0	0	80	0	0	180	0	0	171
Lane Group Flow (vph)	321	1772	191	375	1413	67	332	201	65	299	337	269
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Actuated Green, G (s)	19.3	71.0	71.0	18.0	69.7	69.7	71.0	45.2	45.2	55.8	36.0	36.0
Effective Green, g (s)	21.3	73.0	73.0	20.0	71.7	71.7	71.0	45.2	45.2	55.8	36.0	36.0
Actuated g/C Ratio	0.12	0.41	0.41	0.11	0.40	0.40	0.39	0.25	0.25	0.31	0.20	0.20
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	406	2062	641	381	2025	630	336	888	397	427	372	316
v/s Ratio Prot	0.09	c0.35		c0.11	0.28		c0.16	0.06		0.08	0.18	
v/s Ratio Perm			0.12			0.04	c0.23		0.04	0.14		0.17
v/c Ratio	0.79	0.86	0.30	0.98	0.70	0.11	0.99	0.23	0.16	0.70	0.91	0.85
Uniform Delay, d1	77.2	48.8	36.2	79.8	45.1	34.0	55.7	53.5	52.6	51.8	70.3	69.4
Progression Factor	0.95	0.64	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.4	3.0	0.2	41.5	2.0	0.3	45.3	0.0	0.1	4.2	24.3	18.6
Delay (s)	81.1	34.3	28.5	121.4	47.1	34.4	101.0	53.6	52.7	56.0	94.6	88.0
Level of Service	F	C	C	F	D	C	F	D	D	E	F	F
Approach Delay (s)		39.8			60.6			73.5			81.2	
Approach LOS		D			E			E			F	

Intersection Summary			
HCM 2000 Control Delay	57.7	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.95		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	92.9%	ICU Level of Service	F
Analysis Period (min)	15		

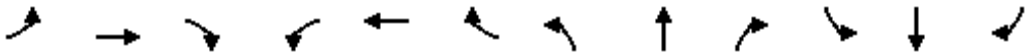
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	20	105	0	95	0	1865	115	95	2725	0
Future Volume (vph)	5	5	20	105	0	95	0	1865	115	95	2725	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	0		0	275		0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (ft)	50			50			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		250			265			435			510	
Travel Time (s)		6.8			7.2			6.6			7.7	
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
Shared Lane Traffic (%)	10%											
Turn Type	Split	NA	Perm	Prot		Prot		NA	Perm	pm+pt	NA	
Protected Phases	4	4		3		3		2		1	6	
Permitted Phases			4						2	6		
Detector Phase	4	4	4	3		3		2	2	1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0		6.0		10.0	10.0	4.0	10.0	
Minimum Split (s)	12.0	12.0	12.0	12.0		12.0		17.0	17.0	11.0	17.0	
Total Split (s)	15.0	15.0	15.0	15.0		15.0		132.0	132.0	18.0	150.0	
Total Split (%)	8.3%	8.3%	8.3%	8.3%		8.3%		73.3%	73.3%	10.0%	83.3%	
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0		5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0		2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	-2.0	0.0		0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	4.0	6.0		6.0		7.0	7.0	7.0	7.0	
Lead/Lag	Lag	Lag	Lag	Lead		Lead		Lag	Lag	Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes						
Recall Mode	None	None	None	None		None		C-Min	C-Min	None	C-Min	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 155 (86%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated

Splits and Phases: 910: Powerline Road & West Drive



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	20	105	0	95	0	1865	115	95	2725	0
Future Volume (vph)	5	5	20	105	0	95	0	1865	115	95	2725	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	4.0	6.0		6.0		7.0	7.0	7.0	7.0	
Lane Util. Factor	0.95	0.95	1.00	1.00		1.00		0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.99	1.00	0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1755	1583	1770		1583		3539	1583	1770	3539	
Flt Permitted	0.95	0.99	1.00	0.95		1.00		1.00	1.00	0.06	1.00	
Satd. Flow (perm)	1681	1755	1583	1770		1583		3539	1583	112	3539	
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)	5	5	21	111	0	100	0	1963	121	100	2868	0
RTOR Reduction (vph)	0	0	20	0	0	95	0	0	25	0	0	0
Lane Group Flow (vph)	4	6	1	111	0	5	0	1963	96	100	2868	0
Turn Type	Split	NA	Perm	Prot		Prot		NA	Perm	pm+pt	NA	
Protected Phases	4	4		3		3		2		1	6	
Permitted Phases			4						2	6		
Actuated Green, G (s)	3.7	3.7	3.7	9.0		9.0		133.9	133.9	148.3	148.3	
Effective Green, g (s)	3.7	3.7	5.7	9.0		9.0		133.9	133.9	148.3	148.3	
Actuated g/C Ratio	0.02	0.02	0.03	0.05		0.05		0.74	0.74	0.82	0.82	
Clearance Time (s)	6.0	6.0	6.0	6.0		6.0		7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0		2.0		3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	34	36	50	88		79		2632	1177	160	2915	
v/s Ratio Prot	0.00	c0.00		c0.06		0.00		0.55		0.03	c0.81	
v/s Ratio Perm			0.00						0.06	0.49		
v/c Ratio	0.12	0.17	0.01	1.26		0.06		0.75	0.08	0.62	0.98	
Uniform Delay, d1	86.5	86.6	84.4	85.5		81.5		13.3	6.3	24.3	14.7	
Progression Factor	1.00	1.00	1.00	1.00		1.00		0.58	0.02	1.00	1.00	
Incremental Delay, d2	0.6	0.8	0.0	181.6		0.1		0.2	0.0	5.4	13.3	
Delay (s)	87.1	87.4	84.5	267.1		81.6		7.8	0.1	29.7	28.0	
Level of Service	F	F	F	F		F		A	A	C	C	
Approach Delay (s)		85.4			179.2			7.4			28.1	
Approach LOS		F			F			A			C	

Intersection Summary			
HCM 2000 Control Delay	26.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	98.6%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

APPENDIX F

Tier 1 Traffic Analysis and Tier 2 Traffic Analysis Results Memorandum

MEMORANDUM

SW 10TH STREET CONNECTOR PD&E STUDY

To:	Cesar Martinez, PE, FDOT D4 Hui Zhao, PE, FDOT D4	**FPID No:** **Contract No.:**	439891-1-22-02 C9V60
CC:	Anson Sonnett, PE, FDOT D4 Cassie Piche, PE, RS&H, Inc. Winston Harris, PE, RS&H, Inc. Andrew Velasquez, PE, AECOM		
From:	Lisa Dykstra, PE		
Date:	5/4/2018		
Subject:	**Tier 1 Traffic Analysis (Volume to Capacity and Vehicle-Miles Traveled), and Tier 2 Traffic Analysis (Intersection and Freeway Operations) Results**		

Introduction

The SR 869/SW 10th Street study area from east of the Sawgrass Expressway / Florida's Turnpike to I-95, is located in northern Broward County, Florida and is contained within the City of Deerfield Beach. This section of SR 869/SW 10th Street is an existing Principal Arterial on the State Highway System, serving local residential communities, commercial properties and commuters. SW 10th Street is also part of the state's Strategic Intermodal System (SIS) and the National Highway System (NHS).

The SW 10th Street Connector PD&E study is evaluating additional lanes in the SW 10th Street corridor for the purpose of closing a gap in the existing and planned regional express lanes system network and providing a continuous link in the managed lanes network that will be separate from the local SW 10th Street facility. The proposed improvements are intended to reduce the amount of traffic on local SW 10th Street by allowing vehicles to bypass the area by utilizing the managed lane facility. The purpose of this project is to improve local traffic flow by implementing a separate connection between the Sawgrass Expressway and the I-95 managed lanes, increase capacity, and eliminate various existing operational and safety deficiencies along SW 10th Street between the Sawgrass Expressway / Florida's Turnpike and I-95 while also providing improved connectivity of the regional transportation network.

Traffic performance was evaluated for two different Build Alternatives (a depressed Center Alignment and a depressed Northern Alignment for proposed managed lanes), with six different managed lanes ingress and egress configurations. The AM and PM weekday peak hour traffic volumes, capacity, intersection operations, and freeway operations for SW 10th Street from east of the Sawgrass Expressway / Florida's Turnpike to east of I-95 were analyzed. Traffic analysis results for existing (2016) conditions, 2040 No Build Alternative conditions, 2040 Partial Build conditions, and 2040 Build Alternative conditions for twelve different Build Concepts are documented in this memorandum. The traffic analysis documented in this memorandum was prepared in coordination with the ongoing I-95 PD&E Study from SW 10th Street to Hillsboro Boulevard (FPID 436964-1), and Sawgrass Expressway PD&E Study from south of US 441/SR 7 to Powerline Road/SR 845 (FPID 437153-1).

The fifteen scenarios (existing 2016 conditions, 2040 No Build conditions, 2040 Partial Build conditions, and twelve 2040 Build Concept conditions) were first analyzed by conducting a Tier 1 volume to capacity ratio analysis of the SW 10th Street local lanes and proposed managed lanes. In addition, the vehicle-miles traveled in the managed lanes during the peak hours for each of the twelve Build Concepts were calculated and compared. Next, a Tier 2 intersection operations analysis of the nine signalized study intersections along SW 10th Street from east of Florida's Turnpike to east of I-95 was completed. Finally, a Tier 2 freeway analysis of the proposed managed lanes connecting the Sawgrass, Florida's Turnpike and I-95 was completed. The peak hour traffic operations analysis results were reviewed to screen the twelve Build Concepts for any traffic operations fatal flaws, and the comparison of results was used to identify the most advantageous Build Concepts to be considered further.

The purpose of this memorandum is to document the traffic analysis results of the Tier 1 and Tier 2 screening conducted as part of the SW 10th Street Connector PD&E Study (FPID 439891-1). These traffic analysis findings are documented herein.

Analysis Scenarios

No Build Alternative

The No Build Alternative assumes no improvements or modifications are made to SW 10th Street between Florida's Turnpike and I-95. Some planned background roadway improvements are assumed including the intersection improvements under construction at the SW 10th Street/I-95 interchange, four new express lanes along I-95 (95 Express Phase 3), widening of Florida's Turnpike mainline, and a portion of Sawgrass Expressway widening from Sunrise Boulevard to SR 7. The lane configuration and traffic volumes for this scenario are documented in the *Draft SW 10th Street Project Traffic Forecast Memorandum,* dated January 2018.

Partial Build Alternative

For comparison purposes, a "Partial Build" Alternative was evaluated by the Florida's Turnpike Enterprise (FTE). This scenario assumes the same background roadway improvements as the No Build Alternative. It also assumes improvements being evaluated by the two ongoing adjacent PD&E studies. These include Sawgrass Expressway and Florida's Turnpike mainline improvements and interchange improvements (including direct-connect managed lane ramps) being evaluated as part of the Florida's Turnpike Enterprise PD&E Study for the Sawgrass Expressway from south of US 441/SR 7 to Powerline Road/SR 845. The Partial Build Alternative also assumes proposed ultimate I-95 and SW 10th Street interchange improvements (including direct-connect managed lane ramps) are constructed. These improvements are being studied as part of the Florida Department of Transportation's PD&E Study for I-95 from SW 10th Street to Hillsboro Boulevard. This scenario was evaluated to understand traffic operations under the condition that the interchange improvements are constructed on both ends of the corridor, but no additional improvements are made to SW 10th Street between Powerline Road and Military Trail. The lane configuration and traffic volumes for this scenario are documented in the *Draft SW 10th Street Project Traffic Forecast Memorandum,* dated January 2018.

Build Concepts

The Build Concepts being studied as part of the SW 10th Street Connector PD&E Study include complete reconstruction of the SW 10th Street corridor to add a new separate limited access facility within the existing corridor. The new limited access corridor would consist of two eastbound and two westbound managed lanes in either the center of the existing roadway (Center Alignment), or along the north side of SW 10th Street (North Alignment). The build concepts all include three local lanes (aka "general use lanes") in each direction on SW 10th Street from east of the Sawgrass Expressway / Florida's Turnpike to Powerline Road; generally two local lanes in each direction on SW 10th Street from Powerline Road to Military Trail; and generally three local lanes in each direction from Military Trail to east of I-95. The local lanes are assumed to remain non-limited access arterial lanes that will continue to provide access to adjacent properties. However, the speed limit is assumed to be lowered from the existing 40-45 mph to 35 mph throughout the study area.

The managed lanes proposed as part of the Build Concepts are assumed to be grade separated (some portions depressed and some portions elevated) from the at-grade local lanes, with a speed limit of up to 70 mph. In addition to the two different managed lanes alternative alignments, six (6) different managed lanes ingress and egress ramp configurations were considered, resulting in 12 different Build Concepts. The six different managed

lanes ingress and egress ramp configurations are labeled as 3D-1.1, 3D-1.2, 3D-1.3, 3D-1.4, 3D-1.5, and 3D-1.6, and for simplicity, they are illustrated showing the Center Alignment only in **Figures 1 through 6**.

Simplified Build Concept lane configuration figures (aka line diagrams) depict the proposed number of lanes along SW 10th Street from east of the Sawgrass Expressway / Florida's Turnpike through Military Trail for each of the 12 Build Concepts. These are provided in **Attachment 1**.

Travel Demand Forecast

Traffic volume forecasts were provided to the SW 10th Street Connector PD&E team by Florida's Turnpike Enterprise (FTE) between August 2017 and April 2018. The traffic volume forecasts included existing (2016) conditions volumes and future (2040) traffic volume forecasts for the SW 10th Street Connector PD&E Study No Build, Partial Build, and Build Concepts. They also provided future 2040 traffic volume forecasts for the adjacent Sawgrass Expressway and Turnpike interchange, and I-95 at SW 10th Street interchange. The original forecasted volumes were documented in the June 2017 Draft *SW 10th Street PD&E Project Traffic Forecast Memorandum*, and were reviewed and accepted by FDOT District Four. Traffic volume information was subsequently updated and documented by FTE in the January 2018 Draft *SW 10th Street PD&E Project Traffic Forecast Memorandum*, and additional traffic volume information for the twelve Build Concepts was developed by FTE and provided to the PD&E team throughout January through April 2018 for review and use.

The 2040 AM and PM peak hour turning movement volumes were developed by FTE for each of the six Center Alignment Build Concepts (3D-1.1 through 3D-1.6). The 2040 Build Concepts AM and PM peak hour volumes were then manually reassigned by the SW 10th Street Connector PD&E Study team throughout the roadway network for the six center alignment and corresponding six north alignment build concepts. The manual reassignment of the volumes was done based on proposed intersection modifications and changes to existing driveways/access along the SW 10th Street study corridor that are depicted in the attached lane configuration figures. The resulting 12 sets of AM and PM peak hour volumes are shown on the peak hour volume figures in **Attachment 2**.

Figure 1 - 2040 Build SW 10th Managed Lanes Access – Option 3D-1.1

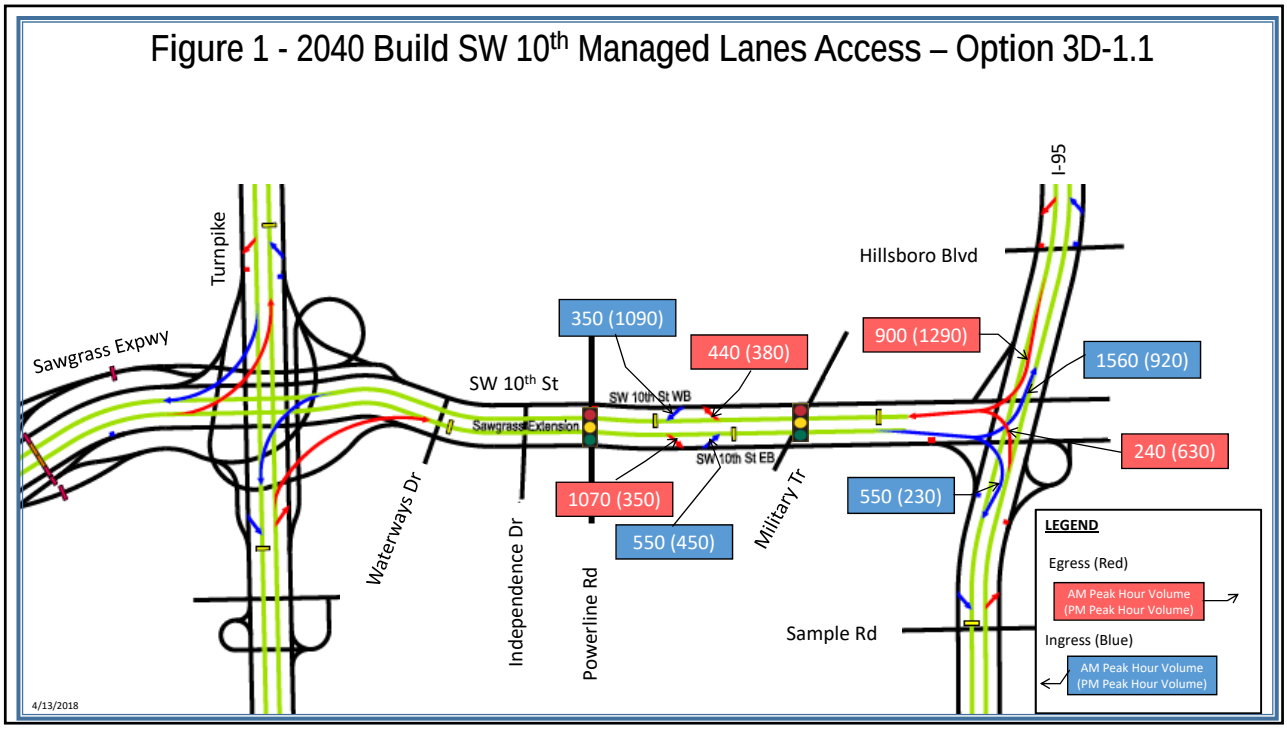


Figure 2 - 2040 Build SW 10th Managed Lanes Access – Option 3D-1.2

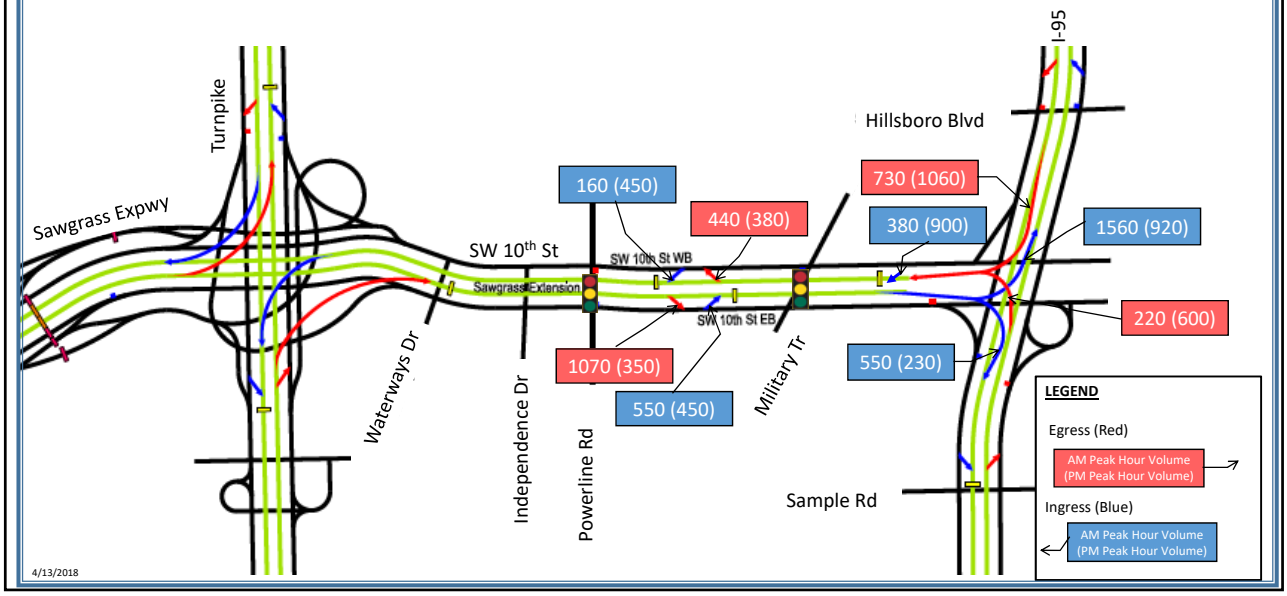


Figure 3 - 2040 Build SW 10th Managed Lanes Access – Option 3D-1.3

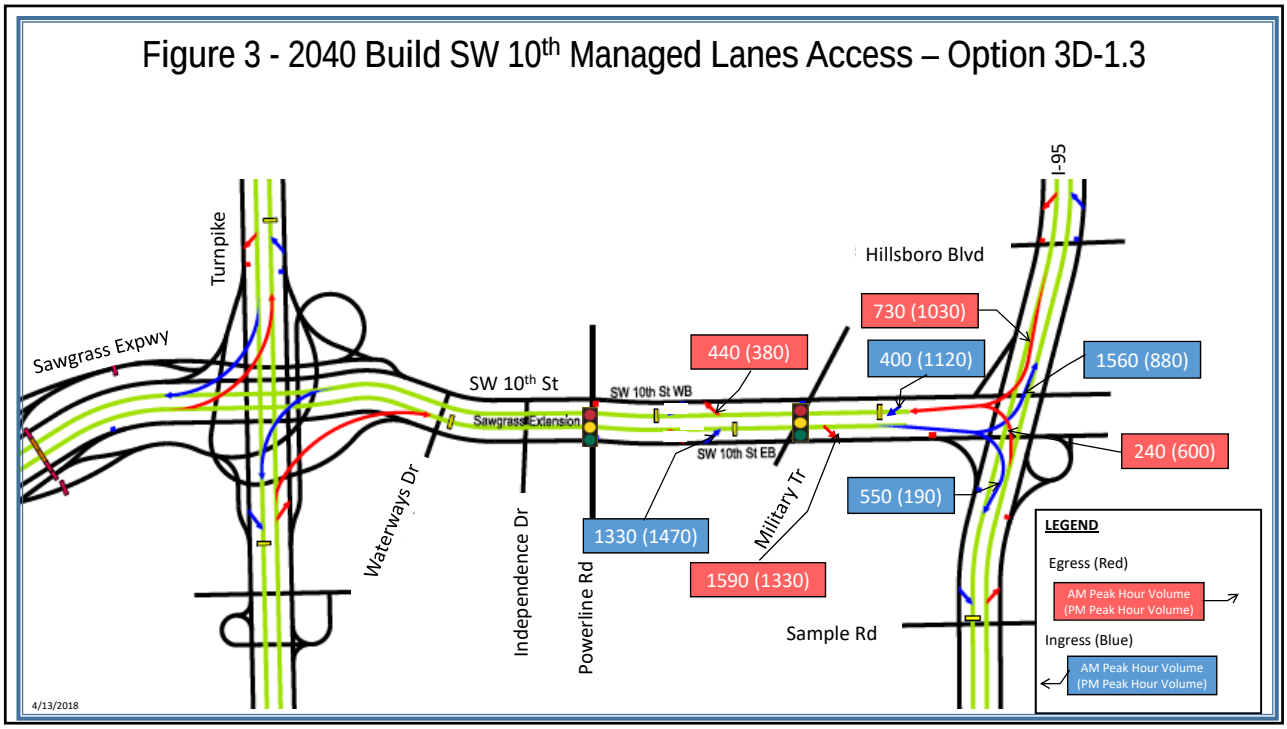
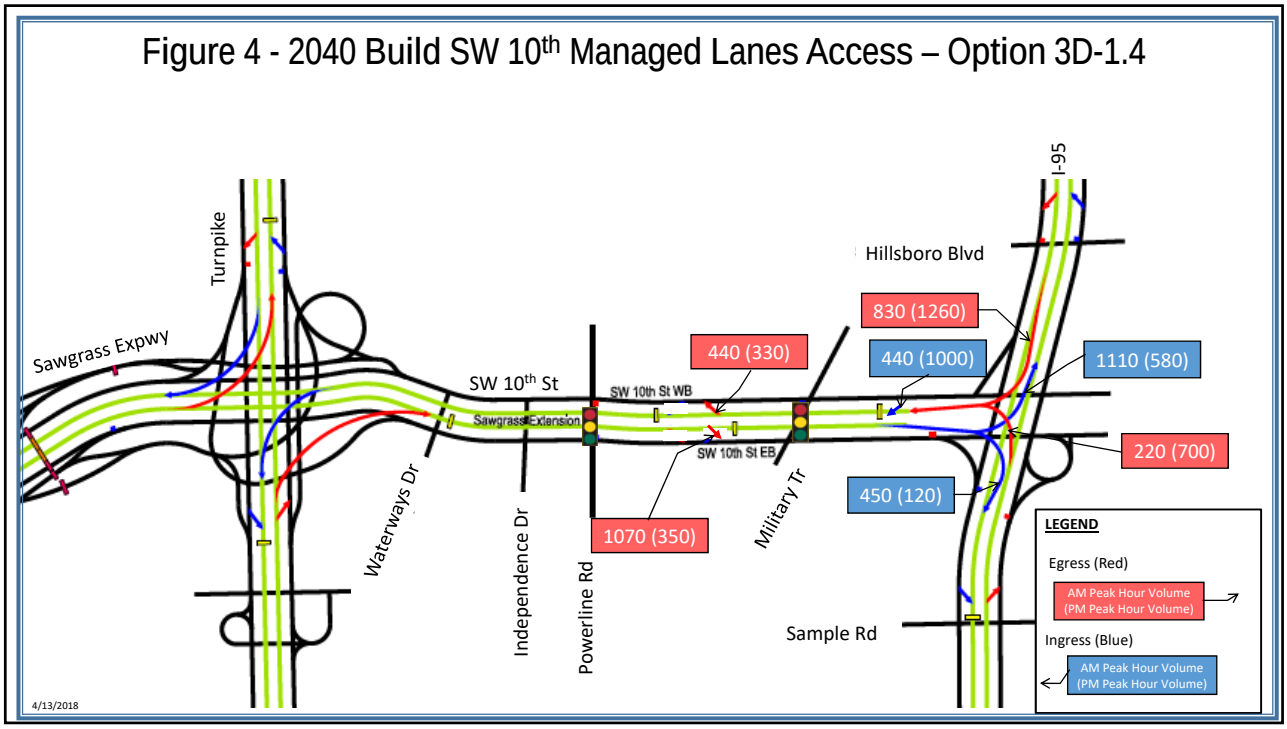


Figure 4 - 2040 Build SW 10th Managed Lanes Access – Option 3D-1.4



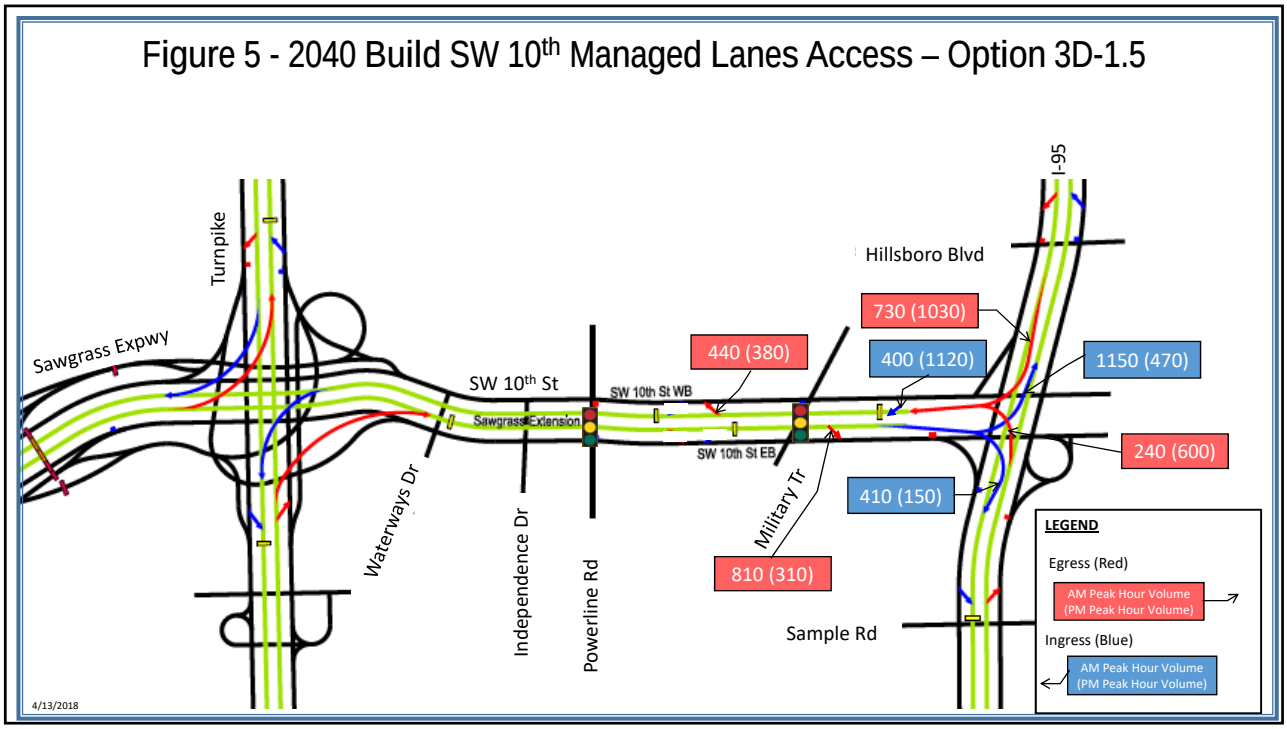


Figure 5 - 2040 Build SW 10th Managed Lanes Access – Option 3D-1.5
Turnpike
Sawgrass Expwy
SW 10th St
Sawgrass Extension
SW 10th St WB
SW 10th St EB
Waterways Dr
Independence Dr
Powerline Rd
Military Tr
Hillsboro Blvd
I-95
Sample Rd
730 (1030)
440 (380)
400 (1120)
1150 (470)
240 (600)
410 (150)
810 (310)
LEGEND
Egress (Red)
AM Peak Hour Volume
(PM Peak Hour Volume)
Ingress (Blue)
AM Peak Hour Volume
(PM Peak Hour Volume)
4/13/2018

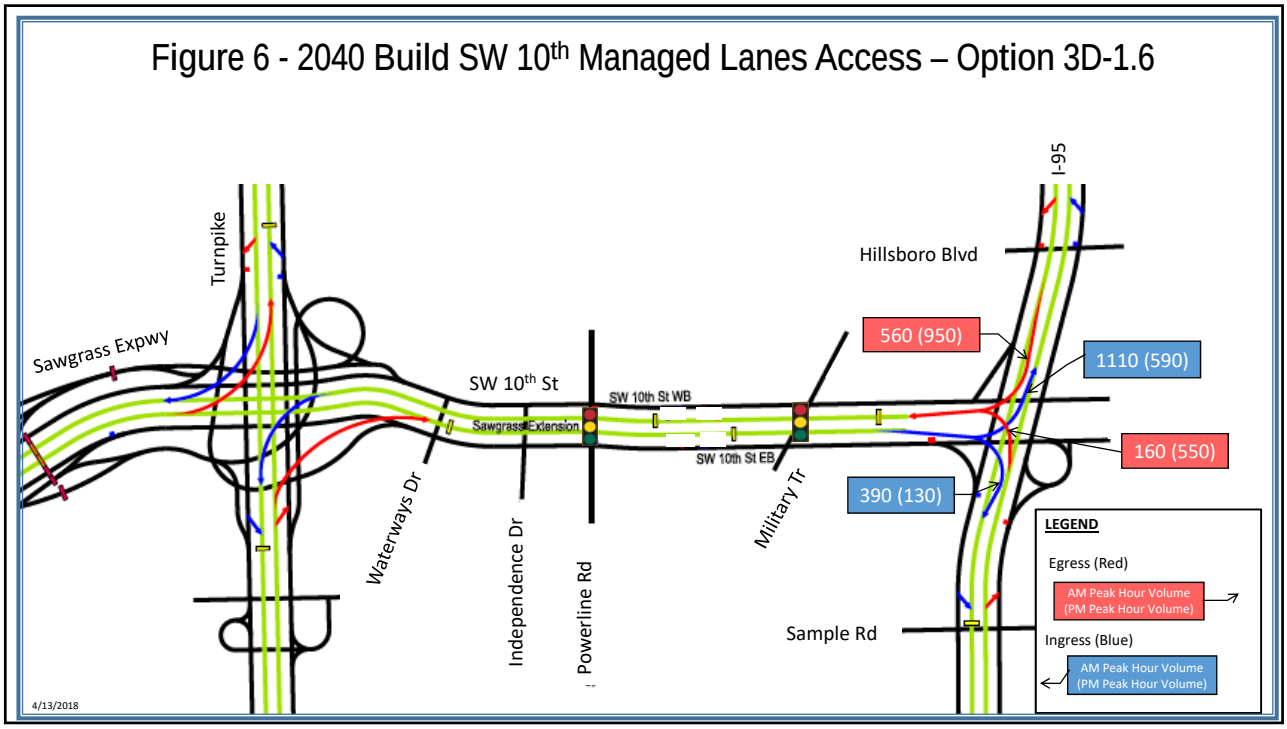


Figure 6 - 2040 Build SW 10th Managed Lanes Access – Option 3D-1.6
Turnpike
Sawgrass Expwy
SW 10th St
Sawgrass Extension
SW 10th St WB
SW 10th St EB
Waterways Dr
Independence Dr
Powerline Rd
Military Tr
Hillsboro Blvd
I-95
Sample Rd
560 (950)
1110 (590)
160 (550)
390 (130)
LEGEND
Egress (Red)
AM Peak Hour Volume
(PM Peak Hour Volume)
Ingress (Blue)
AM Peak Hour Volume
(PM Peak Hour Volume)
4/13/2018

Tier 1 Traffic Analysis

Volume to Capacity (V/C) Ratios

The FDOT 2012 Quality/Level of Service Handbook Tables were used as the source for the generalized peak hour directional capacity threshold for FDOT target Level of Service (LOS) D. The corridor is in an urbanized area, and is classified as a Class I state signalized arterial under existing and No Build conditions, since the segments between Florida's Turnpike and I-95 have a speed limit of 45mph and 40mph. Under the proposed build conditions, the local lanes would be classified as a Class II state signalized arterial, since the speed limit would be 35mph. **Attachment 3** contains the calculated Volume to Capacity (V/C) ratios in Tables 1 through 15. Results are summarized for the eastbound and westbound local lanes and managed lanes along SW 10th Street, under the 2016 existing conditions, 2040 No Build, 2040 Partial Build, 2040 Center Alignment Build Concepts (3D-1.1, 3D-1.2, 3D-1.3, 3D-1.4, 3D-1.5, 3D-1.6), and 2040 North Alignment Build Concepts (3D-1.1, 3D-1.2, 3D-1.3, 3D-1.4, 3D-1.5, 3D-1.6).

In the AM peak hour under existing conditions, the eastbound volumes exceed the LOS D capacity threshold from east of Waterways Boulevard to west of Military Trail, and just west of the I-95 northbound off-ramp. In the PM peak hour under existing conditions, the westbound volumes exceed the LOS D capacity threshold from west of Military Trail to east of Waterways Boulevard. These results match with conditions observed in the field, indicating slower speeds and some congestion on SW 10th Street eastbound in the AM peak hour and westbound in the PM peak hour.

Tables 1 through 15 in attachment 3, labeled with an "A" (example Table 1A), report the V/C analyses for the local lanes. These tables indicate in red shading the locations along the local lanes in the eastbound and westbound directions that have peak hour volumes that exceed the peak hour directional capacity, and result in an undesirable V/C ratio of 1.0 or higher. Tables labeled with a "B" (example Table 4B) report the V/C analyses for the managed lanes.

Table 1 presents a summary and comparison of the V/C results for the **local lanes** for each of the 12 Build Concepts. The Build Concept V/C analysis results reflect benefits provided by the managed lanes where ingress and egress locations allow local traffic to use the managed lanes, thereby reducing the traffic volume in sections of the local lanes. In addition, Build Concepts with a managed lanes exit ramp followed by a closely spaced managed lanes entry ramp include an auxiliary lane between the ramps to help traffic transition out of and into the managed lanes. The auxiliary lane provides additional capacity to the local lanes.

Table 1

SW 10th Street Local Lanes - 2040 Volume to Capacity Ratio Results Comparison

	Local Lane Segments	Center 3D-1.1 Build Concept		Center 3D-1.2 Build Concept		Center 3D-1.3 Build Concept		Center 3D-1.4 Build Concept		Center 3D-1.5 Build Concept		Center 3D-1.6 Build Concept		North 3D-1.1 Build Concept		North 3D-1.2 Build Concept		North 3D-1.3 Build Concept		North 3D-1.4 Build Concept		North 3D-1.5 Build Concept		North 3D-1.6 Build Concept	
	Location Description	V/C AM	V/C PM	V/C AM	V/C PM	V/C AM	V/C PM	V/C AM	V/C PM	V/C AM	V/C PM	V/C AM	V/C PM	V/C AM	V/C PM	V/C AM	V/C PM	V/C AM	V/C PM	V/C AM	V/C PM	V/C AM	V/C PM	V/C AM	V/C PM
SW 10th Street Eastbound	West of Waterways	1.27	0.91	1.27	0.91	1.22	0.88	1.27	0.91	1.22	0.88	1.51	0.93	1.27	0.91	1.27	0.91	1.22	0.88	1.27	0.91	1.22	0.88	1.51	0.93
	East of Waterways	1.37	0.91	1.37	0.91	1.32	0.88	1.37	0.91	1.32	0.88	1.61	0.93	1.36	0.90	1.36	0.90	1.31	0.87	1.36	0.90	1.31	0.87	1.60	0.92
	West of Independence	1.37	0.91	1.37	0.91	1.32	0.88	1.37	0.91	1.32	0.88	1.61	0.93	1.36	0.90	1.36	0.90	1.31	0.87	1.36	0.90	1.31	0.87	1.60	0.92
	East of Independence	1.39	0.90	1.39	0.90	1.34	0.87	1.39	0.90	1.34	0.87	1.63	0.92	1.37	0.89	1.37	0.89	1.32	0.85	1.37	0.89	1.32	0.85	1.61	0.91
	West of Powerline	1.39	0.90	1.39	0.90	1.34	0.87	1.39	0.90	1.34	0.87	1.63	0.92	1.37	0.89	1.37	0.89	1.32	0.85	1.37	0.89	1.32	0.85	1.61	0.91
	East of Powerline	0.92	0.95	0.92	0.95	0.87	0.91	0.92	0.95	0.87	0.91	1.16	0.96	0.85	0.92	0.85	0.92	0.84	0.89	0.85	0.92	0.84	0.89	1.13	0.95
	West of SW 30th Ave	1.42	1.47	1.42	1.47	1.34	1.40	1.42	1.47	1.34	1.40	1.80	1.49	1.98	1.64	1.98	1.64	0.43	0.46	1.28	1.06	1.25	1.36	1.70	1.44
	East of SW 30th Ave	0.91	1.04	0.91	1.03	1.33	1.52	0.91	1.03	1.33	1.52	1.78	1.61	1.97	1.69	1.97	1.69	0.42	0.51	1.27	1.09	1.24	1.41	1.69	1.49
	West of SW 28th Ave	1.33	1.18	1.33	1.17	1.33	1.52	1.33	1.17	1.33	1.52	1.78	1.61	1.97	1.69	1.97	1.69	0.42	0.51	1.97	1.69	1.24	1.41	1.69	1.49
	East of SW 28th Ave	2.07	1.74	2.07	1.72	1.34	1.44	2.05	1.72	1.34	1.44	1.79	1.52	1.66	1.37	1.66	1.37	0.46	0.47	2.00	1.65	1.27	1.37	1.72	1.45
	West of SW 24th Ave	2.07	1.74	2.07	1.72	1.34	1.44	2.05	1.72	1.34	1.44	1.79	1.52	1.66	1.37	1.66	1.37	0.46	0.47	2.00	1.65	1.27	1.37	1.72	1.45
	East of SW 24th Ave	2.01	1.71	2.01	1.69	1.28	1.41	1.99	1.69	1.28	1.41	1.73	1.50	1.58	1.33	1.58	1.33	0.37	0.42	1.92	1.61	1.19	1.33	1.64	1.41
	West of Military Trail	1.06	0.96	1.06	0.95	0.44	0.56	1.27	1.13	0.81	0.94	1.10	1.00	1.04	0.93	1.04	0.93	0.40	0.52	1.26	1.11	0.79	0.92	1.08	0.98
	East of Military Trail	1.32	1.04	1.32	1.04	0.85	0.72	1.53	1.22	1.08	1.05	1.37	1.10	1.32	1.04	1.32	1.04	0.85	0.72	1.53	1.22	1.08	1.05	1.37	1.10
	West of Newport Center Dr	1.32	1.04	1.32	1.04	1.18	0.99	1.54	1.22	1.40	1.17	1.37	1.10	1.32	1.04	1.32	1.04	1.18	0.99	1.54	1.22	1.40	1.17	1.37	1.10
	East of Newport Center Dr	0.76	0.91	0.76	0.91	0.66	0.87	0.92	1.04	0.82	1.00	0.80	0.95	0.76	0.91	0.76	0.91	0.66	0.87	0.92	1.04	0.82	1.00	0.80	0.95
	West of I-95 SB Off-Ramp	0.61	0.72	0.61	0.72	0.52	0.69	0.74	0.83	0.65	0.80	0.63	0.76	0.61	0.72	0.61	0.72	0.37	0.47	0.74	0.83	0.65	0.80	0.63	0.76
	East of I-95 SB Off-Ramp	0.54	0.57	0.54	0.57	0.47	0.54	0.65	0.65	0.56	0.63	0.55	0.59	0.54	0.57	0.54	0.57	0.47	0.54	0.65	0.65	0.56	0.63	0.55	0.59
	West of I-95 NB Off-Ramp	0.35	0.31	0.35	0.31	0.28	0.28	0.35	0.31	0.28	0.28	0.27	0.27	0.35	0.31	0.35	0.31	0.28	0.28	0.35	0.31	0.28	0.28	0.27	0.27
	East of I-95 NB Off-Ramp	0.77	0.79	0.77	0.79	0.67	0.74	0.77	0.79	0.67	0.74	0.64	0.73	0.77	0.79	0.77	0.79	0.67	0.74	0.77	0.79	0.67	0.74	0.64	0.73
	West of Natura Blvd	0.77	0.79	0.77	0.79	0.67	0.74	0.77	0.79	0.67	0.74	0.64	0.73	0.77	0.79	0.77	0.79	0.67	0.74	0.77	0.79	0.67	0.74	0.64	0.73
	East of Natura Blvd	0.72	0.76	0.72	0.76	0.61	0.71	0.72	0.76	0.61	0.71	0.58	0.70	0.72	0.76	0.72	0.76	0.61	0.71	0.72	0.76	0.61	0.71	0.58	0.70
SW 10th Street Westbound	West of Waterways	0.91	1.27	0.91	1.27	0.88	1.22	0.91	1.27	0.88	1.22	0.93	1.51	0.91	1.27	0.91	1.27	0.88	1.22	0.91	1.27	0.88	1.22	0.93	1.51
	East of Waterways	0.87	1.35	0.87	1.35	0.83	1.29	0.87	1.35	0.83	1.29	0.89	1.59	0.86	1.34	0.86	1.34	0.83	1.28	0.86	1.34	0.83	1.28	0.88	1.58
	West of Independence	0.87	1.35	0.87	1.35	0.83	1.29	0.87	1.35	0.83	1.29	0.89	1.59	0.86	1.34	0.86	1.34	0.83	1.28	0.86	1.34	0.83	1.28	0.88	1.58
	East of Independence	0.87	1.35	0.87	1.35	0.83	1.29	0.87	1.35	0.83	1.29	0.89	1.59	0.85	1.33	0.85	1.33	0.81	1.27	0.85	1.33	0.81	1.27	0.87	1.57
	West of Powerline	0.87	1.35	0.87	1.35	0.83	1.29	0.87	1.35	0.83	1.29	0.89	1.59	0.85	1.33	0.85	1.33	0.81	1.27	0.85	1.33	0.81	1.27	0.87	1.57
	East of Powerline	0.93	1.02	0.93	1.02	0.93	0.93	0.95	1.02	0.93	0.97	0.99	1.26	0.91	0.95	0.91	0.95	0.90	0.96	0.91	0.95	0.90	0.96	0.96	1.25
	West of SW 30th Ave	1.50	1.51	1.50	1.51	0.97	0.93	0.98	0.98	0.97	0.93	1.58	1.89	1.13	1.24	1.13	1.24	1.40	1.40	1.13	1.27	1.40	1.40	1.48	1.85
	East of SW 30th Ave	0.97	0.98	0.97	0.98	0.97	0.93	0.98	0.98	0.97	0.93	1.58	1.89	1.14	1.16	1.14	1.16	1.40	1.32	1.14	1.19	1.40	1.32	1.49	1.78
	West of SW 28th Ave	1.11	1.41	1.03	1.16	0.97	0.93	0.98	0.98	0.97	0.93	1.58	1.89	1.14	1.16	1.14	1.16	1.40	1.32	1.14	1.19	1.40	1.32	1.49	1.78
	East of SW 28th Ave	1.02	1.40	0.95	1.15	0.88	0.92	0.88	0.97	0.88	0.92	1.44	1.88	1.24	1.87	1.12	1.47	1.02	1.12	1.02	1.23	1.02	1.12	1.37	1.81
	West of SW 24th Ave	1.02	1.25	0.77	1.15	0.88	0.92	0.71	0.97	0.88	0.92	1.44	1.88	1.24	1.87	1.12	1.47	1.02	1.12	1.02	1.23	1.02	1.12	1.37	1.81
	East of SW 24th Ave	1.02	1.25	0.77	1.15	0.88	0.92	0.71	0.97	0.88	0.92	1.44	1.88	1.22	1.85	1.11	1.45	1.00	1.10	1.01	1.21	1.00	1.10	1.36	1.79
	West of Military Trail	0.85	1.25	1.19	1.54	1.09	1.19	1.10	1.29	1.09	1.19	1.44	1.88	1.28	1.90	1.16	1.51	1.06	1.16	1.06	1.26	1.06	1.16	1.41	1.85
	East of Military Trail	0.95	1.28	1.35	1.58	1.28	1.24	1.25	1.33	1.28	1.24	1.06	1.25	0.95	1.28	0.87	1.02	0.83	0.80	1.25	1.33	1.28	1.24	1.06	1.25
	West of Newport Center Dr	0.95	1.28	0.76	1.03	0.73	0.93	0.73	0.94	0.73	0.93	1.06	1.25	0.95	1.28	1.02	1.38	0.97	1.17	0.98	1.26	0.99	1.25	1.06	1.25
	East of Newport Center Dr	1.22	0.98	1.30	1.09	1.26	0.96	1.26	0.97	1.26	0.96	1.34	0.96	1.22	0.98	1.30	1.09	1.26	0.96	1.26	0.97	1.26	0.96	1.34	0.96
	West of I-95 SB Off-Ramp	1.22	0.98	1.30	1.09	1.26	0.96	1.26	0.97	1.26	0.96	1.34	0.96	1.22	0.98	1.30	1.09	1.26	0.96	1.26	0.97	1.26	0.96	1.34	0.96
	East of I-95 SB Off-Ramp	0.68	0.62	0.68	0.63	0.67	0.55	0.68	0.60	0.84	0.69	0.68	0.54	0.68	0.62	0.68	0.63	0.67	0.55	0.68	0.60	0.67	0.55	0.68	0.54
	West of I-95 NB Off-Ramp	0.68	0.62	0.68	0.63	0.67	0.55	0.68	0.60	0.84	0.69	0.68	0.54	0.68	0.62	0.68	0.63	0.67	0.55	0.68	0.60	0.67	0.55	0.68	0.54
	East of I-95 NB Off-Ramp	0.75	0.78	0.75	0.78	0.75	0.66	0.75	0.78	0.75	0.66	0.74	0.63	0.75	0.78	0.75	0.78	0.75	0.66	0.75	0.78	0.75	0.66	0.74	0.63
	West of Natura Blvd	0.86	0.90	0.86	0.90	0.87	0.79	0.86	0.90	0.87	0.79	0.85	0.76	0.86	0.90	0.86	0.90	0.87	0.79	0.86	0.90	0.87	0.79	0.85	0.76
	East of Natura Blvd	0.69	0.81	0.69	0.81	0.69	0.70	0.69	0.81	0.69	0.70	0.68	0.67	0.69	0.81	0.69	0.81	0.69	0.70	0.69	0.81	0.69	0.70	0.68	0.67
	# of locations where V/C >= 1.0:	20	22	19	24	16	13	17	18	17	16	26	24	23	22	24	24	15	13	24	24	23	23	26	23
	Total # of AM + PM locations where V/C >= 1.0:	42		43		29		35		33		50		45		48		28		48		46		49	
	Local Lanes V/C Rank:	**5**		**6**		**2**		**4**		**3**		**11**		**7**		**9**		**1**		**9**		**8**		**10**	

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Due to the differences in volumes and lane configurations along the corridor, some Build Concepts have fewer locations along the corridor that are expected to exceed the generalized capacity threshold in one direction or the other, in the AM and PM peak hours. To compare performance of each of the 12 Build Concepts, the number of locations with a V/C ratio greater than 1.0 in the eastbound and westbound local lanes, and in the AM and PM peak hours, was summed. The 12 Build Concepts were then ranked with the highest ranking (1) given to the Build Concept with the lowest number of locations where the V/C ratio exceeds 1.0. The Build Concepts with the lowest number of locations where the V/C ratio exceeds 1.0, are expected to have the best traffic operations. The ranking of the 12 Build Concepts based on the local lanes V/C ratios, is shown along the bottom of Table 1-A. Center Build Concept 3D-1.3 and North Build Concept 3D-1.3 are estimated to have the fewest locations with a V/C ratio over 1.0, and so are ranked the highest.

The V/C ratio analysis of the managed lanes demonstrates that the travel demand assigned to the managed lanes is not expected to exceed the theoretical capacity on any segment, under any of the 12 Build Concepts, in either the 2040 AM or PM peak hour. This is by design, as the travel demand in the managed lanes must be maintained at a level so that the traffic operates at free flow conditions at all times. However, the greater attractiveness, and therefore the use of the managed lanes, can help alleviate congestion in the local lanes. In this instance where the travel demand is not expected to exceed or come close to capacity in the managed lanes, the Build Concepts that attract a relatively higher travel demand volume and result in a larger throughput in the managed lanes, can be considered more desirable.

Vehicle Miles Traveled (VMT) - Build Concepts Managed Lanes

To compare the managed lanes performance for each of the 12 Build Concepts, Vehicle-Miles Traveled (VMT) in the managed lanes along the SW 10th Street corridor from Waterways Boulevard to I-95 was estimated for the 2040 AM and PM peak hours. The AM and PM peak hour volumes in the eastbound and westbound managed lanes were multiplied by the approximate distance in miles of each of the managed lanes segments (eastbound and westbound) to calculate VMT. The peak hours VMT for each segment is shown in **Table 2**, along with the total peak hours VMT for each Build Concept. The 12 Build Concepts were ranked with the highest ranking (1) given to the Build Concept with the highest VMT. The North Build Concept 3D-1.3 and Center Build Concept 3D-1.3 were ranked the highest based on the managed lanes VMT results.

Overall, the results of the Tier 1 traffic analyses indicate that the North Build Concept 3D-1.3 and Center Build Concept 3D-1.3 are ranked the highest.

Table 2
SW 10th Street Managed Lanes - 2040 Peak Hour Vehicle-Miles Traveled (VMT) Comparison

			SW 10th Street Eastbound					SW 10th Street Westbound						TOTAL AM + PM, EB + WB VMT	Ranking Based on VMT
			West of Waterways to East of Powerline Rd	East of Powerline Rd to East of SW 30th Ave	East of SW 30th Ave to East of SW 24th Ave	East of SW 24th Ave to West of Military Trail	West of Military Trail to I 95	West of Waterways to East of Powerline Rd	East of Powerline Rd to West of SW 30th Ave	West of SW 30th Ave to East of SW 28th Ave	East of SW 28th Ave to West of Military Trail	West of Military Trail to East of Military Trail	East of Military Trail to I-95		
Distance (miles):			0.72	0.45	0.43	0.25	0.75	0.72	0.30	0.39	0.44	0.53	0.22		
Center 3D-1.1 Build Concept	AM 2040	Volume	2,630	1,560	1,560	2,110	2,110	1,050	700	700	700	1,140	1,140		
	PM 2040	Volume	1,050	700	700	1,150	1,150	2,630	1,540	1,540	1,540	1,920	1,920		**10**
	AM+PM	**VMT [1]**	**2,650**	**1,017**	**972**	**815**	**2,445**	**2,650**	**672**	**874**	**986**	**1,622**	**673**	**15,374**	
Center 3D-1.2 Build Concept	AM 2040	Volume	2,630	1,560	1,560	2,110	2,110	1,050	890	890	890	1,330	950		
	PM 2040	Volume	1,050	700	700	1,150	1,150	2,630	2,180	2,180	2,180	2,560	1,660		**8**
	AM+PM	**VMT [1]**	**2,650**	**1,017**	**972**	**815**	**2,445**	**2,650**	**921**	**1,197**	**1,351**	**2,062**	**574**	**16,653**	
Center 3D-1.3 Build Concept	AM 2040	Volume	2,370	2,370	2,370	3,700	2,110	930	930	930	930	1,370	970		
	PM 2040	Volume	930	930	930	2,400	1,070	2,370	2,370	2,370	2,370	2,750	1,630		**2**
	AM+PM	**VMT [1]**	**2,376**	**1,485**	**1,419**	**1,525**	**2,385**	**2,376**	**990**	**1,287**	**1,452**	**2,184**	**572**	**18,051**	
Center 3D-1.4 Build Concept	AM 2040	Volume	2,630	1,560	1,560	1,560	1,560	1,050	1,050	1,050	1,050	1,490	1,050		
	PM 2040	Volume	1,050	700	700	700	700	2,630	2,630	2,630	2,630	2,960	1,960		**7**
	AM+PM	**VMT [1]**	**2,650**	**1,017**	**972**	**565**	**1,695**	**2,650**	**1,104**	**1,435**	**1,619**	**2,359**	**662**	**16,727**	
Center 3D-1.5 Build Concept	AM 2040	Volume	2,370	2,370	2,370	2,370	1,560	930	930	930	930	1,370	970		
	PM 2040	Volume	930	930	930	930	620	2,370	2,370	2,370	2,370	2,750	1,630		**9**
	AM+PM	**VMT [1]**	**2,376**	**1,485**	**1,419**	**825**	**1,635**	**2,376**	**990**	**1,287**	**1,452**	**2,184**	**572**	**16,601**	
Center 3D-1.6 Build Concept	AM 2040	Volume	1,500	1,500	1,500	1,500	1,500	720	720	720	720	720	720		
	PM 2040	Volume	720	720	720	720	720	1,500	1,500	1,500	1,500	1,500	1,500		**11**
	AM+PM	**VMT [1]**	**1,598**	**999**	**955**	**555**	**1,665**	**1,598**	**666**	**866**	**977**	**1,177**	**488**	**11,544**	
North 3D-1.1 Build Concept	AM 2040	Volume	2,630	1,560	1,560	2,110	2,110	1,050	1,490	1,140	1,140	1,140	1,140		
	PM 2040	Volume	1,050	700	700	1,150	1,150	2,630	3,010	1,920	1,920	1,920	1,920		**6**
	AM+PM	**VMT [1]**	**2,650**	**1,017**	**972**	**815**	**2,445**	**2,650**	**1,350**	**1,193**	**1,346**	**1,622**	**673**	**16,733**	
North 3D-1.2 Build Concept	AM 2040	Volume	2,630	1,560	1,560	2,110	2,110	1,050	1,490	1,330	1,330	1,330	950		
	PM 2040	Volume	1,050	700	700	1,150	1,150	2,630	3,010	2,560	2,560	2,560	1,660		**3**
	AM+PM	**VMT [1]**	**2,650**	**1,017**	**972**	**815**	**2,445**	**2,650**	**1,350**	**1,517**	**1,712**	**2,062**	**574**	**17,763**	
North 3D-1.3 Build Concept	AM 2040	Volume	2,370	2,370	3,700	3,700	2,110	930	930	930	1,370	1,370	970		
	PM 2040	Volume	930	930	2,400	2,400	1,070	2,370	2,370	2,370	2,750	2,750	1,630		**1**
	AM+PM	**VMT [1]**	**2,376**	**1,485**	**2,623**	**1,525**	**2,385**	**2,376**	**990**	**1,287**	**1,813**	**2,184**	**572**	**19,615**	
North 3D-1.4 Build Concept	AM 2040	Volume	2,630	1,560	1,560	1,560	1,560	1,050	1,490	1,490	1,490	1,490	1,050		
	PM 2040	Volume	1,050	700	700	700	700	2,630	2,960	2,960	2,960	2,960	1,960		**4**
	AM+PM	**VMT [1]**	**2,650**	**1,017**	**972**	**565**	**1,695**	**2,650**	**1,335**	**1,736**	**1,958**	**2,359**	**662**	**17,597**	
North 3D-1.5 Build Concept	AM 2040	Volume	2,370	2,370	2,370	2,370	1,560	930	930	930	1,370	1,370	970		
	PM 2040	Volume	930	930	930	930	620	2,370	2,370	2,370	2,750	2,750	1,630		**5**
	AM+PM	VMT [1]	**2,376**	**1,485**	**1,419**	**825**	**1,635**	**2,376**	**990**	**1,287**	**1,813**	**2,184**	**572**	**16,961**	
North 3D-1.6 Build Concept	AM 2040	Volume	1,500	1,500	1,500	1,500	1,500	720	720	720	720	720	720		
	PM 2040	Volume	720	720	720	720	720	1,500	1,500	1,500	1,500	1,500	1,500		**11**
	AM+PM	**VMT [1]**	**1,598**	**999**	**955**	**555**	**1,665**	**1,598**	**666**	**866**	**977**	**1,177**	**488**	**11,544**	

NOTES:

(1) VMT = Vehicle-Miles Traveled AM + PM VMT = Distance (miles) X (AM Pk Hr Volume + PM Pk Hr Volume)

4/26/2018

Tier 2 Traffic Analysis

Intersection Traffic Operations

The AM and PM peak hour traffic operations of the nine signalized study intersections along SW 10th Street from Waterways Boulevard to FAU Research Park Boulevard were analyzed. Each scenario (2016 existing conditions, 2040 No Build, 2040 Partial Build, and all twelve 2040 Build Concepts) was analyzed using Synchro Version 9 software and Highway Capacity Manual (HCM) 2000 methodology. A comparison of the overall intersection LOS and delays for each scenario is provided in **Table 3**. In **Attachment 4,** detailed intersection performance measures are provided for each signalized intersection in the AM and PM peak hours for each of the scenarios.

The total overall average intersection delay for AM and PM peak hours for each Build Concept were summed, and the results were compared and ranked in Table 2. Results show that Center Build Concept 3D-1.3 has the lowest estimated signalized intersection delay, while North Build Concept 3D-1.3 has the second lowest estimated signalized intersection delay.

Managed Lanes Freeway Operations

The 2040 AM and PM peak hour operations of the proposed managed lanes freeway segments for all twelve 2040 Build Concepts were analyzed using Highway Capacity Software (HCS) 2010 methodology. The results of the analysis of all 12 Build Concepts are summarized in **Table 4-A and 4-B**. **Attachment 5** contains the detailed HCS2 2010 reports.

Results show that the eastbound and westbound managed lanes segments are expected to perform acceptably, at a LOS D or better in the AM and PM peak hours, for all 12 Build Concepts. Although HCS 2010 results show no issues with the performance of the managed lanes, these results are preliminary indicators only. A microsimulation analysis of appropriate Build Alternatives is recommended to fully evaluate the operations of traffic in such a complex system. The microsimulation traffic analysis can evaluate the interaction of the managed lanes traffic with the ingress and egress traffic, as well as traffic in the local lanes interacting with the ingress and egress traffic.

TABLE 3

Intersection Analysis Results Comparison

SW 10th Street Intersection:			Waterways Blvd		Independence Dr		Powerline Rd		SW 28th Ave		Military Trail		Newport Center Dr		I-95 Southbound Ramps		I-95 Northbound Ramps		FAU Research Park Blvd			
SCENARIO	**Signalized or Unsignalized:**		**Signalized**		**Unsignalized**		**Signalized**		**Signalized**		**Signalized**		**Signalized**		**Signalized**		**Signalized**		**Signalized**		**Total**	
			LOS [1]	**Delay (sec) [1]**	**LOS [1]**	**Delay (sec) [1]**	**LOS [1]**	**Delay (sec) [1]**	**LOS [1]**	**Delay (sec) [1]**	**LOS [1]**	**Delay (sec) [1]**	**LOS [1]**	**Delay (sec) [1]**	**LOS [1]**	**Delay (sec) [1]**	**LOS [1]**	**Delay (sec) [1]**	**LOS [1]**	**Delay (sec) [1]**	**Delay (sec)**	
2016 Conditions	Intersection LOS	AM	B	14	A	7	F	88	C	29	F	86	C	33	D	44	D	48	D	38		
		PM	B	12	B	11	F	110	A	8	F	96	D	38	D	50	F	96	D	49		
	Total AM + PM Delay			25		18		198		37		182		71		93		144		87	**856**	
2040 No Build	Intersection LOS	AM	D	49	C	27	F	107	E	59	F	151	D	53	E	57	F	81	D	49		
		PM	B	18	A	9	F	147	C	29	F	157	F	82	D	45	F	148	E	79		
	Total AM + PM Delay			67		36		254		88		308		135		103		230		128	**1348**	
2040 Partial Build	Intersection LOS	AM	E	72	F	135	F	100	F	140	F	89	C	24	D	46	C	23	D	51		
		PM	F	85	F	103	F	194	F	92	F	85	E	63	C	32	C	23	E	60		
	Total AM + PM Delay			157		238		294		232		174		87		78		47		110	**1415**	
2040 BUILD CENTER CONCEPTS	**Signalized or Unsignalized:**		**Signalized**		**Unsignalized**		**Signalized**		**Signalized**		**Signalized**		**Signalized**		**Signalized**		**Signalized**		**Signalized**		**Total**	**Build**
			LOS [2]	**Delay (sec) [2]**	**LOS [2]**	**Delay (sec) [2]**	**LOS [2]**	**Delay (sec) [2]**	**LOS [2]**	**Delay (sec) [2]**	**LOS [2]**	**Delay (sec) [2]**	**LOS [3]**	**Delay (sec) [3]**	**LOS [3]**	**Delay (sec) [3]**	**LOS [3]**	**Delay (sec) [3]**	**LOS [3]**	**Delay (sec) [3]**	**Delay (sec)**	**Intersection Ranking**
Build Concept Center 3D-1.1	Intersection LOS	AM	C	34	-	-	E	60	F	89	F	115	C	21	B	18	B	19	D	50		
		PM	C	32	-	-	E	71	F	100	F	96	C	31	B	19	B	20	E	56		
	Total AM + PM Delay			66				131		189		211		52		37		38		106	**830**	8
Build Concept Center 3D-1.2	Intersection LOS	AM	C	34	-	-	E	60	F	85	F	127	C	23	B	18	B	19	D	50		
		PM	C	32	-	-	E	71	D	49	F	81	E	72	B	16	C	20	E	56		
	Total AM + PM Delay			66				131		134		208		95		33		39		106	**812**	7
Build Concept Center 3D-1.3	Intersection LOS	AM	C	32	-	-	E	62	C	27	E	72	C	24	B	19	C	22	D	49		
		PM	C	33	-	-	E	69	C	24	D	52	E	74	B	14	C	21	D	54		
	Total AM + PM Delay			65				131		51		124		98		34		43		102	**647**	1
Build Concept Center 3D-1.4	Intersection LOS	AM	C	34	-	-	E	62	F	122	F	147	C	23	B	18	B	19	D	50		
		PM	C	32	-	-	E	76	D	46	F	91	F	85	B	17	C	21	E	55		
	Total AM + PM Delay			66				138		168		238		108		35		41		105	**899**	10
Build Concept Center 3D-1.5	Intersection LOS	AM	C	33	-	-	E	61	C	31	F	87	C	32	B	18	C	21	D	48		
		PM	C	33	-	-	E	70	C	26	E	68	F	83	B	15	D	46	D	53		
	Total AM + PM Delay			66				131		57		155		115		34		67		101	**726**	3
Build Concept Center 3D-1.6	Intersection LOS	AM	E	63	-	-	E	66	E	59	F	116	C	23	B	18	C	22	D	48		
		PM	C	32	-	-	F	96	C	28	F	99	D	36	B	17	C	21	D	53		
	Total AM + PM Delay			95				162		87		215		59		34		42		101	**795**	5
2040 BUILD NORTH CONCEPTS	**Signalized or Unsignalized:**		**Signalized**		**Signalized**		**Signalized**		**Signalized**		**Signalized**		**Signalized**		**Signalized**		**Signalized**		**Signalized**		**Total**	**Build**
			LOS [2]	**Delay (sec) [2]**	**LOS [2]**	**Delay (sec) [2]**	**LOS [2]**	**Delay (sec) [2]**	**LOS [2]**	**Delay (sec) [2]**	**LOS [2]**	**Delay (sec) [2]**	**LOS [3]**	**Delay (sec) [3]**	**LOS [3]**	**Delay (sec) [3]**	**LOS [3]**	**Delay (sec) [3]**	**LOS [3]**	**Delay (sec) [3]**	**Delay (sec)**	**Intersection Ranking**
Build Concept North 3D-1.1	Intersection LOS	AM	C	33	A	7	E	59	D	50	F	113	C	21	B	18	B	19	D	51		
		PM	C	31	A	5	E	69	C	33	F	96	C	30	B	18	B	20	E	56		
	Total AM + PM Delay			64		12		128		83		209		52		36		39		106	**728**	3
Build Concept North 3D-1.2	Intersection LOS	AM	C	33	A	7	E	59	D	52	F	113	C	23	B	18	B	19	D	50		
		PM	C	31	A	6	E	68	C	30	F	85	E	72	B	15	C	21	E	56		
	Total AM + PM Delay			64		13		127		82		198		95		33		39		106	**757**	4
Build Concept North 3D-1.3	Intersection LOS	AM	C	31	A	6	E	58	D	51	E	71	C	29	B	18	C	23	D	48		
		PM	C	30	A	5	E	65	D	45	E	55	E	73	B	14	C	21	D	53		
	Total AM + PM Delay			61		11		123		96		127		102		32		44		101	**697**	2
Build Concept North 3D-1.4	Intersection LOS	AM	C	33	A	7	E	63	E	79	F	145	C	23	B	18	B	20	D	50		
		PM	C	31	A	6	E	72	C	33	F	107	F	85	B	17	B	20	E	61		
	Total AM + PM Delay			64		13		135		112		252		107		35		39		112	**869**	9
Build Concept North 3D-1.5	Intersection LOS	AM	C	31	A	6	E	60	D	54	F	92	C	28	B	19	C	21	D	48		
		PM	C	30	A	4	E	67	E	70	E	64	F	87	B	15	D	46	D	53		
	Total AM + PM Delay			61		10		127		125		156		115		34		67		101	**795**	5
Build Concept North 3D-1.6	Intersection LOS	AM	E	63	B	13	E	62	D	39	F	113	C	23	B	17	C	22	D	48		
		PM	C	30	A	9	F	101	C	35	F	92	D	42	B	16	C	21	D	55		
	Total AM + PM Delay			93		22		163		74		205		65		33		43		103	**801**	6

NOTES:

(1) 2016 Conditions, 2040 No Build, and 2040 Partial Build intersection LOS and delays provided by AECOM on 4/13/18 for SW 10th Street Connector and I-95 and SW 10th St Interchange traffic analysis. 4/13/2018

(2) Build Concept intersection LOS and delays for intersections from Waterways through Military Trail analyzed by RS&H as part of SW 10th Street Connector PD&E Study traffic analysis.

(3) Build Concept intersection LOS and delays for intersections from Newport Center Drive through FAU Research Park Blvd provided by AECOM on 3/1/18 from I-95 and SW 10th Street Interchange PD&E Study traffic analysis.

Table 4-A

SW 10th Street Managed Lanes - 2040 HCS Freeway Analysis Center Alignment Build Concepts

Center Alignment Build Concept 3D-1.1						
Segment	Direction	Analysis Type	AM Peak Hour		PM Peak Hour	
			Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
Turnpike to Egress	EB	Basic Freeway	19.9	C	7.9	A
Egress E/O Powerline Rd	EB	Diverge	21.4	C	7.1	A
Egress to Ingress	EB	Basic Freeway	11.7	B	5.3	A
Ingress W/O Military Trail	EB	Merge	13.1	B	5.3	A
Ingress to I-95	EB	Basic Freeway	15.9	B	8.6	A
I-95 to Egress	WB	Basic Freeway	8.6	A	14.4	B
Egress W/O Military	WB	Diverge	7.9	A	15	B
Egress to Ingress	WB	Basic Freeway	5.3	A	11.6	B
Ingress E/O Powerline	WB	Merge	4.5	A	17.1	B
Ingress to Turnpike	WB	Basic Freeway	7.9	A	19.9	C

Center Alignment Build Concept 3D-1.2						
Segment	Direction	Analysis Type	AM Peak Hour		PM Peak Hour	
			Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
Turnpike to Egress	EB	Basic Freeway	19.9	C	7.9	A
Egress E/O Powerline Rd	EB	Diverge	21.4	C	7.1	A
Egress to Ingress	EB	Basic Freeway	11.7	B	5.3	A
Ingress W/O Military Trail	EB	Merge	13.1	B	5.3	A
Ingress to I-95	EB	Basic Freeway	15.9	B	8.6	A
I-95 to Ingress	WB	Basic Freeway	7.1	A	12.5	B
Ingress to Egress at Military	WB	Weave	7.5	A	15.3	B
Egress to Ingress	WB	Basic Freeway	6.7	A	16.4	B
Ingress E/O Powerline Rd	WB	Merge	4.6	A	17.5	B
Ingress to Turnpike	WB	Basic Freeway	7.9	A	19.9	C

Center Alignment Build Concept 3D-1.3						
Segment	Direction	Analysis Type	AM Peak Hour		PM Peak Hour	
			Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
Turnpike to Ingress	EB	Basic Freeway	17.8	B	7.0	A
Ingress to Egress at Military	EB	Weave	24.2	C	14.1	B
Egress to I-95	EB	Basic Freeway	15.9	B	8.0	A
I-95 to Ingress	WB	Basic Freeway	7.3	A	12.3	B
Ingress to Egress at Military	WB	Weave	7.8	A	16.7	B
Egress to Turnpike	WB	Basic Freeway	7.0	A	17.8	B

Center Alignment Build Concept 3D-1.4						
Segment	Direction	Analysis Type	AM Peak Hour		PM Peak Hour	
			Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
Turnpike to Egress	EB	Basic Freeway	19.9	C	7.9	A
Egress E/O Powerline Rd	EB	Diverge	21.4	C	7.1	A
Egress to I-95	EB	Basic Freeway	11.7	B	5.3	A
I-95 to Ingress	WB	Basic Freeway	7.9	A	14.7	B
Ingress to Egress at Military Trail	WB	Weave	8.5	A	17.9	B
Egress to Turnpike	WB	Basic Freeway	7.9	A	19.9	C

Center Alignment Build Concept 3D-1.5						
Segment	Direction	Analysis Type	AM Peak Hour		PM Peak Hour	
			Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
Turnpike to Egress	EB	Basic Freeway	17.8	B	7.0	A
Egress W/O Military Trail	EB	Diverge	19.0	D	6.0	A
Egress to I-95	EB	Basic Freeway	11.7	B	4.7	A
I-95 to Ingress	WB	Basic Freeway	7.3	A	12.3	B
Ingress to Egress at Military Trail	WB	Weave	7.8	A	16.7	B
Egress to Turnpike	WB	Basic Freeway	7.0	A	17.8	B

Center Alignment Build Concept 3D-1.6						
Segment	Direction	Analysis Type	AM Peak Hour		PM Peak Hour	
			Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
Turnpike to I-95	EB	Basic Freeway	11.3	B	5.4	A
I-95 to Turnpike	WB	Basic Freeway	5.4	A	11.3	B

4/15/2018

Table 4-B

SW 10th Street Managed Lanes - 2040 HCS Freeway Analysis North Alignment Build Concepts

North Alignment Build Concept 3D-1.1						
Segment	Direction	Analysis Type	AM Peak Hour		PM Peak Hour	
			Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
Turnpike to Egress	EB	Basic Freeway	19.9	C	7.9	A
Egress E/O Powerline Rd	EB	Diverge	21.4	C	7.1	A
Egress to Ingress	EB	Basic Freeway	11.7	B	5.3	A
Ingress W/O Military Trail	EB	Merge	13.1	B	5.3	A
Ingress to I-95	EB	Basic Freeway	15.9	B	8.6	A
I-95 to Ingress	WB	Basic Freeway	8.6	A	14.4	B
Ingress to Egress E/O Powerline	WB	Weave	8.8	A	20.0	C
Egress to I-95	WB	Basic Freeway	7.9	A	19.9	C

North Alignment Build Concept 3D-1.2						
Segment	Direction	Analysis Type	AM Peak Hour		PM Peak Hour	
			Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
Turnpike to Egress	EB	Basic Freeway	19.9	C	7.9	A
Egress E/O Powerline Rd	EB	Diverge	21.4	C	7.1	A
Egress to Ingress	EB	Basic Freeway	11.7	B	5.3	A
Ingress W/O Military Trail	EB	Merge	13.1	B	5.3	A
Ingress to I-95	EB	Basic Freeway	15.9	B	8.6	A
I-95 to Ingress	WB	Basic Freeway	7.1	A	12.5	B
Ingress E/O Military Trail	WB	Merge	6.8	A	16.6	B
Ingress to Ingress	WB	Basic Freeway	10.0	A	19.3	C
Ingress to Egress E/O Powerline Rd	WB	Weave	8.5	A	18.3	B
Egress to Turnpike	WB	Basic Freeway	7.9	A	19.9	C

North Alignment Build Concept 3D-1.3						
Segment	Direction	Analysis Type	AM Peak Hour		PM Peak Hour	
			Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
Turnpike to Ingress	EB	Basic Freeway	17.8	B	7.0	A
Ingress to Egress	EB	Weave	23.6	C	13.9	B
Egress W/O Military to I-95	EB	Basic Freeway	15.9	B	8.0	A
I-95 to Ingress E/O Military	WB	Basic Freeway	7.3	A	12.3	B
Ingress to Egress W/O Military	WB	Weave	7.8	A	16.7	B
Egress to Turnpike	WB	Basic Freeway	7.0	A	17.8	B

North Alignment Build Concept 3D-1.4						
Segment	Direction	Analysis Type	AM Peak Hour		PM Peak Hour	
			Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
Turnpike to Egress	EB	Basic Freeway	19.9	C	7.9	A
Egress E/O Powerline Rd	EB	Diverge	21.4	C	7.1	A
Egress to I-95	EB	Basic Freeway	11.7	B	5.3	A
I-95 to Ingress	WB	Basic Freeway	7.9	A	14.7	B
Ingress E/O Military Trail	WB	Merge	8.1	A	19.9	B
Ingress to Egress E/O Powerline	WB	Basic Freeway	11.2	B	22.7	C
Egress E/O Powerline Rd	WB	Diverge	11.1	B	24.4	C
Egress to Turnpike	WB	Basic Freeway	7.9	A	19.9	C

North Alignment Build Concept 3D-1.5						
Segment	Direction	Analysis Type	AM Peak Hour		PM Peak Hour	
			Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
Turnpike to Egress	EB	Basic Freeway	17.8	B	7.0	A
Egress W/O Military Trail	EB	Diverge	19.0	B	6.0	A
Egress to I-95	EB	Basic Freeway	11.7	B	4.7	A
I-95 to Ingress	WB	Basic Freeway	7.3	A	12.3	B
Ingress to Egress at Military Trail	WB	Weave	7.8	A	16.7	B
Egress to Turnpike	WB	Basic Freeway	7.0	A	17.8	B

North Alignment Build Concept 3D-1.6						
Segment	Direction	Analysis Type	AM Peak Hour		PM Peak Hour	
			Density (pc/mi/ln)	LOS	Density (pc/mi/ln)	LOS
Turnpike to I-95	EB	Basic Freeway	11.3	B	5.4	A
I-95 to Turnpike	WB	Basic Freeway	5.4	A	11.3	B

4/15/2018

Conclusion

Four methods of analysis were used to complete a preliminary evaluation of the traffic operations of the twelve (12) Build Concepts:

1) Volume to Capacity (V/C) ratio analysis of the SW 10th Street local lanes,

2) Vehicle-Miles Traveled (VMT) analysis of the proposed managed lanes,

3) Signalized intersection delay for SW 10th Street local lanes, and

4) HCM freeway LOS analysis of the proposed managed lanes.

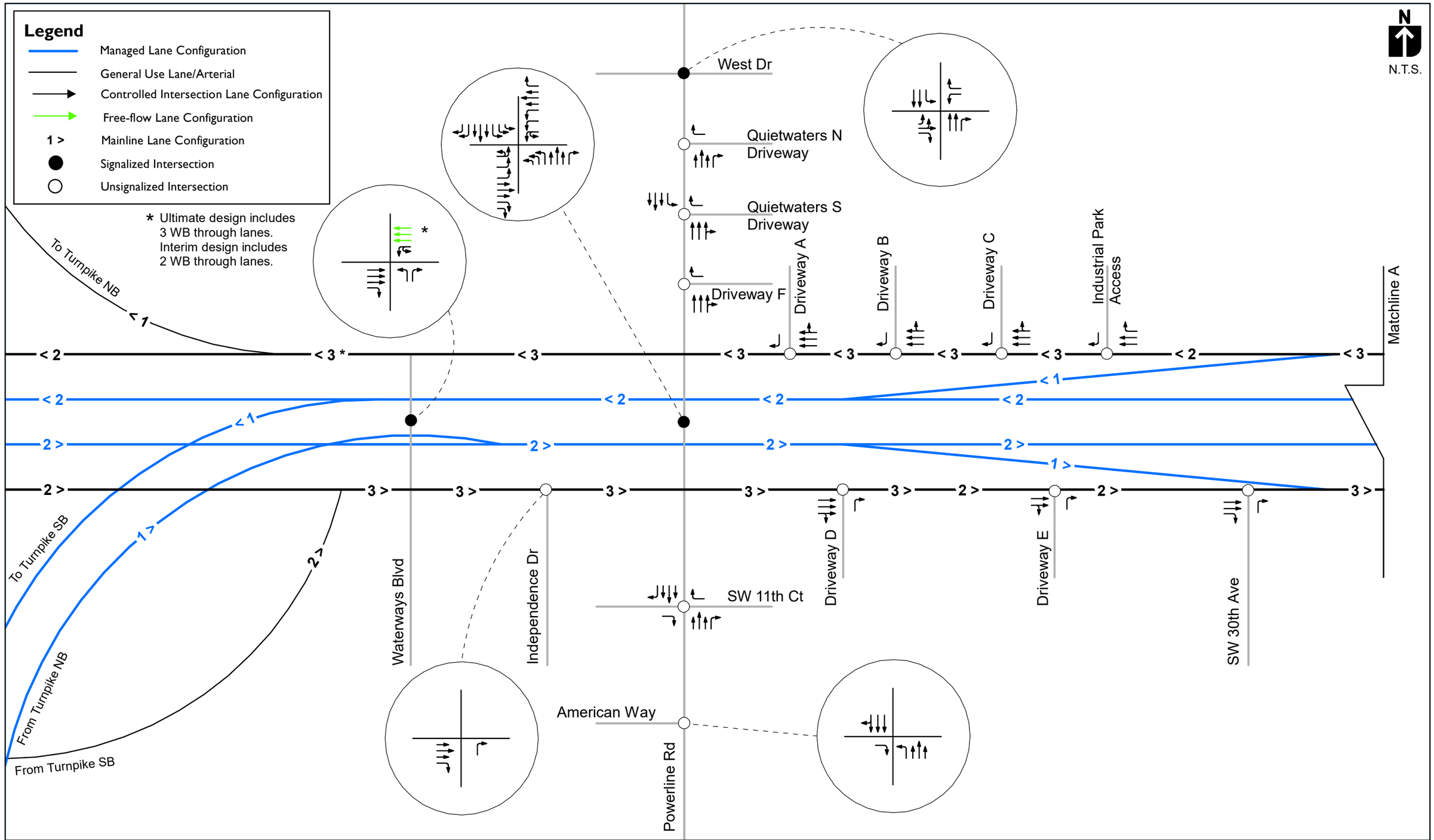
Results of the V/C, VMT, and signalized intersection analyses indicate that the Center Build Concept 3D-1.3 and North Build Concept 3D-1.3 provide the best operations in the local lanes, while also providing the highest throughput (VMT) in the managed lanes. The results of the HCS freeway LOS analysis indicate that in all twelve (12) Build Concepts, the managed lanes are expected to operate acceptably, at a LOS D or better. Microsimulation analysis must be completed next to adequately analyze traffic operations and effects of traffic between the managed lanes, ingress and egress, and local lanes.

Attachments

1) Build Concepts Lane Configuration Figures
2) Build Concepts 2040 AM and PM Peak Hour Turning Movement Volume Figures
3) Volume to Capacity Ratio Analysis Tables
4) Intersection Traffic Operations Summary Tables
5) HCS Freeway Analysis of Build Concepts

ATTACHMENT 1

Build Concepts Lane Configuration Figures



SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E	Center Alignment Alternative 3D-1.1 Tier 1 Lane Configuration	Page 1 of 2	Figure 1

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- Controlled Intersection Lane Configuration
- Free-flow Lane Configuration
- 1 > Mainline Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Military Trail

East Drive

Matchline A

< 3 < 3 < 2 < 3 < 3

< 2 < 2 < 2 < 2

2 > 2 > 2 > 2 >

3 > 2 > 2 > 2 > 3 > 3 >

< 1 < 1 < 1

1 > 1 >

From I-95 SB

To I-95 NB

From I-95 NB

To I-95 SB

SW 28th Ave

SW 24th Ave

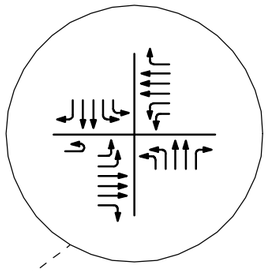
W. Driveway

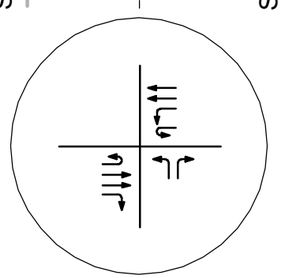
E. Driveway

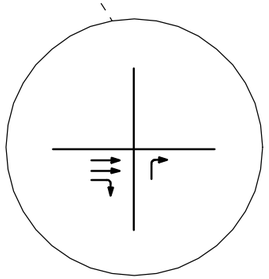
Palm Trails Plaza

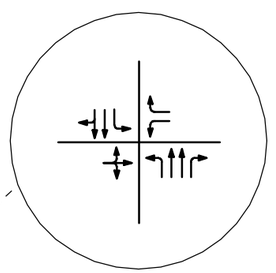
The Lakes at Deerfield Apt S

Horizon Club Driveway









FDOT **SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E**	Center Alignment Alternative 3D-1.1 Tier 1 Lane Configuration	Page 2 of 2	Figure 1

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- Controlled Intersection Lane Configuration
- Free-flow Lane Configuration
- 1 > Mainline Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

* Ultimate design includes 3 WB through lanes. Interim design includes 2 WB through lanes.

N

N.T.S.

To Turnpike NB

< 1

< 2 | < 3 * | < 3 | < 3 | < 3 | < 3 | < 3 | < 3 | < 2 | < 3

< 2 | < 2 | < 2 | < 2 | < 2 | < 1

2 > | 2 > | 2 > | 2 > | 2 > | 1 >

2 > | 3 > | 3 > | 3 > | 3 > | 3 > | 3 > | 2 > | 2 > | 3 >

To Turnpike SB

1 >

2 >

From Turnpike NB

From Turnpike SB

West Dr

Quietwaters N Driveway

Quietwaters S Driveway

Driveway F

Driveway A

Driveway B

Driveway C

Industrial Park Access

Matchline A

Waterways Blvd

Independence Dr

SW 11th Ct

Driveway D

Driveway E

SW 30th Ave

American Way

Powerline Rd

FDOT **SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E**	Center Alignment Alternative 3D-1.2 Tier 1 Lane Configuration	Page 1 of 2	Figure 1

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- Controlled Intersection Lane Configuration
- Free-flow Lane Configuration
- 1 > Mainline Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Military Trail

East Drive

Matchline A

< 3 < 3 < 2 < 3 < 2

< 2 < 2 < 3 < 3 < 2

2 > 2 > 2 > 2 > 2 >

3 > 2 > 2 > 2 > 3 > 3 >

< 1 < 1 < 1 < 1

1 > 1 >

From I-95 SB

To I-95 NB

From I-95 NB

To I-95 SB

SW 28th Ave

SW 24th Ave

W. Driveway

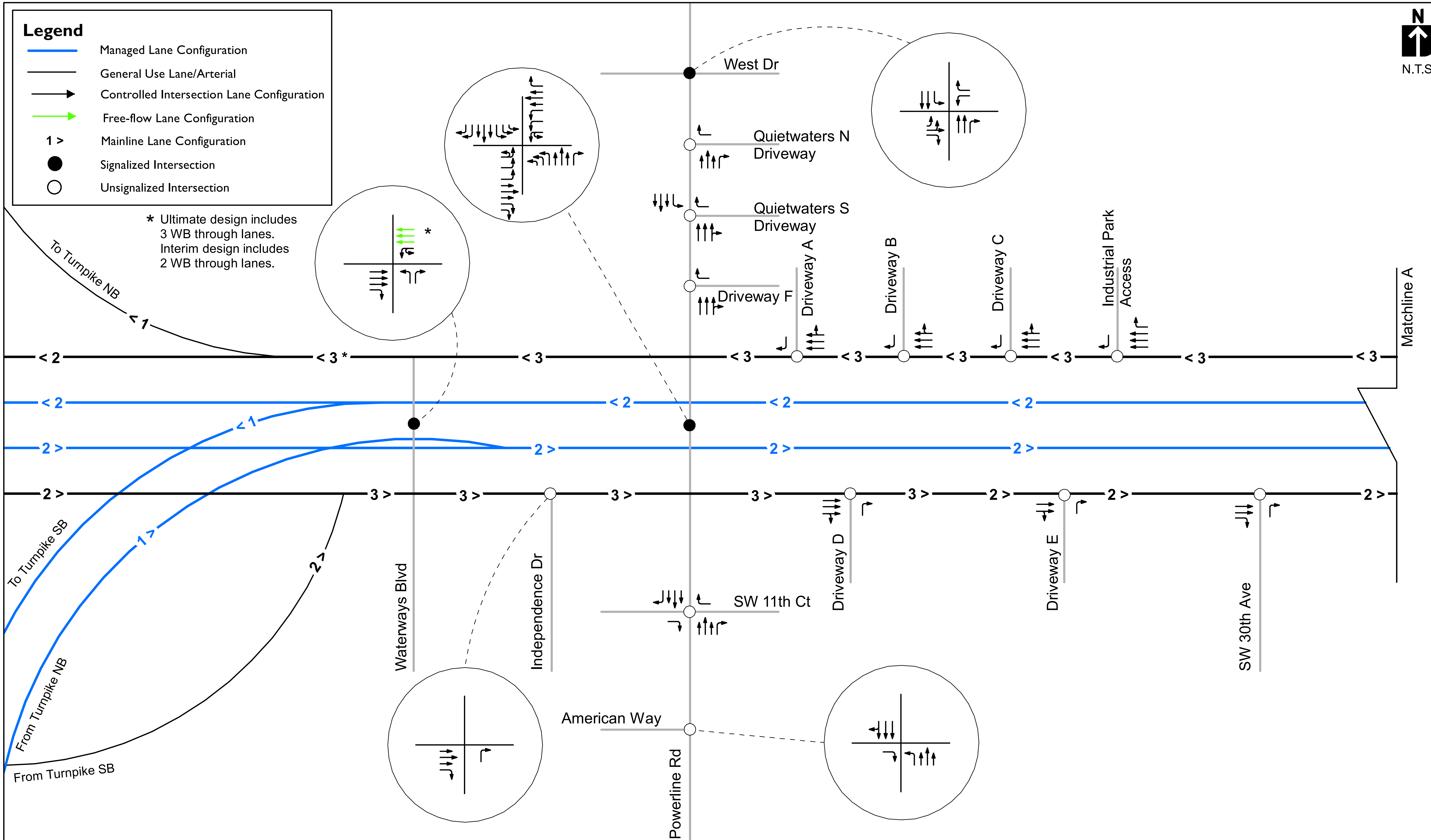
E. Driveway

Palm Trails Plaza

The Lakes at Deerfield Apt S

Horizon Club Driveway

SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E	Center Alignment Alternative 3D-1.2 Tier 1 Lane Configuration	Page 2 of 2	Figure 1



FDOT

SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E

Center Alignment Alternative 3D-1.3
Tier 1 Lane Configuration

Page 1 of 2

Figure 1

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- Controlled Intersection Lane Configuration
- Free-flow Lane Configuration
- 1 > Mainline Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Military Trail

East Drive

Matchline A

< 3 < 3 < 2 < 3 < 2 < 3

< 2 < 2 < 3 < 3 < 2 < 1

2 > 2 > 3 > 2 > 1 >

2 > 2 > 2 > 2 > 2 > 2 > 2 > 3 >

1 > 1 > 1 >

From I-95 SB

To I-95 NB

From I-95 NB

To I-95 SB

SW 28th Ave

SW 24th Ave

W. Driveway

E. Driveway

Palm Trails Plaza

The Lakes at Deerfield Apt S

Horizon Club Driveway

SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E	Center Alignment Alternative 3D-1.3 Tier 1 Lane Configuration	Page 2 of 2	Figure 1

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- Controlled Intersection Lane Configuration
- Free-flow Lane Configuration
- 1 > Mainline Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

* Ultimate design includes 3 WB through lanes. Interim design includes 2 WB through lanes.

N

N.T.S.

To Turnpike NB

< 1

< 2

< 3 *

< 3

< 3

< 3

< 3

< 3

< 3

< 3

< 3

< 3

< 2

< 2

< 2

< 2

< 2

< 1

2 >

2 >

2 >

2 >

2 >

1 >

2 >

3 >

3 >

3 >

3 >

3 >

2 >

2 >

3 >

To Turnpike SB

1 >

From Turnpike NB

2 >

From Turnpike SB

West Dr

Quietwaters N Driveway

Quietwaters S Driveway

Driveway F

Driveway A

Driveway B

Driveway C

Industrial Park Access

Matchline A

Waterways Blvd

Independence Dr

SW 11th Ct

Driveway D

Driveway E

SW 30th Ave

American Way

Powerline Rd

SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E	Center Alignment Alternative 3D-1.4 Tier 1 Lane Configuration	Page 1 of 2	Figure 1

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- Controlled Intersection Lane Configuration
- Free-flow Lane Configuration
- 1 > Mainline Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Military Trail

East Drive

Matchline A

< 3 < 3 < 3 < 2 < 3 < 2 < 3

< 2 < 2 < 3 < 3 < 2

2 > 2 > 2 > 2 >

3 > 2 > 2 > 2 > 3 > 3 >

< 1 < 1 < 1 < 1

1 > 1 >

From I-95 SB

To I-95 NB

From I-95 NB

To I-95 SB

SW 28th Ave

SW 24th Ave

W. Driveway

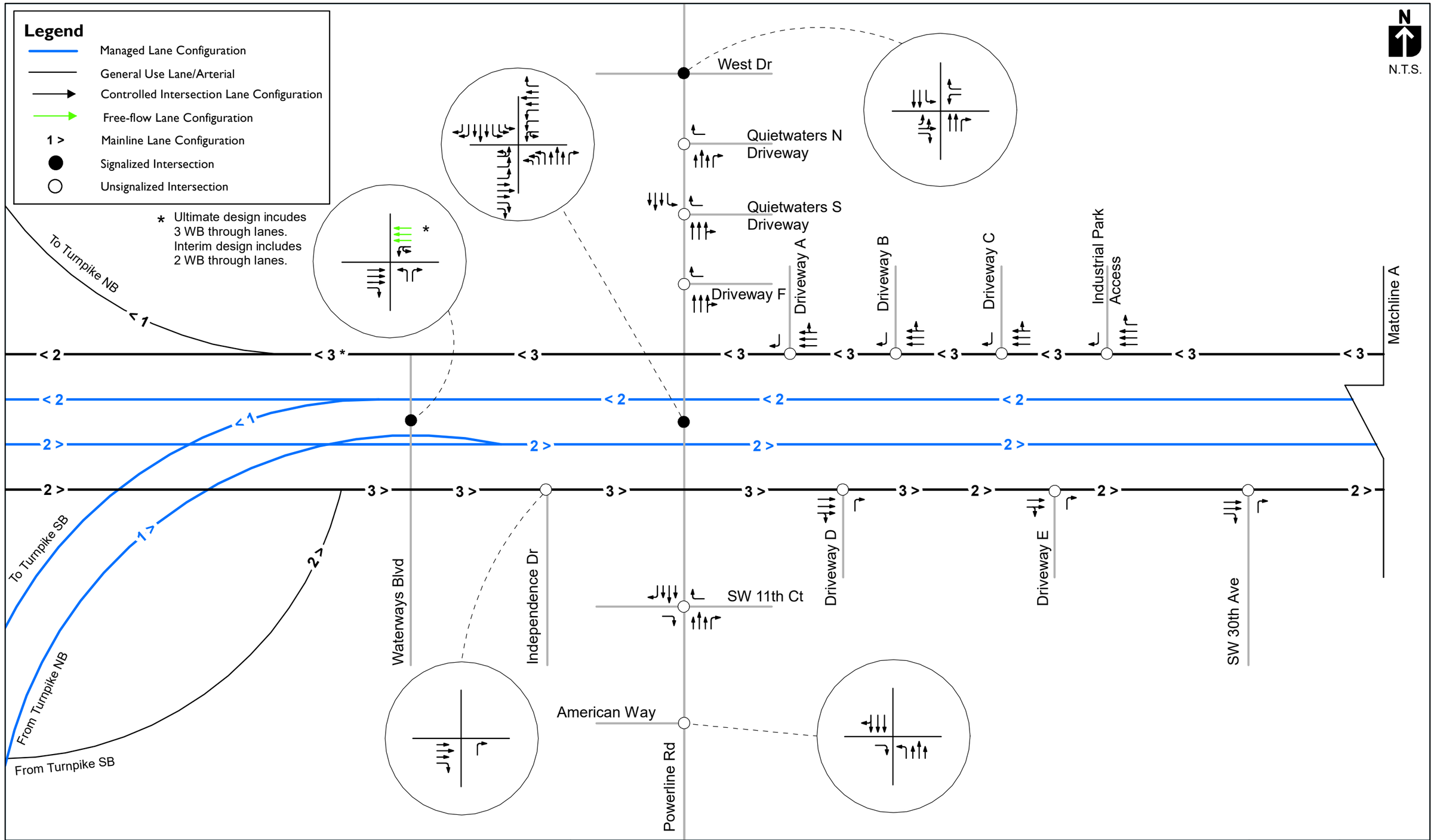
E. Driveway

Palm Trails Plaza

The Lakes at Deerfield Apt S

Horizon Club Driveway

FDOT **SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E**	Center Alignment Alternative 3D-1.4 Tier 1 Lane Configuration	Page 2 of 2	Figure 1



SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E	Center Alignment Alternative 3D-1.5 Tier 1 Lane Configuration	Page 1 of 2	Figure 1

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- Controlled Intersection Lane Configuration
- Free-flow Lane Configuration
- 1 > Mainline Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Military Trail

East Drive

Matchline A

< 3 < 3 < 3 < 2 < 3 < 2 < 3

< 2 < 2 < 3 < 3 < 2

2 > 2 > 2 > 2 > 1 > 1 >

2 > 2 > 2 > 2 > 3 > 3 > 3 > 1 >

From I-95 SB

To I-95 NB

From I-95 NB

To I-95 SB

SW 28th Ave

SW 24th Ave

W. Driveway

E. Driveway

Palm Trails Plaza

The Lakes at Deerfield Apt S

Horizon Club Driveway

FDOT **SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E**	Center Alignment Alternative 3D-1.5 Tier 1 Lane Configuration	Page 2 of 2	Figure 1

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- Controlled Intersection Lane Configuration
- Free-flow Lane Configuration
- 1 > Mainline Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

* Ultimate design incudes 3 WB through lanes. Interim design includes 2 WB through lanes.

N

N.T.S.

To Turnpike NB

< 1

< 2 | < 3 * | < 3 | < 3 | < 2 | < 2 | < 2 | < 2

< 2 | < 2 | < 2 | < 2

2 > | 2 > | 2 > | 2 >

2 > | 3 > | 3 > | 3 > | 3 > | 3 > | 2 > | 2 > | 2 >

< 1

1 >

2 >

To Turnpike SB

From Turnpike NB

From Turnpike SB

West Dr

Quietwaters N Driveway

Quietwaters S Driveway

Driveway F

Driveway A

Driveway B

Driveway C

Industrial Park Access

Matchline A

Waterways Blvd

Independence Dr

SW 11th Ct

Driveway D

Driveway E

SW 30th Ave

American Way

Powerline Rd

FDOT **SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E**	Center Alignment Alternative 3D-1.6 Tier 1 Lane Configuration	Page 1 of 2	Figure 1

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- Controlled Intersection Lane Configuration
- Free-flow Lane Configuration
- 1 > Mainline Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Military Trail

East Drive

Matchline A

< 2 < 2 < 3 < 3 < 3

< 2 < 2 < 2 < 2

2 > 2 > 2 > 2 >

2 > 2 > 2 > 2 > 3 > 3 >

< 1

< 1

1 >

1 >

From I-95 SB

To I-95 NB

From I-95 NB

To I-95 SB

SW 28th Ave

SW 24th Ave

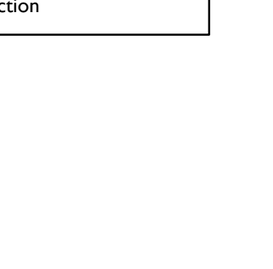
W. Driveway

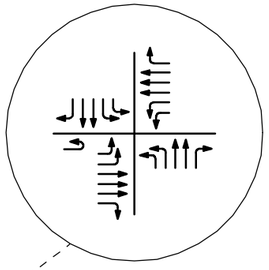
E. Driveway

Palm Trails Plaza

The Lakes at Deerfield Apt S

Horizon Club Driveway





FDOT **SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E**	Center Alignment Alternative 3D-1.6 Tier 1 Lane Configuration	Page 2 of 2	Figure 1

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- Controlled Intersection Lane Configuration
- Free-flow Lane Configuration
- 1 > Mainline Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

* Ultimate design includes 3 WB through lanes.
Interim design includes 2 WB through lanes.

N

N.T.S.

West Dr

Quietwaters N Driveway

Quietwaters S Driveway

Driveway F

To Turnpike NB

< 1

< 3

To WB Sawgrass

To WB Sawgrass ELs

From EB Sawgrass ELs

From EB Sawgrass

To Turnpike SB

From Turnpike NB

From Turnpike SB

< 3 *

< 2

2 >

1 >

3 >

Matchline A

Waterways Blvd

Independence Dr

SW 11th Ct

Driveway D

Driveway E

SW 30th Ave

American Way

Powerline Rd

SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E	North Alignment Alternative 3D-1.1 Tier 1 Lane Configuration	Page 1 of 2	Figure 2

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- Controlled Intersection Lane Configuration
- Free-flow Lane Configuration
- 1 > Mainline Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Matchline A

Military Trail

East Drive

SW 28th Ave

SW 24th Ave

W. Driveway

E. Driveway

Palm Trails Plaza

The Lakes at Deerfield Apt S

Horizon Club Driveway

From I-95 SB

To I-95 NB

From I-95 NB

To I-95 SB

FDOT **SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E**	North Alignment Alternative 3D-1.1 Tier 1 Lane Configuration	Page 2 of 2	Figure 2

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- Controlled Intersection Lane Configuration
- Free-flow Lane Configuration
- 1 > Mainline Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

* Ultimate design includes 3 WB through lanes.
Interim design includes 2 WB through lanes.

N

N.T.S.

West Dr

Quietwaters N Driveway

Quietwaters S Driveway

Driveway F

To Turnpike NB

< 1

< 3

To WB Sawgrass

To WB Sawgrass ELs

From EB Sawgrass ELs

From EB Sawgrass

To Turnpike SB

From Turnpike NB

From Turnpike SB

< 3 *

< 2

2 >

1 >

3 >

Matchline A

Waterways Blvd

Independence Dr

SW 11th Ct

Driveway D

Driveway E

SW 30th Ave

American Way

Powerline Rd

SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E	North Alignment Alternative 3D-1.2 Tier 1 Lane Configuration	Page 1 of 2	Figure 2

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- Controlled Intersection Lane Configuration
- Free-flow Lane Configuration
- 1 > Mainline Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Matchline A

Military Trail

East Drive

SW 28th Ave

SW 24th Ave

W. Driveway

E. Driveway

Palm Trails Plaza

The Lakes at Deerfield Apt S

Horizon Club Driveway

From I-95 SB

To I-95 NB

From I-95 NB

To I-95 SB

SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E	North Alignment Alternative 3D-1.2 Tier 1 Lane Configuration	Page 2 of 2	Figure 2

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- Controlled Intersection Lane Configuration
- Free-flow Lane Configuration
- 1 > Mainline Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

* Ultimate design includes 3 WB through lanes.
Interim design includes 2 WB through lanes.

N

N.T.S.

To Turnpike NB

< 1

< 3

To WB Sawgrass

To WB Sawgrass ELs

From EB Sawgrass ELs

2 >

From EB Sawgrass

< 3 *

< 1

1 >

2 >

To Turnpike SB

From Turnpike NB

From Turnpike SB

West Dr

Quietwaters N Driveway

Quietwaters S Driveway

Driveway F

Industrial Park Access

Matchline A

< 2

2 >

< 3

3 >

Waterways Blvd

Independence Dr

SW 11th Ct

Driveway D

SW 30th Ave

American Way

Powerline Rd

SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E	North Alignment Alternative 3D-1.3 Tier 1 Lane Configuration	Page 1 of 2	Figure 2

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- Controlled Intersection Lane Configuration
- Free-flow Lane Configuration
- 1 > Mainline Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Matchline A

Military Trail

East Drive

From I-95 SB

To I-95 NB

From I-95 NB

To I-95 SB

SW 28th Ave

SW 24th Ave

W. Driveway

E. Driveway

Palm Trails Plaza

The Lakes at Deerfield Apt S

Horizon Club Driveway

SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E	North Alignment Alternative 3D-1.3 Tier 1 Lane Configuration	Page 2 of 2	Figure 2

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- Controlled Intersection Lane Configuration
- Free-flow Lane Configuration
- 1 > Mainline Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

* Ultimate design includes 3 WB through lanes.
Interim design includes 2 WB through lanes.

N

N.T.S.

West Dr

Quietwaters N Driveway

Quietwaters S Driveway

Driveway F

To Turnpike NB

< 1

< 3

To WB Sawgrass

To WB Sawgrass ELs

From EB Sawgrass ELs

From EB Sawgrass

To Turnpike SB

From Turnpike NB

From Turnpike SB

< 3 *

< 2

2 >

1 >

3 >

Matchline A

Waterways Blvd

Independence Dr

SW 11th Ct

Driveway D

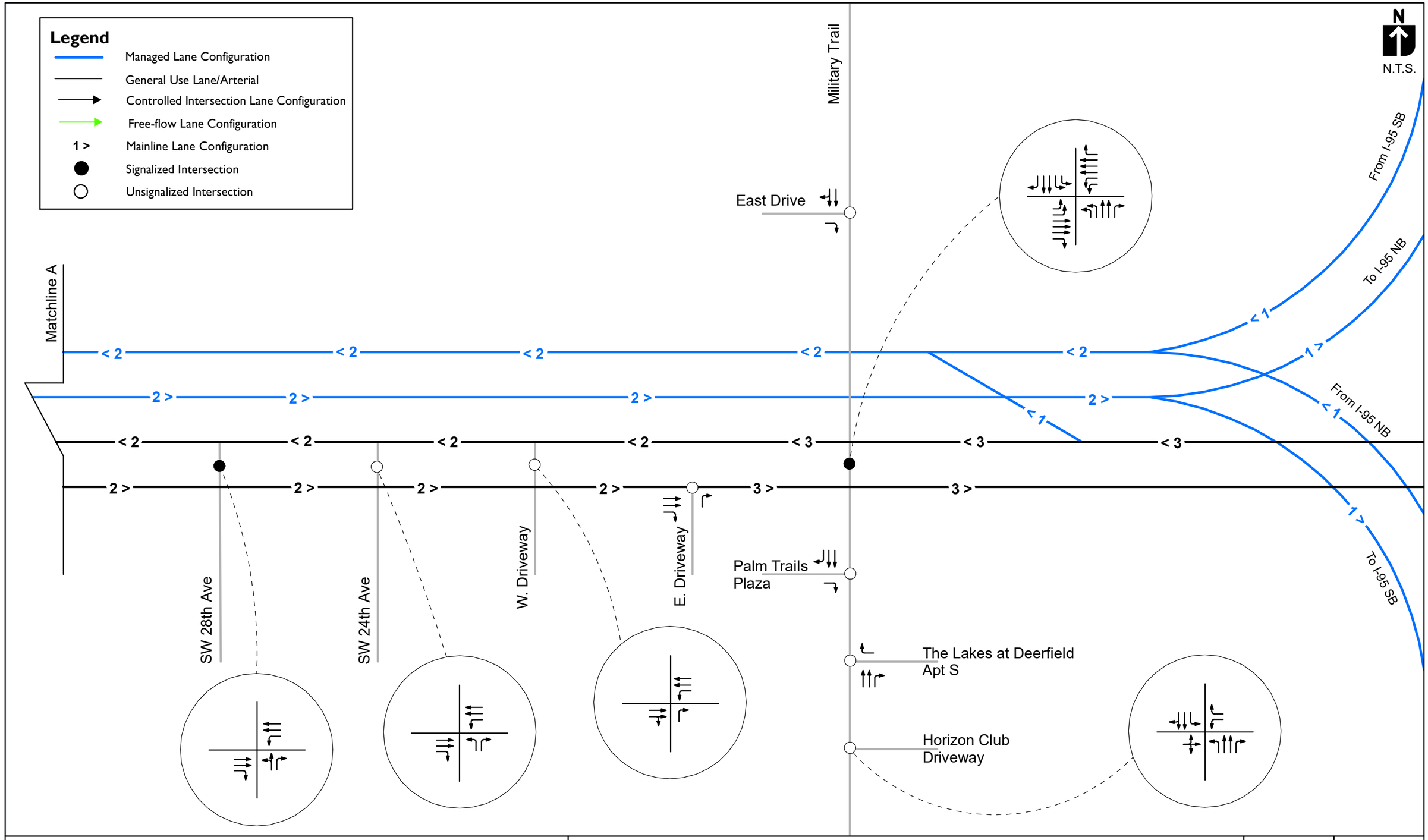
Driveway E

SW 30th Ave

American Way

Powerline Rd

SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E	North Alignment Alternative 3D-1.4 Tier 1 Lane Configuration	Page 1 of 2	Figure 2



FDOT **SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E**	North Alignment Alternative 3D-1.4 Tier 1 Lane Configuration	Page 2 of 2	Figure 2

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- Controlled Intersection Lane Configuration
- Free-flow Lane Configuration
- 1 > Mainline Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

* Ultimate design includes 3 WB through lanes.
Interim design includes 2 WB through lanes.

N

N.T.S.

To Turnpike NB

< 1

< 3

To WB Sawgrass

To WB Sawgrass ELs

From EB Sawgrass ELs

2 >

< 3 *

From EB Sawgrass

< 1

To Turnpike SB

1 >

From Turnpike NB

2 >

From Turnpike SB

West Dr

Quietwaters N Driveway

Quietwaters S Driveway

Driveway F

Industrial Park Access

Matchline A

< 2

2 >

< 3

3 >

Waterways Blvd

Independence Dr

SW 11th Ct

Driveway D

Driveway E

SW 30th Ave

American Way

Powerline Rd

SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E	North Alignment Alternative 3D-1.5 Tier 1 Lane Configuration	Page 1 of 2	Figure 2

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- Controlled Intersection Lane Configuration
- Free-flow Lane Configuration
- 1 > Mainline Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Matchline A

Military Trail

East Drive

SW 28th Ave

SW 24th Ave

W. Driveway

E. Driveway

Palm Trails Plaza

The Lakes at Deerfield Apt S

Horizon Club Driveway

From I-95 SB

To I-95 NB

From I-95 NB

To I-95 SB

FDOT **SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E**	North Alignment Alternative 3D-1.5 Tier 1 Lane Configuration	Page 2 of 2	Figure 2

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- Controlled Intersection Lane Configuration
- Free-flow Lane Configuration
- 1 > Mainline Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

* Ultimate design includes 3 WB through lanes.
Interim design includes 2 WB through lanes.

N

N.T.S.

To Turnpike NB

< 1

< 3

To WB Sawgrass

To WB Sawgrass ELs

From EB Sawgrass ELs

2 >

From EB Sawgrass

< 3 *

< 1

To Turnpike SB

1 >

From Turnpike NB

2 >

From Turnpike SB

West Dr

Quietwaters N Driveway

Quietwaters S Driveway

Driveway F

Industrial Park Access

Matchline A

< 2

2 >

3 >

Waterways Blvd

Independence Dr

SW 11th Ct

Driveway D

Driveway E

SW 30th Ave

American Way

Powerline Rd

SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E	North Alignment Alternative 3D-1.6 Tier 1 Lane Configuration	Page 1 of 2	Figure 2

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- Controlled Intersection Lane Configuration
- Free-flow Lane Configuration
- 1 > Mainline Lane Configuration
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Matchline A

Military Trail

East Drive

SW 28th Ave

SW 24th Ave

W. Driveway

E. Driveway

Palm Trails Plaza

The Lakes at Deerfield Apt S

Horizon Club Driveway

From I-95 SB

To I-95 NB

From I-95 NB

To I-95 SB

< 2 | < 2 | < 2 | < 2 | < 2

2 > | 2 > | 2 > | 2 > | 2 >

< 2 | < 2 | < 2 | < 2 | < 3 | < 3

2 > | 2 > | 2 > | 2 > | 3 > | 3 >

< 1

1 >

< 1

1 >

FDOT **SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E**	North Alignment Alternative 3D-1.6 Tier 1 Lane Configuration	Page 2 of 2	Figure 2

ATTACHMENT 2

Build Concepts 2040 AM and PM Peak Hour Turning Movement Volume Figures

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Mainline/Ramp Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

To Turnpike NB

To Turnpike SB

From Turnpike NB

From Turnpike SB

West Dr

135 (135) Quietwaters N Driveway

10 (10) Quietwaters S Driveway

10 (15) Driveway F

Driveway A

Driveway B

Driveway C

Industrial Park Access

Matchline A

Waterways Blvd

Independence Dr

American Way

Powerline Rd

SW 11th Ct

Driveway D

Driveway E

SW 30th Ave

1,050 (2,630)

350 (1,090)

700 (1,540)

2,630 (1,050)

1,070 (350)

1,560 (700)

410 (935)
1,290 (910)
250 (470)
615 (430)
1,330 (1,645)
325 (365)
85 (125)
60 (45)
985 (480)
1,690 (1,415)
780 (340)
390 (770)
1,225 (1,175)
285 (385)

1,840 (2,205)
95 (95)
95 (95)
105 (105)
5 (5)
5 (5)
20 (20)
2,845 (2,105)
115 (115)

1,950 (2,315)
15 (15)
2,825 (2,085)
5 (5)
2,820 (2,080)
10 (10)
2,815 (2,075)
10 (10)

2,110 (3,115)
60 (255)
20 (25)
3,180 (2,170)
30 (130)
190 (95)
255 (110)

45 (150)
135 (50)
2,310 (2,415)

2,160 (2,365)
150 (30)
125 (260)

45 (65)
2,350 (1,550)
60 (55)
45 (65)
1,840 (2,275)
60 (55)

30 (60)
2,365 (1,555)
225 (55)
70 (90)
1,900 (2,330)

3,425 (2,210)
30 (95)
90 (70)

SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E	Center Alignment Alternative 3D-1.1 AM (PM) Peak Hour Volume	Page 1 of 2	Figure 1

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Mainline/Ramp Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Matchline A

Military Trail

East Drive

55 (125)
1,260 (1,840)
110 (85)

340 (645)
530 (830)
500 (450)
500 (550)
1,545 (2,140)
340 (525)
50 (50)
330 (360)
2,145 (1,780)
155 (195)
200 (315)
670 (585)
690 (400)

From I-95 SB

900 (1,290)

To I-95 NB

1,560 (920)

240 (630)

From I-95 NB

550 (230)

To I-95 SB

440 (380)

700 (1,540)

1,140 (1,920)

1,560 (700)

2,110 (1,150)

550 (450)

2,660 (2,290)
60 (50)

20 (85)

W. Driveway

2,610 (2,225)
70 (150)

70 (190)

E. Driveway

50 (150)
975 (1,400)

Palm Trails Plaza

55 (190)

SW 28th Ave

SW 24th Ave

2,430 (3,250)
30 (170)
115 (110)
145 (190)
3,130 (2,610)
80 (175)
220 (115)
130 (110)

3,185 (2,705)
190 (125)
85 (85)

115 (45)

The Lakes at Deerfield Apt S

1,445 (1,255)
30 (70)

Horizon Club Driveway

5 (20)
1,015 (1,560)
10 (10)
10 (15)
15 (10)
5 (35)
5 (5)
35 (80)
50 (115)
1,460 (1,275)
15 (15)

SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E	Center Alignment Alternative 3D-1.1 AM (PM) Peak Hour Volume	Page 2 of 2	Figure 1

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Mainline/Ramp Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

To Turnpike NB

To Turnpike SB

From Turnpike NB

From Turnpike SB

West Dr

Quietwaters N Driveway

Quietwaters S Driveway

Driveway F

Driveway A

Driveway B

Driveway C

Industrial Park Access

Matchline A

Waterways Blvd

Independence Dr

SW 11th Ct

Driveway D

Driveway E

SW 30th Ave

American Way

Powerline Rd

410 (935)
1,290 (910)
250 (470)
615 (430)
1,330 (1,645)
325 (365)
85 (125)
60 (45)
985 (480)
1,690 (1,415)
780 (340)
390 (770)
1,225 (1,175)
285 (385)

1,935 (2,205)
40 (95)
15 (95)
10 (105)
65 (5)
5 (5)
85 (20)
2,710 (2,105)
55 (115)

40 (135)
1,950 (2,315)
80 (15)
2,725 (2,085)
100 (5)
10 (10)
2,815 (2,080)
10 (10)
10 (15)
2,815 (2,075)
10 (10)

2,110 (3,115)
60 (255)
20 (25)
3,180 (2,170)
30 (130)
190 (95)
255 (110)

45 (150)
135 (50)
2,310 (2,415)

160 (450)
1,050 (2,630)
890 (2,180)
2,630 (1,050)
1,070 (350)
1,560 (700)

2,160 (2,335)
150 (60)
125 (260)

45 (65)
2,395 (1,550)
60 (55)
45 (65)
1,900 (2,275)
60 (55)

30 (60)
2,365 (1,555)
225 (55)
70 (90)
1,900 (2,330)

3,425 (2,210)
30 (95)
90 (70)

FDOT **SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E**	Center Alignment Alternative 3D-1.2 AM (PM) Peak Hour Volume	Page 1 of 2	Figure 1

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Mainline/Ramp Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Matchline A

Military Trail

East Drive

55 (125)
1,260 (1,840)
110 (85)

340 (645)
530 (830)
500 (450)
500 (550)
1,355 (1,500)
340 (525)
50 (50)
330 (360)
2,145 (1,780)
155 (195)
200 (315)
670 (585)
690 (400)

From I-95 SB

730 (1,060)

To I-95 NB

1,560 (920)

220 (600)

550 (230)

From I-95 NB

To I-95 SB

440 (380)
890 (2,180)
1,330 (2,560)
380 (900)
950 (1,660)
1,560 (700)
2,110 (1,150)
550 (450)

2,660 (2,260)
60 (50)
20 (85)
W. Driveway

2,610 (2,195)
70 (150)
70 (190)
E. Driveway

50 (150)
975 (1,400)
Palm Trails Plaza
55 (190)

115 (45)
The Lakes at Deerfield Apt S
1,445 (1,255)
30 (70)

Horizon Club Driveway

SW 28th Ave

SW 24th Ave

2,240 (2,610)
30 (170)
115 (110)
145 (190)
3,130 (2,580)
80 (175)
220 (115)
130 (110)

3,185 (2,675)
190 (125)
85 (85)

5 (20)
1,015 (1,560)
10 (10)
10 (15)
15 (10)
5 (35)
5 (5)
35 (80)
50 (115)
1,460 (1,275)
15 (15)

SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E	Center Alignment Alternative 3D-1.2 AM (PM) Peak Hour Volume	Page 2 of 2	Figure 1

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Mainline/Ramp Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

To Turnpike NB

West Dr

380 (925)
1,290 (910)
240 (440)
625 (430)
1,300 (1,525)
335 (365)
85 (125)
60 (45)
955 (450)
1,590 (1,365)
770 (330)
360 (760)
1,225 (1,175)
275 (355)

1,895 (2,165)
40 (95)
15 (95)
10 (105)
65 (5)
5 (5)
85 (20)
2,690 (2,075)
55 (115)

40 (135) Quietwaters N Driveway

1,910 (2,275)
80 (15)
2,705 (2,055)
100 (5)

10 (10) Quietwaters S Driveway

2,795 (2,050)
10 (10)

10 (15) Driveway F

2,795 (2,045)
10 (10)

2,020 (2,975)
60 (255)
20 (25)
3,040 (2,080)
30 (130)
190 (95)
255 (110)

Driveway A
Driveway B
Driveway C
Industrial Park Access

45 (55)
135 (50)
2,300 (2,295)

Matchline A

930 (2,370)
930 (2,370)
2,370 (930)
2,370 (930)

To Turnpike SB
From Turnpike NB
From Turnpike SB

Waterways Blvd
Independence Dr
Powerline Rd
Driveway D
Driveway E
SW 30th Ave

45 (65)
2,350 (1,540)
60 (55) SW 11th Ct
45 (65)
1,800 (2,235)
60 (55)

2,040 (2,225)
150 (60)
125 (260)

American Way

3,285 (2,120)
30 (95)
90 (70)

30 (60)
2,365 (1,545)
225 (55)
70 (90)
1,860 (2,290)

FDOT **SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E**	Center Alignment Alternative 3D-1.3 AM (PM) Peak Hour Volume	Page 1 of 2	Figure 1

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Mainline/Ramp Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Matchline A

Military Trail

East Drive

55 (125)
1,220 (1,800)
110 (85)

310 (615)
530 (830)
490 (440)
500 (540)
1,245 (990)
340 (495)
50 (50)
300 (330)
215 (340)
145 (185)
170 (285)
670 (585)
680 (390)

From I-95 SB

730 (1,030)

To I-95 NB

1,560 (880)

240 (600)

From I-95 NB

550 (190)

To I-95 SB

440 (380)
930 (2,370)
1,370 (2,750)
400 (1,120)
970 (1,630)
2,370 (930)
1,330 (1,470)
3,700 (2,400)
2,110 (1,070)
1,590 (1,330)

690 (780)
60 (50)
20 (85)
W. Driveway

640 (715)
70 (150)
70 (190)
E. Driveway

50 (150)
965 (1,360)
Palm Trails Plaza
55 (190)

115 (45)
The Lakes at Deerfield Apt S
1,405 (1,215)
30 (70)
Horizon Club Driveway

SW 28th Ave

SW 24th Ave

2,070 (2,040)
30 (170)
115 (110)
145 (190)
1,940 (2,120)
80 (175)
220 (115)
130 (110)

1,995 (2,215)
190 (125)
85 (85)

5 (20)
1,005 (1,520)
10 (10)
10 (15)
15 (10)
5 (35)
5 (5)
35 (80)
50 (115)
1,420 (1,235)
15 (15)

SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E	Center Alignment Alternative 3D-1.3 AM (PM) Peak Hour Volume	Page 2 of 2	Figure 1

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Mainline/Ramp Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

To Turnpike NB

To Turnpike SB

From Turnpike NB

From Turnpike SB

Matchline A

West Dr

Quietwaters N Driveway

Quietwaters S Driveway

Driveway F

Driveway A

Driveway B

Driveway C

Industrial Park Access

Waterways Blvd

Independence Dr

SW 11th Ct

American Way

Powerline Rd

Driveway D

Driveway E

SW 30th Ave

1,050 (2,630)

1,050 (2,630)

2,630 (1,050)

1,070 (350)

1,560 (700)

410 (935)
1,290 (910)
250 (470)
615 (430)
1,330 (1,645)
325 (365)
85 (125)
60 (45)
985 (480)
1,690 (1,415)
780 (340)
390 (770)
1,225 (1,175)
285 (385)

1,935 (2,205)
40 (95)
15 (95)
10 (105)
65 (5)
5 (5)
85 (20)
2,710 (2,105)
55 (115)

40 (135)
1,950 (2,315)
80 (15)
2,725 (2,085)
100 (5)

10 (10)
2,815 (2,080)
10 (10)

10 (15)
2,815 (2,075)
10 (10)

2,110 (3,115)
60 (255)
20 (25)
3,180 (2,170)
30 (130)
190 (95)
255 (110)

45 (150)
135 (50)
2,340 (2,415)

2,160 (2,335)
150 (60)
125 (260)

45 (65)
2,395 (1,615)
60 (55)
45 (65)
1,900 (2,330)
60 (55)

3,425 (2,210)
30 (95)
90 (70)

30 (60)
2,365 (1,555)
225 (55)
70 (90)
1,900 (2,330)

SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E	Center Alignment Alternative 3D-1.4 AM (PM) Peak Hour Volume	Page 1 of 2	Figure 1

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Mainline/Ramp Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Matchline A

Military Trail

East Drive
55 (125)
1,260 (1,840)
110 (85)

340 (645)
530 (830)
500 (450)
500 (550)
1,195 (1,100)
340 (525)
50 (50)
330 (360)
2,665 (2,230)
155 (195)
200 (315)
670 (585)
690 (400)

From I-95 SB
830 (1,260)
To I-95 NB
1,110 (580)
220 (700)
From I-95 NB
450 (120)
To I-95 SB

440 (330)
1,050 (2,630)
1,490 (2,960)
440 (1,000)
1,050 (1,960)
1,560 (700)

SW 28th Ave
SW 24th Ave

3,180 (2,710)
60 (50)
20 (85)
W. Driveway

3,130 (2,645)
70 (150)
70 (190)
E. Driveway

Palm Trails Plaza
50 (150)
975 (1,400)
55 (190)

115 (45)
The Lakes at Deerfield Apt S
1,445 (1,255)
30 (70)

Horizon Club Driveway

2,170 (2,160)
30 (170)
25 (110)
85 (190)
3,190 (2,580)
80 (175)
220 (115)
130 (110)

3,155 (2,675)
190 (125)
85 (85)

5 (20)
1,015 (1,560)
10 (10)
10 (15)
15 (10)
5 (35)
5 (5)
35 (80)
50 (115)
1,460 (1,275)
15 (15)

SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E	Center Alignment Alternative 3D-1.4 AM (PM) Peak Hour Volume	Page 2 of 2	Figure 1

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Mainline/Ramp Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

To Turnpike NB

West Dr

380 (925)
1,290 (910)
240 (440)
625 (430)
1,300 (1,525)
335 (365)
85 (125)
60 (45)
955 (450)
1,590 (1,365)
770 (330)
360 (760)
1,225 (1,175)
275 (355)

1,895 (2,165)
40 (95)
15 (95)
10 (105)
65 (5)
5 (5)
85 (20)
2,690 (2,075)
55 (115)

40 (135) Quietwaters N Driveway

1,910 (2,275)
80 (15)
2,705 (2,055)
100 (5)

10 (10) Quietwaters S Driveway

2,795 (2,050)
10 (10)

10 (15) Driveway F

2,795 (2,045)
10 (10)

2,020 (2,975)
60 (255)
20 (25)
3,040 (2,080)
30 (130)
190 (95)
255 (110)

Driveway A
Driveway B
Driveway C
Industrial Park Access

45 (150)
135 (50)
2,300 (2,295)

Matchline A

930 (2,370)
930 (2,370)
2,370 (930)
2,370 (930)

To Turnpike SB
From Turnpike NB
From Turnpike SB

Waterways Blvd
Independence Dr
Driveway D
Driveway E
SW 30th Ave

45 (65)
2,350 (1,540)
60 (55) SW 11th Ct
45 (65)
1,800 (2,235)
60 (55)

2,040 (2,225)
150 (60)
125 (260)

American Way

Powerline Rd

3,285 (2,120)
30 (95)
90 (70)

30 (60)
2,365 (1,545)
225 (55)
70 (90)
1,860 (2,290)

FDOT **SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E**	Center Alignment Alternative 3D-1.5 AM (PM) Peak Hour Volume	Page 1 of 2	Figure 1

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Mainline/Ramp Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Matchline A

Military Trail

East Drive
55 (125)
1,220 (1,800)
110 (85)

310 (615)
530 (830)
490 (440)
500 (540)
1,245 (990)
340 (495)
50 (50)
300 (330)
1,545 (1,810)
145 (185)
170 (285)
670 (585)
680 (390)

930 (2,370)
440 (380)
1,370 (2,750)
400 (1,120)
970 (1,630)
730 (1,030)
From I-95 SB
To I-95 NB
1,150 (470)
2,370 (930)
1,560 (620)
240 (600)
810 (310)
410 (150)
From I-95 NB
To I-95 SB

2,020 (2,250)
60 (50)
20 (85)
W. Driveway
1,970 (2,185)
70 (150)
70 (190)
E. Driveway
50 (150)
965 (1,360)
Palm Trails Plaza
55 (190)

SW 28th Ave
SW 24th Ave

2,070 (2,040)
30 (170)
115 (110)
145 (190)
1,940 (2,120)
80 (175)
220 (115)
130 (110)

1,995 (2,215)
190 (125)
85 (85)

115 (45)
The Lakes at Deerfield Apt S
1,405 (1,215)
30 (70)
Horizon Club Driveway

5 (20)
1,005 (1,520)
10 (10)
10 (15)
15 (10)
5 (35)
5 (5)
35 (80)
50 (115)
1,420 (1,235)
15 (15)

SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E	Center Alignment Alternative 3D-1.5 AM (PM) Peak Hour Volume	Page 2 of 2	Figure 1

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Mainline/Ramp Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

To Turnpike NB

To Turnpike SB

From Turnpike NB

From Turnpike SB

West Dr

Quietwaters N Driveway

Quietwaters S Driveway

Driveway F

Driveway A

Driveway B

Driveway C

Industrial Park Access

Matchline A

Waterways Blvd

Independence Dr

SW 11th Ct

American Way

Powerline Rd

Driveway D

Driveway E

SW 30th Ave

720 (1,500)

1,500 (720)

380 (925)
1,290 (910)
240 (440)
625 (430)
1,440 (2,265)
335 (365)
85 (125)
60 (45)
955 (450)
2,330 (1,505)
770 (330)
360 (760)
1,225 (1,175)
275 (355)

1,895 (2,165)
40 (95)
15 (95)
10 (105)
65 (5)
5 (5)
85 (20)
2,690 (2,075)
55 (115)

40 (135)
1,910 (2,275)
80 (15)
2,705 (2,055)
100 (5)
10 (10)
2,795 (2,050)
10 (10)
10 (15)
2,795 (2,045)
10 (10)

2,160 (3,715)
60 (255)
20 (25)
3,780 (2,220)
30 (130)
190 (95)
255 (110)

45 (150)
135 (50)
2,440 (3,035)

2,780 (2,365)
150 (60)
125 (260)

45 (65)
2,350 (1,540)
60 (55)
45 (65)
1,800 (2,235)
60 (55)

4,025 (2,260)
30 (95)
90 (70)

30 (60)
2,365 (1,545)
225 (55)
70 (90)
1,860 (2,290)

SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E	Center Alignment Alternative 3D-1.6 AM (PM) Peak Hour Volume	Page 1 of 2	Figure 1

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Mainline/Ramp Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Matchline A

Military Trail

East Drive
55 (125)
1,220 (1,800)
110 (85)

310 (615)
530 (830)
490 (440)
500 (540)
1,825 (2,110)
340 (495)
50 (50)
300 (330)
2,285 (1,950)
145 (185)
170 (285)
670 (585)
680 (390)

From I-95 SB
560 (960)
To I-95 NB
1,110 (590)
160 (550)
From I-95 NB
390 (130)
To I-95 SB

720 (1,500)
1,500 (720)

SW 28th Ave
SW 24th Ave

2,760 (2,390)
60 (50)
20 (85)
W. Driveway

2,710 (2,325)
70 (150)
70 (190)
E. Driveway

Palm Trails Plaza
50 (150)
965 (1,360)
55 (190)

115 (45)
The Lakes at Deerfield Apt S
1,405 (1,215)
30 (70)

Horizon Club Driveway

2,210 (2,780)
30 (170)
115 (110)
145 (190)
2,680 (2,260)
80 (175)
220 (115)
130 (110)

2,735 (2,355)
190 (125)
85 (85)

5 (20)
1,005 (1,520)
10 (10)
10 (15)
15 (10)
5 (35)
5 (5)
35 (80)
50 (115)
1,420 (1,235)
15 (15)

FDOT **SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E**	Center Alignment Alternative 3D-1.6 AM (PM) Peak Hour Volume	Page 2 of 2	Figure 1

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Mainline/Ramp Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

West Dr

430 (970)
1,295 (920)
250 (555)
655 (430)
1,310 (1,610)
320 (355)
1,050 (505)
1,625 (1,390)
780 (340)
390 (770)
1,235 (1,180)
275 (380)

1,970 (2,345)
40 (95)
15 (95)
10 (105)
65 (5)
5 (5)
85 (20)
2,755 (2,350)
55 (115)

40 (135) Quietwaters N Driveway

1,975 (2,445)
90 (25)
2,770 (2,330)
100 (5)

20 (105) Quietwaters S Driveway

2,850 (2,230)
10 (10)

55 (165) Driveway F

2,805 (2,075)
135 (40)

To Turnpike NB

To WB Sawgrass

To WB Sawgrass ELs

1,050 (2,630)

1,490 (3,010)

1,140 (1,920)

350 (1,090)

440 (380)

Matchline A

From EB Sawgrass ELs

2,630 (1,050)

1,560 (700)

1,070 (350)

From EB Sawgrass

To Turnpike SB

From Turnpike NB

From Turnpike SB

Waterways Blvd

Independence Dr

Driveway D

Driveway E

SW 30th Ave

45 (65)
2,350 (1,550)
60 (55) SW 11th Ct
45 (65)
1,840 (2,275)
60 (55)

American Way

Powerline Rd

2,110 (3,115)
60 (255)
3,180 (2,170)
30 (130)
190 (95)
255 (110)

2,110 (3,325)
20 (25)
3,425 (2,210)
10 (70)
60 (45)
30 (25)

30 (60)
2,365 (1,555)
225 (55)
70 (90)
1,900 (2,330)

1,785 (1,865)
75 (30)
3,145 (2,645)
75 (30)
60 (150)
65 (110)

FDOT **SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E**	North Alignment Alternative 3D-1.1 AM (PM) Peak Hour Volume	Page 1 of 2	Figure 2

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Mainline/Ramp Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Military Trail

East Drive
55 (125)
1,260 (1,840)
110 (85)

340 (645)
530 (830)
500 (450)
500 (550)
1,545 (2,140)
340 (525)
330 (360)
2,145 (1,780)
155 (195)
200 (315)
670 (585)
690 (400)

From I-95 SB

To I-95 NB

900 (1,290)

1,560 (920)

From I-95 NB

240
(630)

550
(230)

To I-95 SB

Matchline A

1,140 (1,920)

350 (1,090)

550 (450)

1,560 (700)

2,110 (1,150)

2,560 (2,145)
70 (150)

70 (190)

E. Driveway

W. Driveway

SW 24th Ave

SW 28th Ave

50 (150)
975 (1,400)

Palm Trails
Plaza

55 (190)

115 (45)

The Lakes at Deerfield
Apt S

1,445 (1,255)
30 (70)

Horizon Club
Driveway

328 (1,078)
1,662 (1,792)
30 (170)
537 (439)
2,593 (2,141)
80 (175)
198 (103)
35 (23)
117 (99)

1,970 (2,990)
25 (20)
2,545 (2,135)
165 (105)
50 (50)
35 (35)

1,995 (3,010)
35 (25)
55 (65)
2,555 (2,145)
25 (25)
20 (85)

10 (15)
15 (10)
5 (35)
5 (5)
35 (80)
50 (115)
1,460 (1,275)
15 (15)

5 (20)
1,015 (1,560)
10 (10)

FDOT	**SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E**	North Alignment Alternative 3D-1.1 AM (PM) Peak Hour Volume	Page 2 of 2
			Figure 2

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Mainline/Ramp Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

West Dr

430 (970)
1,295 (920)
250 (555)
655 (430)
1,310 (1,610)
320 (355)
1,050 (505)
1,625 (1,390)
780 (340)
390 (770)
1,235 (1,180)
275 (380)

1,970 (2,345)
40 (95)
15 (95)
10 (105)
65 (5)
5 (5)
85 (20)
2,755 (2,080)
55 (115)

40 (135) Quietwaters N Driveway

1,975 (2,445)
90 (25)
2,770 (2,330)
100 (5)

20 (105) Quietwaters S Driveway

2,850 (2,230)
10 (10)

55 (165) Driveway F

2,805 (2,075)
135 (40)

To Turnpike NB

To WB Sawgrass

To WB Sawgrass ELs

1,050 (2,630)

1,490 (3,010)

1,330 (2,560)

160 (450)

440 (380)

Matchline A

From EB Sawgrass ELs

2,630 (1,050)

1,560 (700)

1,070 (350)

From EB Sawgrass

To Turnpike SB

From Turnpike NB

From Turnpike SB

Waterways Blvd

Independence Dr

Driveway D

Driveway E

SW 30th Ave

45 (65)
2,395 (1,550)
60 (55) SW 11th Ct
45 (65)
1,900 (2,275)
60 (55)

American Way

Powerline Rd

2,110 (3,115)
60 (255)
3,180 (2,170)
30 (130)
190 (95)
255 (110)

2,110 (3,325)
20 (25)
3,425 (2,210)
10 (70)
60 (45)
30 (25)

30 (60)
2,365 (1,555)
225 (55)
70 (90)
1,900 (2,330)

1,785 (1,865)
75 (30)
3,145 (2,645)
75 (30)
60 (150)
65 (110)

FDOT **SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E**	North Alignment Alternative 3D-1.2 AM (PM) Peak Hour Volume	Page 1 of 2	Figure 2

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Mainline/Ramp Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Matchline A

1,330 (2,560)

160 (450)

1,560 (700)

550 (450)

2,110 (1,150)

950 (1,660)

380 (900)

730 (1,060)

From I-95 SB

To I-95 NB

1,560 (920)

From I-95 NB

220
(600)

550
(230)

To I-95 SB

Military Trail

East Drive

55 (125)
1,260 (1,840)

110 (85)

340 (645)
530 (830)
500 (450)

500 (550)
1,355 (1,500)
340 (525)

330 (360)
2,145 (1,780)
155 (195)

200 (315)
670 (585)
690 (400)

W. Driveway

2,560 (2,145)
70 (150)

E. Driveway

70 (190)

Palm Trails
Plaza

50 (150)
975 (1,400)

55 (190)

115 (45)

The Lakes at Deerfield
Apt S

1,445 (1,255)
30 (70)

Horizon Club
Driveway

SW 28th Ave

138 (438)
1,662 (1,792)
30 (170)

537 (439)
2,593 (2,141)
80 (175)

198 (103)
35 (23)
117 (99)

SW 24th Ave

1,780 (2,350)
25 (20)

2,545 (2,135)
165 (105)

50 (50)
35 (35)

1,805 (2,370)
35 (25)
55 (65)

2,555 (2,145)
25 (25)

20 (85)

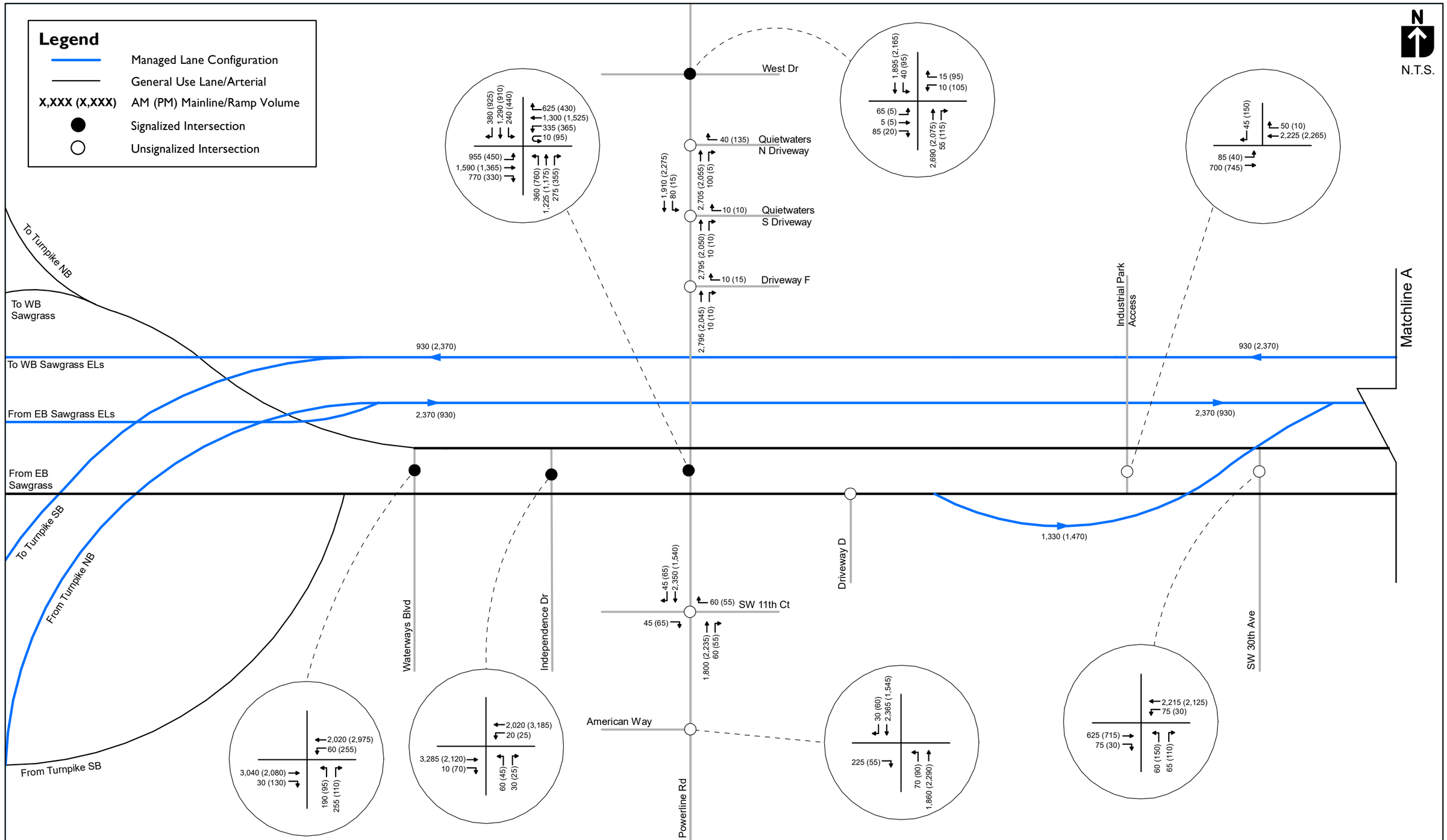
5 (20)
1,015 (1,560)
10 (10)

10 (15)
15 (10)

5 (35)
5 (5)
35 (80)

50 (115)
1,460 (1,275)
15 (15)

FDOT **SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E**	North Alignment Alternative 3D-1.2 AM (PM) Peak Hour Volume	Page 2 of 2	Figure 2



SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E	North Alignment Alternative 3D-1.3 AM (PM) Peak Hour Volume	Page 1 of 2	Figure 2

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Mainline/Ramp Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Matchline A

930 (2,370)

440 (380)

1,370 (2,750)

970 (1,630)

730 (1,030)

From I-95 SB

To I-95 NB

1,560 (880)

400 (1,120)

3,700 (2,400)

3,700 (2,400)

2,110 (1,070)

From I-95 NB

240
(600)

550
(190)

To I-95 SB

1,590 (1,330)

Military Trail

East Drive

55 (125)
1,220 (1,800)

110 (85)

310 (615)
530 (830)
490 (440)

500 (540)
1,245 (990)
340 (495)

300 (330)
215 (340)
145 (185)

170 (285)
670 (585)
680 (390)

590 (665)
70 (150)

70 (190)

E. Driveway

W. Driveway

SW 28th Ave

SW 24th Ave

50 (150)
965 (1,360)

Palm Trails
Plaza

55 (190)

115 (45)

The Lakes at Deerfield
Apt S

1,405 (1,215)
30 (70)

Horizon Club
Driveway

430 (370)
5 (5)
5 (5)

1,640 (1,660)
20 (170)

610 (650)
80 (175)

220 (115)
130 (110)

1,610 (1,780)
25 (20)

575 (655)
170 (110)

50 (50)
35 (35)

1,635 (1,800)
35 (25)
55 (65)

585 (665)
25 (25)

20 (85)

5 (20)
1,005 (1,520)
10 (10)

10 (15)
15 (10)

5 (35)
5 (5)
35 (80)

50 (115)
1,420 (1,235)
15 (15)

SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E	North Alignment Alternative 3D-1.3 AM (PM) Peak Hour Volume	Page 2 of 2	Figure 2

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Mainline/Ramp Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

West Dr

430 (970)
1,295 (920)
250 (555)
655 (430)
1,310 (1,610)
320 (355)
1,050 (505)
1,625 (1,390)
780 (340)
390 (770)
1,235 (1,180)
275 (380)

1,970 (2,345)
40 (95)
15 (95)
10 (105)
65 (5)
5 (5)
85 (20)
2,755 (2,350)
55 (115)

1,975 (2,445)
90 (25)

40 (135) Quietwaters N Driveway

2,770 (2,330)
100 (5)

20 (105) Quietwaters S Driveway

2,850 (2,230)
10 (10)

55 (165) Driveway F

2,805 (2,075)
135 (40)

1,050 (2,630)

1,490 (2,960)

Matchline A

To Turnpike NB

To WB Sawgrass

To WB Sawgrass ELs

From EB Sawgrass ELs

2,630 (1,050)

440 (330)

1,070 (350)

1,560 (700)

From EB Sawgrass

To Turnpike SB

From Turnpike NB

From Turnpike SB

Waterways Blvd

Independence Dr

45 (65)
2,395 (1,615)

60 (55) SW 11th Ct

45 (65)

1,900 (2,330)
60 (55)

Driveway D

Driveway E

SW 30th Ave

American Way

Powerline Rd

2,110 (3,115)
60 (255)
3,180 (2,170)
30 (130)
190 (95)
255 (110)

2,110 (3,325)
20 (25)
3,425 (2,210)
10 (70)
60 (45)
30 (25)

30 (60)
2,365 (1,555)
225 (55)
70 (90)
1,900 (2,330)

1,785 (1,915)
75 (30)
3,145 (2,645)
75 (30)
60 (150)
65 (110)

FDOT **SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E**	North Alignment Alternative 3D-1.4 AM (PM) Peak Hour Volume	Page 1 of 2	Figure 2

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Mainline/Ramp Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Matchline A

1,490 (2,960)

1,560 (700)

1,050 (1,960)

830 (1,260)

440 (1,000)

1,110 (580)

From I-95 SB

To I-95 NB

From I-95 NB

220 (700)

450 (120)

To I-95 SB

Military Trail

East Drive

55 (125)
1,260 (1,840)

110 (85)

340 (645)
530 (830)
500 (450)

500 (550)
1,195 (1,100)
340 (525)

330 (360)
2,695 (2,230)
155 (195)

200 (315)
670 (585)
690 (400)

SW 28th Ave

1,640 (1,830)
30 (170)

3,130 (2,580)
80 (175)

220 (115)
0 (0)
130 (110)

SW 24th Ave

1,620 (1,950)
25 (20)

3,095 (2,585)
165 (105)

50 (50)
35 (35)

W. Driveway

1,645 (1,970)
35 (25)
55 (65)

3,105 (2,595)
25 (25)

20 (85)

3,110 (2,595)
70 (150)

E. Driveway

70 (190)

Palm Trails Plaza

50 (150)
975 (1,400)

55 (190)

115 (45)

The Lakes at Deerfield Apt S

1,445 (1,255)
30 (70)

Horizon Club Driveway

5 (20)
1,015 (1,560)
10 (10)

10 (15)
15 (10)

5 (35)
5 (5)
35 (80)

50 (115)
1,460 (1,275)
15 (15)

FDOT

SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E

North Alignment Alternative 3D-1.4
AM (PM) Peak Hour Volume

Page 2 of 2

Figure 2

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Mainline/Ramp Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

To Turnpike NB

To WB Sawgrass

To WB Sawgrass ELs

930 (2,370)

From EB Sawgrass ELs

2,370 (930)

From EB Sawgrass

To Turnpike SB

From Turnpike NB

From Turnpike SB

West Dr

380 (925)
1,290 (910)
240 (440)
625 (430)
1,300 (1,525)
335 (365)
10 (95)
955 (450)
1,590 (1,365)
770 (330)
360 (760)
1,225 (1,175)
275 (355)

1,895 (2,165)
40 (95)
15 (95)
10 (105)
65 (5)
5 (5)
85 (20)
2,690 (2,075)
55 (115)

45 (150)
50 (10)
2,225 (2,265)
85 (40)
2,030 (2,215)

40 (135) Quietwaters N Driveway

1,910 (2,275)
80 (15)
2,705 (2,055)
100 (5)

10 (10) Quietwaters S Driveway

2,795 (2,050)
10 (10)

10 (15) Driveway F

2,795 (2,045)
10 (10)

Industrial Park Access

930 (2,370)

2,370 (930)

Matchline A

Waterways Blvd

Independence Dr

45 (65)
2,350 (1,540)
60 (55) SW 11th Ct
45 (65)
1,800 (2,235)
60 (55)

American Way

Powerline Rd

Driveway D

Driveway E

SW 30th Ave

2,020 (2,975)
60 (255)
3,040 (2,080)
30 (130)
190 (95)
255 (110)

2,020 (3,185)
20 (25)
3,285 (2,120)
10 (70)
60 (45)
30 (25)

30 (60)
2,365 (1,545)
225 (55)
70 (90)
1,860 (2,290)

2,215 (2,125)
75 (30)
1,955 (2,185)
75 (30)
60 (150)
65 (110)

FDOT

SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E

North Alignment Alternative 3D-1.5
AM (PM) Peak Hour Volume

Page 1 of 2

Figure 2

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Mainline/Ramp Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Matchline A

930 (2,370)

440 (380)

1,370 (2,750)

970 (1,630)

730 (1,030)

From I-95 SB

To I-95 NB

1,150 (470)

400 (1,120)

2,370 (930)

2,370 (930)

1,560 (620)

From I-95 NB

240 (600)

410 (150)

To I-95 SB

810 (310)

Military Trail

55 (125)
1,220 (1,800)

East Drive

110 (85)

310 (615)
530 (830)
490 (440)

500 (540)
1,245 (990)
340 (495)

300 (330)
1,545 (1,810)
145 (185)

170 (285)
670 (585)
680 (390)

1,920 (2,135)
70 (150)

70 (190)

W. Driveway

E. Driveway

50 (150)
965 (1,360)

Palm Trails Plaza

55 (190)

SW 28th Ave

SW 24th Ave

115 (45)

The Lakes at Deerfield Apt S

1,405 (1,215)
30 (70)

Horizon Club Driveway

440 (380)
5 (5)
5 (5)

1,630 (1,660)
30 (170)

1,940 (2,120)
80 (175)

220 (115)
130 (110)

1,610 (1,780)
25 (20)

1,905 (2,125)
165 (105)

50 (50)
35 (35)

1,635 (1,800)
35 (25)
55 (65)

1,915 (2,135)
25 (25)

20 (85)

5 (20)
1,005 (1,520)
10 (10)

10 (15)
15 (10)

5 (35)
5 (5)
35 (80)

50 (115)
1,420 (1,235)
15 (15)

SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E

North Alignment Alternative 3D-1.5
AM (PM) Peak Hour Volume

Page 2 of 2

Figure 2

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Mainline/Ramp Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

To Turnpike NB

To WB Sawgrass

To WB Sawgrass ELs

From EB Sawgrass ELs

From EB Sawgrass

To Turnpike SB

From Turnpike NB

From Turnpike SB

720 (1,500)

1,500 (720)

720 (1,500)

1,500 (720)

Matchline A

West Dr

380 (925)
1,290 (910)
240 (440)
625 (430)
1,440 (2,265)
335 (365)
10 (95)
955 (450)
2,330 (1,505)
770 (330)
360 (760)
1,225 (1,175)
275 (355)

1,895 (2,165)
40 (95)
15 (95)
10 (105)
65 (5)
5 (5)
85 (20)
2,690 (2,075)
55 (115)

45 (150)
50 (10)
2,365 (3,005)
85 (40)
2,770 (2,355)

40 (135) Quietwaters N Driveway

1,910 (2,275)
80 (15)
2,705 (2,055)
100 (5)

10 (10) Quietwaters S Driveway

2,795 (2,050)
10 (10)

10 (15) Driveway F

2,795 (2,045)
10 (10)

Industrial Park Access

Waterways Blvd

Independence Dr

45 (65)
2,350 (1,540)
60 (55) SW 11th Ct
45 (65)
1,800 (2,235)
60 (55)

American Way

Powerline Rd

Driveway D

Driveway E

SW 30th Ave

2,160 (3,715)
60 (255)
3,780 (2,220)
30 (130)
190 (95)
255 (110)

2,160 (3,925)
20 (25)
4,025 (2,260)
10 (70)
60 (45)
30 (25)

30 (60)
2,365 (1,545)
225 (55)
70 (90)
1,860 (2,290)

2,355 (2,865)
75 (30)
2,695 (2,325)
75 (30)
60 (150)
65 (110)

FDOT **SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E**	North Alignment Alternative 3D-1.6 AM (PM) Peak Hour Volume	Page 1 of 2	Figure 2

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Mainline/Ramp Volume
- Signalized Intersection
- Unsignalized Intersection

N

N.T.S.

Matchline A

Military Trail

East Drive
55 (125)
1,220 (1,800)
110 (85)

310 (615)
530 (830)
490 (440)
500 (540)
1,825 (2,110)
340 (495)
300 (330)
2,285 (1,950)
145 (185)
170 (285)
670 (585)
680 (390)

From I-95 SB

To I-95 NB

560 (950)

1,110 (590)

From I-95 NB

160
(550)

390
(130)

To I-95 SB

720 (1,500)

1,500 (720)

SW 28th Ave

SW 24th Ave

W. Driveway

E. Driveway

2,660 (2,275)
70 (150)
70 (190)

Palm Trails
Plaza
50 (150)
965 (1,360)
55 (190)

115 (45)
The Lakes at Deerfield
Apt S
1,405 (1,215)
30 (70)

Horizon Club
Driveway

2,210 (2,780)
30 (170)
2,680 (2,260)
80 (175)
220 (115)
130 (110)

2,190 (2,900)
25 (20)
2,645 (2,265)
165 (105)
50 (50)
35 (35)

2,215 (2,920)
35 (25)
55 (65)
2,655 (2,275)
25 (25)
20 (85)

5 (20)
1,005 (1,520)
10 (10)
10 (15)
15 (10)
5 (35)
5 (5)
35 (80)
50 (115)
1,420 (1,235)
15 (15)

FDOT

SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E

North Alignment Alternative 3D-1.6
AM (PM) Peak Hour Volume

ATTACHMENT 3

Volume to Capacity Ratio Analysis Tables

SW 10th Street PD&E Study

Existing (2016) Conditions

Table 1A - Volume to Capacity Analysis

General Use Lane Segments		Number of Lanes	Volume		Capacity [1]	V/C [2]	
	Location Description		AM Peak	PM Peak		AM	PM
SW 10th Street Eastbound	West of Waterways	3	2,780	1,535	3,020	0.92	0.51
	East of Waterways	3	3,105	1,635	3,020	1.03	0.54
	West of Independence	3	3,105	1,635	3,020	1.03	0.54
	East of Independence	3	3,155	1,665	3,020	1.04	0.55
	West of Powerline	3	3,155	1,665	3,020	1.04	0.55
	East of Powerline	3	2,580	1,660	3,020	0.85	0.55
	West of SW 30th Ave	2	2,505	1,725	2,000	1.25	0.86
	East of SW 30th Ave	2	2,505	1,850	2,000	1.25	0.93
	West of 28th Ave	2	2,505	1,850	2,000	1.25	0.93
	East of 28th Ave	2	2,535	1,795	2,000	1.27	0.90
	West of 24th Ave	2	2,535	1,795	2,000	1.27	0.90
	East of 24th Ave	2	2,400	1,725	2,000	1.20	0.86
	West of Military Trail	3	2,450	1,890	3,020	0.81	0.63
	East of Military Trail	3	3,085	1,950	3,020	1.02	0.65
	West of Newport Center Drive	4	3,085	1,950	4,040	0.76	0.48
	East of Newport Center Drive	4	2,500	2,285	4,040	0.62	0.57
	West of I-95 SB Off-Ramp	3	2,500	2,285	3,020	0.83	0.76
	East of I-95 SB Off-Ramp	3	2,095	1,795	3,020	0.69	0.59
	West of I-95 NB Off-Ramp	3	2,095	1,795	3,020	0.69	0.59
	East of I-95 NB Off-Ramp	3	1,395	1,590	3,020	0.46	0.53
	West of Natura Blvd	3	1,395	1,590	3,020	0.46	0.53
	East of Natura Blvd	3	1,360	1,505	3,020	0.45	0.50
SW 10th Street Westbound	West of Waterways	3	1,730	2,925	3,020	0.57	0.97
	East of Waterways	3	1,700	3,205	3,020	0.56	1.06
	West of Independence	3	1,700	3,205	3,020	0.56	1.06
	East of Independence	3	1,690	3,260	3,020	0.56	1.08
	West of Powerline	3	1,690	3,260	3,020	0.56	1.08
	East of Powerline	3	1,620	2,560	3,020	0.54	0.85
	West of SW 30th Ave	2	1,635	2,515	2,000	0.82	1.26
	East of SW 30th Ave	2	1,715	2,525	2,000	0.86	1.26
	West of 28th Ave	2	1,715	2,525	2,000	0.86	1.26
	East of 28th Ave	2	1,605	2,535	2,000	0.80	1.27
	West of 24th Ave	2	1,605	2,535	2,000	0.80	1.27
	East of 24th Ave	2	1,580	2,505	2,000	0.79	1.25
	West of Military Trail	2	1,670	2,590	2,000	0.84	1.30
	East of Military Trail	3	1,835	2,795	3,020	0.61	0.93
	West of Newport Center Drive	4	1,835	2,795	4,040	0.45	0.69
	East of Newport Center Drive	3	2,330	2,305	3,020	0.77	0.76
	West of I-95 SB Off-Ramp	3	2,330	2,305	3,020	0.77	0.76
	East of I-95 SB Off-Ramp	3	2,195	2,025	3,020	0.73	0.67
	West of I-95 NB Off-Ramp	3	2,195	2,025	3,020	0.73	0.67
	East of I-95 NB Off-Ramp	3	1,865	1,690	3,020	0.62	0.56
	West of Natura Blvd	3	1,865	1,690	3,020	0.62	0.56
	East of Natura Blvd	3	1,545	1,400	3,020	0.51	0.46

NOTES: 4/23/2018

(1) Capacity thresholds from FDOT 2012 Generalized LOS Peak Hour Directional Volumes Table for Urbanized Areas at LOS D for Class I arterial (40 mph or higher)

(2) V/C = Ratio of Volume to Capacity

SW 10th Street PD&E Study

2040 No-Build Option

Table 2A - General Use Lanes Volume to Capacity Analysis

General Use Lane Segments		Number of Lanes	Volume		Capacity [1]	V/C [2]	
	Location Description		AM Peak	PM Peak		AM	PM
SW 10th Street Eastbound	West of Waterways	3	3,490	2,240	3,020	1.16	0.74
	East of Waterways	3	3,815	2,340	3,020	1.26	0.77
	West of Independence	3	3,815	2,340	3,020	1.26	0.77
	East of Independence	3	3,865	2,370	3,020	1.28	0.78
	West of Powerline	3	3,865	2,370	3,020	1.28	0.78
	East of Powerline	3	3,010	2,135	3,020	1.00	0.71
	West of SW 30th Ave	2	2,935	2,190	2,000	1.47	1.10
	East of SW 30th Ave	2	2,935	2,305	2,000	1.47	1.15
	West of 28th Ave	2	2,935	2,305	2,000	1.47	1.15
	East of 28th Ave	2	2,965	2,235	2,000	1.48	1.12
	West of 24th Ave	2	2,965	2,235	2,000	1.48	1.12
	East of 24th Ave	2	2,835	2,165	2,000	1.42	1.08
	West of Military Trail	3	2,885	2,330	3,020	0.96	0.77
	East of Military Trail	3	3,515	2,380	3,020	1.16	0.79
	West of Newport Center Drive	4	3,515	2,380	4,040	0.87	0.59
	East of Newport Center Drive	4	2,850	2,785	4,040	0.71	0.69
	West of I-95 SB Off-Ramp	3	2,850	2,785	3,020	0.94	0.92
	East of I-95 SB Off-Ramp	3	2,565	2,375	3,020	0.85	0.79
	West of I-95 NB Off-Ramp	3	2,565	2,375	3,020	0.85	0.79
	East of I-95 NB Off-Ramp	3	1,665	2,055	3,020	0.55	0.68
	West of Natura Blvd	3	1,665	2,055	3,020	0.55	0.68
	East of Natura Blvd	3	1,515	1,940	3,020	0.50	0.64
SW 10th Street Westbound	West of Waterways	3	2,240	3,490	3,020	0.74	1.16
	East of Waterways	3	2,210	3,770	3,020	0.73	1.25
	West of Independence	3	2,210	3,770	3,020	0.73	1.25
	East of Independence	3	2,200	3,825	3,020	0.73	1.27
	West of Powerline	3	2,200	3,825	3,020	0.73	1.27
	East of Powerline	3	2,010	3,035	3,020	0.67	1.00
	West of SW 30th Ave	2	2,025	2,990	2,000	1.01	1.50
	East of SW 30th Ave	2	2,105	3,000	2,000	1.05	1.50
	West of 28th Ave	2	2,105	3,000	2,000	1.05	1.50
	East of 28th Ave	2	1,975	3,005	2,000	0.99	1.50
	West of 24th Ave	2	1,975	3,005	2,000	0.99	1.50
	East of 24th Ave	2	1,950	2,975	2,000	0.98	1.49
	West of Military Trail	2	2,040	3,065	2,000	1.02	1.53
	East of Military Trail	3	2,240	3,310	3,020	0.74	1.10
	West of Newport Center Drive	4	2,240	3,310	4,040	0.55	0.82
	East of Newport Center Drive	4	2,845	2,845	4,040	0.70	0.70
	West of I-95 SB Off-Ramp	4	2,845	2,845	4,040	0.70	0.70
	East of I-95 SB Off-Ramp	3	2,690	2,495	3,020	0.89	0.83
	West of I-95 NB Off-Ramp	3	2,690	2,495	3,020	0.89	0.83
	East of I-95 NB Off-Ramp	3	2,130	1,905	3,020	0.71	0.63
	West of Natura Blvd	3	2,130	1,905	3,020	0.71	0.63
	East of Natura Blvd	3	1,790	1,575	3,020	0.59	0.52

NOTES: 4/23/2018

(1) Capacity thresholds from FDOT 2012 Generalized LOS Peak Hour Directional Volumes Table for Urbanized Areas at LOS D for Class I arterial (40 mph or higher)

(2) V/C = Ratio of Volume to Capacity

SW 10th Street PD&E Study

2040 Partial Build Option

Table 3A - General Use Lanes Volume to Capacity Analysis

General Use Lane Segments		Number of Lanes	Volume		Capacity [1]	V/C [2]	
	Location Description		AM Peak	PM Peak		AM	PM
SW 10th Street Eastbound	West of Waterways	4	5,570	3,010	4,040	1.38	0.75
	East of Waterways	4	5,775	3,010	4,040	1.43	0.75
	West of Independence	4	5,775	3,010	4,040	1.43	0.75
	East of Independence	3	5,795	3,015	3,020	1.92	1.00
	West of Powerline	3	5,795	3,015	3,020	1.92	1.00
	East of Powerline	3	4,075	2,835	3,020	1.35	0.94
	West of SW 30th Ave	2	4,000	2,890	2,000	2.00	1.45
	East of SW 30th Ave	2	3,975	2,970	2,000	1.99	1.49
	West of 28th Ave	2	3,975	2,970	2,000	1.99	1.49
	East of 28th Ave	2	4,005	2,885	2,000	2.00	1.44
	West of 24th Ave	2	4,005	2,885	2,000	2.00	1.44
	East of 24th Ave	2	3,870	2,815	2,000	1.94	1.41
	West of Military Trail	3	2,765	2,340	3,020	0.92	0.77
	East of Military Trail	3	3,335	2,640	3,020	1.10	0.87
	West of Newport Center Drive	3	3,335	2,640	3,020	1.10	0.87
	East of Newport Center Drive	4	2,585	3,080	4,040	0.64	0.76
	West of I-95 SB Off-Ramp	5	2,585	3,080	5,040	0.51	0.61
	East of I-95 SB Off-Ramp	5	2,330	2,570	5,040	0.46	0.51
	West of I-95 NB Off-Ramp	5	2,330	2,570	5,040	0.46	0.51
	East of I-95 NB Off-Ramp	3	1,910	2,210	3,020	0.63	0.73
	West of Natura Blvd	3	1,910	2,210	3,020	0.63	0.73
	East of Natura Blvd	3	1,675	2,085	3,020	0.55	0.69
SW 10th Street Westbound	West of Waterways	3	3,010	5,570	3,020	1.00	1.84
	East of Waterways	3	2,860	5,750	3,020	0.95	1.90
	West of Independence	3	2,860	5,750	3,020	0.95	1.90
	East of Independence	3	2,820	5,780	3,020	0.93	1.91
	West of Powerline	3	2,820	5,780	3,020	0.93	1.91
	East of Powerline	3	2,680	3,980	3,020	0.89	1.32
	West of SW 30th Ave	2	2,695	3,930	2,000	1.35	1.97
	East of SW 30th Ave	2	2,730	3,860	2,000	1.37	1.93
	West of 28th Ave	2	2,730	3,860	2,000	1.37	1.93
	East of 28th Ave	2	2,560	3,890	2,000	1.28	1.95
	West of 24th Ave	2	2,560	3,890	2,000	1.28	1.95
	East of 24th Ave	2	2,535	3,860	2,000	1.27	1.93
	West of Military Trail	2	2,065	3,070	2,000	1.03	1.54
	East of Military Trail	3	2,480	3,200	3,020	0.82	1.06
	West of Newport Center Drive	4	2,480	3,200	4,040	0.61	0.79
	East of Newport Center Drive	3	3,045	2,490	3,020	1.01	0.82
	West of I-95 SB Off-Ramp	3	3,045	2,490	3,020	1.01	0.82
	East of I-95 SB Off-Ramp	5	2,950	2,590	5,040	0.59	0.51
	West of I-95 NB Off-Ramp	5	2,950	2,590	5,040	0.59	0.51
	East of I-95 NB Off-Ramp	3	2,340	2,010	3,020	0.77	0.67
	West of Natura Blvd	3	2,340	2,010	3,020	0.77	0.67
	East of Natura Blvd	3	1,900	1,750	3,020	0.63	0.58

NOTES: 4/18/2018

(1) Capacity thresholds from FDOT 2012 Generalized LOS Peak Hour Directional Volumes Table for Urbanized Areas at LOS D for Class I arterial (40 mph or higher); 5LD capacity estimated as 1,000 additional capacity added to 4LD capacity.

(2) V/C = Ratio of Volume to Capacity

SW 10th Street PD&E Study

2040 Partial Build Option Center Alignment

Table 3B - Managed Lanes Volume to Capacity Analysis

Managed Lane (ML) Segments		Number of Lanes	Volume		Capacity Thresholds [1] (pc/h/ln)	V/C [2]	
	Location Description		AM Peak	PM Peak		AM	PM
SW 10th Street Eastbound	ML On Ramp West of Military Trail	1	1,160	640	2,200	0.53	0.29
	West of Military Trail to I 95	2	1,160	640	4,200	0.28	0.15
	ML Direct-Connect Off Ramp to I 95 NB	1	900	520	2,200	0.41	0.24
	ML Direct-Connect Off Ramp to I 95 SB	1	260	120	2,200	0.12	0.05
SW 10th Street Westbound	ML Off Ramp West of Military Trail	1	560	880	2,200	0.25	0.40
	West of Military Trail to I-95	2	560	880	4,200	0.13	0.21
	ML Direct-Connect On Ramp from I 95 SB	1	470	700	2,200	0.21	0.32
	ML Direct-Connect On Ramp from I 95 NB	1	90	180	2,200	0.04	0.08

NOTES: 4/12/2018

(1) Capacity thresholds (pc/h/ln) from HCMV6.0 Exhibit 12-11 for 75 mph FFS Managed Lane Segments, and Exhibit 14-12 for Ramp Roadways.

(2) V/C = Ratio of Volume to Capacity

SW 10th Street PD&E Study

2040 Build Option 3D-1.1 Center Alignment

Table 4A - General Use Lanes Volume to Capacity Analysis

General Use Lane Segments		Number of Lanes	Volume		Capacity [1]	V/C [2]	
	Location Description		AM Peak	PM Peak		AM	PM
SW 10th Street Eastbound	West of Waterways	3	3,210	2,300	2,520	1.27	0.91
	East of Waterways	3	3,455	2,305	2,520	1.37	0.91
	West of Independence	3	3,455	2,305	2,520	1.37	0.91
	East of Independence	3	3,515	2,280	2,520	1.39	0.90
	West of Powerline	3	3,515	2,280	2,520	1.39	0.90
	East of Powerline	3	2,310	2,395	2,520	0.92	0.95
	West of SW 30th Ave	2	2,310	2,395	1,630	1.42	1.47
	East of SW 30th Ave	3	2,285	2,625	2,520	0.91	1.04
	West of SW 28th Ave	3	3,355	2,975	2,520	1.33	1.18
	East of SW 28th Ave	2	3,375	2,830	1,630	2.07	1.74
	West of SW 24th Ave	2	3,375	2,830	1,630	2.07	1.74
	East of SW 24th Ave	2	3,270	2,790	1,630	2.01	1.71
	West of Military Trail	3	2,680	2,415	2,520	1.06	0.96
	East of Military Trail	3	3,335	2,630	2,520	1.32	1.04
	West of Newport Center Dr	3	3,335	2,630	2,520	1.32	1.04
	East of Newport Center Dr	4	2,585	3,070	3,390	0.76	0.91
	West of I-95 SB Off-Ramp	5	2,585	3,070	4,260	0.61	0.72
	East of I-95 SB Off-Ramp	5	2,310	2,420	4,260	0.54	0.57
	West of I-95 NB Off-Ramp	5	1,480	1,320	4,260	0.35	0.31
	East of I-95 NB Off-Ramp	3	1,950	2,000	2,520	0.77	0.79
	West of Natura Blvd	3	1,950	2,000	2,520	0.77	0.79
	East of Natura Blvd	3	1,805	1,920	2,520	0.72	0.76
SW 10th Street Westbound	West of Waterways	3	2,300	3,210	2,520	0.91	1.27
	East of Waterways	3	2,190	3,395	2,520	0.87	1.35
	West of Independence	3	2,190	3,395	2,520	0.87	1.35
	East of Independence	3	2,190	3,395	2,520	0.87	1.35
	West of Powerline	3	2,190	3,395	2,520	0.87	1.35
	East of Powerline	3	2,355	2,565	2,520	0.93	1.02
	West of SW 30th Ave	2	2,445	2,465	1,630	1.50	1.51
	East of SW 30th Ave	3	2,445	2,465	2,520	0.97	0.98
	West of SW 28th Ave	3	2,795	3,555	2,520	1.11	1.41
	East of SW 28th Ave	3	2,575	3,530	2,520	1.02	1.40
	West of SW 24th Ave	3	2,575	3,150	2,520	1.02	1.25
	East of SW 24th Ave	3	2,575	3,150	2,520	1.02	1.25
	West of Military Trail	3	2,135	3,150	2,520	0.85	1.25
	East of Military Trail	3	2,385	3,215	2,520	0.95	1.28
	West of Newport Center Dr	3	2,385	3,215	2,520	0.95	1.28
	East of Newport Center Dr	3	3,085	2,480	2,520	1.22	0.98
	West of I-95 SB Off-Ramp	3	3,085	2,480	2,520	1.22	0.98
	East of I-95 SB Off-Ramp	5	2,890	2,640	4,260	0.68	0.62
	West of I-95 NB Off-Ramp	5	2,890	2,640	4,260	0.68	0.62
	East of I-95 NB Off-Ramp	3	1,880	1,960	2,520	0.75	0.78
	West of Natura Blvd	3	2,170	2,280	2,520	0.86	0.90
	East of Natura Blvd	3	1,735	2,050	2,520	0.69	0.81

NOTES: 4/23/2018

(1) Capacity thresholds from FDOT 2012 Generalized LOS Peak Hour Directional Volumes Table for Urbanized Areas at LOS D for Class II arterial (35 mph or less); 5LD capacity estimated as 870 additional capacity added to 4LD capacity.

(2) V/C = Ratio of Volume to Capacity

SW 10th Street PD&E Study

2040 Build Option 3D-1.1 Center Alignment

Table 4B - Managed Lanes Volume to Capacity Analysis

Managed Lane (ML) Segments		Number of Lanes	Volume		Capacity [1]	V/C [2]	
	Location Description		AM Peak	PM Peak		AM	PM
SW 10th Street Eastbound	West of Waterways to East of Powerline Rd	2	2,630	1,050	4,200	0.63	0.25
	ML Off Ramp East of Powerline Rd	1	1,070	350	2,200	0.49	0.16
	East of Powerline Rd to East of SW 30th Ave	2	1,560	700	4,200	0.37	0.17
	East of SW 30th Ave to East of SW 24th Ave	2	1,560	700	4,200	0.37	0.17
	ML On Ramp East of SW 24th Ave	1	550	450	2,200	0.25	0.20
	East of SW 24th Ave to West of Military Trail	2	2,110	1,150	4,200	0.50	0.27
	West of Military Trail to I 95	2	2,110	1,150	4,200	0.50	0.27
	ML Direct-Connect Off Ramp to I 95 NB	1	1,560	920	2,200	0.71	0.42
	ML Direct-Connect Off Ramp to I 95 SB	1	550	230	2,200	0.25	0.10
SW 10th Street Westbound	West of Waterways to East of Powerline Rd	2	1,050	2,630	4,200	0.25	0.63
	ML On Ramp East of Powerline Rd	1	350	1,090	2,200	0.16	0.50
	East of Powerline Rd to West of SW 30th Ave	2	700	1,540	4,200	0.17	0.37
	West of SW 30th Ave to East of SW 28th Ave	2	700	1,540	4,200	0.17	0.37
	East of SW 28th Ave to West of Military Trail	2	700	1,540	4,200	0.17	0.37
	ML Off Ramp West of Military Trail	1	440	380	2,200	0.20	0.17
	West of Military Trail to East of Military Trail	2	1,140	1,920	4,200	0.27	0.46
	East of Military Trail to I-95	2	1,140	1,920	4,200	0.27	0.46
	ML Direct-Connect On Ramp from I 95 SB	1	900	1,290	2,200	0.41	0.59
	ML Direct-Connect On Ramp from I 95 NB	1	240	630	2,200	0.11	0.29

NOTES: 4/20/2018

(1) Capacity thresholds (pc/h/ln) from HCMV6.0 Exhibit 12-11 for 75 mph FFS Managed Lane Segments, and Exhibit 14-12 for Ramp Roadways.

(2) V/C = Ratio of Volume to Capacity

SW 10th Street PD&E Study

2040 Build Option 3D-1.2 Center Alignment

Table 5A - General Use Lanes Volume to Capacity Analysis

General Use Lane Segments		Number of Lanes	Volume		Capacity [1]	V/C [2]	
	Location Description		AM Peak	PM Peak		AM	PM
SW 10th Street Eastbound	West of Waterways	3	3,210	2,300	2,520	1.27	0.91
	East of Waterways	3	3,455	2,305	2,520	1.37	0.91
	West of Independence	3	3,455	2,305	2,520	1.37	0.91
	East of Independence	3	3,515	2,280	2,520	1.39	0.90
	West of Powerline	3	3,515	2,280	2,520	1.39	0.90
	East of Powerline	3	2,310	2,395	2,520	0.92	0.95
	West of SW 30th Ave	2	2,310	2,395	1,630	1.42	1.47
	East of SW 30th Ave	3	2,285	2,595	2,520	0.91	1.03
	West of 28th Ave	3	3,355	2,945	2,520	1.33	1.17
	East of 28th Ave	2	3,375	2,800	1,630	2.07	1.72
	West of 24th Ave	2	3,375	2,800	1,630	2.07	1.72
	East of 24th Ave	2	3,270	2,760	1,630	2.01	1.69
	West of Military Trail	3	2,680	2,385	2,520	1.06	0.95
	East of Military Trail	3	3,335	2,630	2,520	1.32	1.04
	West of Newport Center Dr	3	3,335	2,630	2,520	1.32	1.04
	East of Newport Center Dr	4	2,585	3,070	3,390	0.76	0.91
	West of I-95 SB Off-Ramp	5	2,585	3,070	4,260	0.61	0.72
	East of I-95 SB Off-Ramp	5	2,310	2,420	4,260	0.54	0.57
	West of I-95 NB Off-Ramp	5	1,480	1,320	4,260	0.35	0.31
	East of I-95 NB Off-Ramp	3	1,950	2,000	2,520	0.77	0.79
	West of Natura Blvd	3	1,950	2,000	2,520	0.77	0.79
	East of Natura Blvd	3	1,805	1,920	2,520	0.72	0.76
SW 10th Street Westbound	West of Waterways	3	2,300	3,210	2,520	0.91	1.27
	East of Waterways	3	2,190	3,395	2,520	0.87	1.35
	West of Independence	3	2,190	3,395	2,520	0.87	1.35
	East of Independence	3	2,190	3,395	2,520	0.87	1.35
	West of Powerline	3	2,190	3,395	2,520	0.87	1.35
	East of Powerline	3	2,355	2,565	2,520	0.93	1.02
	West of SW 30th Ave	2	2,445	2,465	1,630	1.50	1.51
	East of SW 30th Ave	3	2,445	2,465	2,520	0.97	0.98
	West of 28th Ave	3	2,605	2,915	2,520	1.03	1.16
	East of 28th Ave	3	2,385	2,890	2,520	0.95	1.15
	West of 24th Ave	3	1,945	2,890	2,520	0.77	1.15
	East of 24th Ave	3	1,945	2,890	2,520	0.77	1.15
	West of Military Trail	2	1,945	2,510	1,630	1.19	1.54
	East of Military Trail	3	2,195	2,575	2,520	1.35	1.58
	West of Newport Center Dr	4	2,575	3,475	3,390	0.76	1.03
	East of Newport Center Dr	3	3,275	2,740	2,520	1.30	1.09
	West of I-95 SB Off-Ramp	3	3,275	2,740	2,520	1.30	1.09
	East of I-95 SB Off-Ramp	5	2,910	2,670	4,260	0.68	0.63
	West of I-95 NB Off-Ramp	5	2,910	2,670	4,260	0.68	0.63
	East of I-95 NB Off-Ramp	3	1,880	1,960	2,520	0.75	0.78
	West of Natura Blvd	3	2,170	2,280	2,520	0.86	0.90
	East of Natura Blvd	3	1,735	2,050	2,520	0.69	0.81

NOTES: 4/20/2018

(1) Capacity thresholds from FDOT Generalized LOS Peak Hour Directional Volumes Table for Urbanized Areas at LOS D for Class II arterial (35 mph or less); 5LD capacity estimated as 870 additional capacity added to 4LD capacity.

(2) V/C = Ratio of Volume to Capacity

SW 10th Street PD&E Study

2040 Build Option 3D-1.2 Center Alignment

Table 5B - Managed Lanes Volume to Capacity Analysis

Managed Lane (ML) Segments		Number of Lanes	Volume		Capacity [1]	V/C [2]	
	Location Description		AM Peak	PM Peak		AM	PM
SW 10th Street Eastbound	West of Waterways to East of Powerline Rd	2	2,630	1,050	4,200	0.63	0.25
	ML Off Ramp East of Powerline Rd	1	1,070	350	2,200	0.49	0.16
	East of Powerline Rd to East of SW 30th Ave	2	1,560	700	4,200	0.37	0.17
	East of SW 30th Ave to East of SW 24th Ave	2	1,560	700	4,200	0.37	0.17
	ML On Ramp East of SW 24th Ave	1	550	450	2,200	0.25	0.20
	East of SW 24th Ave to West of Military Trail	2	2,110	1,150	4,200	0.50	0.27
	West of Military Trail to I 95	2	2,110	1,150	4,200	0.50	0.27
	ML Direct-Connect Off Ramp to I 95 NB	1	1,560	920	2,200	0.71	0.42
	ML Direct-Connect Off Ramp to I 95 SB	1	550	230	2,200	0.25	0.10
SW 10th Street Westbound	West of Waterways to East of Powerline Rd	2	1,050	2,630	4,200	0.25	0.63
	ML On Ramp East of Powerline Rd	1	160	450	2,200	0.07	0.20
	East of Powerline Rd to West of SW 30th Ave	2	890	2,180	4,200	0.21	0.52
	West of SW 30th Ave to East of SW 28th Ave	2	890	2,180	4,200	0.21	0.52
	East of SW 28th Ave to West of Military Trail	2	890	2,180	4,200	0.21	0.52
	ML Off Ramp West of Military Trail	1	440	380	2,200	0.20	0.17
	West of Military Trail to East of Military Trail	3	1,330	2,560	4,200	0.32	0.61
	ML On Ramp East of Military Trail	1	380	900	2,200	0.17	0.41
	East of Military Trail to I-95	2	950	1,660	4,200	0.23	0.40
	ML Direct-Connect On Ramp from I 95 SB	1	730	1,060	2,200	0.33	0.48
	ML Direct-Connect On Ramp from I 95 NB	1	220	600	2,200	0.10	0.27

NOTES: 4/20/2018

(1) Capacity thresholds (pc/h/ln) from HCMV6.0 Exhibit 12-11 for 75 mph FFS Managed Lane Segments, and Exhibit 14-12 for Ramp Roadways.

(2) V/C = Ratio of Volume to Capacity

SW 10th Street PD&E Study

2040 Build Option 3D-1.3 Center Alignment

Table 6A - General Use Lanes Volume to Capacity Analysis

General Use Lane Segments		Number of Lanes	Volume		Capacity [1]	V/C [2]	
	Location Description		AM Peak	PM Peak		AM	PM
SW 10th Street Eastbound	West of Waterways	3	3,070	2,210	2,520	1.22	0.88
	East of Waterways	3	3,315	2,215	2,520	1.32	0.88
	West of Independence	3	3,315	2,215	2,520	1.32	0.88
	East of Independence	3	3,375	2,190	2,520	1.34	0.87
	West of Powerline	3	3,375	2,190	2,520	1.34	0.87
	East of Powerline	3	2,190	2,285	2,520	0.87	0.91
	West of SW 30th Ave	2	2,190	2,285	1,630	1.34	1.40
	East of SW 30th Ave	2	2,165	2,485	1,630	1.33	1.52
	West of 28th Ave	2	2,165	2,485	1,630	1.33	1.52
	East of 28th Ave	2	2,185	2,340	1,630	1.34	1.44
	West of 24th Ave	2	2,185	2,340	1,630	1.34	1.44
	East of 24th Ave	2	2,080	2,300	1,630	1.28	1.41
	West of Military Trail	2	710	905	1,630	0.44	0.56
	East of Military Trail	2	1,385	1,170	1,630	0.85	0.72
	West of Newport Center Dr	3	2,975	2,500	2,520	1.18	0.99
	East of Newport Center Dr	4	2,225	2,940	3,390	0.66	0.87
	West of I-95 SB Off-Ramp	5	2,225	2,940	4,260	0.52	0.69
	East of I-95 SB Off-Ramp	5	1,990	2,290	4,260	0.47	0.54
	West of I-95 NB Off-Ramp	5	1,210	1,190	4,260	0.28	0.28
	East of I-95 NB Off-Ramp	3	1,680	1,870	2,520	0.67	0.74
	West of Natura Blvd	3	1,680	1,870	2,520	0.67	0.74
	East of Natura Blvd	3	1,535	1,790	2,520	0.61	0.71
SW 10th Street Westbound	West of Waterways	3	2,210	3,070	2,520	0.88	1.22
	East of Waterways	3	2,100	3,255	2,520	0.83	1.29
	West of Independence	3	2,100	3,255	2,520	0.83	1.29
	East of Independence	3	2,100	3,255	2,520	0.83	1.29
	West of Powerline	3	2,100	3,255	2,520	0.83	1.29
	East of Powerline	3	2,345	2,350	2,520	0.93	0.93
	West of SW 30th Ave	3	2,435	2,345	2,520	0.97	0.93
	East of SW 30th Ave	3	2,435	2,345	2,520	0.97	0.93
	West of 28th Ave	3	2,435	2,345	2,520	0.97	0.93
	East of 28th Ave	3	2,215	2,320	2,520	0.88	0.92
	West of 24th Ave	3	2,215	2,320	2,520	0.88	0.92
	East of 24th Ave	3	2,215	2,320	2,520	0.88	0.92
	West of Military Trail	2	1,775	1,940	1,630	1.09	1.19
	East of Military Trail	2	2,085	2,025	1,630	1.28	1.24
	West of Newport Center Dr	4	2,485	3,145	3,390	0.73	0.93
	East of Newport Center Dr	3	3,185	2,410	2,520	1.26	0.96
	West of I-95 SB Off-Ramp	3	3,185	2,410	2,520	1.26	0.96
	East of I-95 SB Off-Ramp	5	2,860	2,340	4,260	0.67	0.55
	West of I-95 NB Off-Ramp	5	2,860	2,340	4,260	0.67	0.55
	East of I-95 NB Off-Ramp	3	1,890	1,670	2,520	0.75	0.66
	West of Natura Blvd	3	2,180	1,990	2,520	0.87	0.79
	East of Natura Blvd	3	1,745	1,760	2,520	0.69	0.70

NOTES: 4/20/2018

(1) Capacity thresholds from FDOT 2012 Generalized LOS Peak Hour Directional Volumes Table for Urbanized Areas at LOS D for Class II arterial (35 mph or less); 5LD capacity estimated as 870 additional capacity added to 4LD capacity.

(2) V/C = Ratio of Volume to Capacity

SW 10th Street PD&E Study

2040 Build Option 3D-1.3 Center Alignment

Table 6B - Managed Lanes Volume to Capacity Analysis

Managed Lane (ML) Segments		Number of Lanes	Volume		Capacity [1]	V/C [2]	
	Location Description		AM Peak	PM Peak		AM	PM
SW 10th Street Eastbound	West of Waterways to East of Powerline Rd	2	2,370	930	4,200	0.56	0.22
	East of Powerline Rd to East of SW 30th Ave	2	2,370	930	4,200	0.56	0.22
	East of SW 30th Ave to East of SW 24th Ave	2	2,370	930	4,200	0.56	0.22
	ML On Ramp East of SW 24th Ave	1	1,330	1,470	2,200	0.60	0.67
	East of SW 24th Ave to West of Military Trail	3	3,700	2,400	6,300	0.59	0.38
	ML Off Ramp West of Military Trail	1	1,590	1,330	2,200	0.72	0.60
	West of Military Trail to I 95	2	2,110	1,070	4,200	0.50	0.25
	ML Direct-Connect Off Ramp to I 95 NB	1	1,560	880	2,200	0.71	0.40
	ML Direct-Connect Off Ramp to I 95 SB	1	550	190	2,200	0.25	0.09
SW 10th Street Westbound	West of Waterways to East of Powerline Rd	2	930	2,370	4,200	0.22	0.56
	East of Powerline Rd to West of SW 30th Ave	2	930	2,370	4,200	0.22	0.56
	West of SW 30th Ave to East of SW 28th Ave	2	930	2,370	4,200	0.22	0.56
	East of SW 28th Ave to West of Military Trail	2	930	2,370	4,200	0.22	0.56
	ML Off Ramp West of Military Trail	1	440	380	2,200	0.20	0.17
	West of Military Trail to East of Military Trail	3	1,370	2,750	6,300	0.22	0.44
	ML On Ramp East of Military Trail	1	400	1,120	2,200	0.18	0.51
	East of Military Trail to I-95	2	970	1,630	4,200	0.23	0.39
	ML Direct-Connect On Ramp from I 95 SB	1	730	1,030	2,200	0.33	0.47
	ML Direct-Connect On Ramp from I 95 NB	1	240	600	2,200	0.11	0.27

NOTES: 4/20/2018

(1) Capacity thresholds (pc/h/ln) from HCMV6.0 Exhibit 12-11 for 75 mph FFS Managed Lane Segments, and Exhibit 14-12 for Ramp Roadways.

(2) V/C = Ratio of Volume to Capacity

SW 10th Street PD&E Study

2040 Build Option 3D-1.4 Center Alignment

Table 7A - General Use Lanes Volume to Capacity Analysis

General Use Lane Segments		Number of Lanes	Volume		Capacity [1]	V/C [2]	
	Location Description		AM Peak	PM Peak		AM	PM
SW 10th Street Eastbound	West of Waterways	3	3,210	2,300	2,520	1.27	0.91
	East of Waterways	3	3,455	2,305	2,520	1.37	0.91
	West of Independence	3	3,455	2,305	2,520	1.37	0.91
	East of Independence	3	3,515	2,280	2,520	1.39	0.90
	West of Powerline	3	3,515	2,280	2,520	1.39	0.90
	East of Powerline	3	2,310	2,395	2,520	0.92	0.95
	West of SW 30th Ave	2	2,310	2,395	1,630	1.42	1.47
	East of SW 30th Ave	3	2,285	2,595	2,520	0.91	1.03
	West of 28th Ave	3	3,355	2,945	2,520	1.33	1.17
	East of 28th Ave	2	3,345	2,800	1,630	2.05	1.72
	West of 24th Ave	2	3,345	2,800	1,630	2.05	1.72
	East of 24th Ave	2	3,240	2,760	1,630	1.99	1.69
	West of Military Trail	3	3,200	2,835	2,520	1.27	1.13
	East of Military Trail	3	3,855	3,080	2,520	1.53	1.22
	West of Newport Center Dr	3	3,885	3,080	2,520	1.54	1.22
	East of Newport Center Dr	4	3,135	3,520	3,390	0.92	1.04
	West of I-95 SB Off-Ramp	5	3,135	3,520	4,260	0.74	0.83
	East of I-95 SB Off-Ramp	5	2,760	2,760	4,260	0.65	0.65
	West of I-95 NB Off-Ramp	5	1,480	1,320	4,260	0.35	0.31
	East of I-95 NB Off-Ramp	3	1,950	2,000	2,520	0.77	0.79
	West of Natura Blvd	3	1,950	2,000	2,520	0.77	0.79
	East of Natura Blvd	3	1,805	1,920	2,520	0.72	0.76
SW 10th Street Westbound	West of Waterways	3	2,300	3,210	2,520	0.91	1.27
	East of Waterways	3	2,190	3,395	2,520	0.87	1.35
	West of Independence	3	2,190	3,395	2,520	0.87	1.35
	East of Independence	3	2,190	3,395	2,520	0.87	1.35
	West of Powerline	3	2,190	3,395	2,520	0.87	1.35
	East of Powerline	3	2,385	2,565	2,520	0.95	1.02
	West of SW 30th Ave	3	2,475	2,465	2,520	0.98	0.98
	East of SW 30th Ave	3	2,475	2,465	2,520	0.98	0.98
	West of 28th Ave	3	2,475	2,465	2,520	0.98	0.98
	East of 28th Ave	3	2,225	2,440	2,520	0.88	0.97
	West of 24th Ave	3	1,785	2,440	2,520	0.71	0.97
	East of 24th Ave	3	1,785	2,440	2,520	0.71	0.97
	West of Military Trail	2	1,785	2,110	1,630	1.10	1.29
	East of Military Trail	2	2,035	2,175	1,630	1.25	1.33
	West of Newport Center Dr	4	2,475	3,175	3,390	0.73	0.94
	East of Newport Center Dr	3	3,175	2,440	2,520	1.26	0.97
	West of I-95 SB Off-Ramp	3	3,175	2,440	2,520	1.26	0.97
	East of I-95 SB Off-Ramp	5	2,910	2,570	4,260	0.68	0.60
	West of I-95 NB Off-Ramp	5	2,910	2,570	4,260	0.68	0.60
	East of I-95 NB Off-Ramp	3	1,880	1,960	2,520	0.75	0.78
	West of Natura Blvd	3	2,170	2,280	2,520	0.86	0.90
	East of Natura Blvd	3	1,735	2,050	2,520	0.69	0.81

NOTES: 4/20/2018

(1) Capacity thresholds from FDOT 2012 Generalized LOS Peak Hour Directional Volumes Table for Urbanized Areas at LOS D for Class II arterial (35 mph or less); 5LD capacity estimated as 870 additional capacity added to 4LD capacity.

(2) V/C = Ratio of Volume to Capacity

SW 10th Street PD&E Study

2040 Build Option 3D-1.4 Center Alignment

Table 7B - Managed Lanes Volume to Capacity Analysis

Managed Lane (ML) Segments		Number of Lanes	Volume		Capacity [1]	V/C [2]	
	Location Description		AM Peak	PM Peak		AM	PM
SW 10th Street Eastbound	West of Waterways to East of Powerline Rd	2	2,630	1,050	4,200	0.63	0.25
	ML Off Ramp East of Powerline Rd	1	1,070	350	2,200	0.49	0.16
	East of Powerline Rd to East of SW 30th Ave	2	1,560	700	4,200	0.37	0.17
	East of SW 30th Ave to East of SW 24th Ave	2	1,560	700	4,200	0.37	0.17
	East of SW 24th Ave to West of Military Trail	2	1560	700	4200	0.37	0.17
	West of Military Trail to I 95	2	1560	700	4200	0.37	0.17
	ML Direct-Connect Off Ramp to I 95 NB	1	1,110	580	2,200	0.50	0.26
	ML Direct-Connect Off Ramp to I 95 SB	1	450	120	2,200	0.20	0.05
SW 10th Street Westbound	West of Waterways to East of Powerline Rd	2	1,050	2,630	4,200	0.25	0.63
	East of Powerline Rd to West of SW 30th Ave	2	1,050	2,630	4,200	0.25	0.63
	West of SW 30th Ave to East of SW 28th Ave	2	1,050	2,630	4,200	0.25	0.63
	East of SW 28th Ave to West of Military Trail	2	1,050	2,630	4,200	0.25	0.63
	ML Off Ramp West of Military Trail	1	440	330	2,200	0.20	0.15
	West of Military Trail to East of Military Trail	3	1,490	2,960	6,300	0.24	0.47
	ML On Ramp East of Military Trail	1	440	1,000	2,200	0.20	0.45
	East of Military Trail to I-95	2	1,050	1,960	4,200	0.25	0.47
	ML Direct-Connect On Ramp from I 95 SB	1	830	1,260	2,200	0.38	0.57
	ML Direct-Connect On Ramp from I 95 NB	1	220	700	2,200	0.10	0.32

NOTES: 4/20/2018

(1) Capacity thresholds (pc/h/ln) from HCMV6.0 Exhibit 12-11 for 75 mph FFS Managed Lane Segments, and Exhibit 14-12 for Ramp Roadways.

(2) V/C = Ratio of Volume to Capacity

SW 10th Street PD&E Study

2040 Build Option 3D-1.5 Center Alignment

Table 8A - General Use Lanes Volume to Capacity Analysis

General Use Lane Segments		Number of Lanes	Volume		Capacity [1]	V/C [2]	
	Location Description		AM Peak	PM Peak		AM	PM
SW 10th Street Eastbound	West of Waterways	3	3,070	2,210	2,520	1.22	0.88
	East of Waterways	3	3,315	2,215	2,520	1.32	0.88
	West of Independence	3	3,315	2,215	2,520	1.32	0.88
	East of Independence	3	3,375	2,190	2,520	1.34	0.87
	West of Powerline	3	3,375	2,190	2,520	1.34	0.87
	East of Powerline	3	2,190	2,285	2,520	0.87	0.91
	West of SW 30th Ave	2	2,190	2,285	1,630	1.34	1.40
	East of SW 30th Ave	2	2,165	2,485	1,630	1.33	1.52
	West of 28th Ave	2	2,165	2,485	1,630	1.33	1.52
	East of 28th Ave	2	2,185	2,340	1,630	1.34	1.44
	West of 24th Ave	2	2,185	2,340	1,630	1.34	1.44
	East of 24th Ave	2	2,080	2,300	1,630	1.28	1.41
	West of Military Trail	3	2,040	2,375	2,520	0.81	0.94
	East of Military Trail	3	2,715	2,640	2,520	1.08	1.05
	West of Newport Center Dr	3	3,525	2,950	2,520	1.40	1.17
	East of Newport Center Dr	4	2,775	3,390	3,390	0.82	1.00
	West of I-95 SB Off-Ramp	5	2,775	3,390	4,260	0.65	0.80
	East of I-95 SB Off-Ramp	5	2,400	2,700	4,260	0.56	0.63
	West of I-95 NB Off-Ramp	5	1,210	1,190	4,260	0.28	0.28
	East of I-95 NB Off-Ramp	3	1,680	1,870	2,520	0.67	0.74
	West of Natura Blvd	3	1,680	1,870	2,520	0.67	0.74
	East of Natura Blvd	3	1,535	1,790	2,520	0.61	0.71
SW 10th Street Westbound	West of Waterways	3	2,210	3,070	2,520	0.88	1.22
	East of Waterways	3	2,100	3,255	2,520	0.83	1.29
	West of Independence	3	2,100	3,255	2,520	0.83	1.29
	East of Independence	3	2,100	3,255	2,520	0.83	1.29
	West of Powerline	3	2,100	3,255	2,520	0.83	1.29
	East of Powerline	3	2,345	2,445	2,520	0.93	0.97
	West of SW 30th Ave	3	2,435	2,345	2,520	0.97	0.93
	East of SW 30th Ave	3	2,435	2,345	2,520	0.97	0.93
	West of 28th Ave	3	2,435	2,345	2,520	0.97	0.93
	East of 28th Ave	3	2,215	2,320	2,520	0.88	0.92
	West of 24th Ave	3	2,215	2,320	2,520	0.88	0.92
	East of 24th Ave	3	2,215	2,320	2,520	0.88	0.92
	West of Military Trail	2	1,775	1,940	1,630	1.09	1.19
	East of Military Trail	2	2,085	2,025	1,630	1.28	1.24
	West of Newport Center Dr	4	2,485	3,145	3,390	0.73	0.93
	East of Newport Center Dr	3	3,185	2,410	2,520	1.26	0.96
	West of I-95 SB Off-Ramp	3	3,185	2,410	2,520	1.26	0.96
	East of I-95 SB Off-Ramp	5	2,860	2,340	3,390	0.84	0.69
	West of I-95 NB Off-Ramp	5	2,860	2,340	3,390	0.84	0.69
	East of I-95 NB Off-Ramp	3	1,890	1,670	2,520	0.75	0.66
	West of Natura Blvd	3	2,180	1,990	2,520	0.87	0.79
	East of Natura Blvd	3	1,745	1,760	2,520	0.69	0.70

NOTES: 4/20/2018

(1) Capacity thresholds from FDOT 2012 Generalized LOS Peak Hour Directional Volumes Table for Urbanized Areas at LOS D for Class II arterial (35 mph or less); 5LD capacity estimated as 870 additional capacity added to 4LD capacity.

(2) V/C = Ratio of Volume to Capacity

SW 10th Street PD&E Study

2040 Build Option 3D-1.5 Center Alignment

Table 8B - Managed Lanes Volume to Capacity Analysis

Managed Lane (ML) Segments		Number of Lanes	Volume		Capacity [1]	V/C [2]	
	Location Description		AM Peak	PM Peak		AM	PM
SW 10th Street Eastbound	West of Waterways to East of Powerline Rd	2	2,370	930	4,200	0.56	0.22
	East of Powerline Rd to East of SW 30th Ave	2	2370	930	4200	0.56	0.22
	East of SW 30th Ave to East of SW 24th Ave	2	2370	930	4200	0.56	0.22
	East of SW 24th Ave to West of Military Trail	2	2370	930	4200	0.56	0.22
	ML Off Ramp West of Military Trail	1	810	310	2,200	0.37	0.14
	West of Military Trail to I 95	2	1,560	620	4,200	0.37	0.15
	ML Direct-Connect Off Ramp to I 95 NB	1	1,150	470	2,200	0.52	0.21
	ML Direct-Connect Off Ramp to I 95 SB	1	410	150	2,200	0.19	0.07
SW 10th Street Westbound	West of Waterways to East of Powerline Rd	2	930	2,370	4,200	0.22	0.56
	East of Powerline Rd to West of SW 30th Ave	2	930	2,370	4,200	0.22	0.56
	West of SW 30th Ave to East of SW 28th Ave	2	930	2,370	4,200	0.22	0.56
	East of SW 28th Ave to West of Military Trail	2	930	2,370	4,200	0.22	0.56
	ML Off Ramp West of Military Trail	1	440	380	2,200	0.20	0.17
	West of Military Trail to East of Military Trail	3	1,370	2,750	6,300	0.22	0.44
	ML On Ramp East of Military Trail	1	400	1,120	2,200	0.18	0.51
	East of Military Trail to I-95	2	970	1,630	4,200	0.23	0.39
	ML Direct-Connect On Ramp from I 95 SB	1	730	1,030	2,200	0.33	0.47
	ML Direct-Connect On Ramp from I 95 NB	1	240	600	2,200	0.11	0.27

NOTES: 4/20/2018

(1) Capacity thresholds (pc/h/ln) from HCMV6.0 Exhibit 12-11 for 75 mph FFS Managed Lane Segments, and Exhibit 14-12 for Ramp Roadways.

(2) V/C = Ratio of Volume to Capacity

SW 10th Street PD&E Study

2040 Build Option 3D-1.6 Center Alignment

Table 9A - General Use Lanes Volume to Capacity Analysis

General Use Lane Segments		Number of Lanes	Volume		Capacity [1]	V/C [2]	
	Location Description		AM Peak	PM Peak		AM	PM
SW 10th Street Eastbound	West of Waterways	3	3,810	2,350	2,520	1.51	0.93
	East of Waterways	3	4,055	2,355	2,520	1.61	0.93
	West of Independence	3	4,055	2,355	2,520	1.61	0.93
	East of Independence	3	4,115	2,330	2,520	1.63	0.92
	West of Powerline	3	4,115	2,330	2,520	1.63	0.92
	East of Powerline	3	2,930	2,425	2,520	1.16	0.96
	West of SW 30th Ave	2	2,930	2,425	1,630	1.80	1.49
	East of SW 30th Ave	2	2,905	2,625	1,630	1.78	1.61
	West of 28th Ave	2	2,905	2,625	1,630	1.78	1.61
	East of 28th Ave	2	2,925	2,480	1,630	1.79	1.52
	West of 24th Ave	2	2,925	2,480	1,630	1.79	1.52
	East of 24th Ave	2	2,820	2,440	1,630	1.73	1.50
	West of Military Trail	3	2,780	2,515	2,520	1.10	1.00
	East of Military Trail	3	3,455	2,780	2,520	1.37	1.10
	West of Newport Center Dr	3	3,455	2,780	2,520	1.37	1.10
	East of Newport Center Dr	4	2,705	3,220	3,390	0.80	0.95
	West of I-95 SB Off-Ramp	5	2,705	3,220	4,260	0.63	0.76
	East of I-95 SB Off-Ramp	5	2,330	2,520	4,260	0.55	0.59
	West of I-95 NB Off-Ramp	5	1,140	1,170	4,260	0.27	0.27
	East of I-95 NB Off-Ramp	3	1,610	1,850	2,520	0.64	0.73
	West of Natura Blvd	3	1,610	1,850	2,520	0.64	0.73
	East of Natura Blvd	3	1,465	1,770	2,520	0.58	0.70
SW 10th Street Westbound	West of Waterways	3	2,350	3,810	2,520	0.93	1.51
	East of Waterways	3	2,240	3,995	2,520	0.89	1.59
	West of Independence	3	2,240	3,995	2,520	0.89	1.59
	East of Independence	3	2,240	3,995	2,520	0.89	1.59
	West of Powerline	3	2,240	3,995	2,520	0.89	1.59
	East of Powerline	3	2,485	3,185	2,520	0.99	1.26
	West of SW 30th Ave	2	2,575	3,085	1,630	1.58	1.89
	East of SW 30th Ave	2	2,575	3,085	1,630	1.58	1.89
	West of 28th Ave	2	2,575	3,085	1,630	1.58	1.89
	East of 28th Ave	2	2,355	3,060	1,630	1.44	1.88
	West of 24th Ave	2	2,355	3,060	1,630	1.44	1.88
	East of 24th Ave	2	2,355	3,060	1,630	1.44	1.88
	West of Military Trail	2	2,355	3,060	1,630	1.44	1.88
	East of Military Trail	3	2,665	3,145	2,520	1.06	1.25
	West of Newport Center Dr	3	2,665	3,145	2,520	1.06	1.25
	East of Newport Center Dr	3	3,365	2,410	2,520	1.34	0.96
	West of I-95 SB Off-Ramp	3	3,365	2,410	2,520	1.34	0.96
	East of I-95 SB Off-Ramp	5	2,900	2,300	4,260	0.68	0.54
	West of I-95 NB Off-Ramp	5	2,900	2,300	4,260	0.68	0.54
	East of I-95 NB Off-Ramp	3	1,860	1,600	2,520	0.74	0.63
	West of Natura Blvd	3	2,150	1,920	2,520	0.85	0.76
	East of Natura Blvd	3	1,715	1,690	2,520	0.68	0.67

NOTES: 4/20/2018

(1) Capacity thresholds from FDOT 2012 Generalized LOS Peak Hour Directional Volumes Table for Urbanized Areas at LOS D for Class II arterial (35 mph or less); 5LD capacity estimated as 870 additional capacity added to 4LD capacity.

(2) V/C = Ratio of Volume to Capacity

SW 10th Street PD&E Study

2040 Build Option 3D-1.6 Center Alignment

Table 9B - Managed Lanes Volume to Capacity Analysis

Managed Lane (ML) Segments		Number of Lanes	Volume		Capacity [1]	V/C [2]	
	Location Description		AM Peak	PM Peak		AM	PM
SW 10th Street Eastbound	West of Waterways to East of Powerline Rd	2	1,500	720	4,200	0.36	0.17
	East of Powerline Rd to East of SW 30th Ave	2	1,500	720	4,200	0.36	0.17
	East of SW 30th Ave to East of SW 24th Ave	2	1,500	720	4,200	0.36	0.17
	East of SW 24th Ave to West of Military Trail	2	1,500	720	4,200	0.36	0.17
	West of Military Trail to I 95	2	1,500	720	4,200	0.36	0.17
	ML Direct-Connect Off Ramp to I 95 NB	1	1,110	590	2,200	0.50	0.27
	ML Direct-Connect Off Ramp to I 95 SB	1	390	130	2,200	0.18	0.06
SW 10th Street Westbound	West of Waterways to East of Powerline Rd	2	720	1,500	4,200	0.17	0.36
	East of Powerline Rd to West of SW 30th Ave	2	720	1,500	4,200	0.17	0.36
	West of SW 30th Ave to East of SW 28th Ave	2	720	1,500	4,200	0.17	0.36
	East of SW 28th Ave to West of Military Trail	2	720	1,500	4,200	0.17	0.36
	West of Military Trail to East of Military Trail	2	720	1,500	4,200	0.17	0.36
	East of Military Trail to I-95	2	720	1,500	4,200	0.17	0.36
	ML Direct-Connect On Ramp from I 95 SB	1	560	950	2,200	0.25	0.43
	ML Direct-Connect On Ramp from I 95 NB	1	160	550	2,200	0.07	0.25

NOTES: 4/20/2018

(1) Capacity thresholds (pc/h/ln) from HCMV6.0 Exhibit 12-11 for 75 mph FFS Managed Lane Segments, and Exhibit 14-12 for Ramp Roadways.

(2) V/C = Ratio of Volume to Capacity

SW 10th Street PD&E Study

2040 Build Option 3D-1.1 North Alignment

Table 10A - General Use Lanes Volume to Capacity Analysis

General Use Lane Segments		Number of	Volume		Capacity [1]	V/C [2]	
	Location Description	Lanes	AM Peak	PM Peak		AM	PM
SW 10th Street Eastbound	West of Waterways	3	3,210	2,300	2,520	1.27	0.91
	East of Waterways	3	3,435	2,280	2,520	1.36	0.90
	West of Independence	3	3,435	2,280	2,520	1.36	0.90
	East of Independence	3	3,455	2,235	2,520	1.37	0.89
	West of Powerline	3	3,455	2,235	2,520	1.37	0.89
	East of Powerline	3	2,150	2,325	2,520	0.85	0.92
	West of SW 30th Ave	2	3,220	2,675	1,630	1.98	1.64
	East of SW 30th Ave	2	3,210	2,755	1,630	1.97	1.69
	West of 28th Ave	2	3,210	2,755	1,630	1.97	1.69
	East of 28th Ave	2	2,710	2,240	1,630	1.66	1.37
	West of 24th Ave	2	2,710	2,240	1,630	1.66	1.37
	East of 24th Ave	2	2,580	2,170	1,630	1.58	1.33
	West of Military Trail	3	2,630	2,335	2,520	1.04	0.93
	East of Military Trail	3	3,335	2,630	2,520	1.32	1.04
	West of Newport Center Dr	3	3,335	2,630	2,520	1.32	1.04
	East of Newport Center Dr	4	2,585	3,070	3,390	0.76	0.91
	West of I-95 SB Off-Ramp	5	2,585	3,070	4,260	0.61	0.72
	East of I-95 SB Off-Ramp	5	2,310	2,420	4,260	0.54	0.57
	West of I-95 NB Off-Ramp	5	1,480	1,320	4,260	0.35	0.31
	East of I-95 NB Off-Ramp	3	1,950	2,000	2,520	0.77	0.79
	West of Natura Blvd	3	1,950	2,000	2,520	0.77	0.79
	East of Natura Blvd	3	1,805	1,920	2,520	0.72	0.76
SW 10th Street Westbound	West of Waterways	3	2,300	3,210	2,520	0.91	1.27
	East of Waterways	3	2,170	3,370	2,520	0.86	1.34
	West of Independence	3	2,170	3,370	2,520	0.86	1.34
	East of Independence	3	2,130	3,350	2,520	0.85	1.33
	West of Powerline	3	2,130	3,350	2,520	0.85	1.33
	East of Powerline	3	2,285	2,395	2,520	0.91	0.95
	West of SW 30th Ave	2	1,845	2,015	1,630	1.13	1.24
	East of SW 30th Ave	2	1,860	1,895	1,630	1.14	1.16
	West of 28th Ave	2	1,860	1,895	1,630	1.14	1.16
	East of 28th Ave	2	2,020	3,040	1,630	1.24	1.87
	West of 24th Ave	2	2,020	3,040	1,630	1.24	1.87
	East of 24th Ave	2	1,995	3,010	1,630	1.22	1.85
	West of Military Trail	2	2,085	3,100	1,630	1.28	1.90
	East of Military Trail	3	2,385	3,215	2,520	0.95	1.28
	West of Newport Center Dr	3	2,385	3,215	2,520	0.95	1.28
	East of Newport Center Dr	3	3,085	2,480	2,520	1.22	0.98
	West of I-95 SB Off-Ramp	3	3,085	2,480	2,520	1.22	0.98
	East of I-95 SB Off-Ramp	5	2,890	2,640	4,260	0.68	0.62
	West of I-95 NB Off-Ramp	5	2,890	2,640	4,260	0.68	0.62
	East of I-95 NB Off-Ramp	3	1,880	1,960	2,520	0.75	0.78
	West of Natura Blvd	3	2,170	2,280	2,520	0.86	0.90
	East of Natura Blvd	3	1,735	2,050	2,520	0.69	0.81

NOTES: 4/20/2018

(1) Capacity thresholds from FDOT 2012 Generalized LOS Peak Hour Directional Volumes Table for Urbanized Areas at LOS D for Class II arterial (35 mph or less); 5LD capacity estimated as 870 additional capacity added to 4LD capacity.

(2) V/C = Ratio of Volume to Capacity

SW 10th Street PD&E Study

2040 Build Option 3D-1.1 North Alignment

Table 10B - Managed Lanes Volume to Capacity Analysis

Managed Lane (ML) Segments		Number of Lanes	Volume		Capacity (1)	V/C (2)	
	Location Description		AM Peak	PM Peak		AM	PM
SW 10th Street Eastbound	West of Waterways to East of Powerline Rd	2	2,630	1,050	4,200	0.63	0.25
	ML Off Ramp East of Powerline Rd	1	1,070	350	2,200	0.49	0.16
	East of Powerline Rd to East of SW 30th Ave	2	1,560	700	4,200	0.37	0.17
	East of SW 30th Ave to East of SW 24th Ave	2	1,560	700	4,200	0.37	0.17
	ML On Ramp East of SW 24th Ave	1	550	450	2,200	0.25	0.20
	East of SW 24th Ave to West of Military Trail	2	2,110	1,150	4,200	0.50	0.27
	West of Military Trail to I 95	2	2,110	1,150	4,200	0.50	0.27
	ML Direct-Connect Off Ramp to I 95 NB	1	1,560	920	2,200	0.71	0.42
	ML Direct-Connect Off Ramp to I 95 SB	1	550	230	2,200	0.25	0.10
SW 10th Street Westbound	West of Waterways to East of Powerline Rd	2	1,050	2,630	4,200	0.25	0.63
	ML Off Ramp East of Powerline Rd	1	440	380	2,200	0.20	0.17
	East of Powerline Rd to West of SW 30th Ave	3	1,490	3,010	6,300	0.24	0.48
	ML On Ramp West of SW 30th Ave	1	350	1,090	2,200	0.16	0.50
	West of SW 30th Ave to East of SW 28th Ave	2	1,140	1,920	4,200	0.27	0.46
	East of SW 28th Ave to West of Military Trail	2	1,140	1,920	4,200	0.27	0.46
	West of Military Trail to East of Military Trail	2	1,140	1,920	4,200	0.27	0.46
	East of Military Trail to I-95	2	1,140	1,920	4,200	0.27	0.46
	ML Direct-Connect On Ramp from I 95 SB	1	900	1,290	2,200	0.41	0.59
	ML Direct-Connect On Ramp from I 95 NB	1	240	630	2,200	0.11	0.29

NOTES: 4/20/2018

(1) Capacity thresholds (pc/h/ln) from HCMV6.0 Exhibit 12-11 for 75 mph FFS Managed Lane Segments, and Exhibit 14-12 for Ramp Roadways.

(2) V/C = Ratio of Volume to Capacity

SW 10th Street PD&E Study

2040 Build Option 3D-1.2 North Alignment

Table 11A - General Use Lanes Volume to Capacity Analysis

General Use Lane Segments		Number of	Volume		Capacity [1]	V/C [2]	
	Location Description	Lanes	AM Peak	PM Peak		AM	PM
SW 10th Street Eastbound	West of Waterways	3	3,210	2,300	2,520	1.27	0.91
	East of Waterways	3	3,435	2,280	2,520	1.36	0.90
	West of Independence	3	3,435	2,280	2,520	1.36	0.90
	East of Independence	3	3,455	2,235	2,520	1.37	0.89
	West of Powerline	3	3,455	2,235	2,520	1.37	0.89
	East of Powerline	3	2,150	2,325	2,520	0.85	0.92
	West of SW 30th Ave	2	3,220	2,675	1,630	1.98	1.64
	East of SW 30th Ave	2	3,210	2,755	1,630	1.97	1.69
	West of 28th Ave	2	3,210	2,755	1,630	1.97	1.69
	East of 28th Ave	2	2,710	2,240	1,630	1.66	1.37
	West of 24th Ave	2	2,710	2,240	1,630	1.66	1.37
	East of 24th Ave	2	2,580	2,170	1,630	1.58	1.33
	West of Military Trail	3	2,630	2,335	2,520	1.04	0.93
	East of Military Trail	3	3,335	2,630	2,520	1.32	1.04
	West of Newport Center Dr	3	3,335	2,630	2,520	1.32	1.04
	East of Newport Center Dr	4	2,585	3,070	3,390	0.76	0.91
	West of I-95 SB Off-Ramp	5	2,585	3,070	4,260	0.61	0.72
	East of I-95 SB Off-Ramp	5	2,310	2,420	4,260	0.54	0.57
	West of I-95 NB Off-Ramp	5	1,480	1,320	4,260	0.35	0.31
	East of I-95 NB Off-Ramp	3	1,950	2,000	2,520	0.77	0.79
	West of Natura Blvd	3	1,950	2,000	2,520	0.77	0.79
	East of Natura Blvd	3	1,805	1,920	2,520	0.72	0.76
SW 10th Street Westbound	West of Waterways	3	2,300	3,210	2,520	0.91	1.27
	East of Waterways	3	2,170	3,370	2,520	0.86	1.34
	West of Independence	3	2,170	3,370	2,520	0.86	1.34
	East of Independence	3	2,130	3,350	2,520	0.85	1.33
	West of Powerline	3	2,130	3,350	2,520	0.85	1.33
	East of Powerline	3	2,285	2,395	2,520	0.91	0.95
	West of SW 30th Ave	2	1,845	2,015	1,630	1.13	1.24
	East of SW 30th Ave	2	1,860	1,895	1,630	1.14	1.16
	West of 28th Ave	2	1,860	1,895	1,630	1.14	1.16
	East of 28th Ave	2	1,830	2,400	1,630	1.12	1.47
	West of 24th Ave	2	1,830	2,400	1,630	1.12	1.47
	East of 24th Ave	2	1,805	2,370	1,630	1.11	1.45
	West of Military Trail	2	1,895	2,460	1,630	1.16	1.51
	East of Military Trail	3	2,195	2,575	2,520	0.87	1.02
	West of Newport Center Dr	3	2,575	3,475	2,520	1.02	1.38
	East of Newport Center Dr	3	3,275	2,740	2,520	1.30	1.09
	West of I-95 SB Off-Ramp	3	3,275	2,740	2,520	1.30	1.09
	East of I-95 SB Off-Ramp	5	2,910	2,670	4,260	0.68	0.63
	West of I-95 NB Off-Ramp	5	2,910	2,670	4,260	0.68	0.63
	East of I-95 NB Off-Ramp	3	1,880	1,960	2,520	0.75	0.78
	West of Natura Blvd	3	2,170	2,280	2,520	0.86	0.90
	East of Natura Blvd	3	1,735	2,050	2,520	0.69	0.81

NOTES: 4/23/2018

(1) Capacity thresholds from FDOT 2012 Generalized LOS Peak Hour Directional Volumes Table for Urbanized Areas at LOS D for Class II arterial (35 mph or less); 5LD capacity estimated as 870 additional capacity added to 4LD capacity.

(2) V/C = Ratio of Volume to Capacity

SW 10th Street PD&E Study

2040 Build Option 3D-1.2 North Alignment

Table 11B - Managed Lanes Volume to Capacity Analysis

Managed Lane (ML) Segments		Number of Lanes	Volume		Capacity [1]	V/C [2]	
	Location Description		AM Peak	PM Peak		AM	PM
SW 10th Street Eastbound	West of Waterways to East of Powerline Rd	2	2,630	1,050	4,200	0.63	0.25
	ML Off Ramp East of Powerline Rd	1	1,070	350	2,200	0.49	0.16
	East of Powerline Rd to East of SW 30th Ave	2	1,560	700	4,200	0.37	0.17
	East of SW 30th Ave to East of SW 24th Ave	2	1,560	700	4,200	0.37	0.17
	ML On Ramp East of SW 24th Ave	1	550	450	2,200	0.25	0.20
	East of SW 24th Ave to West of Military Trail	2	2,110	1,150	4,200	0.50	0.27
	West of Military Trail to I 95	2	2,110	1,150	4,200	0.50	0.27
	ML Direct-Connect Off Ramp to I 95 NB	1	1,560	920	2,200	0.71	0.42
	ML Direct-Connect Off Ramp to I 95 SB	1	550	230	2,200	0.25	0.10
SW 10th Street Westbound	West of Waterways to East of Powerline Rd	2	1,050	2,630	4,200	0.25	0.63
	ML Off Ramp East of Powerline Rd	1	440	380	2,200	0.20	0.17
	East of Powerline Rd to West of SW 30th Ave	3	1,490	3,010	6,300	0.24	0.48
	ML On Ramp West of SW 30th Ave	1	160	450	2,200	0.07	0.20
	West of SW 30th Ave to East of SW 28th Ave	2	1,330	2,560	4,200	0.32	0.61
	East of SW 28th Ave to West of Military Trail	2	1,330	2,560	4,200	0.32	0.61
	West of Military Trail to East of Military Trail	2	1,330	2,560	4,200	0.32	0.61
	ML On Ramp East of Military Trail	1	380	900	2,200	0.17	0.41
	East of Military Trail to I-95	2	950	1,660	4,200	0.23	0.40
	ML Direct-Connect On Ramp from I 95 SB	1	730	1,060	2,200	0.33	0.48
	ML Direct-Connect On Ramp from I 95 NB	1	220	600	2,200	0.10	0.27

NOTES: 4/20/2018

(1) Capacity thresholds (pc/h/ln) from HCMV6.0 Exhibit 12-11 for 75 mph FFS Managed Lane Segments, and Exhibit 14-12 for Ramp Roadways.

(2) V/C = Ratio of Volume to Capacity

SW 10th Street PD&E Study

2040 Build Option 3D-1.3 North Alignment

Table 12A - General Use Lanes Volume to Capacity Analysis

General Use Lane Segments		Number of Lanes	Volume		Capacity [1]	V/C [2]	
	Location Description		AM Peak	PM Peak		AM	PM
SW 10th Street Eastbound	West of Waterways	3	3,070	2,210	2,520	1.22	0.88
	East of Waterways	3	3,295	2,190	2,520	1.31	0.87
	West of Independence	3	3,295	2,190	2,520	1.31	0.87
	East of Independence	3	3,315	2,145	2,520	1.32	0.85
	West of Powerline	3	3,315	2,145	2,520	1.32	0.85
	East of Powerline	3	2,115	2,255	2,520	0.84	0.89
	West of SW 30th Ave	2	700	745	1,630	0.43	0.46
	East of SW 30th Ave	2	690	825	1,630	0.42	0.51
	West of 28th Ave	2	690	825	1,630	0.42	0.51
	East of 28th Ave	2	745	765	1,630	0.46	0.47
	West of 24th Ave	2	745	765	1,630	0.46	0.47
	East of 24th Ave	2	610	690	1,630	0.37	0.42
	West of Military Trail	2	660	855	1,630	0.40	0.52
	East of Military Trail	2	1,385	1,170	1,630	0.85	0.72
	West of Newport Center Dr	3	2,975	2,500	2,520	1.18	0.99
	East of Newport Center Dr	4	2,225	2,940	3,390	0.66	0.87
	West of I-95 SB Off-Ramp	5	1,580	1,990	4,260	0.37	0.47
	East of I-95 SB Off-Ramp	5	1,990	2,290	4,260	0.47	0.54
	West of I-95 NB Off-Ramp	5	1,210	1,190	4,260	0.28	0.28
	East of I-95 NB Off-Ramp	3	1,680	1,870	2,520	0.67	0.74
	West of Natura Blvd	3	1,680	1,870	2,520	0.67	0.74
	East of Natura Blvd	3	1,535	1,790	2,520	0.61	0.71
SW 10th Street Westbound	West of Waterways	3	2,210	3,070	2,520	0.88	1.22
	East of Waterways	3	2,080	3,230	2,520	0.83	1.28
	West of Independence	3	2,080	3,230	2,520	0.83	1.28
	East of Independence	3	2,040	3,210	2,520	0.81	1.27
	West of Powerline	3	2,040	3,210	2,520	0.81	1.27
	East of Powerline	3	2,270	2,415	2,520	0.90	0.96
	West of SW 30th Ave	2	2,275	2,275	1,630	1.40	1.40
	East of SW 30th Ave	2	2,290	2,155	1,630	1.40	1.32
	West of 28th Ave	2	2,290	2,155	1,630	1.40	1.32
	East of 28th Ave	2	1,660	1,830	1,630	1.02	1.12
	West of 24th Ave	2	1,660	1,830	1,630	1.02	1.12
	East of 24th Ave	2	1,635	1,800	1,630	1.00	1.10
	West of Military Trail	2	1,725	1,890	1,630	1.06	1.16
	East of Military Trail	3	2,085	2,025	2,520	0.83	0.80
	West of Newport Center Dr	3	2,455	2,955	2,520	0.97	1.17
	East of Newport Center Dr	3	3,185	2,410	2,520	1.26	0.96
	West of I-95 SB Off-Ramp	3	3,185	2,410	2,520	1.26	0.96
	East of I-95 SB Off-Ramp	5	2,860	2,340	4,260	0.67	0.55
	West of I-95 NB Off-Ramp	5	2,860	2,340	4,260	0.67	0.55
	East of I-95 NB Off-Ramp	3	1,890	1,670	2,520	0.75	0.66
	West of Natura Blvd	3	2,180	1,990	2,520	0.87	0.79
	East of Natura Blvd	3	1,745	1,760	2,520	0.69	0.70

NOTES: 4/20/2018

(1) Capacity thresholds from FDOT 2012 Generalized LOS Peak Hour Directional Volumes Table for Urbanized Areas at LOS D for Class II arterial (35 mph or less); 5LD capacity estimated as 870 additional capacity added to 4LD capacity.

(2) V/C = Ratio of Volume to Capacity

SW 10th Street PD&E Study

2040 Build Option 3D-1.3 North Alignment

Table 12B - Managed Lanes Volume to Capacity Analysis

Managed Lane (ML) Segments		Number of Lanes	Volume		Capacity [1]	V/C [2]	
	Location Description		AM Peak	PM Peak		AM	PM
SW 10th Street Eastbound	West of Waterways to East of Powerline Rd	2	2,370	930	4,200	0.56	0.22
	East of Powerline Rd to East of SW 30th Ave	2	2,370	930	4,200	0.56	0.22
	ML On Ramp West of SW 30th Ave	1	1,330	1,470	2,200	0.60	0.67
	East of SW 30th Ave to East of SW 24th Ave	3	3,700	2,400	6,300	0.59	0.38
	East of SW 24th Ave to West of Military Trail	3	3,700	2,400	6,300	0.59	0.38
	ML Off Ramp West of Military Trail	1	1,590	1,330	2,200	0.72	0.60
	West of Military Trail to I 95	2	2,110	1,070	4,200	0.50	0.25
	ML Direct-Connect Off Ramp to I 95 NB	1	1,560	880	2,200	0.71	0.40
	ML Direct-Connect Off Ramp to I 95 SB	1	550	190	2,200	0.25	0.09
SW 10th Street Westbound	West of Waterways to East of Powerline Rd	2	930	2,370	4,200	0.22	0.56
	East of Powerline Rd to West of SW 30th Ave	2	930	2,370	4,200	0.22	0.56
	West of SW 30th Ave to East of SW 28th Ave	2	930	2,370	4,200	0.22	0.56
	ML Off Ramp East of SW 28th Ave	1	440	380	2,200	0.20	0.17
	East of SW 28th Ave to West of Military Trail	3	1,370	2,750	6,300	0.22	0.44
	West of Military Trail to East of Military Trail	3	1,370	2,750	6,300	0.22	0.44
	ML On Ramp East Of Military Trail	1	400	1,120	2,200	0.18	0.51
	East of Military Trail to I-95	2	970	1,630	4,200	0.23	0.39
	ML Direct-Connect On Ramp from I 95 SB	1	730	1,030	2,200	0.33	0.47
	ML Direct-Connect On Ramp from I 95 NB	1	240	600	2,200	0.11	0.27

NOTES: 4/20/2018

(1) Capacity thresholds (pc/h/ln) from HCMV6.0 Exhibit 12-11 for 75 mph FFS Managed Lane Segments, and Exhibit 14-12 for Ramp Roadways.

(2) V/C = Ratio of Volume to Capacity

SW 10th Street PD&E Study

2040 Build Option 3D-1.4 North Alignment

Table 13A - General Use Lanes Volume to Capacity Analysis

General Use Lane Segments		Number of Lanes	Volume		Capacity [1]	V/C [2]	
	Location Description		AM Peak	PM Peak		AM	PM
SW 10th Street Eastbound	West of Waterways	3	3,210	2,300	2,520	1.27	0.91
	East of Waterways	3	3,435	2,280	2,520	1.36	0.90
	West of Independence	3	3,435	2,280	2,520	1.36	0.90
	East of Independence	3	3,455	2,235	2,520	1.37	0.89
	West of Powerline	3	3,455	2,235	2,520	1.37	0.89
	East of Powerline	3	2,150	2,325	2,520	0.85	0.92
	West of SW 30th Ave	3	3,220	2,675	2,520	1.28	1.06
	East of SW 30th Ave	3	3,210	2,755	2,520	1.27	1.09
	West of 28th Ave	2	3,210	2,755	1,630	1.97	1.69
	East of 28th Ave	2	3,260	2,690	1,630	2.00	1.65
	West of 24th Ave	2	3,260	2,690	1,630	2.00	1.65
	East of 24th Ave	2	3,130	2,620	1,630	1.92	1.61
	West of Military Trail	3	3,180	2,785	2,520	1.26	1.11
	East of Military Trail	3	3,855	3,080	2,520	1.53	1.22
	West of Newport Center Dr	3	3,885	3,080	2,520	1.54	1.22
	East of Newport Center Dr	4	3,135	3,520	3,390	0.92	1.04
	West of I-95 SB Off-Ramp	5	3,135	3,520	4,260	0.74	0.83
	East of I-95 SB Off-Ramp	5	2,760	2,760	4,260	0.65	0.65
	West of I-95 NB Off-Ramp	5	1,480	1,320	4,260	0.35	0.31
	East of I-95 NB Off-Ramp	3	1,950	2,000	2,520	0.77	0.79
	West of Natura Blvd	3	1,950	2,000	2,520	0.77	0.79
	East of Natura Blvd	3	1,805	1,920	2,520	0.72	0.76
SW 10th Street Westbound	West of Waterways	3	2,300	3,210	2,520	0.91	1.27
	East of Waterways	3	2,170	3,370	2,520	0.86	1.34
	West of Independence	3	2,170	3,370	2,520	0.86	1.34
	East of Independence	3	2,130	3,350	2,520	0.85	1.33
	West of Powerline	3	2,130	3,350	2,520	0.85	1.33
	East of Powerline	3	2,285	2,395	2,520	0.91	0.95
	West of SW 30th Ave	2	1,845	2,065	1,630	1.13	1.27
	East of SW 30th Ave	2	1,860	1,945	1,630	1.14	1.19
	West of 28th Ave	2	1,860	1,945	1,630	1.14	1.19
	East of 28th Ave	2	1,670	2,000	1,630	1.02	1.23
	West of 24th Ave	2	1,670	2,000	1,630	1.02	1.23
	East of 24th Ave	2	1,645	1,970	1,630	1.01	1.21
	West of Military Trail	2	1,735	2,060	1,630	1.06	1.26
	East of Military Trail	2	2,035	2,175	1,630	1.25	1.33
	West of Newport Center Dr	3	2,475	3,175	2,520	0.98	1.26
	East of Newport Center Dr	3	3,175	2,440	2,520	1.26	0.97
	West of I-95 SB Off-Ramp	3	3,175	2,440	2,520	1.26	0.97
	East of I-95 SB Off-Ramp	5	2,910	2,570	4,260	0.68	0.60
	West of I-95 NB Off-Ramp	5	2,910	2,570	4,260	0.68	0.60
	East of I-95 NB Off-Ramp	3	1,880	1,960	2,520	0.75	0.78
	West of Natura Blvd	3	2,170	2,280	2,520	0.86	0.90
	East of Natura Blvd	3	1,735	2,050	2,520	0.69	0.81

NOTES: 4/20/2018

(1) Capacity thresholds from FDOT 2012 Generalized LOS Peak Hour Directional Volumes Table for Urbanized Areas at LOS D for Class II arterial (35 mph or less); 5LD capacity estimated as 870 additional capacity added to 4LD capacity.

(2) V/C = Ratio of Volume to Capacity

SW 10th Street PD&E Study

2040 Build Option 3D-1.4 North Alignment

Table 13B - Managed Lanes Volume to Capacity Analysis

Managed Lane (ML) Segments		Number of Lanes	Volume		Capacity (1)	V/C (2)	
	Location Description		AM Peak	PM Peak		AM	PM
SW 10th Street Eastbound	West of Waterways to East of Powerline Rd	2	2,630	1,050	4,200	0.63	0.25
	ML Off Ramp East of Powerline Rd	1	1,070	350	2,200	0.49	0.16
	East of Powerline Rd to East of SW 30th Ave	2	1,560	700	4,200	0.37	0.17
	East of SW 30th Ave to East of SW 24th Ave	2	1,560	700	4,200	0.37	0.17
	East of SW 24th Ave to West of Military Trail	2	1,560	700	4,200	0.37	0.17
	West of Military Trail to I 95	2	1,560	700	4,200	0.37	0.17
	ML Direct-Connect Off Ramp to I 95 NB	1	1,110	580	2,200	0.50	0.26
	ML Direct-Connect Off Ramp to I 95 SB	1	450	120	2,200	0.20	0.05
SW 10th Street Westbound	West of Waterways to East of Powerline Rd	2	1,050	2,630	4,200	0.25	0.63
	ML Off Ramp East of Powerline Rd	1	440	330	2,200	0.20	0.15
	East of Powerline Rd to West of SW 30th Ave	2	1,490	2,960	4,200	0.35	0.70
	West of SW 30th Ave to East of SW 28th Ave	2	1,490	2,960	4,200	0.35	0.70
	East of SW 28th Ave to West of Military Trail	2	1,490	2,960	4,200	0.35	0.70
	West of Military Trail to East of Military Trail	2	1,490	2,960	4,200	0.35	0.70
	ML On Ramp East of Military Trail	1	440	1,000	2,200	0.20	0.45
	East of Military Trail to I-95	2	1,050	1,960	4,200	0.25	0.47
	ML Direct-Connect On Ramp from I 95 SB	1	830	1,260	2,200	0.38	0.57
	ML Direct-Connect On Ramp from I 95 NB	1	220	700	2,200	0.10	0.32

NOTES: 4/20/2018

(1) Capacity thresholds (pc/h/ln) from HCMV6.0 Exhibit 12-11 for 75 mph FFS Managed Lane Segments, and Exhibit 14-12 for Ramp Roadways.

(2) V/C = Ratio of Volume to Capacity

SW 10th Street PD&E Study

2040 Build Option 3D-1.5 North Alignment

Table 14A - General Use Lanes Volume to Capacity Analysis

General Use Lane Segments		Number of Lanes	Volume		Capacity [1]	V/C [2]	
	Location Description		AM Peak	PM Peak		AM	PM
SW 10th Street Eastbound	West of Waterways	3	3,070	2,210	2,520	1.22	0.88
	East of Waterways	3	3,295	2,190	2,520	1.31	0.87
	West of Independence	3	3,295	2,190	2,520	1.31	0.87
	East of Independence	3	3,315	2,145	2,520	1.32	0.85
	West of Powerline	3	3,315	2,145	2,520	1.32	0.85
	East of Powerline	3	2,115	2,255	2,520	0.84	0.89
	West of SW 30th Ave	2	2,030	2,215	1,630	1.25	1.36
	East of SW 30th Ave	2	2,020	2,295	1,630	1.24	1.41
	West of 28th Ave	2	2,020	2,295	1,630	1.24	1.41
	East of 28th Ave	2	2,070	2,230	1,630	1.27	1.37
	West of 24th Ave	2	2,070	2,230	1,630	1.27	1.37
	East of 24th Ave	2	1,940	2,160	1,630	1.19	1.33
	West of Military Trail	3	1,990	2,325	2,520	0.79	0.92
	East of Military Trail	3	2,715	2,640	2,520	1.08	1.05
	West of Newport Center Dr	3	3,525	2,950	2,520	1.40	1.17
	East of Newport Center Dr	4	2,775	3,390	3,390	0.82	1.00
	West of I-95 SB Off-Ramp	5	2,775	3,390	4,260	0.65	0.80
	East of I-95 SB Off-Ramp	5	2,400	2,700	4,260	0.56	0.63
	West of I-95 NB Off-Ramp	5	1,210	1,190	4,260	0.28	0.28
	East of I-95 NB Off-Ramp	3	1,680	1,870	2,520	0.67	0.74
	West of Natura Blvd	3	1,680	1,870	2,520	0.67	0.74
	East of Natura Blvd	3	1,535	1,790	2,520	0.61	0.71
SW 10th Street Westbound	West of Waterways	3	2,210	3,070	2,520	0.88	1.22
	East of Waterways	3	2,080	3,230	2,520	0.83	1.28
	West of Independence	3	2,080	3,230	2,520	0.83	1.28
	East of Independence	3	2,040	3,210	2,520	0.81	1.27
	West of Powerline	3	2,040	3,210	2,520	0.81	1.27
	East of Powerline	3	2,270	2,415	2,520	0.90	0.96
	West of SW 30th Ave	2	2,275	2,275	1,630	1.40	1.40
	East of SW 30th Ave	2	2,290	2,155	1,630	1.40	1.32
	West of 28th Ave	2	2,290	2,155	1,630	1.40	1.32
	East of 28th Ave	2	1,660	1,830	1,630	1.02	1.12
	West of 24th Ave	2	1,660	1,830	1,630	1.02	1.12
	East of 24th Ave	2	1,635	1,800	1,630	1.00	1.10
	West of Military Trail	2	1,725	1,890	1,630	1.06	1.16
	East of Military Trail	2	2,085	2,025	1,630	1.28	1.24
	West of Newport Center Dr	3	2,485	3,145	2,520	0.99	1.25
	East of Newport Center Dr	3	3,185	2,410	2,520	1.26	0.96
	West of I-95 SB Off-Ramp	3	3,185	2,410	2,520	1.26	0.96
	East of I-95 SB Off-Ramp	5	2,860	2,340	4,260	0.67	0.55
	West of I-95 NB Off-Ramp	5	2,860	2,340	4,260	0.67	0.55
	East of I-95 NB Off-Ramp	3	1,890	1,670	2,520	0.75	0.66
	West of Natura Blvd	3	2,180	1,990	2,520	0.87	0.79
	East of Natura Blvd	3	1,745	1,760	2,520	0.69	0.70

NOTES: 4/20/2018

(1) Capacity thresholds from FDOT 2012 Generalized LOS Peak Hour Directional Volumes Table for Urbanized Areas at LOS D for Class II arterial (35 mph or less); 5LD capacity estimated as 870 additional capacity added to 4LD capacity.

(2) V/C = Ratio of Volume to Capacity

SW 10th Street PD&E Study

2040 Build Option 3D-1.5 North Alignment

Table 14B - Managed Lanes Volume to Capacity Analysis

Managed Lane (ML) Segments		Number of Lanes	Volume		Capacity [1]	V/C [2]	
	Location Description		AM Peak	PM Peak		AM	PM
SW 10th Street Eastbound	West of Waterways to East of Powerline Rd	2	2,370	930	4,200	0.56	0.22
	East of Powerline Rd to East of SW 30th Ave	2	2,370	930	4,200	0.56	0.22
	East of SW 30th Ave to East of SW 24th Ave	2	2,370	930	4,200	0.56	0.22
	East of SW 24th Ave to West of Military Trail	2	2,370	930	4,200	0.56	0.22
	ML Off Ramp West of Military Trail	1	810	310	2,200	0.37	0.14
	West of Military Trail to I-95	2	1,560	620	4,200	0.37	0.15
	ML Direct-Connect Off Ramp to I 95 NB	1	1,150	470	2,200	0.52	0.21
	ML Direct-Connect Off Ramp to I 95 SB	1	410	150	2,200	0.19	0.07
SW 10th Street Westbound	West of Waterways to East of Powerline Rd	2	930	2,370	4,200	0.22	0.56
	East of Powerline Rd to West of SW 30th Ave	2	930	2,370	4,200	0.22	0.56
	West of SW 30th Ave to East of SW 28th Ave	2	930	2,370	4,200	0.22	0.56
	ML Off Ramp East of SW 28th Ave	1	440	380	2,200	0.20	0.17
	East of SW 28th Ave to West of Military Trail	3	1,370	2,750	6,300	0.22	0.44
	West of Military Trail to East of Military Trail	3	1,370	2,750	6,300	0.22	0.44
	ML On Ramp East of Military Trail	1	400	1,120	2,200	0.18	0.51
	East of Military Trail to I-95	2	970	1,630	4,200	0.23	0.39
	ML Direct-Connect On Ramp from I 95 SB	1	730	1,030	2,200	0.33	0.47
	ML Direct-Connect On Ramp from I 95 NB	1	240	600	2,200	0.11	0.27

NOTES: 4/20/2018

(1) Capacity thresholds (pc/h/ln) from HCMV6.0 Exhibit 12-11 for 75 mph FFS Managed Lane Segments, and Exhibit 14-12 for Ramp Roadways.

(2) V/C = Ratio of Volume to Capacity

SW 10th Street PD&E Study

2040 Build Option 3D-1.6 North Alignment

Table 15A - General Use Lanes Volume to Capacity Analysis

General Use Lane Segments		Number of Lanes	Volume		Capacity [1]	V/C [2]	
	Location Description		AM Peak	PM Peak		AM	PM
SW 10th Street Eastbound	West of Waterways	3	3,810	2,350	2,520	1.51	0.93
	East of Waterways	3	4,035	2,330	2,520	1.60	0.92
	West of Independence	3	4,035	2,330	2,520	1.60	0.92
	East of Independence	3	4,055	2,285	2,520	1.61	0.91
	West of Powerline	3	4,055	2,285	2,520	1.61	0.91
	East of Powerline	3	2,855	2,395	2,520	1.13	0.95
	West of SW 30th Ave	2	2,770	2,355	1,630	1.70	1.44
	East of SW 30th Ave	2	2,760	2,435	1,630	1.69	1.49
	West of 28th Ave	2	2,760	2,435	1,630	1.69	1.49
	East of 28th Ave	2	2,810	2,370	1,630	1.72	1.45
	West of 24th Ave	2	2,810	2,370	1,630	1.72	1.45
	East of 24th Ave	2	2,680	2,300	1,630	1.64	1.41
	West of Military Trail	3	2,730	2,465	2,520	1.08	0.98
	East of Military Trail	3	3,455	2,780	2,520	1.37	1.10
	West of Newport Center Dr	3	3,455	2,780	2,520	1.37	1.10
	East of Newport Center Dr	4	2,705	3,220	3,390	0.80	0.95
	West of I-95 SB Off-Ramp	5	2,705	3,220	4,260	0.63	0.76
	East of I-95 SB Off-Ramp	5	2,330	2,520	4,260	0.55	0.59
	West of I-95 NB Off-Ramp	5	1,140	1,170	4,260	0.27	0.27
	East of I-95 NB Off-Ramp	3	1,610	1,850	2,520	0.64	0.73
	West of Natura Blvd	3	1,610	1,850	2,520	0.64	0.73
	East of Natura Blvd	3	1,465	1,770	2,520	0.58	0.70
SW 10th Street Westbound	West of Waterways	3	2,350	3,810	2,520	0.93	1.51
	East of Waterways	3	2,220	3,970	2,520	0.88	1.58
	West of Independence	3	2,220	3,970	2,520	0.88	1.58
	East of Independence	3	2,180	3,950	2,520	0.87	1.57
	West of Powerline	3	2,180	3,950	2,520	0.87	1.57
	East of Powerline	3	2,410	3,155	2,520	0.96	1.25
	West of SW 30th Ave	2	2,415	3,015	1,630	1.48	1.85
	East of SW 30th Ave	2	2,430	2,895	1,630	1.49	1.78
	West of 28th Ave	2	2,430	2,895	1,630	1.49	1.78
	East of 28th Ave	2	2,240	2,950	1,630	1.37	1.81
	West of 24th Ave	2	2,240	2,950	1,630	1.37	1.81
	East of 24th Ave	2	2,215	2,920	1,630	1.36	1.79
	West of Military Trail	2	2,305	3,010	1,630	1.41	1.85
	East of Military Trail	3	2,665	3,145	2,520	1.06	1.25
	West of Newport Center Dr	3	2,665	3,145	2,520	1.06	1.25
	East of Newport Center Dr	3	3,365	2,410	2,520	1.34	0.96
	West of I-95 SB Off-Ramp	3	3,365	2,410	2,520	1.34	0.96
	East of I-95 SB Off-Ramp	5	2,900	2,300	4,260	0.68	0.54
	West of I-95 NB Off-Ramp	5	2,900	2,300	4,260	0.68	0.54
	East of I-95 NB Off-Ramp	3	1,860	1,600	2,520	0.74	0.63
	West of Natura Blvd	3	2,150	1,920	2,520	0.85	0.76
	East of Natura Blvd	3	1,715	1,690	2,520	0.68	0.67

NOTES: 4/20/2018

(1) Capacity thresholds from FDOT 2012 Generalized LOS Peak Hour Directional Volumes Table for Urbanized Areas at LOS D for Class II arterial (35 mph or less); 5LD capacity estimated as 870 additional capacity added to 4LD capacity.

(2) V/C = Ratio of Volume to Capacity

SW 10th Street PD&E Study

2040 Build Option 3D-1.6 North Alignment

Table 15B - Managed Lanes Volume to Capacity Analysis

Managed Lane (ML) Segments		Number of Lanes	Volume		Capacity [1]	V/C [2]	
	Location Description		AM Peak	PM Peak		AM	PM
SW 10th Street Eastbound	West of Waterways to East of Powerline Rd	2	1,500	720	4,200	0.36	0.17
	East of Powerline Rd to East of SW 30th Ave	2	1,500	720	4,200	0.36	0.17
	East of SW 30th Ave to East of SW 24th Ave	2	1,500	720	4,200	0.36	0.17
	East of SW 24th Ave to West of Military Trail	2	1,500	720	4,200	0.36	0.17
	West of Military Trail to I 95	2	1,500	720	4,200	0.36	0.17
	ML Direct-Connect Off Ramp to I 95 NB	1	1,110	590	2,200	0.50	0.27
	ML Direct-Connect Off Ramp to I 95 SB	1	390	130	2,200	0.18	0.06
SW 10th Street Westbound	West of Waterways to East of Powerline Rd	2	720	1,500	4,200	0.17	0.36
	East of Powerline Rd to West of SW 30th Ave	2	720	1,500	4,200	0.17	0.36
	West of SW 30th Ave to East of SW 28th Ave	2	720	1,500	4,200	0.17	0.36
	East of SW 28th Ave to West of Military Trail	2	720	1,500	4,200	0.17	0.36
	West of Military Trail to East of Military Trail	2	720	1,500	4,200	0.17	0.36
	East of Military Trail to I-95	2	720	1,500	4,200	0.17	0.36
	ML Direct-Connect On Ramp from I 95 SB	1	560	950	2,200	0.25	0.43
	ML Direct-Connect On Ramp from I 95 NB	1	160	550	2,200	0.07	0.25

NOTES: 4/20/2018

(1) Capacity thresholds (pc/h/ln) from HCMV6.0 Exhibit 12-11 for 75 mph FFS Managed Lane Segments, and Exhibit 14-12 for Ramp Roadways.

(2) V/C = Ratio of Volume to Capacity

ATTACHMENT 4

Intersection Traffic Operations Summary Tables

Table A - Existing (2016) SW 10th Street Signalized Intersection Analysis Results - AM

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	Waterways Boulevard	LOS (Delay)	Movement		B (18.5)	A (5.8)	D (35.9)	A (4.7)		D (46.0)		A (3.4)				B (13.8)
			Approach		B (18.4)			A (6.1)			B (13.9)					
		Volume to Capacity ratio	Movement		0.9	0.01	0.47	0.43		0.66		0.23				
		Queue Length 95th (ft)	Movement		#790	8	112	193		114		22				
	Independence Drive	LOS (Delay)	Movement		A (8.1)	A (0.4)	C (28.8)	A (4.3)		D (41.0)		D (39.8)				A (7.4)
			Approach		A (8.1)			A (4.6)			D (40.2)					
		Volume to Capacity ratio	Movement		0.9	0.01	0.13	0.43		0.3		0.04				
		Queue Length 95th (ft)	Movement		#243	m0	m7	376		45		37				
	South Powerline Road (S.R. 845)	LOS (Delay)	Movement	**F (82.8)**	**E (68.2)**	C (30.6)	**F (101.4)**	**E (79.8)**	**F (83.9)**	**F (83.0)**	**E (77.6)**	**E (57.4)**	**E (75.2)**	**F (140.5)**	**F (190.9)**	**F (88.0)**
			Approach	**E (67.2)**			**F (83.8)**			**E (74.7)**			**F (143.0)**			
		Volume to Capacity ratio	Movement	0.96	1.03	0.39	0.95	0.83	0.35	0.73	0.94	0.53	0.65	1.12	0.25	
		Queue Length 95th (ft)	Movement	#602	#1163	253	m#263	582	m247	211	#591	299	161	#765	227	
	SW 28th Avenue	LOS (Delay)	Movement		D (38.1)	A (8.6)	D (45.0)	A (6.2)		**F (130.3)**		**E (77.1)**				C (29.2)
			Approach		D (37.7)			A (6.4)		**F (111.7)**						
		Volume to Capacity ratio	Movement		0.89	0.02	0.14	0.54		0.91		0.1				
		Queue Length 95th (ft)	Movement		m1380	m10	m4	278		#285		64				
	South Military Trail	LOS (Delay)	Movement	**F (95.1)**	D (51.2)	**E (58.7)**	**F (195.1)**	D (53.4)	C (34.7)	**F (81.3)**	**F (88.5)**	**F (241.7)**	**F (151.0)**	**E (57.5)**	D (52.9)	**F (85.7)**
			Approach	**E (56.4)**			**E (72.9)**			**F (146.1)**			**F (89.7)**			
		Volume to Capacity ratio	Movement	0.84	0.94	0.06	1.18	0.86	0.3	0.58	0.95	1.35	1.09	0.58	0.33	
		Queue Length 95th (ft)	Movement	m217	933	m11	#325	842	184	140	#626	#1025	#427	381	196	
	East Newport Center Drive	LOS (Delay)	Movement	**E (71.9)**	C (23.8)		**F (174.3)**	B (10.8)	B (13.4)	**E (75.0)**	**E (74.9)**	**E (72.8)**	**E (75.2)**	**E (74.5)**	**E (72.6)**	C (32.5)
			Approach		C (28.0)			C (33.6)		**E (73.6)**			**E (73.4)**			
		Volume to Capacity ratio	Movement	0.96	0.76		1.17	0.51	0.21	0.39	0.38	0.06	0.38	0.33	0.06	
		Queue Length 95th (ft)	Movement	#363	711		#621	314	37	73	72	5	58	58	0	
	I-95 Southbound On-ramp	LOS (Delay)	Movement		C (34.3)	A (0.6)	**E (65.8)**	A (0.2)								D (43.8)
			Approach		C (25.8)			B (12.8)								
		Volume to Capacity ratio	Movement		0.71	0.42	0.87	0.48								
		Queue Length 95th (ft)	Movement		541	0	m471	m0								
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (3.4)			A (4.6)					**F (156.9)**		**F (191.3)**	
			Approach		A (3.4)			A (4.6)					**F (173.8)**			
		Volume to Capacity ratio	Movement		0.58			0.54					1.17		1.25	
		Queue Length 95th (ft)	Movement		5			m77					#795		#846	
	I-95 Northbound Ramps	LOS (Delay)	Movement		C (25.3)	A (2.5)	**F (224.5)**	C (25.5)		**F (100.7)**		**F (138.0)**				D (48.2)
			Approach		B (13.4)			D (53.3)		**F (112.3)**						
		Volume to Capacity ratio	Movement		0.54	0.75	1.3	0.7		1.02		1.08				
		Queue Length 95th (ft)	Movement		m348	m1066	m#548	m294		#546		#650				
	FAU Research Park Boulevard	LOS (Delay)	Movement	B (14.2)	B (15.8)		A (10.0)	B (17.3)	B (12.3)	**F (169.9)**	**E (65.0)**	**E (63.0)**	**F (106.5)**	**E (77.2)**	**F (83.1)**	D (38.1)
			Approach		B (15.6)			B (16.7)		**F (112.7)**			**F (89.7)**			
		Volume to Capacity ratio	Movement	0.55	0.41		0.3	0.48	0.05	1.13	0.32	0.07	0.95	0.72	0.76	
		Queue Length 95th (ft)	Movement	m136	m361		49	396	14	#355	99	58	#306	229	237	
Powerline Road (S.R. 845)	West Drive	LOS (Delay)	Movement	**F (92.7)**	**E (79.9)**		**F (88.0)**		**F (86.1)**		C (30.5)	**E (66.3)**	C (23.6)	A (7.8)		C (23.5)
			Approach	**F (85.0)**			**F (86.9)**				C (31.5)			A (8.1)		
		Volume to Capacity ratio	Movement	0.64	0.07		0.28		0.01		0.8	0.04	0.4	0.64		
		Queue Length 95th (ft)	Movement	138	63		38		0		1430	m9	21	550		

Synchro 9.2.914.6

LOS notes:

HCM 2000 level of service (LOS) and delay results from Synchro

Delay is in sec/veh units

: LOS E reflecting at capacity operations

: LOS F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro outputs report

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

*Combined SB ramps intersections delay notes:

The WBT at the I-95 SB on-ramp intersection and EBT at the I-95 SB off-ramp intersection are not used in the calculation of the combined weighted intersection delay.

Table B - Existing (2016) SW 10th Street Signalized Intersection Analysis Results - PM

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th S:reet	Waterways Boulevard	LOS (Delay)	Movement		B (12.0)	A (8.2)	**E (56.2)**	A (6.3)		D (47.9)		A (1.8)				B (11.6)
			Approach		B (11.9)			B (11.4)			B (11.9)					
		Volume to Capacity ratio	Movement		0.53	0.04	0.89	0.71		0.57		0.11				
		Queue Length 95th (ft)	Movement		241	17	#341	617		60		10				
	Independence Drive	LOS (Delay)	Movement		A (8.9)	A (3.6)	A (3.5)	B (10.9)		D (40.5)		D (40.3)				B (10.5)
			Approach		A (8.8)			B (10.7)			D (40.3)					
		Volume to Capacity ratio	Movement		0.47	0.02	0.25	0.8		0.1		0.04				
		Queue Length 95th (ft)	Movement		343	m6	m9	m499		21		38				
	South Powerline Road (S.R. 845)	LOS (Delay)	Movement	**F (115.4)**	D (36.3)	**E (73.3)**	**E (76.9)**	**F (125.7)**	D (48.5)	**F (155.7)**	**E (68.9)**	D (52.9)	**F (90.1)**	**E (74.7)**	**F (339.4)**	**F (109.9)**
			Approach	**E (56.5)**			**F (114.8)**			**F (88.6)**			**F (171.6)**			
		Volume to Capacity ratio	Movement	0.96	0.61	0.14	0.72	1.13	0.25	1.12	0.88	0.37	0.71	0.9	1.58	
		Queue Length 95th (ft)	Movement	#352	368	108	m207	#1272	m200	#497	#597	214	205	501	#1297	
	SW 28th Avenue	LOS (Delay)	Movement		A (6.9)	A (0.7)	A (4.6)	A (6.3)		**F (92.1)**		**F (82.2)**				A (8.0)
			Approach		A (6.6)			A (6.3)		**F (87.4)**						
		Volume to Capacity ratio	Movement		0.61	0.06	0.26	0.8		0.59		0.03				
		Queue Length 95th (ft)	Movement		218	1	m13	m1126		102		45				
	South Military Trail	LOS (Delay)	Movement	**F (194.0)**	D (39.2)	A (8.7)	**E (75.0)**	**F (173.4)**	D (52.7)	**F (101.5)**	**E (68.3)**	**E (60.1)**	**F (81.2)**	**E (67.2)**	**E (66.8)**	**F (96.2)**
			Approach	**E (61.7)**			**F (142.7)**			**E (70.3)**			**E (69.2)**			
		Volume to Capacity ratio	Movement	1.15	0.7	0.1	0.78	1.25	0.48	0.78	0.75	0.43	0.66	0.83	0.76	
		Queue Length 95th (ft)	Movement	#338	578	3	m281	#1770	m386	#144	434	230	182	556	483	
	East Newport Center Drive	LOS (Delay)	Movement	**E (62.5)**	B (15.1)		**F (95.4)**	B (19.1)	A (4.5)	**F (100.4)**	**F (102.1)**	**F (127.0)**	**E (64.9)**	**E (64.9)**	**F (111.7)**	D (38.3)
			Approach		B (16.6)			C (21.7)			**F (115.1)**			**F (101.9)**		
		Volume to Capacity ratio	Movement	0.62	0.6		0.64	0.79	0.05	0.83	0.84	0.94	0.19	0.19	0.93	
		Queue Length 95th (ft)	Movement	m86	159		175	557	5	#323	#332	#409	94	94	#458	
	I-95 Southbound On-ramp	LOS (Delay)	Movement		D (36.5)	A (0.6)	D (40.6)	A (0.2)								D (49.6)
			Approach		C (26.7)			A (8.0)								
		Volume to Capacity ratio	Movement		0.78	0.42	0.67	0.48								
		Queue Length 95th (ft)	Movement		283	m52	m422	m0								
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (6.0)			A (7.8)					**F (183.6)**		**F (209.5)**	
			Approach		A (6.0)			A (7.8)					**F (196.3)**			
		Volume to Capacity ratio	Movement		0.53			0.51					1.22		1.28	
		Queue Length 95th (ft)	Movement		45			m88					#958		#1001	
	I-95 Northbound Ramps	LOS (Delay)	Movement		D (43.2)	A (1.1)	**E (70.6)**	C (30.2)		**F (265.1)**		**F (316.4)**				**F (95.7)**
			Approach		C (24.6)			D (37.3)		**F (281.2)**						
		Volume to Capacity ratio	Movement		0.63	0.53	0.75	0.57		1.41		1.5				
		Queue Length 95th (ft)	Movement		m508	m512	472	479		#858		#980				
	FAU Research Park Boulevard	LOS (Delay)	Movement	B (13.3)	B (18.5)		B (17.8)	B (18.9)	B (14.9)	**F (325.6)**	**E (60.2)**	**E (58.8)**	**E (75.9)**	**F (88.2)**	**F (82.2)**	D (49.0)
			Approach		B (17.8)			B (18.5)		**F (206.7)**			**F (82.1)**			
		Volume to Capacity ratio	Movement	0.61	0.49		0.66	0.41	0.07	1.52	0.22	0.06	0.82	0.86	0.8	
		Queue Length 95th (ft)	Movement	117	381		112	297	30	#456	85	48	#307	#343	#326	
Powerline Road (S.R. 845)	West Drive	LOS (Delay)	Movement	**F (87.2)**	**F (86.5)**		**F (93.0)**		**E (75.2)**		A (9.6)	A (0.1)	C (26.5)	B (10.5)		B (14.5)
			Approach	**F (86.6)**			**F (84.6)**			A (9.0)			B (11.3)			
		Volume to Capacity ratio	Movement	0.12	0.02		0.73		0.07		0.74	0.09	0.56	0.69		
		Queue Length 95th (ft)	Movement	21	0		204		62		m480	m0	85	710		

Synchro 9.2.914.6

LOS notes:

HCM 2000 level of service (LOS) and delay results from Synchro

Delay is in sec/veh units

: LOS E reflecting at capacity operations

: LOS F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro outputs report

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

*Combined SB ramps intersections delay notes:

The WBT at the I-95 SB on-ramp intersection and EBT at the I-95 SB off-ramp intersection are not used in the calculation of the combined weighted intersection delay.

Table 1A - No-Build 2040 SW 10th Street Signalized Intersection Analysis Results - AM

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	Waterways Boulevard	LOS (Delay)	Movement		E (65.9)	A (9.5)	E (75.5)	B (10.6)		E (69.1)		F (105.7)				D (49.0)
			Approach	E (65.7)			B (12.9)			F (96.7)						
		Volume to Capacity ratio	Movement		1.07	0.01	0.6	0.56		0.42		0.9				
		Queue Length 95th (ft)	Movement		#1917	12	168	441		190		#403				
	Independence Drive	LOS (Delay)	Movement		C (31.9)	A (4.4)	F (422.5)	B (12.9)		F (85.0)		F (82.4)				C (27.1)
			Approach	C (31.8)			B (16.6)			F (83.3)						
		Volume to Capacity ratio	Movement		0.95	0.01	0.24	0.51		0.41		0.04				
		Queue Length 95th (ft)	Movement		m1493	m2	m9	m529		79		54				
	South Powerline Road (S.R. 845)	LOS (Delay)	Movement	F (105.0)	F (119.1)	C (27.4)	F (139.3)	F (88.3)	D (46.0)	F (90.2)	F (89.3)	E (56.5)	E (73.3)	F (169.0)	F (148.3)	F (107.0)
			Approach	F (102.9)			F (90.1)			F (83.9)			F (155.1)			
		Volume to Capacity ratio	Movement	1.07	1.16	0.6	1.02	1.05	0.42	0.84	1	0.55	0.66	1.19	0.37	
		Queue Length 95th (ft)	Movement	m#693	#1400	m245	m#298	m#822	m258	#284	#768	345	175	#856	255	
	SW 28th Avenue	LOS (Delay)	Movement		E (79.6)	A (9.8)	F (201.4)	B (19.7)		F (180.5)		E (77.9)				E (59.3)
			Approach	E (78.6)			C (21.1)			F (145.6)						
		Volume to Capacity ratio	Movement		1.05	0.03	0.18	0.67		1.08		0.24				
		Queue Length 95th (ft)	Movement		m1495	m12	m4	m863		#364		91				
	South Military Trail	LOS (Delay)	Movement	F (95.2)	E (77.2)	C (32.4)	F (262.5)	F (152.7)	F (105.6)	F (85.6)	F (267.5)	F (452.8)	F (125.7)	E (66.5)	E (59.0)	F (151.2)
			Approach	E (76.8)			F (161.8)			F (317.7)			F (85.6)			
		Volume to Capacity ratio	Movement	0.84	1.07	0.13	1.42	1.12	0.38	0.7	1.41	1.81	1.03	0.75	0.49	
		Queue Length 95th (ft)	Movement	m229	m#1179	m20	#408	#1386	437	173	#912	#1205	#464	463	275	
	East Newport Center Drive	LOS (Delay)	Movement	F (150.1)	B (19.2)		F (448.2)	B (17.3)	A (8.2)	F (84.9)	F (84.9)	F (82.1)	F (84.8)	F (84.4)	F (82.3)	D (53.0)
			Approach	C (30.5)			E (77.5)			F (83.2)			F (83.2)			
		Volume to Capacity ratio	Movement	1.14	0.86		1.76	0.69	0.3	0.44	0.45	0.07	0.4	0.37	0.08	
		Queue Length 95th (ft)	Movement	m#311	m904		#998	840	176	87	89	71	72	72	59	
	I-95 Southbound On-ramp	LOS (Delay)	Movement		E (79.9)	A (0.5)	F (226.8)	A (0.2)								E (57.2)
			Approach	E (60.4)			D (50.4)									
		Volume to Capacity ratio	Movement		0.83	0.48	1.32	0.48								
		Queue Length 95th (ft)	Movement		694	0	#1603	0								
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		A (9.8)			A (7.1)					E (56.3)		A (2.2)	
			Approach	A (9.8)			A (7.1)						B (18.6)			
		Volume to Capacity ratio	Movement		0.68			0.68					0.5		0.66	
		Queue Length 95th (ft)	Movement		706			m125					286		0	
	I-95 Northbound Ramps	LOS (Delay)	Movement		C (22.6)	A (7.4)	F (275.5)	D (41.1)		F (213.6)		F (261.0)				F (81.4)
			Approach	B (14.6)			E (72.1)			F (228.3)						
		Volume to Capacity ratio	Movement		0.65	0.91	1.38	0.81		1.3		1.38				
		Queue Length 95th (ft)	Movement		591	1290	#683	784		#879		#993				
	FAU Research Park Boulevard	LOS (Delay)	Movement	F (126.4)	C (22.9)		C (23.2)	C (25.9)	B (17.3)	F (148.6)	E (58.0)	E (56.3)	E (75.3)	E (65.3)	F (118.8)	D (48.7)
			Approach	D (38.4)			C (25.3)			F (95.8)			F (93.1)			
		Volume to Capacity ratio	Movement	1.09	0.55		0.68	0.61	0.06	1.09	0.27	0.1	0.84	0.64	0.99	
		Queue Length 95th (ft)	Movement	#428	410		124	476	20	#444	117	69	#372	292	#500	
Powerline Road (S.R. 845)	West Drive	LOS (Delay)	Movement	F (91.3)	F (81.0)		F (88.0)		F (86.1)		B (18.8)	A (2.8)	D (49.5)	A (9.4)		B (17.4)
			Approach	F (84.9)			F (86.9)			B (18.5)			B (10.2)			
		Volume to Capacity ratio	Movement	0.62	0.19		0.28		0.01		0.93	0.04	0.51	0.73		
		Queue Length 95th (ft)	Movement	132	85		38		0		m1562	m0	48	732		

Synchro 9.2.914.6

LOS notes:

HCM 2000 level of service (LOS) and delay results from Synchro

Delay is in sec/veh units

: LOS E reflecting at capacity operations

: LOS F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro outputs report

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

*Combined SB ramps intersections delay notes:

The WBT at the I-95 SB on-ramp intersection and EBT at the I-95 SB off-ramp intersection are not used in the calculation of the combined weighted intersection delay.

Table 1B - No Build 2040 SW 10th Street Signalized Intersection Analysis Results - PM

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			PM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	Waterways Boulevard	LOS (Delay)	Movement		B (19.7)	B (10.6)	**F (101.7)**	A (5.9)		**F (84.5)**		**F (81.4)**				B (18.3)
			Approach		B (19.4)			B (14.2)			**F (82.1)**					
		Volume to Capacity ratio	Movement		0.68	0.05	0.99	0.8		0.51		0.11				
		Queue Length 95th (ft)	Movement		671	32	m#551	473		102		82				
	Independence Drive	LOS (Delay)	Movement		A (1.9)	A (0.4)	C (22.7)	B (12.0)		**F (84.2)**		**F (83.5)**				A (9.1)
			Approach		A (1.9)			B (12.2)			**F (83.6)**					
		Volume to Capacity ratio	Movement		0.59	0.02	0.44	0.87		0.16		0.04				
		Queue Length 95th (ft)	Movement		67	m1	m3	m116		37		54				
	South Powerline Road (S.R. 845)	LOS (Delay)	Movement	**F (224.8)**	D (48.3)	D (49.1)	**E (74.1)**	**F (158.9)**	D (48.6)	**F (252.4)**	**F (91.6)**	D (54.6)	**F (100.8)**	**F (83.3)**	**F (497.5)**	**F (146.5)**
			Approach		**F (84.2)**			**F (137.5)**			**F (129.8)**			**F (241.9)**		
		Volume to Capacity ratio	Movement	1.26	0.83	0.33	0.8	1.21	0.41	1.36	1.01	0.45	0.74	0.98	1.95	
		Queue Length 95th (ft)	Movement	#519	544	174	m226	m#1387	m244	#645	#751	261	m214	#621	#1672	
	SW 28th Avenue	LOS (Delay)	Movement		B (11.7)	A (0.1)	D (47.0)	D (40.2)		**F (87.5)**		**F (80.2)**				C (28.7)
			Approach		B (11.1)			D (40.4)			**F (84.4)**					
		Volume to Capacity ratio	Movement		0.79	0.07	0.44	0.98		0.57		0.03				
		Queue Length 95th (ft)	Movement		516	m0	m8	m1285		121		44				
	South Military Trail	LOS (Delay)	Movement	**F (314.4)**	**E (61.2)**	C (23.6)	**E (78.7)**	**F (342.0)**	**E (55.4)**	**F (92.2)**	**E (68.3)**	**E (61.8)**	**F (85.3)**	**F (92.3)**	**F (96.5)**	**F (157.2)**
			Approach		**F (97.7)**			**F (263.3)**			**E (70.4)**			**F (92.5)**		
		Volume to Capacity ratio	Movement	1.44	1.01	0.15	0.91	1.63	0.66	0.78	0.8	0.6	0.75	0.99	0.96	
		Queue Length 95th (ft)	Movement	#452	#958	m31	m291	m#2176	m338	#191	507	351	217	#758	#731	
	East Newport Center Drive	LOS (Delay)	Movement	**F (83.0)**	B (16.6)		**F (208.8)**	D (51.2)	B (14.8)	**F (113.5)**	**F (115.7)**	**F (406.9)**	**E (65.1)**	**E (65.1)**	**F (262.3)**	**F (81.8)**
			Approach		B (18.7)			**E (57.5)**			**F (275.4)**			**F (215.5)**		
		Volume to Capacity ratio	Movement	0.73	0.76		1.15	1.02	0.11	0.91	0.92	1.68	0.22	0.23	1.36	
		Queue Length 95th (ft)	Movement	m78	m229		#380	#1358	34	#408	#416	#824	122	123	#727	
	I-95 Southbound On-ramp	LOS (Delay)	Movement		**F (88.5)**	A (0.5)	**F (101.0)**	A (0.2)								D (45.3)
			Approach		**E (66.3)**			C (22.6)								
		Volume to Capacity ratio	Movement		1	0.48	1.03	0.48								
		Queue Length 95th (ft)	Movement		m625	m0	#843	0								
	I-95 Southbound Off-ramp	LOS (Delay)	Movement		B (12.6)			A (9.9)					D (54.0)		A (4.1)	
			Approach		B (12.6)			A (9.9)					B (14.4)			
		Volume to Capacity ratio	Movement		0.66			0.63					0.36		0.79	
		Queue Length 95th (ft)	Movement		m661			m151					205		0	
	I-95 Northbound Ramps	LOS (Delay)	Movement		D (52.5)	A (1.7)	**E (75.3)**	C (32.6)		**F (441.1)**		**F (501.6)**				**F (148.4)**
			Approach		C (31.5)			D (39.6)			**F (460.0)**					
		Volume to Capacity ratio	Movement		0.88	0.67	0.81	0.66		1.8		1.92				
		Queue Length 95th (ft)	Movement		818	380	#528	590		#1186		#1305				
	FAU Research Park Boulevard	LOS (Delay)	Movement	D (40.1)	C (29.1)		**F (147.0)**	C (23.2)	B (17.6)	**F (567.3)**	**E (57.8)**	**E (56.1)**	**E (77.2)**	**F (113.1)**	**F (136.8)**	**E (79.2)**
			Approach		C (30.4)			D (40.0)			**F (321.3)**			**F (113.6)**		
		Volume to Capacity ratio	Movement	0.87	0.72		1.11	0.49	0.09	2.08	0.25	0.09	0.85	0.99	1.05	
		Queue Length 95th (ft)	Movement	#272	601		#417	353	39	#655	107	63	#391	#531	#542	
Powerline Road (S.R. 845)	West Drive	LOS (Delay)	Movement	**F (85.1)**	**F (85.6)**		**F (93.7)**		**E (74.5)**		C (26.3)	A (0.2)	**F (81.2)**	B (15.7)		C (25.2)
			Approach		**F (85.5)**			**F (84.7)**			C (24.9)			B (18.6)		
		Volume to Capacity ratio	Movement	0.08	0.14		0.75		0.11		0.94	0.08	0.76	0.82		
		Queue Length 95th (ft)	Movement	21	47		220		72		m#714	m0	140	1101		

Synchro 9.2.914.6

LOS notes:

HCM 2000 level of service (LOS) and delay results from Synchro

Delay is in sec/veh units

: LOS E reflecting at capacity operations

: LOS F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro outputs report

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

*Combined SB ramps intersections delay notes:

The WBT at the I-95 SB on-ramp intersection and EBT at the I-95 SB off-ramp intersection are not used in the calculation of the combined weighted intersection delay.

Table 2A - Partial-Build 2040 - SW 10th Street Signalized Intersection Analysis Results - AM

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	AM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			AM LOS (Delay)
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	
SW 10th Street	Waterways Boulevard	LOS (Delay)	Movement		F (88.4)	A (2.6)	F (170.1)	A (3.5)		F (262.5)		F (307.8)				E (71.8)
			Approach	F (87.9)			A (7.0)			F (286.4)						
		Volume to Capacity ratio	Movement		1.17	0.02	0.93	0.69		1.32		1.43				
		Queue Length 95th (ft)	Movement		m517	m0	m#152	m347		#522		#536				
	Independence Drive	LOS (Delay)	Movement		F (194.7)	A (0.1)	F (427.8)	A (8.8)		F (224.3)		F (84.5)				F (134.9)
			Approach	F (194.4)			B (11.8)			F (177.2)						
		Volume to Capacity ratio	Movement		1.42	0.01	0.25	0.64		1.07		0.08				
		Queue Length 95th (ft)	Movement		m#2784	m0	m4	m725		#194		45				
	South Powerline Road (S.R. 845)	LOS (Delay)	Movement	F (96.9)	F (110.4)	B (13.5)	F (204.0)	E (55.9)	D (43.5)	F (190.8)	F (120.6)	F (81.5)	F (102.3)	F (211.0)	C (30.3)	F (99.8)
			Approach	F (90.6)			E (73.0)			F (130.6)			F (138.8)			
		Volume to Capacity ratio	Movement	1.06	1.19	0.54	1.23	0.93	0.73	1.19	1.06	0.86	0.89	1.3	0.48	
		Queue Length 95th (ft)	Movement	m384	m761	m170	m#232	m804	m577	#334	#565	502	#161	#666	316	
	SW 28th Avenue	LOS (Delay)	Movement		F (212.1)	A (0.0)	F (255.8)	B (17.3)		F (276.2)		F (104.4)				F (139.8)
			Approach	F (208.1)			C (29.8)			F (215.9)						
		Volume to Capacity ratio	Movement		1.45	0.06	1.28	0.87		1.35		0.79				
		Queue Length 95th (ft)	Movement		m#2797	m0	m#300	742		#496		#241				
	South Military Trail	LOS (Delay)	Movement	E (70.6)	F (105.7)	B (11.4)	E (56.0)	C (30.6)	A (2.0)	F (84.1)	F (190.5)	F (153.1)	F (174.5)	E (75.9)	E (62.9)	F (88.7)
			Approach	F (94.4)			C (27.4)			F (160.6)			F (108.3)			
		Volume to Capacity ratio	Movement	0.8	1.14	0.18	0.62	0.77	0.64	0.69	1.23	1.17	1.17	0.83	0.43	
		Queue Length 95th (ft)	Movement	m168	m637	m23	m247	460	7	#193	#695	#856	#500	438	213	
	East Newport Center Drive	LOS (Delay)	Movement	E (65.3)	B (10.1)		E (79.0)	B (18.3)	A (3.2)	F (84.9)	F (82.1)	F (81.9)	F (96.1)	F (82.3)	F (80.4)	C (23.9)
			Approach	B (16.1)			C (24.7)			F (83.1)			F (85.3)			
		Volume to Capacity ratio	Movement	0.69	0.83		0.82	0.8	0.25	0.52	0.12	0.08	0.65	0.31	0.07	
		Queue Length 95th (ft)	Movement	m210	m305		m312	m741	m2	85	37	72	122	87	30	
	I-95 Southbound Ramps	LOS (Delay)	Movement		E (65.5)	A (0.5)	F (91.3)	A (6.1)					D (45.8)		F (92.1)	D (45.5)
			Approach	D (48.7)			C (28.8)						E (77.1)			
		Volume to Capacity ratio	Movement		0.98	0.46	0.86	0.75					0.39		1.01	
		Queue Length 95th (ft)	Movement		#658	0	m411	m143					265		#816	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (0.6)	A (0.2)		B (10.2)	A (0.1)	F (96.0)		E (71.2)				C (23.2)
			Approach	A (0.4)			A (9.0)			F (87.5)						
		Volume to Capacity ratio	Movement		0.41	0.34		0.39	0.19	0.98		0.71				
		Queue Length 95th (ft)	Movement		m9	m11		235	m0	#496		300				
	FAU Research Park Boulevard	LOS (Delay)	Movement	E (63.5)	C (20.1)	B (20.0)	F (102.3)	D (46.7)	C (29.6)	E (79.7)	E (59.0)	E (56.9)	E (59.9)	E (77.4)	F (106.6)	D (50.5)
			Approach	C (27.1)			D (51.7)			E (68.5)			F (86.0)			
		Volume to Capacity ratio	Movement	0.86	0.66	0.24	0.88	0.79	0.06	0.95	0.28	0.12	0.69	0.7	0.91	
		Queue Length 95th (ft)	Movement	#275	278	57	#392	763	15	#481	147	68	306	325	#427	
Powerline Road (S.R. 845)	West Drive	LOS (Delay)	Movement	F (91.3)	F (81.0)		F (88.0)		F (86.1)		F (80.7)	F (143.7)	E (59.2)	A (7.7)		D (54.3)
			Approach	F (84.9)			F (86.9)			F (81.9)			A (8.9)			
		Volume to Capacity ratio	Movement	0.62	0.19		0.28		0.01		1.08	0.04	0.51	0.65		
		Queue Length 95th (ft)	Movement	132	85		38		0		m#1935	m3	48	553		

Synchro 9.2.914.6

LOS notes:

HCM 2000 level of service (LOS) and delay results from Synchro

Delay is in sec/veh units

: LOS E reflecting at capacity operations

: LOS F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro outputs report

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table 2B- Partial-Build 2040 - SW 10th Street Signalized Intersection Analysis Results - PM

Arterial	Signal Controlled Intersections	Measure of Effectiveness (MOE)	Location	PM Movement/Approach LOS (Delay)												Intersection
				Eastbound			Westbound			Northbound			Southbound			
				Left	Through	Right	Left	Through	Right	Left	Through	Right	Left	Through	Right	PM LOS (Delay)
SW 10th Street	Waterways Boulevard	LOS (Delay)	Movement		B (10.6)	A (3.3)	**E (71.3)**	**F (123.2)**		**F (318.8)**		**F (84.6)**				**F (84.9)**
			Approach		B (10.3)			**F (120.9)**			**F (170.3)**					
		Volume to Capacity ratio	Movement		0.67	0.09	0.9	1.26		1.34		0.09				
		Queue Length 95th (ft)	Movement		412	m8	m229	m840		#246		#100				
	Independence Drive	LOS (Delay)	Movement		A (3.5)	A (0.0)	C (22.0)	**F (155.5)**		**F (88.7)**		**F (86.0)**				**F (102.6)**
			Approach		A (3.4)			**F (154.4)**			**F (86.8)**					
		Volume to Capacity ratio	Movement		0.73	0.03	0.52	1.31		0.45		0.13				
		Queue Length 95th (ft)	Movement		97	m0	m3	m403		60		57				
	South Powerline Road (S.R. 845)	LOS (Delay)	Movement	**E (79.6)**	B (17.1)	A (1.1)	**E (76.1)**	**F (284.9)**	C (32.2)	**F (326.8)**	**F (104.3)**	**E (62.4)**	**F (99.1)**	**F (250.8)**	**F (396.6)**	**F (194.0)**
			Approach		C (27.3)			**F (232.1)**			**F (206.7)**			**F (308.0)**		
		Volume to Capacity ratio	Movement	0.58	0.79	0.23	0.75	1.51	0.54	1.54	0.99	0.71	1.01	1.39	1.78	
		Queue Length 95th (ft)	Movement	263	669	27	m145	m#1427	m223	#770	#456	429	m206	m#430	m#1510	
	SW 28th Avenue	LOS (Delay)	Movement		D (42.5)	A (0.1)	**F (150.7)**	**F (123.4)**		**F (343.3)**		**F (104.4)**				**F (92.0)**
			Approach		D (40.2)			**F (124.9)**			**F (234.8)**					
		Volume to Capacity ratio	Movement		1.06	0.11	1.09	1.23		1.41		0.66				
		Queue Length 95th (ft)	Movement		m#2098	m0	m#262	m#2656		#269		#141				
	South Military Trail	LOS (Delay)	Movement	**F (157.0)**	**E (65.6)**	B (14.7)	**F (101.4)**	**F (87.9)**	C (21.3)	**F (161.6)**	**E (78.6)**	D (49.8)	**E (77.5)**	**E (63.7)**	**F (183.9)**	**F (85.3)**
			Approach		**E (75.1)**			**E (78.7)**			**F (86.9)**			**F (108.7)**		
		Volume to Capacity ratio	Movement	1.14	1.03	0.19	1.06	1.1	0.59	1.08	0.83	0.57	0.79	0.81	1.23	
		Queue Length 95th (ft)	Movement	m#268	m798	m49	m#338	m#1052	m185	#290	407	407	#372	568	#1078	
	East Newport Center Drive	LOS (Delay)	Movement	**F (82.3)**	C (22.8)		**F (130.8)**	**E (62.3)**	A (6.5)	**E (68.6)**	**E (58.1)**	**F (182.4)**	**E (65.8)**	**F (185.0)**	**F (92.8)**	**E (62.9)**
			Approach		C (25.0)			**E (63.2)**			**F (127.2)**			**F (124.0)**		
		Volume to Capacity ratio	Movement	0.9	0.97		0.88	1.06	0.09	0.67	0.04	1.18	0.52	1.16	0.84	
		Queue Length 95th (ft)	Movement	m#69	m541		m#131	#1229	m12	329	40	#768	252	#598	#400	
	I-95 Southbound Ramps	LOS (Delay)	Movement		C (27.3)	A (0.4)	**E (55.5)**	B (19.1)					D (53.8)		**F (88.5)**	C (32.2)
			Approach		C (20.4)			C (29.7)						**E (77.7)**		
		Volume to Capacity ratio	Movement		0.94	0.54	0.81	0.57					0.35		0.96	
		Queue Length 95th (ft)	Movement		m580	m9	m296	622					206		#614	
	I-95 Northbound Ramps	LOS (Delay)	Movement		A (0.3)	A (0.2)		A (5.4)	A (0.2)	**F (81.6)**		**F (92.3)**				C (23.4)
			Approach		A (0.3)			A (4.6)			**F (86.2)**					
		Volume to Capacity ratio	Movement		0.44	0.39		0.33	0.21	0.91		0.95				
		Queue Length 95th (ft)	Movement		m6	m46		m115	m0	#464		#478				
	FAU Research Park Boulevard	LOS (Delay)	Movement	**F (89.9)**	D (40.7)	B (19.6)	**F (114.8)**	D (42.5)	C (31.2)	**F (117.7)**	**E (61.0)**	**E (59.1)**	D (54.1)	**F (118.7)**	**F (88.4)**	**E (59.9)**
			Approach		D (44.5)			D (54.1)			**F (84.8)**			**F (88.7)**		
		Volume to Capacity ratio	Movement	0.78	0.97	0.28	0.98	0.66	0.12	1.03	0.28	0.14	0.64	0.98	0.83	
		Queue Length 95th (ft)	Movement	m219	m#790	m80	#601	560	76	#563	152	80	341	#605	#450	
Powerline Road (S.R. 845)	West Drive	LOS (Delay)	Movement	**F (85.1)**	**F (85.6)**		**F (93.1)**		**E (75.5)**		D (37.7)	C (23.7)	D (50.3)	D (49.7)		D (46.2)
			Approach		**F (85.5)**			**F (84.8)**			D (36.8)			D (49.7)		
		Volume to Capacity ratio	Movement	0.08	0.14		0.72		0.06		0.81	0.08	0.67	1.04		
		Queue Length 95th (ft)	Movement	21	47		199		59		m911	m35	118	#2124		

Synchro 9.2.914.6

LOS notes:

HCM 2000 level of service (LOS) and delay results from Synchro

Delay is in sec/veh units

: LOS E reflecting at capacity operations

: LOS F reflecting over capacity operations

Queue notes:

HCM methodology does not report queues, results are from Synchro outputs report

~: Volume exceeds capacity, queue is theoretically infinite

#: 95th percentile volume exceeds capacity

m: Upstream metering is in effect

Table C-1
SW 10th Street Connector PD&E Study
Tier 2 Analysis - Year 2040 - Intersection LOS Summary
Center Alignment 3D-1.1 Build Alternative

SW 10th Street Intersection	Movement	Number Of Lanes	Volume		Movement Delay (sec)		Movement LOS		Movement 95th %ile Queue Length(ft)		Intersection Delay (sec)		Intersection LOS	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Waterways Blvd (Signalized)	EBT	3	3180	2170	22	22	C	C	1248	803	34	32	C	C
	EBR	1	30	130	7	12	A	B	m1	m32				
	WBL	1	80	280	129	87	F	F	m128	m300				
	NBL	1	190	95	94	96	F	F	329	187				
	NBR	1	255	110	111	77	F	E	#380	68				
Independence Dr. (Unsignalized)	EBT	3	3425	2210	-	-	-	-	-	-	-	-	-	-
	EBR	1	30	95	-	-	-	-	-	-				
	WBT	3	2190	3395	-	-	-	-	-	-				
	NBR	1	90	70	47	19	E	C	69	20				
Powerline Rd (Signalized)	EBL*	3	1045	525	89	105	F	F	m#572	#319	60	71	E	E
	EBT	3	1690	1415	32	37	C	D	667	657				
	EBR	2	780	340	23	23	C	C	m382	153				
	WBL*	3	410	490	91	86	F	F	m181	m169				
	WBT	3	1330	1645	55	49	E	D	m596	m501				
	WBR	1	615	430	57	19	E	B	m676	m172				
	NBL	3	390	770	96	100	F	F	#232	#436				
	NBT	3	1225	1175	73	62	E	E	#682	563				
	NBR	1	285	385	53	54	D	D	230	352				
	SBL	3	250	470	86	83	F	F	m140	m254				
	SBT	3	1290	910	67	65	E	E	m595	m419				
	SBR	2	410	935	47	167	D	F	m138	m#836				
SW 30th Ave (Unsignalized)	EBT	2	2160	2365	-	-	-	-	-	-	-	-	-	-
	EBR	1	150	30	-	-	-	-	-	-				
	WBT	2	2445	2465	-	-	-	-	-	-				
	NBR	1	125	260	55	369	F	F	103	474				
SW 28th Ave (Signalized)	EBU	1	145	190	170	209	F	F	m#314	m#436	89	100	F	F
	EBT	2	3130	2610	119	41	F	D	#2597	#1965				
	EBR	1	80	175	1	1	A	A	m6	m3				
	WBU	1	115	110	232	68	F	E	m#244	m132				
	WBL	1	30	170	100	102	F	F	m52	m205				
	WBT	2	2430	3250	29	148	C	F	#1738	m#2267				
	NBL	1	220	115	215	110	F	F	#524	#247				
	NBR	1	130	110	95	90	F	F	#267	#183				
SW 24th Ave (Unsignalized)	EBT	2	3185	2705	-	-	-	-	-	-	-	-	-	-
	EBR	1	190	125	-	-	-	-	-	-				
	WBT	3	2575	3530	-	-	-	-	-	-				
	NBR	1	85	85	204	85	F	F	152	99				
Military Trail (Signalized)	EBL*	2	380	410	99	185	F	F	m217	m#338	115	96	F	F
	EBT	3	2145	1780	135	69	F	E	m#866	m#859				
	EBR	1	155	195	20	35	B	C	m19	m52				
	WBL	2	340	525	213	154	F	F	#406	m#398				
	WBT	3	1545	2140	70	85	E	F	#563	m#1071				
	WBR	1	500	550	67	14	E	B	399	m232				
	NBL	2	200	315	85	217	F	F	179	#367				
	NBT	2	670	585	59	74	E	E	484	460				
	NBR	1	690	400	246	81	F	F	#1249	#499				
	SBL	2	500	450	216	108	F	F	#540	#421				
	SBT	2	530	830	49	72	D	E	357	633				
	SBR	1	340	645	50	187	D	F	318	#1066				

2/12/2018

NOTES:

1) All performance measures are reported using HCM 2000 methodology from Synchro 9 software.

2) * Shared left and U turn lane

** Shared left and through lane

3) Signalized Intersection Notes:

~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

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

4) Unsignalized Intersection Notes:

$ Delay exceeds 300seconds

$$ Queue can not be calculated

Table C-2
SW 10th Street Connector PD&E Study
Tier 2 Analysis - Year 2040 - Intersection LOS Summary
Center Alignment 3D-1.2 Build Alternative

SW 10th Street Intersection	Movement	Number Of Lanes	Volume		Movement Delay (sec)		Movement LOS		Movement 95th %ile Queue Length(ft)		Intersection Delay (sec)		Intersection LOS	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Waterways Blvd (Signalized)	EBT	3	3180	2170	22	22	C	C	1248	803	34	32	C	C
	EBR	1	30	130	7	12	A	B	m1	m32				
	WBL	1	80	280	129	87	F	F	m127	m300				
	NBL	1	190	95	94	96	F	F	329	187				
	NBR	1	255	110	111	77	F	E	#380	68				
Independence Dr. (Unsignalized)	EBT	3	3425	2210	-	-	-	-	-	-	-	-	-	-
	EBR	1	30	95	-	-	-	-	-	-				
	WBT	3	2190	3395	-	-	-	-	-	-				
	NBR	1	90	70	47	19	E	C	69	20				
Powerline Rd (Signalized)	EBL*	3	1045	525	89	105	F	F	m#572	#319	60	71	E	E
	EBT	3	1690	1415	32	37	C	D	667	657				
	EBR	2	780	340	23	23	C	C	m382	153				
	WBL*	3	410	490	96	89	F	F	m196	m206				
	WBT	3	1330	1645	56	52	E	D	m653	m660				
	WBR	1	615	430	58	19	E	B	m749	m233				
	NBL	3	390	770	96	100	F	F	#232	#436				
	NBT	3	1225	1175	73	62	E	E	#682	563				
	NBR	1	285	385	53	54	D	D	230	352				
	SBL	3	250	470	95	84	F	F	145	m255				
	SBT	3	1290	910	66	65	E	E	609	m419				
	SBR	2	410	935	44	166	D	F	121	m#826				
SW 30th Ave (Unsignalized)	EBT	2	2160	2335	-	-	-	-	-	-	-	-	-	-
	EBR	1	150	60	-	-	-	-	-	-				
	WBT	2	2445	2465	-	-	-	-	-	-				
	NBR	1	125	260	55	351	F	F	103	465				
SW 28th Ave (Signalized)	EBU	1	145	190	147	157	F	F	m#302	m#400	85	49	F	D
	EBT	2	3130	2580	118	37	F	D	#2597	#1925				
	EBR	1	80	175	2	1	A	A	m7	m5				
	WBU	1	115	110	219	67	F	E	m#219	m162				
	WBL	1	30	170	91	129	F	F	m52	m#276				
	WBT	2	2240	2610	17	45	B	D	m368	m#1797				
	NBL	1	220	115	215	110	F	F	#524	#247				
	NBR	1	130	110	95	90	F	F	#267	#183				
SW 24th Ave (Unsignalized)	EBT	2	3185	2675	-	-	-	-	-	-	-	-	-	-
	EBR	1	190	125	-	-	-	-	-	-				
	WBT	3	2385	2890	-	-	-	-	-	-				
	NBR	1	85	85	204	80	F	F	152	96				
Military Trail (Signalized)	EBL*	2	380	410	193	138	F	F	m#243	m#321	127	81	F	F
	EBT	3	2145	1780	131	62	F	E	m#865	m853				
	EBR	1	155	195	21	40	C	D	m28	m54				
	WBL	2	340	525	212	71	F	E	#404	m308				
	WBT	2	1355	1500	123	85	F	F	#1164	m979				
	WBR	1	500	550	66	56	E	E	411	m471				
	NBL	2	200	315	85	159	F	F	179	#343				
	NBT	2	670	585	59	99	E	F	484	#528				
	NBR	1	690	400	250	103	F	F	#1261	#525				
	SBL	2	500	450	216	108	F	F	#540	#421				
	SBT	2	530	830	49	115	D	F	357	#750				
	SBR	1	340	645	0	1	A	A	0	0				

2/12/2018

NOTES:

1) All performance measures are reported using HCM 2000 methodology from Synchro 9 software.

2) * Shared left and U turn lane

** Shared left and through lane

3) Signalized Intersection Notes:

~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

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

4) Unsignalized Intersection Notes:

$ Delay exceeds 300seconds

$$ Queue can not be calculated

Table C-3
SW 10th Street Connector PD&E Study
Tier 2 Analysis - Year 2040 - Intersection LOS Summary
Center Alignment 3D-1.3 Build Alternative

SW 10th Street Intersection	Movement	Number Of Lanes	Volume		Movement Delay (sec)		Movement LOS		Movement 95th %ile Queue Length(ft)		Intersection Delay (sec)		Intersection LOS	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Waterways Blvd (Signalized)	EBT	3	3040	2080	21	21	C	C	1150	775	32	33	C	C
	EBR	1	30	130	7	12	A	B	m1	34				
	WBL	1	80	280	113	91	F	F	m129	m296				
	NBL	1	190	95	91	93	F	F	324	184				
	NBR	1	255	110	106	77	F	E	#358	67				
Independence Dr. (Unsignalized)	EBT	3	3285	2120	-	-	-	-	-	-	-	-	-	-
	EBR	1	30	95	-	-	-	-	-	-				
	WBT	3	2100	3255	-	-	-	-	-	-				
	NBR	1	90	70	41	18	E	C	62	19				
Powerline Rd (Signalized)	EBL*	3	1015	495	83	102	F	F	#561	#302	62	69	E	E
	EBT	3	1590	1365	36	49	D	D	630	671				
	EBR	2	770	330	35	22	D	C	360	157				
	WBL*	3	420	490	81	93	F	F	#248	#278				
	WBT	3	1300	1525	65	83	E	F	619	#810				
	WBR	1	625	430	67	38	E	D	#870	444				
	NBL	3	360	760	95	97	F	F	#215	#425				
	NBT	3	1225	1175	79	52	E	D	#682	526				
	NBR	1	275	355	53	45	D	D	193	272				
	SBL	3	240	440	90	87	F	F	139	m246				
	SBT	3	1290	910	60	53	E	D	578	378				
	SBR	2	380	925	42	90	D	F	109	#486				
SW 30th Ave (Unsignalized)	EBT	2	2040	2225	-	-	-	-	-	-	-	-	-	-
	EBR	1	150	60	-	-	-	-	-	-				
	WBT	3	2435	2345	-	-	-	-	-	-				
	NBR	1	125	260	45	288	E	F	88	427				
SW 28th Ave (Signalized)	EBU	1	145	190	2	1	A	A	m23	m14	27 27	24 24	C C	C C
	EBT	2	1940	2120	16	14	B	B	1240	541				
	EBR	1	80	175	1	0	A	A	m1	m0				
	WBU	1	115	110	68	66	E	E	m167	m161				
	WBL	1	30	170	49	84	D	F	m50	m259				
	WBT	2	0	0	0	0	0	0	0	0				
	NBL	1	220	115	100	110	F	F	#372	#247				
	NBR	1	130	110	70	79	E	E	177	130				
SW 24th Ave (Unsignalized)	EBT	2	1995	2215	-	-	-	-	-	-	-	-	-	-
	EBR	1	190	125	-	-	-	-	-	-				
	WBT	3	2215	2320	-	-	-	-	-	-				
	NBR	1	85	85	31	41	D	E	45	57				
Military Trail (Signalized)	EBL*	2	350	380	117	85	F	F	m#341	m297	72	52	E	D
	EBT	2	215	340	54	45	D	D	m154	m208				
	EBR	1	145	185	117	42	F	D	m75	m30				
	WBL	2	340	495	98	53	F	D	258	m284				
	WBT	2	1245	990	54	35	D	C	#997	m618				
	WBR	1	500	540	17	23	B	C	190	m416				
	NBL	2	170	285	85	95	F	F	157	#264				
	NBT	2	670	585	76	70	E	E	523	449				
	NBR	1	680	390	116	57	F	E	#709	101				
	SBL	2	490	440	109	88	F	F	#455	#370				
	SBT	2	530	830	51	73	D	E	363	628				
	SBR	1	310	615	0	1	A	A	0	0				

2/12/2018

NOTES:

1) All performance measures are reported using HCM 2000 methodology from Synchro 9 software.

2) * Shared left and U turn lane

** Shared left and through lane

3) Signalized Intersection Notes:

~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

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

4) Unsignalized Intersection Notes:

$ Delay exceeds 300seconds

$$ Queue can not be calculated

Table C-4
SW 10th Street Connector PD&E Study
Tier 2 Analysis - Year 2040 - Intersection LOS Summary
Center Alignment 3D-1.4 Build Alternative

SW 10th Street Intersection	Movement	Number Of Lanes	Volume		Movement Delay (sec)		Movement LOS		Movement 95th %ile Queue Length(ft)		Intersection Delay (sec)		Intersection LOS	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Waterways Blvd (Signalized)	EBT	3	3180	2170	22	22	C	C	1248	803	34	32	C	C
	EBR	1	30	130	7	12	A	B	m1	m62				
	WBL	1	80	280	129	87	F	F	m127	m300				
	NBL	1	190	95	94	96	F	F	329	187				
	NBR	1	255	110	111	77	F	E	#380	68				
Independence Dr. (Unsignalized)	EBT	3	3425	2210	-	-	-	-	-	-	-	-	-	-
	EBR	1	30	95	-	-	-	-	-	-				
	WBT	3	2190	3395	-	-	-	-	-	-				
	NBR	1	90	70	47	19	E	C	69	20				
Powerline Rd (Signalized)	EBL*	3	1045	525	89	105	F	F	m#572	#319	62	76	E	E
	EBT	3	1690	1415	32	37	C	D	667	657				
	EBR	2	780	340	23	23	C	C	m382	153				
	WBL*	3	410	490	105	92	F	F	m#240	#278				
	WBT	3	1330	1645	64	71	E	E	m582	#832				
	WBR	1	615	430	62	37	E	D	m767	438				
	NBL	3	390	770	96	100	F	F	#232	#436				
	NBT	3	1225	1175	73	62	E	E	#682	563				
	NBR	1	285	385	53	54	D	D	230	352				
	SBL	3	250	470	95	83	F	F	145	m253				
	SBT	3	1290	910	66	65	E	E	609	m419				
	SBR	2	410	935	44	167	D	F	121	m#860				
SW 30th Ave (Unsignalized)	EBT	2	2160	2335	-	-	-	-	-	-	-	-	-	-
	EBR	1	150	60	-	-	-	-	-	-				
	WBT	3	2475	2465	-	-	-	-	-	-				
	NBR	1	125	260	55	351	F	F	103	465				
SW 28th Ave (Signalized)	EBU	1	85	190	1	1	A	A	m12	m13	122	46	F	D
	EBT	2	3190	2580	124	42	F	D	#2691	#1950				
	EBR	1	80	175	2	1	A	A	m8	m5				
	WBU	1	25	110	93	76	F	E	m48	m186				
	WBL	1	30	170	93	116	F	F	m57	m#324				
	WBT	2	0	0	0	0	0	0	0	0				
	NBL	1	220	115	215	110	F	F	#524	#247				
	NBR	1	130	110	80	86	F	F	197	168				
SW 24th Ave (Unsignalized)	EBT	2	3155	2675	-	-	-	-	-	-	-	-	-	-
	EBR	1	190	125	-	-	-	-	-	-				
	WBT	3	2225	2440	-	-	-	-	-	-				
	NBR	1	85	85	193	80	F	F	149	96				
Military Trail (Signalized)	EBL*	2	380	410	96	90	F	F	m217	m270	147	91	F	F
	EBT	3	2665	2230	195	106	F	F	m#1241	m#1167				
	EBR	1	155	195	18	17	B	B	m30	m46				
	WBL	2	340	525	244	125	F	F	#412	m#428				
	WBT	2	1195	1100	74	54	E	D	#915	m718				
	WBR	1	500	550	69	63	E	E	430	m540				
	NBL	2	200	315	85	159	F	F	179	#343				
	NBT	2	670	585	66	108	E	F	503	#541				
	NBR	1	690	400	323	92	F	F	#1329	#469				
	SBL	2	500	450	241	120	F	F	#552	#433				
	SBT	2	530	830	55	134	D	F	375	#776				
	SBR	1	340	645	0	1	A	A	0	0				

2/12/2018

NOTES:

1) All performance measures are reported using HCM 2000 methodology from Synchro 9 software.

2) * Shared left and U turn lane

** Shared left and through lane

3) Signalized Intersection Notes:

~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

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

4) Unsignalized Intersection Notes:

$ Delay exceeds 300seconds

$$ Queue can not be calculated

Table C-5
SW 10th Street Connector PD&E Study
Tier 2 Analysis - Year 2040 - Intersection LOS Summary
Center Alignment 3D-1.5 Build Alternative

SW 10th Street Intersection	Movement	Number Of Lanes	Volume		Movement Delay (sec)		Movement LOS		Movement 95th %ile Queue Length(ft)		Intersection Delay (sec)		Intersection LOS	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Waterways Blvd (Signalized)	EBT	3	3040	2080	21	21	C	C	1150	775	33	33	C	C
	EBR	1	30	130	7	12	A	B	m1	34				
	WBL	1	80	280	129	91	F	F	m127	m307				
	NBL	1	190	95	91	93	F	F	324	184				
	NBR	1	255	110	106	77	F	E	#358	67				
Independence Dr. (Unsignalized)	EBT	3	3285	2120	-	-	-	-	-	-	-	-	-	-
	EBR	1	30	95	-	-	-	-	-	-				
	WBT	3	2100	3255	-	-	-	-	-	-				
	NBR	1	90	70	41	18	E	C	62	19				
Powerline Rd (Signalized)	EBL*	3	1015	495	80	102	E	F	#549	#302	61	70	E	E
	EBT	3	1590	1365	34	40	C	D	641	644				
	EBR	2	770	330	25	25	C	C	414	157				
	WBL*	3	420	490	99	94	F	F	#250	#279				
	WBT	3	1300	1525	68	66	E	E	#671	739				
	WBR	1	625	430	65	34	E	C	839	415				
	NBL	3	360	760	95	97	F	F	#215	#425				
	NBT	3	1225	1175	76	57	E	E	#670	549				
	NBR	1	275	355	53	49	D	D	189	297				
	SBL	3	240	440	92	84	F	F	141	m242				
	SBT	3	1290	910	59	60	E	E	569	403				
	SBR	2	380	925	42	131	D	F	111	#691				
SW 30th Ave (Unsignalized)	EBT	2	2040	2225	-	-	-	-	-	-	-	-	-	-
	EBR	1	150	60	-	-	-	-	-	-				
	WBT	3	2435	2345	-	-	-	-	-	-				
	NBR	1	125	260	45	288	E	F	88	427				
SW 28th Ave (Signalized)	EBU	1	145	190	2	1	A	A	m20	m21	31	26	C	C
	EBT	2	1940	2120	18	14	B	B	239	493				
	EBR	1	80	175	1	1	A	A	m1	m1				
	WBU	1	115	110	117	85	F	F	m171	m190				
	WBL	1	30	170	107	103	F	F	m53	m285				
	WBT	2	0	0	0	0	0	0	0	0				
	NBL	1	220	115	100	110	F	F	#372	#247				
	NBR	1	130	110	70	79	E	E	177	130				
SW 24th Ave (Unsignalized)	EBT	2	1995	2215	-	-	-	-	-	-	-	-	-	-
	EBR	1	190	125	-	-	-	-	-	-				
	WBT	3	2215	2320	-	-	-	-	-	-				
	NBR	1	85	85	31	41	D	E	45	57				
Military Trail (Signalized)	EBL*	2	350	380	153	86	F	F	m#363	m286	87	68	F	E
	EBT	3	1545	1810	54	59	D	E	#805	#958				
	EBR	1	145	185	22	17	C	B	m40	m74				
	WBL	2	340	495	121	100	F	F	#357	m#393				
	WBT	2	1245	990	97	56	F	E	#1094	m661				
	WBR	1	500	540	49	62	D	E	641	m662				
	NBL	2	170	285	85	128	F	F	157	#301				
	NBT	2	670	585	57	79	E	E	475	#469				
	NBR	1	680	390	183	50	F	D	#1114	446				
	SBL	2	490	440	164	113	F	F	#503	#418				
	SBT	2	530	830	45	93	D	F	338	#712				
	SBR	1	310	615	0	1	A	A	0	0				

2/12/2018

NOTES:

1) All performance measures are reported using HCM 2000 methodology from Synchro 9 software.

2) * Shared left and U turn lane

** Shared left and through lane

3) Signalized Intersection Notes:

~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

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

4) Unsignalized Intersection Notes:

$ Delay exceeds 300seconds

$$ Queue can not be calculated

Table C-6
SW 10th Street Connector PD&E Study
Tier 2 Analysis - Year 2040 - Intersection LOS Summary
Center Alignment 3D-1.6 Build Alternative

SW 10th Street Intersection	Movement	Number Of Lanes	Volume		Movement Delay (sec)		Movement LOS		Movement 95th %ile Queue Length(ft)		Intersection Delay (sec)		Intersection LOS	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Waterways Blvd (Signalized)	EBT	3	3780	2220	54	22	D	C	m1212	836	63	32	E	C
	EBR	1	30	130	6	12	A	B	m0	m30				
	WBL	1	80	280	120	82	F	F	m128	m249				
	NBL	1	190	95	108	96	F	F	#393	187				
	NBR	1	255	110	147	77	F	E	#455	68				
Independence Dr. (Unsignalized)	EBT	3	4025	2260	-	-	-	-	-	-	-	-	-	-
	EBR	1	30	95	-	-	-	-	-	-				
	WBT	3	2240	3995	-	-	-	-	-	-				
	NBR	1	90	70	89	19	F	C	107	21				
Powerline Rd (Signalized)	EBL*	3	1015	495	70	176	E	F	m411	#339	66	96	E	F
	EBT	3	2330	1505	41	31	D	C	m895	664				
	EBR	2	770	330	23	18	C	B	m239	114				
	WBL*	3	420	490	140	84	F	F	m#277	258				
	WBT	3	1440	2265	58	100	E	F	m642	#1230				
	WBR	1	625	430	62	25	E	C	m829	354				
	NBL	3	360	760	122	145	F	F	#239	#474				
	NBT	3	1225	1175	92	73	F	E	#708	587				
	NBR	1	275	355	57	59	E	E	264	353				
	SBL	3	240	440	94	94	F	F	139	m#261				
	SBT	3	1290	910	83	71	F	E	#700	443				
	SBR	2	380	925	45	244	D	F	117	#936				
SW 30th Ave (Unsignalized)	EBT	2	2780	2365	-	-	-	-	-	-	-	-	-	-
	EBR	1	150	60	-	-	-	-	-	-				
	WBT	2	2575	3085	-	-	-	-	-	-				
	NBR	1	125	260	190	369	F	F	200	474				
SW 28th Ave (Signalized)	EBU	1	145	190	1	1	A	A	m10	m23	59	28	E	C
	EBT	2	2680	2260	49	18	D	B	m#1899	546				
	EBR	1	80	175	0	1	A	A	m0	m1				
	WBU	1	115	110	174	89	F	F	m#187	m129				
	WBL	1	30	170	99	95	F	F	m46	m202				
	WBT	2	0	0	0	0	0	0	0	0				
	NBL	1	220	115	170	110	F	F	#500	#247				
	NBR	1	130	110	83	81	F	F	#236	152				
SW 24th Ave (Unsignalized)	EBT	2	2735	2355	-	-	-	-	-	-	-	-	-	-
	EBR	1	190	125	-	-	-	-	-	-				
	WBT	2	2355	3060	-	-	-	-	-	-				
	NBR	1	85	85	89	49	F	E	102	67				
Military Trail (Signalized)	EBL*	2	350	380	134	158	F	F	m#246	m#348	116	99	F	F
	EBT	3	2285	1950	141	103	F	F	m#1201	#1132				
	EBR	1	145	185	19	20	B	C	m31	m57				
	WBL	2	340	495	240	130	F	F	#403	m#392				
	WBT	3	1825	2110	58	97	E	F	#970	m#1073				
	WBR	1	500	540	26	32	C	C	193	m454				
	NBL	2	170	285	85	149	F	F	157	#312				
	NBT	2	670	585	62	72	E	E	492	456				
	NBR	1	680	390	262	82	F	F	#1252	#520				
	SBL	2	490	440	231	103	F	F	#539	#406				
	SBT	2	530	830	50	72	D	E	360	633				
	SBR	1	310	615	49	159	D	F	280	#986				

2/12/2018

NOTES:

1) All performance measures are reported using HCM 2000 methodology from Synchro 9 software.

2) * Shared left and U turn lane

** Shared left and thru lane

3) Signalized Intersection Notes:

~ Volume exceeds capacity, queue is theoretically infinite. Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer. Queue shown is maximum after two cycles.

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

4) Unsignalized Intersection Notes:

$ Delay exceeds 300seconds

$$ Queue can not be calculated

Table N-1
SW 10th Street Connector PD&E Study
Tier 2 Analysis - Year 2040 - Intersection LOS Summary
North Alignment 3D-1.1 Build Alternative

SW 10th Street Intersection	Movement	Number Of Lanes	Volume		Movement Delay (sec)		Movement LOS		Movement 95th %ile Queue Length(ft)		Intersection Delay (sec)		Intersection LOS	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Waterways Blvd (Signalized)	EBT	3	3180	2170	22	20	C	B	1274	791	33	31	C	C
	EBR	1	30	130	7	11	A	B	m1	m32				
	WBL	1	60	255	118	95	F	F	#127	395				
	NBL	1	190	95	89	93	F	F	324	184				
	NBR	1	255	110	109	77	F	E	#375	67				
Independence Dr (Signalized)	EBT	3	3425	2210	3	6	A	A	76	420	7	5	A	A
	EBR	1	10	70	0	6	A	A	m0	m22				
	WBL	1	20	25	58	96	E	F	m29	m32				
	WBT	3	2110	3325	10	2	A	A	551	m121				
	NBL	1	60	45	94	96	F	F	131	104				
	NBR	1	30	25	80	83	F	F	40	37				
Powerline Rd (Signalized)	EBL	3	1050	505	89	89	F	F	#570	#302	59	69	E	E
	EBT	3	1625	1390	35	48	D	D	669	586				
	EBR	2	780	340	14	29	B	C	300	185				
	WBL*	3	320	355	109	89	F	F	m141	m172				
	WBT	3	1310	1610	49	49	D	D	m565	#818				
	WBR	1	655	430	49	21	D	C	m751	m374				
	NBL	3	390	770	96	100	F	F	#232	#436				
	NBT	3	1235	1180	81	61	F	E	#680	566				
	NBR	1	275	380	54	54	D	D	205	363				
	SBL	3	250	555	92	92	F	F	150	m286				
	SBT	3	1295	920	62	56	E	E	589	m410				
	SBR	2	430	970	46	145	D	F	140	m#641				
SW 30th Ave (Unsignalized)	EBT	2	3145	2645	-	-	-	-	-	-	-	-	-	-
	EBR	1	75	30	-	-	-	-	-	-				
	WBL	1	75	30	197	40	F	E	137	22				
	WBT	2	1785	1865	-	-	-	-	-	-				
	NBR	1	65	110	$	$	F	F	$$	$$				
	NBL	1	60	150										
SW 28th Ave (Signalized)	EBL	1	537	439	108	142	F	F	#939	#846	50	33	D	C
	EBT	2	2593	2141	38	12	D	B	#1926	222				
	EBR	1	80	175	1	1	A	A	m1	m7				
	WBL	1	30	170	94	81	F	F	m52	m193				
	WBT	2	1662	1792	46	13	D	B	#1283	m198				
	WBR	1	328	1078	4	50	A	D	m51	m95				
	NBT**	1	233	126	138	97	F	F	#495	#252				
	NBR	1	117	99	71	76	E	E	108	65				
SW 24th Ave (Unsignalized)	EBT	2	2545	2135	-	-	-	-	-	-	-	-	-	-
	EBR	1	165	105	-	-	-	-	-	-				
	WBL	1	25	20	40	25	E	C	18	8				
	WBT	2	1970	2990	-	-	-	-	-	-				
	NBL	1	50	50	$	$	F	F	$$	$$				
	NBR	1	35	35	39	27	E	D	24	17				
Military Trail (Signalized)	EBL	2	330	360	117	209	F	F	m#238	m#370	113	96	F	F
	EBT	3	2145	1780	129	83	F	F	m#1204	#1017				
	EBR	1	155	195	27	56	C	E	m39	m66				
	WBL	2	340	525	213	148	F	F	#403	m301				
	WBT	3	1545	2140	63	77	E	E	616	m839				
	WBR	1	500	550	63	13	E	B	380	m154				
	NBL	2	200	315	85	217	F	F	179	#367				
	NBT	2	670	585	59	73	E	E	484	460				
	NBR	1	690	400	249	77	F	E	#1258	#472				
	SBL	2	500	450	216	95	F	F	#540	#397				
	SBT	2	530	830	49	67	D	E	357	623				
	SBR	1	340	645	50	185	D	F	324	#1099				

2/12/2018

NOTES:

1) All performance measures are reported using HCM 2000 methodology from Synchro 9 software.
2) * Shared left and U turn lane
** Shared left and through lane
3) Signalized Intersection Notes:
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.
4) Unsignalized Intersection Notes:
$ Delay exceeds 300seconds
$$ Queue can not be calculated

Table N-2
SW 10th Street Connector PD&E Study
Tier 2 Analysis - Year 2040 - Intersection LOS Summary
North Alignment 3D-1.2 Build Alternative

SW 10th Street Intersection	Movement	Number Of Lanes	Volume		Movement Delay (sec)		Movement LOS		Movement 95th %ile Queue Length(ft)		Intersection Delay (sec)		Intersection LOS	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Waterways Blvd (Signalized)	EBT	3	3180	2170	22	20	C	B	1274	791	33	31	C	C
	EBR	1	30	130	7	11	A	B	m1	m32				
	WBL	1	60	255	118	96	F	F	#127	383				
	NBL	1	190	95	89	93	F	F	324	184				
	NBR	1	255	110	109	77	F	E	#375	67				
Independence Dr. (Signalized)	EBT	3	3425	2210	3	8	A	A	76	573	7	6	A	A
	EBR	1	10	70	0	9	A	A	m0	m31				
	WBL	1	20	25	58	90	E	F	m29	m32				
	WBT	3	2110	3325	10	3	A	A	551	m172				
	NBL	1	60	45	94	96	F	F	131	104				
	NBR	1	30	25	80	83	F	F	40	37				
Powerline Rd (signalized)	EBL	3	1050	505	89	104	#REF!	#REF!	#570	#314	59	68	E	E
	EBT	3	1625	1390	35	45	D	D	669	540				
	EBR	2	780	340	14	23	B	C	300	143				
	WBL*	3	320	355	109	101	F	F	m141	m171				
	WBT	3	1310	1610	49	51	D	D	m565	#830				
	WBR	1	655	430	49	19	D	B	m751	m318				
	NBL	3	390	770	96	121	F	F	#232	#460				
	NBT	3	1235	1180	81	59	F	E	#680	561				
	NBR	1	275	380	54	54	D	D	205	394				
	SBL	3	250	555	92	79	F	E	150	m295				
	SBT	3	1295	920	62	58	E	E	589	m392				
	SBR	2	430	970	46	116	D	F	140	m#839				
SW 30th Ave (Unsignalized)	EBT	2	3145	2645	-	-	-	-	-	-	-	-	-	-
	EBR	1	75	30	-	-	-	-	-	-				
	WBL	1	75	30	197	40	F	E	137	22				
	WBT	2	1785	1865	-	-	-	-	-	-				
	NBR	1	65	110	$	$	F	F	$$	$$				
	NBL	1	60	150										
SW 28th Ave (Signalized)	EBL	1	537	439	108	110	F	F	#939	#749	52	30	D	C
	EBT	2	2593	2141	38	13	D	B	#1926	1113				
	EBR	1	80	175	1	1	A	A	m1	m8				
	WBL	1	30	170	92	92	F	F	m54	m237				
	WBT	2	1662	1792	47	28	D	C	#1282	m1138				
	WBR	1	138	438	2	6	A	A	m8	m42				
	NBT**	1	233	126	138	97	F	F	#495	#252				
	NBR	1	117	99	71	76	E	E	108	65				
	SBT	0	0	0	0	0	0	0	0	0				
	SBR	0	0	0	0	0	0	0	0	0				
SW 24th Ave (Unsignalized)	EBT	2	2545	2135	-	-	-	-	-	-	-	-	-	-
	EBR	1	165	105	-	-	-	-	-	-				
	WBL	1	25	20	40	25	E	C	18	8				
	WBT	2	1780	2350	-	-	-	-	-	-				
	NBL	1	50	50	$	$	F	F	$$	$$				
	NBR	1	35	35	39	27	E	D	24	17				
Military Trail (Signalized)	EBL	2	330	360	88	93	F	F	m220	m#278	113	85	F	F
	EBT	3	2145	1780	129	75	F	E	m#1204	#995				
	EBR	1	155	195	27	39	C	D	m39	m56				
	WBL	2	340	525	208	115	F	F	#403	m273				
	WBT	3	1355	1500	62	57	E	E	536	m564				
	WBR	1	500	550	70	68	E	E	417	m372				
	NBL	2	200	315	85	159	F	F	179	#343				
	NBT	2	670	585	59	73	E	E	484	460				
	NBR	1	690	400	246	73	F	E	#1249	#415				
	SBL	2	500	450	216	95	F	F	#540	#397				
	SBT	2	530	830	49	72	D	E	357	633				
	SBR	1	340	645	49	164	D	F	317	#1000				

2/12/2018

NOTES:

1) All performance measures are reported using HCM 2000 methodology from Synchro 9 software.

2) * Shared left and U turn lane

** Shared left and through lane

3) Signalized Intersection Notes:

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

4) Unsignalized Intersection Notes:

$ Delay exceeds 300seconds

$$ Queue can not be calculated

Table N-3
SW 10th Street Connector PD&E Study
Tier 2 Analysis - Year 2040 - Intersection LOS Summary
North Alignment 3D-1.3 Build Alternative

SW 10th Street Intersection	Movement	Number Of Lanes	Volume		Movement Delay (sec)		Movement LOS		Movement 95th %ile Queue Length(ft)		Intersection Delay (sec)		Intersection LOS	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Waterways Blvd (Signalized)	EBT	3	3040	2080	20	19	C	B	1173	742	31	30	C	C
	EBR	1	30	130	7	11	A	B	m1	33				
	WBL	1	60	255	114	87	F	F	#127	378				
	NBL	1	190	95	86	93	F	F	320	184				
	NBR	1	255	110	103	77	F	E	#353	67				
Independence Dr. (Signalized)	EBT	3	3285	2120	3	1	A	A	69	6	6	5	A	A
	EBR	1	10	70	0	0	A	A	m0	m0				
	WBL	1	20	25	50	71	D	E	m30	m29				
	WBT	3	2020	3185	7	6	A	A	418	m516				
	NBL	1	60	45	94	94	F	F	131	103				
	NBR	1	30	25	80	82	F	F	40	37				
Powerline Rd (signalized)	EBL	3	955	450	90	109	F	F	#518	#273	58	65	E	E
	EBT	3	1590	1365	36	45	D	D	654	631				
	EBR	2	770	330	15	13	B	B	294	89				
	WBL*	3	345	460	93	104	F	F	m172	#278				
	WBT	3	1300	1525	62	65	E	E	m#669	#780				
	WBR	1	625	430	39	29	D	C	m513	315				
	NBL	3	360	760	95	97	F	F	#215	#425				
	NBT	3	1225	1175	74	51	E	D	#670	526				
	NBR	1	275	355	52	45	D	D	195	294				
	SBL	3	240	440	94	84	F	F	145	240				
	SBT	3	1290	910	58	55	E	D	548	373				
	SBR	2	380	925	43	91	D	F	118	#545				
SW 30th Ave (Unsignalized)	EBT	2	625	715	-	-	-	-	-	-	-	-	-	-
	EBR	1	75	30	-	-	-	-	-	-				
	WBL	1	75	30	10	10	A	A	8	3				
	WBT	2	2215	2125	-	-	-	-	-	-				
	NBR	1	65	110	48	403	E	F	91	492				
	NBL	1	60	150										
SW 28th Ave (Signalized)	EBT	2	610	650	47	38	D	D	440	m484	51	45	D	D
	EBR	1	80	175	108	69	F	E	m67	m148				
	WBL*	1	20	170	109	79	F	E	m32	m255				
	WBT	2	1640	1660	26	26	C	C	m1155	1178				
	NBL	1	220	115	113	103	F	F	#439	#219				
	NBR	1	130	110	67	76	E	E	69	68				
	SBT**	1	5	5	50	53	D	D	27	27				
	SBR	1	430	370	98	87	F	F	#674	493				
SW 24th Ave (Unsignalized)	EBT	2	575	655	-	-	-	-	-	-	-	-	-	-
	EBR	1	170	110	-	-	-	-	-	-				
	WBL	1	25	20	10	10	A	A	2	2				
	WBT	2	1610	1780	-	-	-	-	-	-				
	NBL	1	50	50	66	101	F	F	54	72				
	NBR	1	35	35	11	11	B	B	4	5				
Military Trail (Signalized)	EBL	2	300	330	134	106	F	F	#300	#298	71	55	E	E
	EBT	2	215	340	26	32	C	C	147	145				
	EBR	1	145	185	173	24	F	C	97	10				
	WBL	2	340	495	96	56	F	E	268	m300				
	WBT	2	1245	990	50	47	D	D	#984	m691				
	WBR	1	500	540	17	45	B	D	73	m513				
	NBL	2	170	285	85	91	F	F	157	#252				
	NBT	2	670	585	73	68	E	E	520	446				
	NBR	1	680	390	118	58	F	E	#732	141				
	SBL	2	490	440	109	86	F	F	#455	354				
	SBT	2	530	830	50	71	D	E	360	623				
	SBR	1	310	615	0	1	A	A	0	0				

4/12/2018

NOTES:

1) All performance measures are reported using HCM 2000 methodology from Synchro 9 software.
2) * Shared left and U turn lane
** Shared left and through lane
3) Signalized Intersection Notes:
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.
4) Unsignalized Intersection Notes:
$ Delay exceeds 300seconds
$$ Queue can not be calculated

Table N-4
SW 10th Street Connector PD&E Study
Tier 2 Analysis - Year 2040 - Intersection LOS Summary
North Alignment 3D-1.4 Build Alternative

SW 10th Street Intersection	Movement	Number Of Lanes	Volume		Movement Delay (sec)		Movement LOS		Movement 95th %ile Queue Length(ft)		Intersection Delay (sec)		Intersection LOS	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Waterways Blvd (Signalized)	EBT	3	3180	2170	22	20	C	B	1274	791	33	31	C	C
	EBR	1	30	130	7	11	A	B	m1	m32				
	WBL	1	60	255	118	96	F	F	#127	383				
	NBL	1	190	95	89	93	F	F	324	184				
	NBR	1	255	110	109	77	F	E	#375	67				
Independence Dr. (Signalized)	EBT	3	3425	2210	3	8	A	A	76	573	7	6	A	A
	EBR	1	10	70	0	9	A	A	m0	m31				
	WBL	1	20	25	58	90	E	F	m29	m32				
	WBT	3	2110	3325	10	3	A	A	551	m167				
	NBL	1	60	45	94	96	F	F	131	104				
	NBR	1	30	25	80	83	F	F	40	37				
Powerline Rd (signalized)	EBL	3	1050	505	89	90	F	F	#570	#302	63	72	E	E
	EBT	3	1625	1390	35	45	D	D	669	540				
	EBR	2	780	340	14	23	B	C	300	143				
	WBL*	3	320	355	93	80	F	E	m167	190				
	WBT	3	1310	1610	72	67	E	E	m#660	#829				
	WBR	1	655	430	73	37	E	D	m#887	462				
	NBL	3	390	770	96	100	F	F	#232	#436				
	NBT	3	1235	1180	81	61	F	E	#680	566				
	NBR	1	275	380	54	54	D	D	205	363				
	SBL	3	250	555	91	92	F	F	150	m286				
	SBT	3	1295	920	62	56	E	E	589	m410				
	SBR	2	430	970	47	145	D	F	143	m#641				
SW 30th Ave (Unsignalized)	EBT	3	3145	2645	-	-	-	-	-	-	-	-	-	-
	EBR	1	75	30	-	-	-	-	-	-				
	WBL	1	75	30	197	40	F	E	137	22				
	WBT	2	1785	1915	-	-	-	-	-	-				
	NBR	1	65	110	$	$	F	F	$$	$$				
	NBL	1	60	150										
SW 28th Ave (Signalized)	EBL	0	0	0	0	0	0	0	0	0	79	33	E	C
	EBT	2	3130	2580	103	43	F	D	#2556	#1938				
	EBR	1	80	175	1	1	A	A	m4	m5				
	WBL*	1	30	170	90	112	F	F	m59	m#279				
	WBT	2	1640	1830	5	6	A	A	135	m197				
	NBT*	1	0	0	308	110	F	F	#560	#247				
	NBL		220	115										
	NBR	1	130	110	80	76	E	E	166	68				
	SBT	0	0	0	0	0	0	0	0	0				
	SBR	0	0	0	0	0	0	0	0	0				
SW 24th Ave (Unsignalized)	EBT	2	3095	2585	-	-	-	-	-	-	-	-	-	-
	EBR	1	165	105	-	-	-	-	-	-				
	WBL	1	25	20	76	37	F	E	33	14				
	WBT	2	1620	1950	-	-	-	-	-	-				
	NBL	1	50	50	$	$	F	F	$$	$$				
	NBR	1	35	35	70	40	F	E	41	25				
Military Trail (Signalized)	EBL	2	330	360	81	92	F	F	m188	m233	145	107	F	F
	EBT	3	2695	2230	185	102	F	F	m#1301	m#1151				
	EBR	1	155	195	19	22	B	C	m30	m42				
	WBL	2	340	525	243	164	F	F	#414	m#376				
	WBT	3	1195	1100	53	44	D	D	423	m446				
	WBR	1	500	550	63	60	E	E	388	m446				
	NBL	2	200	315	85	217	F	F	179	#367				
	NBT	2	670	585	69	92	E	F	512	#515				
	NBR	1	690	400	353	93	F	F	#1351	#500				
	SBL	2	500	450	241	120	F	F	#552	#433				
	SBT	2	530	830	56	100	E	F	381	#725				
	SBR	1	340	645	57	225	E	F	359	#1054				

2/12/2018

NOTES:

1) All performance measures are reported using HCM 2000 methodology from Synchro 9 software.

2) * Shared left and U turn lane

** Shared left and thru lane

3) Signalized Intersection Notes:

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

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

4) Unsignalized Intersection Notes:

$ Delay exceeds 300seconds

$$ Queue can not be calculated

Table N-5
SW 10th Street Connector PD&E Study
Tier 2 Analysis - Year 2040 - Intersection LOS Summary
North Alignment 3D-1.5 Build Alternative

SW 10th Street Intersection	Movement	Number Of Lanes	Volume		Movement Delay (sec)		Movement LOS		Movement 95th %ile Queue Length(ft)		Intersection Delay (sec)		Intersection LOS	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Waterways Blvd (Signalized)	EBT	3	3040	2080	20	19	C	B	1173	742	31	30	C	C
	EBR	1	30	130	7	11	A	B	m1	33				
	WBL	1	60	255	112	85	F	F	#127	377				
	NBL	1	190	95	86	93	F	F	320	184				
	NBR	1	255	110	103	77	F	E	#353	67				
Independence Dr. (Signalized)	EBT	3	3285	2120	3	1	A	A	69	6	6	4	A	A
	EBR	1	10	70	0	0	A	A	m0	m0				
	WBL	1	20	25	52	76	D	E	m31	m29				
	WBT	3	2020	3185	7	4	A	A	393	m550				
	NBL	1	60	45	94	94	F	F	131	103				
	NBR	1	30	25	80	82	F	F	40	37				
Powerline Rd (signalized)	EBL	3	955	450	90	111	F	F	#518	#273	60	67	E	E
	EBT	3	1590	1365	36	39	D	D	654	574				
	EBR	2	770	330	16	12	B	B	294	79				
	WBL*	3	345	460	82	84	F	F	m172	#233				
	WBT	3	1300	1525	66	53	E	D	m620	m682				
	WBR	1	625	430	66	34	E	C	m766	m443				
	NBL	3	360	760	95	97	F	F	#215	#425				
	NBT	3	1225	1175	74	56	E	E	#670	545				
	NBR	1	275	355	52	49	D	D	195	311				
	SBL	3	240	440	94	83	F	F	145	241				
	SBT	3	1290	910	58	61	E	E	548	398				
	SBR	2	380	925	43	128	D	F	118	#724				
SW 30th Ave (Unsignalized)	EBT	2	1955	2185	-	-	-	-	-	-	-	-	-	-
	EBR	1	75	30	-	-	-	-	-	-				
	WBL	1	75	30	26	25	D	D	33	13				
	WBT	2	2215	2125	-	-	-	-	-	-				
	NBR	1	65	110	$	$	F	F	$$	$$				
	NBL	1	60	150										
SW 28th Ave (Signalized)	EBT	2	1940	2120	55	93	D	F	#1544	#1744	54	70	D	E
	EBR	1	80	175	0	3	A	A	m0	m22				
	WBL*	1	30	170	147	173	F	F	m50	m#378				
	WBT	2	1630	1660	7	5	A	A	m91	m149				
	NBL	1	220	115	170	110	F	F	#500	#247				
	NBR	1	130	110	71	76	E	E	71	68				
	SBT**	1	10	10	56	62	E	E	29	30				
	SBR	1	440	380	170	199	F	F	#787	#700				
SW 24th Ave (Unsignalized)	EBT	2	1905	2125	-	-	-	-	-	-	-	-	-	-
	EBR	1	165	105	-	-	-	-	-	-				
	WBL	1	25	20	22	24	C	C	9	8				
	WBT	2	1610	1780	-	-	-	-	-	-				
	NBL	1	50	50	$	$	F	F	$$	$$				
	NBR	1	35	35	23	27	C	D	13	16				
Military Trail (Signalized)	EBL	2	300	330	230	98	F	F	m#251	m189	92	64	F	E
	EBT	3	1545	1810	39	38	D	D	m631	m628				
	EBR	1	145	185	25	15	C	B	m28	m24				
	WBL	2	340	495	160	90	F	F	#377	m#390				
	WBT	2	1245	990	105	56	F	E	#1049	m654				
	WBR	1	500	540	63	69	E	E	386	m528				
	NBL	2	170	285	85	128	F	F	157	#301				
	NBT	2	670	585	53	79	D	E	460	#469				
	NBR	1	680	390	182	73	F	E	#1185	375				
	SBL	2	490	440	184	113	F	F	#515	#418				
	SBT	2	530	830	42	93	D	F	329	#712				
	SBR	1	310	615	0	1	A	A	0	0				

4/12/2018

NOTES:

1) All performance measures are reported using HCM 2000 methodology from Synchro 9 software.
2) * Shared left and U turn lane
** Shared left and thru lane
3) Signalized Intersection Notes:
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.
4) Unsignalized Intersection Notes:
$ Delay exceeds 300seconds
$$ Queue can not be calculated

Table N-6
SW 10th Street Connector PD&E Study
Tier 2 Analysis - Year 2040 - Intersection LOS Summary
North Alignment 3D-1.6 Build Alternative

SW 10th Street Intersection	Movement	Number Of Lanes	Volume		Movement Delay (sec)		Movement LOS		Movement 95th %ile Queue Length(ft)		Intersection Delay (sec)		Intersection LOS	
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Waterways Blvd (Signalized)	EBT	3	3780	2220	56	22	E	C	m1241	861	63	30	E	C
	EBR	1	30	130	7	12	A	B	m0	m27				
	WBL	1	60	255	113	71	F	E	m125	m348				
	NBL	1	190	95	99	97	F	F	#381	191				
	NBR	1	255	110	132	77	F	E	#443	69				
Independence Dr. (Signalized)	EBT	3	4025	2260	12	1	B	A	m129	25	13	9	B	A
	EBR	1	10	70	0	0	A	A	m0	m0				
	WBL	1	20	25	66	77	E	E	m30	m27				
	WBT	3	2160	3925	9	12	A	B	m608	m302				
	NBL	1	60	45	114	113	F	F	#158	#112				
	NBR	1	30	25	82	83	F	F	41	37				
Powerline Rd (signalized)	EBL	3	955	450	81	188	F	F	m421	#336	62	101	E	F
	EBT	3	2330	1505	46	50	D	D	m#1133	531				
	EBR	2	770	330	11	45	B	D	m209	173				
	WBL*	3	345	460	135	91	F	F	m#228	m217				
	WBT	3	1440	2265	45	110	D	F	m653	m#1274				
	WBR	1	625	430	45	35	D	D	m809	m272				
	NBL	3	360	760	122	178	F	F	#239	#508				
	NBT	3	1225	1175	82	69	F	E	#695	596				
	NBR	1	275	355	56	62	E	E	276	460				
	SBL	3	240	440	99	94	F	F	145	#273				
	SBT	3	1290	910	77	69	E	E	#687	443				
	SBR	2	380	925	46	199	D	F	120	#910				
SW 30th Ave (Unsignalized)	EBT	2	2695	2325	-	-	-	-	-	-	-	-	-	-
	EBR	1	75	30	-	-	-	-	-	-				
	WBL	1	75	30	77	31	F	D	84	17				
	WBT	2	2355	2865	-	-	-	-	-	-				
	NBR	1	65	110	$	$	F	F	$$	$$				
	NBL	1	60	150										
SW 28th Ave (Signalized)	EBT	2	2680	2260	49	39	D	D	m#1953	1640	39	35	D	C
	EBR	1	80	175	0	7	A	A	m1	m50				
	WBL*	1	30	170	102	108	F	F	m49	m163				
	WBT	2	2210	2780	15	24	B	C	m486	m645				
	NBL	1	220	115	153	112	F	F	#488	#256				
	NBR	1	130	110	73	77	E	E	153	80				
SW 24th Ave (Unsignalized)	EBT	2	2645	2265	-	-	-	-	-	-	-	-	-	-
	EBR	1	165	105	-	-	-	-	-	-				
	WBL	1	25	20	44	30	E	D	20	11				
	WBT	2	2190	2900	-	-	-	-	-	-				
	NBL	1	50	50	$	$	F	F	$$	$$				
	NBR	1	35	35	43	32	E	D	27	21				
Military Trail (Signalized)	EBL	2	300	330	125	149	F	F	m#209	m#290	113	92	F	F
	EBT	3	2285	1950	138	91	F	F	m#1235	#1119				
	EBR	1	145	185	22	26	C	C	m33	m42				
	WBL	2	340	495	242	122	F	F	#404	m#392				
	WBT	3	1825	2110	49	76	D	E	#954	m#1009				
	WBR	1	500	540	24	31	C	C	168	m457				
	NBL	2	170	285	85	174	F	F	157	#324				
	NBT	2	670	585	62	72	E	E	492	456				
	NBR	1	680	390	264	79	F	E	#1257	#498				
	SBL	2	490	440	231	113	F	F	#539	#418				
	SBT	2	530	830	50	72	D	E	360	633				
	SBR	1	310	615	49	171	D	F	283	#1020				

4/12/2018

NOTES:

1) All performance measures are reported using HCM 2000 methodology from Synchro 9 software.
2) * Shared left and U turn
** Share left and thru lane
3) Signalized Intersection Notes:
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
m Volume for 95th percentile queue is metered by upstream signal.
4) Unsignalized Intersection Notes:
$ Delay exceeds 300seconds
$$ Queue can not be calculated

AECOM RESULTS 3/1/2018

Intersection Analysis Results (Build Base)

SW 10th Street Intersection			Newport Center Drive		I-95 Southbound Ramps		I-95 Northbound Ramps		FAU Research Park Boulevard		Total
Center Concepts	**Signalized or Unsignalized**		**Signalized**		**Signalized**		**Signalized**		**Signalized**		**Delay (sec)**
			LOS	**Delay (sec)**	**LOS**	**Delay (sec)**	**LOS**	**Delay (sec)**	**LOS**	**Delay (sec)**	
Build Concept Center 3D-1.1	Intersection	AM	C	21	B	18	B	19	D	50	
	LOS	PM	C	31	B	19	B	20	E	56	
	Total AM + PM Delay			52		37		38		106	233
Build Concept Center 3D-1.2	Intersection	AM	C	23	B	18	B	19	D	50	
	LOS	PM	E	72	B	16	C	20	E	56	
	Total AM + PM Delay			95		33		39		106	273
Build Concept Center 3D-1.3	Intersection	AM	C	24	B	19	C	22	D	49	
	LOS	PM	E	74	B	14	C	21	D	54	
	Total AM + PM Delay			98		34		43		102	276
Build Concept Center 3D-1.4	Intersection	AM	C	23	B	18	B	19	D	50	
	LOS	PM	F	85	B	17	C	21	E	55	
	Total AM + PM Delay			108		35		41		105	289
Build Concept Center 3D-1.5	Intersection	AM	C	32	B	18	C	21	D	48	
	LOS	PM	F	83	B	15	D	46	D	53	
	Total AM + PM Delay			115		34		67		101	317
Build Concept Center 3D-1.6	Intersection	AM	C	23	B	18	C	22	D	48	
	LOS	PM	D	36	B	17	C	21	D	53	
	Total AM + PM Delay			59		34		42		101	236
North Concepts	**Signalized or Unsignalized**		**Signalized**		**Signalized**		**Signalized**		**Signalized**		**Delay (sec)**
			LOS	**Delay (sec)**	**LOS**	**Delay (sec)**	**LOS**	**Delay (sec)**	**LOS**	**Delay (sec)**	
Build Concept North 3D-1.1	Intersection	AM	C	21	B	18	B	19	D	51	
	LOS	PM	C	30	B	18	B	20	E	56	
	Total AM + PM Delay			52		36		39		106	232
Build Concept North 3D-1.2	Intersection	AM	C	23	B	18	B	19	D	50	
	LOS	PM	E	72	B	15	C	21	E	56	
	Total AM + PM Delay			95		33		39		106	273
Build Concept North 3D-1.3	Intersection	AM	C	29	B	18	C	23	D	48	
	LOS	PM	E	73	B	14	C	21	D	53	
	Total AM + PM Delay			102		32		44		101	279
Build Concept North 3D-1.4	Intersection	AM	C	23	B	18	B	20	D	50	
	LOS	PM	F	85	B	17	B	20	E	61	
	Total AM + PM Delay			107		35		39		112	293
Build Concept North 3D-1.5	Intersection	AM	C	28	B	19	C	21	D	48	
	LOS	PM	F	87	B	15	D	46	D	53	
	Total AM + PM Delay			115		34		67		101	317
Build Concept North 3D-1.6	Intersection	AM	C	23	B	17	C	22	D	48	
	LOS	PM	D	42	B	16	C	21	D	55	
	Total AM + PM Delay			65		33		43		103	245

ATTACHMENT 5

HCS Freeway Analysis of Build Concepts

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Turnpike/Egress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.1

Flow Inputs and Adjustments

Volume, V	2630	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	692	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1384	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1384	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.6	mi/h
Number of lanes, N	2	
Density, D	19.9	pc/mi/ln
Level of service, LOS	C	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/19/2018
Analysis time period:	AM Peak
Freeway/Dir of Travel:	SW 10th St EL EB
Junction:	Egress E/O Powerline Rd
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.1

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2630	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	1070	vph
Length of first accel/decel lane	740	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	550	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	4888	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2630	1070	550	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	692	282	145	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2768	1126	579	pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 1.000 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD}$ = 2768 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	2768	4800	No
$v_{FO} = v - v_{FR}$	1642	4800	No
v_R	1126	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?	No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2	No	

If yes, v_{12A} = 2768 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2768	4400	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\ v_{12} - 0.009\ L_D$ = 21.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, D_S = 0.399

Space mean speed in ramp influence area, S_R = 58.8 mph

Space mean speed in outer lanes, S_0 = N/A mph

Space mean speed for all vehicles, S = 58.8 mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Egress/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.1

Flow Inputs and Adjustments

Volume, V	1560	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	411	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	821	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	821	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	11.7	pc/mi/ln
Level of service, LOS	B	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/20/2018
Analysis time period:	AM Peak
Freeway/Dir of Travel:	SW 10th St EL EB
Junction:	Ingress W/O Military Trail
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.1

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1560	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	45.0	mph
Volume on ramp	550	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	1070	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	4888	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1560	550	1070	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	411	145	282	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1642	579	1126	pcph

Estimation of V12 Merge Areas

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM}) =$ 1642 pc/h

Capacity Checks

		Actual	Maximum	LOS F?
v_{FO}		2221	4800	No
v_3 or v_{av34}		0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?		No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2		Yes	
If yes, v_{12A}	= 1642		(Equation 13-15, 13-16, 13-18, or 13-19)	

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{12A}	2221	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_{12} + 0.0078\, v_{12} - 0.00627\, L_A =$ 13.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	M_S = 0.222	
Space mean speed in ramp influence area,	S_R = 63.8	mph
Space mean speed in outer lanes,	S_0 = N/A	mph
Space mean speed for all vehicles,	S = 63.8	mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Ingress/I-95
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.1

Flow Inputs and Adjustments

Volume, V	2110	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	555	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1111	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1111	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	15.9	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	I-95/Egress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.1

Flow Inputs and Adjustments

Volume, V	1140	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	300	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	600	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	600	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	8.6	pc/mi/ln
Level of service, LOS	A	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/19/2018
Analysis time period:	AM Peak
Freeway/Dir of Travel:	SW 10th St EL WB
Junction:	Egress W/O Military Trail
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.1

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1140	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	440	vph
Length of first accel/decel lane	740	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	350	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	4986	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway		Ramp		Adjacent Ramp		
Volume, V (vph)	1140		440		350		vph
Peak-hour factor, PHF	0.95		0.95		0.95		
Peak 15-min volume, v15	300		116		92		v
Trucks and buses	0		0		0		%
Recreational vehicles	0		0		0		%
Terrain type:	Level		Level		Level		
Grade	0.00	%	0.00	%	0.00	%	
Length	0.00	mi	0.00	mi	0.00	mi	
Trucks and buses PCE, ET	1.5		1.5		1.5		
Recreational vehicle PCE, ER	1.2		1.2		1.2		

Heavy vehicle adjustment, fHV	1.000	1.000	1.000
Driver population factor, fP	1.00	1.00	1.00
Flow rate, vp	1200	463	368 pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 1.000 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD} = 1200$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	1200	4800	No
$v_{FO} = v - v_{FR}$	737	4800	No
v_R	463	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?	No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2	No	

If yes, v_{12A} = 1200 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	1200	4400	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\ v_{12} - 0.009\ L_D$ = 7.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, D_S = 0.340

Space mean speed in ramp influence area, S_R = 60.5 mph

Space mean speed in outer lanes, S_0 = N/A mph

Space mean speed for all vehicles, S = 60.5 mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	Egress/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.1

Flow Inputs and Adjustments

Volume, V	700	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	184	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	368	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	368	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	5.3	pc/mi/ln
Level of service, LOS	A	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/20/2018
Analysis time period:	AM Peak
Freeway/Dir of Travel:	SW 10th St EL WB
Junction:	Ingress E/O Powerline Rd
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.1

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	700	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	45.0	mph
Volume on ramp	350	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	440	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	4986	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	700	350	440	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	184	92	116	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	737	368	463	pcph

Estimation of V12 Merge Areas

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM}) =$ 737 pc/h

Capacity Checks

		Actual	Maximum	LOS F?
v_{FO}		1105	4800	No
v_3 or v_{av34}		0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?		No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2		No	

If yes, v_{12A} = 737 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	1105	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A =$ 4.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable,	M_S = 0.198	
Space mean speed in ramp influence area,	S_R = 64.5	mph
Space mean speed in outer lanes,	S_0 = N/A	mph
Space mean speed for all vehicles,	S = 64.5	mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	Ingress/Turnpike
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.1

Flow Inputs and Adjustments

Volume, V	1050	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	276	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	553	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	553	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.9	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Turnpike/Egress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.1

Flow Inputs and Adjustments

Volume, V	1050	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	276	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	553	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	553	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.9	pc/mi/ln
Level of service, LOS	A	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/19/2018
Analysis time period:	PM Peak
Freeway/Dir of Travel:	SW 10th St EL EB
Junction:	Egress E/O Powerline Rd
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.1

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1050	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	350	vph
Length of first accel/decel lane	740	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	450	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	4888	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway		Ramp		Adjacent Ramp		
Volume, V (vph)	1050		350		450		vph
Peak-hour factor, PHF	0.95		0.95		0.95		
Peak 15-min volume, v15	276		92		118		v
Trucks and buses	0		0		0		%
Recreational vehicles	0		0		0		%
Terrain type:	Level		Level		Level		
Grade	0.00	%	0.00	%	0.00	%	
Length	0.00	mi	0.00	mi	0.00	mi	
Trucks and buses PCE, ET	1.5		1.5		1.5		
Recreational vehicle PCE, ER	1.2		1.2		1.2		

Heavy vehicle adjustment, fHV	1.000	1.000	1.000
Driver population factor, fP	1.00	1.00	1.00
Flow rate, vp	1105	368	474 pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 1.000 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD} = 1105$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	1105	4800	No
$v_{FO} = v - v_R$	737	4800	No
v_R	368	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?	No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2	No	

If yes, v_{12A} = 1105 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	1105	4400	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\ v_{12} - 0.009\ L_D$ = 7.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, D_S = 0.331

Space mean speed in ramp influence area, S_R = 60.7 mph

Space mean speed in outer lanes, S_0 = N/A mph

Space mean speed for all vehicles, S = 60.7 mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Egress/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.1

Flow Inputs and Adjustments

Volume, V	700	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	184	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	368	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	368	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	5.3	pc/mi/ln
Level of service, LOS	A	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/20/2018
Analysis time period:	PM Peak
Freeway/Dir of Travel:	SW 10th St EL EB
Junction:	Ingress W/O Military Trail
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.1

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	700	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	45.0	mph
Volume on ramp	450	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	350	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	4888	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	700	450	350	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	184	118	92	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	737	474	368	pcph

Estimation of V12 Merge Areas

$L_{EQ} =$ (Equation 13-6 or 13-7)

$P_{FM} =$ 1.000 Using Equation 0

$v_{12} = v_F (P_{FM}) =$ 737 pc/h

Capacity Checks

		Actual	Maximum	LOS F?
v_{FO}		1211	4800	No
v_3 or v_{av34}		0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?		No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2		No	

If yes, v_{12A} = 737 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	1211	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A =$ 5.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable,	M_S = 0.199	
Space mean speed in ramp influence area,	S_R = 64.4	mph
Space mean speed in outer lanes,	S_0 = N/A	mph
Space mean speed for all vehicles,	S = 64.4	mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Ingress/I-95
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.1

Flow Inputs and Adjustments

Volume, V	1150	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	303	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	605	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	605	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	8.6	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	I-95/Egress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.1

Flow Inputs and Adjustments

Volume, V	1920	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	505	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1011	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1011	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	14.4	pc/mi/ln
Level of service, LOS	B	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/19/2018
Analysis time period:	PM Peak
Freeway/Dir of Travel:	SW 10th St EL WB
Junction:	Egress W/O Military Trail
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.1

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1920	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	380	vph
Length of first accel/decel lane	740	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	1090	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	4986	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway		Ramp		Adjacent Ramp		
Volume, V (vph)	1920		380		1090		vph
Peak-hour factor, PHF	0.95		0.95		0.95		
Peak 15-min volume, v15	505		100		287		v
Trucks and buses	0		0		0		%
Recreational vehicles	0		0		0		%
Terrain type:	Level		Level		Level		
Grade	0.00	%	0.00	%	0.00	%	
Length	0.00	mi	0.00	mi	0.00	mi	
Trucks and buses PCE, ET	1.5		1.5		1.5		
Recreational vehicle PCE, ER	1.2		1.2		1.2		

Heavy vehicle adjustment, fHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2021	400	1147	pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 1.000 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD}$ = 2021 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	2021	4800	No
$v_{FO} = v - v_{FR}$	1621	4800	No
v_R	400	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?	No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2	No	

If yes, v_{12A} = 2021 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2021	4400	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\ v_{12} - 0.009\ L_D$ = 15.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, D_S = 0.334

Space mean speed in ramp influence area, S_R = 60.6 mph

Space mean speed in outer lanes, S_0 = N/A mph

Space mean speed for all vehicles, S = 60.6 mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	Egress/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.1

Flow Inputs and Adjustments

Volume, V	1540	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	405	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	811	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	811	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	11.6	pc/mi/ln
Level of service, LOS	B	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/20/2018
Analysis time period:	PM Peak
Freeway/Dir of Travel:	SW 10th St EL WB
Junction:	Ingress E/O Powerline Rd
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.1

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1540	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	45.0	mph
Volume on ramp	1090	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	380	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	4986	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1540	1090	380	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	405	287	100	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1621	1147	400	pcph

Estimation of V12 Merge Areas

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM}) =$ 1621 pc/h

Capacity Checks

		Actual	Maximum	LOS F?
v_{FO}		2768	4800	No
v_3 or v_{av34}		0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?		No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2		No	

If yes, v_{12A} = 1621 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	2768	4600	No

Level of Service Determination (if not F)

Density, $D_R = 5.475 + 0.00734\ v_{R12} + 0.0078\ v_{12} - 0.00627\ L_A$ = 17.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	M_S = 0.248	
Space mean speed in ramp influence area,	S_R = 63.1	mph
Space mean speed in outer lanes,	S_0 = N/A	mph
Space mean speed for all vehicles,	S = 63.1	mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	Ingress/Turnpike
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.1

Flow Inputs and Adjustments

Volume, V	2630	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	692	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1384	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1384	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.6	mi/h
Number of lanes, N	2	
Density, D	19.9	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Turnpike/Egress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.2

Flow Inputs and Adjustments

Volume, V	2630	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	692	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1384	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1384	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.6	mi/h
Number of lanes, N	2	
Density, D	19.9	pc/mi/ln
Level of service, LOS	C	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/19/2018
Analysis time period:	AM Peak
Freeway/Dir of Travel:	SW 10th St EL EB
Junction:	Egress E/O Powerline Rd
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.2

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2630	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	1070	vph
Length of first accel/decel lane	740	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	550	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	4888	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway		Ramp		Adjacent Ramp		
Volume, V (vph)	2630		1070		550		vph
Peak-hour factor, PHF	0.95		0.95		0.95		
Peak 15-min volume, v15	692		282		145		v
Trucks and buses	0		0		0		%
Recreational vehicles	0		0		0		%
Terrain type:	Level		Level		Level		
Grade	0.00	%	0.00	%	0.00	%	
Length	0.00	mi	0.00	mi	0.00	mi	
Trucks and buses PCE, ET	1.5		1.5		1.5		
Recreational vehicle PCE, ER	1.2		1.2		1.2		

Heavy vehicle adjustment, fHV	1.000	1.000	1.000
Driver population factor, fP	1.00	1.00	1.00
Flow rate, vp	2768	1126	579 pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 1.000 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD}$ = 2768 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	2768	4800	No
$v_{FO} = v - v_R$	1642	4800	No
v_R	1126	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?	No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2	No	

If yes, v_{12A} = 2768 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2768	4400	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\ v_{12} - 0.009\ L_D$ = 21.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, D_S = 0.399

Space mean speed in ramp influence area, S_R = 58.8 mph

Space mean speed in outer lanes, S_0 = N/A mph

Space mean speed for all vehicles, S = 58.8 mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Egress/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.2

Flow Inputs and Adjustments

Volume, V	1560	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	411	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	821	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	821	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	11.7	pc/mi/ln
Level of service, LOS	B	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/20/2018
Analysis time period:	AM Peak
Freeway/Dir of Travel:	SW 10th St EL EB
Junction:	Ingress W/O Military Trail
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.2

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1560	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	45.0	mph
Volume on ramp	550	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	1070	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	4888	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1560	550	1070	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	411	145	282	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1642	579	1126	pcph

Estimation of V12 Merge Areas

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM}) =$ 1642 pc/h

Capacity Checks

		Actual	Maximum	LOS F?
v_{FO}		2221	4800	No
v_3 or v_{av34}		0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?		No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2		No	

If yes, v_{12A} = 1642 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	2221	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_{R12} + 0.0078\, v_{12} - 0.00627\, L_A$ = 13.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	M_S = 0.222	
Space mean speed in ramp influence area,	S_R = 63.8	mph
Space mean speed in outer lanes,	S_0 = N/A	mph
Space mean speed for all vehicles,	S = 63.8	mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Ingress/I-95
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.2

Flow Inputs and Adjustments

Volume, V	2110	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	555	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1111	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1111	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	15.9	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	I-95/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.2

Flow Inputs and Adjustments

Volume, V	950	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	250	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	500	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	500	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.1	pc/mi/ln
Level of service, LOS	A	

HCS 2010: Freeway Weaving Release 6.90

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date Performed:	2/13/2018
Analysis Time Period:	AM Peak
Freeway/Dir of Travel:	SW 10th St EL WB
Weaving Location:	Ingress to Egress at Military
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.2

Inputs

Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	3	ln
Weaving segment length, LS	2570	ft
Freeway free-flow speed, FFS	70	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, cIFL	2400	pc/h/ln
Terrain type	Level	
Grade	0.00	%
Length	0.00	mi

Conversion to pc/h Under Base Conditions

	Volume Components				
	VFF	VRF	VFR	VRR	
Volume, V	570	320	380	60	veh/h
Peak hour factor, PHF	0.95	0.95	0.95	0.95	
Peak 15-min volume, v15	150	84	100	16	
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	1.000	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	600	337	400	63	pc/h

Volume ratio, VR 0.526

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	0.9	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN	737	lc/h
Weaving lane changes, LCW	1016	lc/h
Non-weaving vehicle index, INW	153	
Non-weaving lane change, LCNW	952	lc/h
Total lane changes, LCALL	1968	lc/h

Weaving and Non-Weaving Speeds

Weaving intensity factor, W	0.183	
Average weaving speed, SW	61.5	mi/h
Average non-weaving speed, SNW	62.5	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S	61.9	mi/h
Weaving segment density, D	7.5	pc/mi/ln
Level of service, LOS	A	
Weaving segment v/c ratio	0.307	
Weaving segment flow rate, v	1400	veh/h
Weaving segment capacity, cW	4559	veh/h

Limitations on Weaving Segments

If limit reached, see note.

	Minimum	Maximum	Actual	Note
Weaving length (ft)	300	8137	2570	a,b
		Maximum	Analyzed	
Density-based capacty, cIWL (pc/h/ln)		2400	1974	c
		Maximum	Analyzed	
v/c ratio		1.00	0.307	d

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	Egress/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.2

Flow Inputs and Adjustments

Volume, V	890	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	234	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	468	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	468	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	6.7	pc/mi/ln
Level of service, LOS	A	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/20/2018
Analysis time period:	AM Peak
Freeway/Dir of Travel:	SW 10th St EL WB
Junction:	Ingress E/O Powerline Rd
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.2

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	890	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	45.0	mph
Volume on ramp	160	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	440	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	4986	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	890	160	440	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	234	42	116	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	937	168	463	pcph

Estimation of V12 Merge Areas

$L_{EQ} =$ (Equation 13-6 or 13-7)

$P_{FM} =$ 1.000 Using Equation 0

$v_{12} = v_F (P_{FM}) =$ 937 pc/h

Capacity Checks

		Actual	Maximum	LOS F?
v_{FO}		1105	4800	No
v_3 or v_{av34}		0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?		No	
Is v_3 or v_{av34}	> 1.5 v_{av34} / 12		No	

If yes, v_{12A} = 937 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	1105	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_{R12} + 0.0078\, v_{12} - 0.00627\, L_A =$ 4.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable,	M_S = 0.198	
Space mean speed in ramp influence area,	S_R = 64.5	mph
Space mean speed in outer lanes,	S_0 = N/A	mph
Space mean speed for all vehicles,	S = 64.5	mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	Ingress/Turnpike
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.2

Flow Inputs and Adjustments

Volume, V	1050	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	276	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	553	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	553	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.9	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Turnpike/Egress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.2

Flow Inputs and Adjustments

Volume, V	1050	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	276	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	553	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	553	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.9	pc/mi/ln
Level of service, LOS	A	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/19/2018
Analysis time period:	PM Peak
Freeway/Dir of Travel:	SW 10th St EL EB
Junction:	Egress E/O Powerline Rd
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.2

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1050	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	350	vph
Length of first accel/decel lane	740	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	450	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	4888	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway		Ramp		Adjacent Ramp		
Volume, V (vph)	1050		350		450		vph
Peak-hour factor, PHF	0.95		0.95		0.95		
Peak 15-min volume, v15	276		92		118		v
Trucks and buses	0		0		0		%
Recreational vehicles	0		0		0		%
Terrain type:	Level		Level		Level		
Grade	0.00	%	0.00	%	0.00	%	
Length	0.00	mi	0.00	mi	0.00	mi	
Trucks and buses PCE, ET	1.5		1.5		1.5		
Recreational vehicle PCE, ER	1.2		1.2		1.2		

Heavy vehicle adjustment, fHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1105	368	474	pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 1.000 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD}$ = 1105 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	1105	4800	No
$v_{FO} = v - v_R$	737	4800	No
v_R	368	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?	No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2	No	

If yes, v_{12A} = 1105 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	1105	4400	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\ v_{12} - 0.009\ L_D$ = 7.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, D_S = 0.331

Space mean speed in ramp influence area, S_R = 60.7 mph

Space mean speed in outer lanes, S_0 = N/A mph

Space mean speed for all vehicles, S = 60.7 mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Egress/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.2

Flow Inputs and Adjustments

Volume, V	700	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	184	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	368	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	368	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	5.3	pc/mi/ln
Level of service, LOS	A	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/20/2018
Analysis time period:	PM Peak
Freeway/Dir of Travel:	SW 10th St EL EB
Junction:	Ingress W/O Military Trail
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.2

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	700	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	45.0	mph
Volume on ramp	450	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	350	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	4888	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	700	450	350	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	184	118	92	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	737	474	368	pcph

Estimation of V12 Merge Areas

$L_{EQ} =$ (Equation 13-6 or 13-7)

$P_{FM} =$ 1.000 Using Equation 0

$v_{12} = v_F (P_{FM}) =$ 737 pc/h

Capacity Checks

		Actual	Maximum	LOS F?
v_{FO}		1211	4800	No
v_3 or v_{av34}		0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?		No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2		No	

If yes, v_{12A} = 737 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	1211	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A =$ 5.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable,	M_S = 0.199	
Space mean speed in ramp influence area,	S_R = 64.4	mph
Space mean speed in outer lanes,	S_0 = N/A	mph
Space mean speed for all vehicles,	S = 64.4	mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Ingress/I-95
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.2

Flow Inputs and Adjustments

Volume, V	1150	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	303	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	605	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	605	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	8.6	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	I-95/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.2

Flow Inputs and Adjustments

Volume, V	1660	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	437	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	874	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	874	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	12.5	pc/mi/ln
Level of service, LOS	B	

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Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date Performed:	2/13/2018
Analysis Time Period:	PM Peak
Freeway/Dir of Travel:	SW 10th St EL WB
Weaving Location:	Ingress to Egress at Military
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.2

Inputs

Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	3	ln
Weaving segment length, LS	2570	ft
Freeway free-flow speed, FFS	70	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, cIFL	2400	pc/h/ln
Terrain type	Level	
Grade	0.00	%
Length	0.00	mi

Conversion to pc/h Under Base Conditions

	Volume Components				
	VFF	VRF	VFR	VRR	
Volume, V	1420	760	240	140	veh/h
Peak hour factor, PHF	0.95	0.95	0.95	0.95	
Peak 15-min volume, v15	374	200	63	37	
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	1.000	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	1495	800	253	147	pc/h

Volume ratio, VR 0.391

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	0.9	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN	1053	lc/h
Weaving lane changes, LCW	1332	lc/h
Non-weaving vehicle index, INW	380	
Non-weaving lane change, LCNW	1153	lc/h
Total lane changes, LCALL	2485	lc/h

Weaving and Non-Weaving Speeds

Weaving intensity factor, W	0.220	
Average weaving speed, SW	60.1	mi/h
Average non-weaving speed, SNW	58.1	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S	58.9	mi/h
Weaving segment density, D	15.3	pc/mi/ln
Level of service, LOS	B	
Weaving segment v/c ratio	0.439	
Weaving segment flow rate, v	2695	veh/h
Weaving segment capacity, cW	6142	veh/h

Limitations on Weaving Segments

If limit reached, see note.

	Minimum	Maximum	Actual	Note
Weaving length (ft)	300	6577	2570	a,b
		Maximum	Analyzed	
Density-based capacty, cIWL (pc/h/ln)		2400	2093	c
		Maximum	Analyzed	
v/c ratio		1.00	0.439	d

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	Egress/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.2

Flow Inputs and Adjustments

Volume, V	2180	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	574	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1147	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1147	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	16.4	pc/mi/ln
Level of service, LOS	B	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/20/2018
Analysis time period:	PM Peak
Freeway/Dir of Travel:	SW 10th St EL WB
Junction:	Ingress E/O Powerline Rd
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.2

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2180	vph

On Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-flow speed on ramp	45.0	mph
Volume on ramp	450	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	380	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	4986	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2180	450	380	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	574	118	100	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2295	474	400	pcph

Estimation of V12 Merge Areas

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM}) =$ 2295 pc/h

Capacity Checks

		Actual	Maximum	LOS F?
v_{FO}		2769	4800	No
v_3 or v_{av34}		0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?		No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2		No	

If yes, v_{12A} = 2295 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	2769	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A =$ 17.5 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	M_S = 0.248	
Space mean speed in ramp influence area,	S_R = 63.1	mph
Space mean speed in outer lanes,	S_0 = N/A	mph
Space mean speed for all vehicles,	S = 63.1	mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	Ingress/Turnpike
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.2

Flow Inputs and Adjustments

Volume, V	2630	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	692	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1384	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1384	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.6	mi/h
Number of lanes, N	2	
Density, D	19.9	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Turnpike/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.3

Flow Inputs and Adjustments

Volume, V	2370	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	624	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1247	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1247	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	17.8	pc/mi/ln
Level of service, LOS	B	

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Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date Performed:	2/13/2018
Analysis Time Period:	AM Peak
Freeway/Dir of Travel:	SW 10th St EL EB
Weaving Location:	Ingress to Egress at Military
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.3

Inputs

Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	3	ln
Weaving segment length, LS	1422	ft
Freeway free-flow speed, FFS	70	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, cIFL	2400	pc/h/ln
Terrain type	Level	
Grade	0.00	%
Length	0.00	mi

Conversion to pc/h Under Base Conditions

	Volume Components				
	VFF	VRF	VFR	VRR	
Volume, V	1470	640	900	690	veh/h
Peak hour factor, PHF	0.95	0.95	0.95	0.95	
Peak 15-min volume, v15	387	168	237	182	
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	1.000	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	1547	674	947	726	pc/h

Volume ratio, VR	0.416	

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	0.9	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN	1621	lc/h
Weaving lane changes, LCW	1817	lc/h
Non-weaving vehicle index, INW	291	
Non-weaving lane change, LCNW	661	lc/h
Total lane changes, LCALL	2478	lc/h

Weaving and Non-Weaving Speeds

Weaving intensity factor, W	0.350	
Average weaving speed, SW	55.7	mi/h
Average non-weaving speed, SNW	52.1	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S	53.6	mi/h
Weaving segment density, D	24.2	pc/mi/ln
Level of service, LOS	C	
Weaving segment v/c ratio	0.676	
Weaving segment flow rate, v	3895	veh/h
Weaving segment capacity, cW	5765	veh/h

Limitations on Weaving Segments

If limit reached, see note.

	Minimum	Maximum	Actual	Note
Weaving length (ft)	300	6864	1422	a,b
		Maximum	Analyzed	
Density-based capacty, cIWL (pc/h/ln)		2400	1984	c
		Maximum	Analyzed	
v/c ratio		1.00	0.676	d

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Egress/I-95
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.3

Flow Inputs and Adjustments

Volume, V	2110	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	555	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1111	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1111	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	15.9	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	I-95/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.3

Flow Inputs and Adjustments

Volume, V	970	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	255	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	511	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	511	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.3	pc/mi/ln
Level of service, LOS	A	

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Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date Performed:	2/13/2018
Analysis Time Period:	AM Peak
Freeway/Dir of Travel:	SW 10th St EL WB
Weaving Location:	Ingress to Egress at Military
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.3

Inputs

Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	3	ln
Weaving segment length, LS	2570	ft
Freeway free-flow speed, FFS	70	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, cIFL	2400	pc/h/ln
Terrain type	Level	
Grade	0.00	%
Length	0.00	mi

Conversion to pc/h Under Base Conditions

	Volume Components				
	VFF	VRF	VFR	VRR	
Volume, V	590	340	380	60	veh/h
Peak hour factor, PHF	0.95	0.95	0.95	0.95	
Peak 15-min volume, v15	155	89	100	16	
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	1.000	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	621	358	400	63	pc/h

Volume ratio, VR 0.526

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	0.9	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN	758	lc/h
Weaving lane changes, LCW	1037	lc/h
Non-weaving vehicle index, INW	158	
Non-weaving lane change, LCNW	956	lc/h
Total lane changes, LCALL	1993	lc/h

Weaving and Non-Weaving Speeds

Weaving intensity factor, W	0.185	
Average weaving speed, SW	61.4	mi/h
Average non-weaving speed, SNW	62.2	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S	61.8	mi/h
Weaving segment density, D	7.8	pc/mi/ln
Level of service, LOS	A	
Weaving segment v/c ratio	0.316	
Weaving segment flow rate, v	1443	veh/h
Weaving segment capacity, cW	4566	veh/h

Limitations on Weaving Segments

If limit reached, see note.

	Minimum	Maximum	Actual	Note
Weaving length (ft)	300	8128	2570	a,b
		Maximum	Analyzed	
Density-based capacty, cIWL (pc/h/ln)		2400	1975	c
		Maximum	Analyzed	
v/c ratio		1.00	0.316	d

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	Egress/Turnpike
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.3

Flow Inputs and Adjustments

Volume, V	930	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	245	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	489	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	489	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.0	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Turnpike/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.3

Flow Inputs and Adjustments

Volume, V	930	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	245	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	489	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	489	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.0	pc/mi/ln
Level of service, LOS	A	

HCS 2010: Freeway Weaving Release 6.90

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date Performed:	2/13/2018
Analysis Time Period:	PM Peak
Freeway/Dir of Travel:	SW 10th St EL EB
Weaving Location:	Ingress to Egress at Military
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.3

Inputs

Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	3	ln
Weaving segment length, LS	1422	ft
Freeway free-flow speed, FFS	70	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, cIFL	2400	pc/h/ln
Terrain type	Level	
Grade	0.00	%
Length	0.00	mi

Conversion to pc/h Under Base Conditions

	Volume Components				
	VFF	VRF	VFR	VRR	
Volume, V	620	450	310	1020	veh/h
Peak hour factor, PHF	0.95	0.95	0.95	0.95	
Peak 15-min volume, v15	163	118	82	268	
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	1.000	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	653	474	326	1074	pc/h

Volume ratio, VR 0.317

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	0.9	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN	800	lc/h
Weaving lane changes, LCW	996	lc/h
Non-weaving vehicle index, INW	221	
Non-weaving lane change, LCNW	549	lc/h
Total lane changes, LCALL	1545	lc/h

Weaving and Non-Weaving Speeds

Weaving intensity factor, W	0.241	
Average weaving speed, SW	59.3	mi/h
Average non-weaving speed, SNW	60.2	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S	59.9	mi/h
Weaving segment density, D	14.1	pc/mi/ln
Level of service, LOS	B	
Weaving segment v/c ratio	0.407	
Weaving segment flow rate, v	2527	veh/h
Weaving segment capacity, cW	6204	veh/h

Limitations on Weaving Segments

If limit reached, see note.

	Minimum	Maximum	Actual	Note
Weaving length (ft)	300	5762	1422	a,b
		Maximum	Analyzed	
Density-based capacty, cIWL (pc/h/ln)		2400	2068	c
		Maximum	Analyzed	
v/c ratio		1.00	0.407	d

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Egress/I-95
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.3

Flow Inputs and Adjustments

Volume, V	1070	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	282	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	563	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	563	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	8.0	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	I-95/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.3

Flow Inputs and Adjustments

Volume, V	1630	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	429	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	858	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	858	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	12.3	pc/mi/ln
Level of service, LOS	B	

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Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date Performed:	2/13/2018
Analysis Time Period:	PM Peak
Freeway/Dir of Travel:	SW 10th St EL WB
Weaving Location:	Ingress to Egress at Military
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.3

Inputs

Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	3	ln
Weaving segment length, LS	2570	ft
Freeway free-flow speed, FFS	70	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, cIFL	2400	pc/h/ln
Terrain type	Level	
Grade	0.00	%
Length	0.00	mi

Conversion to pc/h Under Base Conditions

	Volume Components				
	VFF	VRF	VFR	VRR	
Volume, V	1420	950	210	170	veh/h
Peak hour factor, PHF	0.95	0.95	0.95	0.95	
Peak 15-min volume, v15	374	250	55	45	
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	1.000	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	1495	1000	221	179	pc/h

Volume ratio, VR 0.422

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	0.9	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN	1221	lc/h
Weaving lane changes, LCW	1500	lc/h
Non-weaving vehicle index, INW	387	
Non-weaving lane change, LCNW	1160	lc/h
Total lane changes, LCALL	2660	lc/h

Weaving and Non-Weaving Speeds

Weaving intensity factor, W	0.232	
Average weaving speed, SW	59.6	mi/h
Average non-weaving speed, SNW	56.6	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S	57.8	mi/h
Weaving segment density, D	16.7	pc/mi/ln
Level of service, LOS	B	
Weaving segment v/c ratio	0.509	
Weaving segment flow rate, v	2895	veh/h
Weaving segment capacity, cW	5690	veh/h

Limitations on Weaving Segments

If limit reached, see note.

	Minimum	Maximum	Actual	Note
Weaving length (ft)	300	6926	2570	a,b
		Maximum	Analyzed	
Density-based capacty, cIWL (pc/h/ln)		2400	2067	c
		Maximum	Analyzed	
v/c ratio		1.00	0.509	d

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	Egress/Turnpike
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.3

Flow Inputs and Adjustments

Volume, V	2370	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	624	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1247	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1247	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	17.8	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Turnpike/Egress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.4

Flow Inputs and Adjustments

Volume, V	2630	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	692	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1384	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1384	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.6	mi/h
Number of lanes, N	2	
Density, D	19.9	pc/mi/ln
Level of service, LOS	C	

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Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/19/2018
Analysis time period:	AM Peak
Freeway/Dir of Travel:	SW 10th St EL EB
Junction:	Egress E/O Powerline Rd
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.4

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2630	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	1070	vph
Length of first accel/decel lane	740	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway		Ramp		Adjacent Ramp	
Volume, V (vph)	2630		1070			vph
Peak-hour factor, PHF	0.95		0.95			
Peak 15-min volume, v15	692		282			v
Trucks and buses	0		0			%
Recreational vehicles	0		0			%
Terrain type:	Level		Level			
Grade	0.00	%	0.00	%		%
Length	0.00	mi	0.00	mi		mi
Trucks and buses PCE, ET	1.5		1.5			
Recreational vehicle PCE, ER	1.2		1.2			

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2768	1126	pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 1.000 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD}$ = 2768 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	2768	4800	No
$v_{FO} = v - v_{FR}$	1642	4800	No
v_R	1126	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?	No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2	No	

If yes, v_{12A} = 2768 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2768	4400	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\ v_{12} - 0.009\ L_D$ = 21.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, D_S = 0.399

Space mean speed in ramp influence area, S_R = 58.8 mph

Space mean speed in outer lanes, S_0 = N/A mph

Space mean speed for all vehicles, S = 58.8 mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Egress/I-95
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.4

Flow Inputs and Adjustments

Volume, V	1560	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	411	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	821	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	821	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	11.7	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	I-95/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.4

Flow Inputs and Adjustments

Volume, V	1050	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	276	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	553	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	553	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.9	pc/mi/ln
Level of service, LOS	A	

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Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date Performed:	2/13/2018
Analysis Time Period:	AM Peak
Freeway/Dir of Travel:	SW 10th St EL WB
Weaving Location:	Ingress to Egress at Military
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.4

Inputs

Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	3	ln
Weaving segment length, LS	2570	ft
Freeway free-flow speed, FFS	70	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, cIFL	2400	pc/h/ln
Terrain type	Level	
Grade	0.00	%
Length	0.00	mi

Conversion to pc/h Under Base Conditions

	Volume Components				
	VFF	VRF	VFR	VRR	
Volume, V	680	370	370	70	veh/h
Peak hour factor, PHF	0.95	0.95	0.95	0.95	
Peak 15-min volume, v15	179	97	97	18	
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	1.000	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	716	389	389	74	pc/h

Volume ratio, VR 0.496

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	0.9	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN	778	lc/h
Weaving lane changes, LCW	1057	lc/h
Non-weaving vehicle index, INW	183	
Non-weaving lane change, LCNW	978	lc/h
Total lane changes, LCALL	2035	lc/h

Weaving and Non-Weaving Speeds

Weaving intensity factor, W	0.188	
Average weaving speed, SW	61.3	mi/h
Average non-weaving speed, SNW	61.9	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S	61.6	mi/h
Weaving segment density, D	8.5	pc/mi/ln
Level of service, LOS	A	
Weaving segment v/c ratio	0.324	
Weaving segment flow rate, v	1569	veh/h
Weaving segment capacity, cW	4837	veh/h

Limitations on Weaving Segments

If limit reached, see note.

	Minimum	Maximum	Actual	Note
Weaving length (ft)	300	7782	2570	a,b
		Maximum	Analyzed	
Density-based capacty, cIWL (pc/h/ln)		2400	2001	c
		Maximum	Analyzed	
v/c ratio		1.00	0.324	d

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	Egress/Turnpike
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.4

Flow Inputs and Adjustments

Volume, V	1050	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	276	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	553	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	553	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.9	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Turnpike/Egress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.4

Flow Inputs and Adjustments

Volume, V	1050	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	276	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	553	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	553	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.9	pc/mi/ln
Level of service, LOS	A	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/19/2018
Analysis time period:	PM Peak
Freeway/Dir of Travel:	SW 10th St EL EB
Junction:	Egress E/O Powerline Rd
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.4

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1050	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	350	vph
Length of first accel/decel lane	740	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway		Ramp		Adjacent Ramp	
Volume, V (vph)	1050		350			vph
Peak-hour factor, PHF	0.95		0.95			
Peak 15-min volume, v15	276		92			v
Trucks and buses	0		0			%
Recreational vehicles	0		0			%
Terrain type:	Level		Level			
Grade	0.00	%	0.00	%		%
Length	0.00	mi	0.00	mi		mi
Trucks and buses PCE, ET	1.5		1.5			
Recreational vehicle PCE, ER	1.2		1.2			

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	1105	368	pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 1.000 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD} = 1105$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	1105	4800	No
$v_{FO} = v - v_R$	737	4800	No
v_R	368	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?	No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2	No	

If yes, v_{12A} = 1105 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	1105	4400	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\ v_{12} - 0.009\ L_D$ = 7.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, D_S = 0.331

Space mean speed in ramp influence area, S_R = 60.7 mph

Space mean speed in outer lanes, S_0 = N/A mph

Space mean speed for all vehicles, S = 60.7 mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Egress/I-95
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.4

Flow Inputs and Adjustments

Volume, V	700	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	184	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	368	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	368	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	5.3	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	I-95/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.4

Flow Inputs and Adjustments

Volume, V	1960	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	516	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1032	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1032	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	14.7	pc/mi/ln
Level of service, LOS	B	

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Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date Performed:	2/13/2018
Analysis Time Period:	PM Peak
Freeway/Dir of Travel:	SW 10th St EL WB
Weaving Location:	Ingress to Egress at Military
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.4

Inputs

Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	3	ln
Weaving segment length, LS	2570	ft
Freeway free-flow speed, FFS	70	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, cIFL	2400	pc/h/ln
Terrain type	Level	
Grade	0.00	%
Length	0.00	mi

Conversion to pc/h Under Base Conditions

	Volume Components				
	VFF	VRF	VFR	VRR	
Volume, V	1780	850	180	150	veh/h
Peak hour factor, PHF	0.95	0.95	0.95	0.95	
Peak 15-min volume, v15	468	224	47	39	
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	1.000	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	1874	895	189	158	pc/h

Volume ratio, VR 0.348

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	0.9	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN	1084	lc/h
Weaving lane changes, LCW	1363	lc/h
Non-weaving vehicle index, INW	470	
Non-weaving lane change, LCNW	1234	lc/h
Total lane changes, LCALL	2597	lc/h

Weaving and Non-Weaving Speeds

Weaving intensity factor, W	0.228	
Average weaving speed, SW	59.8	mi/h
Average non-weaving speed, SNW	57.2	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S	58.1	mi/h
Weaving segment density, D	17.9	pc/mi/ln
Level of service, LOS	B	
Weaving segment v/c ratio	0.488	
Weaving segment flow rate, v	3116	veh/h
Weaving segment capacity, cW	6390	veh/h

Limitations on Weaving Segments

If limit reached, see note.

	Minimum	Maximum	Actual	Note
Weaving length (ft)	300	6103	2570	a,b
		Maximum	Analyzed	
Density-based capacty, cIWL (pc/h/ln)		2400	2130	c
		Maximum	Analyzed	
v/c ratio		1.00	0.488	d

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	Egress/Turnpike
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.4

Flow Inputs and Adjustments

Volume, V	2630	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	692	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1384	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1384	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.6	mi/h
Number of lanes, N	2	
Density, D	19.9	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Turnpike/Egress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.5

Flow Inputs and Adjustments

Volume, V	2370	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	624	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1247	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1247	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	17.8	pc/mi/ln
Level of service, LOS	B	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/19/2018
Analysis time period:	AM Peak
Freeway/Dir of Travel:	SW 10th St EL EB
Junction:	Egress E/O Military Trail
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.5

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2370	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	810	vph
Length of first accel/decel lane	740	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway		Ramp		Adjacent Ramp	
Volume, V (vph)	2370		810			vph
Peak-hour factor, PHF	0.95		0.95			
Peak 15-min volume, v15	624		213			v
Trucks and buses	0		0			%
Recreational vehicles	0		0			%
Terrain type:	Level		Level			
Grade	0.00	%	0.00	%		%
Length	0.00	mi	0.00	mi		mi
Trucks and buses PCE, ET	1.5		1.5			
Recreational vehicle PCE, ER	1.2		1.2			

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2495	853	pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 1.000 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD} = 2495$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	2495	4800	No
$v_{FO} = v - v_{FR}$	1642	4800	No
v_R	853	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?	No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2	No	

If yes, v_{12A} = 2495 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2495	4400	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\ v_{12} - 0.009\ L_D$ = 19.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, D_S = 0.375

Space mean speed in ramp influence area, S_R = 59.5 mph

Space mean speed in outer lanes, S_0 = N/A mph

Space mean speed for all vehicles, S = 59.5 mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Egress/I-95
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.5

Flow Inputs and Adjustments

Volume, V	1560	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	411	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	821	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	821	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	11.7	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	I-95/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.5

Flow Inputs and Adjustments

Volume, V	970	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	255	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	511	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	511	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.3	pc/mi/ln
Level of service, LOS	A	

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Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date Performed:	2/13/2018
Analysis Time Period:	AM Peak
Freeway/Dir of Travel:	SW 10th St EL WB
Weaving Location:	Ingress to Egress at Military
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.5

Inputs

Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	3	ln
Weaving segment length, LS	2570	ft
Freeway free-flow speed, FFS	70	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, cIFL	2400	pc/h/ln
Terrain type	Level	
Grade	0.00	%
Length	0.00	mi

Conversion to pc/h Under Base Conditions

	Volume Components				
	VFF	VRF	VFR	VRR	
Volume, V	590	340	380	60	veh/h
Peak hour factor, PHF	0.95	0.95	0.95	0.95	
Peak 15-min volume, v15	155	89	100	16	
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	1.000	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	621	358	400	63	pc/h

Volume ratio, VR	0.526	

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	0.9	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN	758	lc/h
Weaving lane changes, LCW	1037	lc/h
Non-weaving vehicle index, INW	158	
Non-weaving lane change, LCNW	956	lc/h
Total lane changes, LCALL	1993	lc/h

Weaving and Non-Weaving Speeds

Weaving intensity factor, W	0.185	
Average weaving speed, SW	61.4	mi/h
Average non-weaving speed, SNW	62.2	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S	61.8	mi/h
Weaving segment density, D	7.8	pc/mi/ln
Level of service, LOS	A	
Weaving segment v/c ratio	0.316	
Weaving segment flow rate, v	1443	veh/h
Weaving segment capacity, cW	4566	veh/h

Limitations on Weaving Segments

If limit reached, see note.

	Minimum	Maximum	Actual	Note
Weaving length (ft)	300	8128	2570	a,b
		Maximum	Analyzed	
Density-based capacty, cIWL (pc/h/ln)		2400	1975	c
		Maximum	Analyzed	
v/c ratio		1.00	0.316	d

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	Egress/Turnpike
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.5

Flow Inputs and Adjustments

Volume, V	930	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	245	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	489	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	489	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.0	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Turnpike/Egress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.5

Flow Inputs and Adjustments

Volume, V	930	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	245	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	489	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	489	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.0	pc/mi/ln
Level of service, LOS	A	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/19/2018
Analysis time period:	PM Peak
Freeway/Dir of Travel:	SW 10th St EL EB
Junction:	Egress E/O Military Trail
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.5

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	930	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	310	vph
Length of first accel/decel lane	740	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway		Ramp		Adjacent Ramp	
Volume, V (vph)	930		310			vph
Peak-hour factor, PHF	0.95		0.95			
Peak 15-min volume, v15	245		82			v
Trucks and buses	0		0			%
Recreational vehicles	0		0			%
Terrain type:	Level		Level			
Grade	0.00	%	0.00	%		%
Length	0.00	mi	0.00	mi		mi
Trucks and buses PCE, ET	1.5		1.5			
Recreational vehicle PCE, ER	1.2		1.2			

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	979	326	pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 1.000 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD} = 979$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	979	4800	No
$v_{FO} = v - v_F - v_R$	653	4800	No
v_R	326	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?	No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2	No	

If yes, v_{12A} = 979 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	979	4400	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\ v_{12} - 0.009\ L_D$ = 6.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, D_S = 0.327

Space mean speed in ramp influence area, S_R = 60.8 mph

Space mean speed in outer lanes, S_0 = N/A mph

Space mean speed for all vehicles, S = 60.8 mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Egress/I-95
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.5

Flow Inputs and Adjustments

Volume, V	620	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	163	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	326	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	326	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	4.7	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	I-95/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.5

Flow Inputs and Adjustments

Volume, V	1630	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	429	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	858	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	858	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	12.3	pc/mi/ln
Level of service, LOS	B	

HCS 2010: Freeway Weaving Release 6.90

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date Performed:	2/13/2018
Analysis Time Period:	PM Peak
Freeway/Dir of Travel:	SW 10th St EL WB
Weaving Location:	Ingress to Egress to Military
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.5

Inputs

Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	3	ln
Weaving segment length, LS	2570	ft
Freeway free-flow speed, FFS	70	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, cIFL	2400	pc/h/ln
Terrain type	Level	
Grade	0.00	%
Length	0.00	mi

Conversion to pc/h Under Base Conditions

	Volume Components				
	VFF	VRF	VFR	VRR	
Volume, V	1420	950	210	170	veh/h
Peak hour factor, PHF	0.95	0.95	0.95	0.95	
Peak 15-min volume, v15	374	250	55	45	
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	1.000	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	1495	1000	221	179	pc/h

Volume ratio, VR 0.422

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	0.9	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN	1221	lc/h
Weaving lane changes, LCW	1500	lc/h
Non-weaving vehicle index, INW	387	
Non-weaving lane change, LCNW	1160	lc/h
Total lane changes, LCALL	2660	lc/h

Weaving and Non-Weaving Speeds

Weaving intensity factor, W	0.232	
Average weaving speed, SW	59.6	mi/h
Average non-weaving speed, SNW	56.6	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S	57.8	mi/h
Weaving segment density, D	16.7	pc/mi/ln
Level of service, LOS	B	
Weaving segment v/c ratio	0.509	
Weaving segment flow rate, v	2895	veh/h
Weaving segment capacity, cW	5690	veh/h

Limitations on Weaving Segments

If limit reached, see note.

	Minimum	Maximum	Actual	Note
Weaving length (ft)	300	6926	2570	a,b
		Maximum	Analyzed	
Density-based capacty, cIWL (pc/h/ln)		2400	2067	c
		Maximum	Analyzed	
v/c ratio		1.00	0.509	d

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	Egress/Turnpike
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.5

Flow Inputs and Adjustments

Volume, V	2370	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	624	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1247	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1247	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	17.8	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Turnpike/I-95
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.6

Flow Inputs and Adjustments

Volume, V	1500	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	395	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	789	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	789	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	11.3	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	I-95/Turnpike
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.6

Flow Inputs and Adjustments

Volume, V	720	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	189	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	379	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	379	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	5.4	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Turnpike/I-95
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.6

Flow Inputs and Adjustments

Volume, V	720	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	189	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	379	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	379	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	5.4	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	I-95/Turnpike
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E Center Alignment 3D-1.6

Flow Inputs and Adjustments

Volume, V	1500	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	395	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	789	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	789	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	11.3	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Turnpike/Egress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.1

Flow Inputs and Adjustments

Volume, V	2630	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	692	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1384	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1384	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.6	mi/h
Number of lanes, N	2	
Density, D	19.9	pc/mi/ln
Level of service, LOS	C	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/19/2018
Analysis time period:	AM Peak
Freeway/Dir of Travel:	SW 10th St EL EB
Junction:	Egress E/O Powerline Rd
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.1

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2630	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	1070	vph
Length of first accel/decel lane	740	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	550	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	5728	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway		Ramp		Adjacent Ramp		
Volume, V (vph)	2630		1070		550		vph
Peak-hour factor, PHF	0.95		0.95		0.95		
Peak 15-min volume, v15	692		282		145		v
Trucks and buses	0		0		0		%
Recreational vehicles	0		0		0		%
Terrain type:	Level		Level		Level		
Grade	0.00	%	0.00	%	0.00	%	
Length	0.00	mi	0.00	mi	0.00	mi	
Trucks and buses PCE, ET	1.5		1.5		1.5		
Recreational vehicle PCE, ER	1.2		1.2		1.2		

Heavy vehicle adjustment, fHV	1.000	1.000	1.000
Driver population factor, fP	1.00	1.00	1.00
Flow rate, vp	2768	1126	579 pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 1.000 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD}$ = 2768 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	2768	4800	No
$v_{FO} = v - v_{FR}$	1642	4800	No
v_R	1126	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?	No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2	No	

If yes, v_{12A} = 2768 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2768	4400	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\ v_{12} - 0.009\ L_D$ = 21.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, D_S = 0.399

Space mean speed in ramp influence area, S_R = 58.8 mph

Space mean speed in outer lanes, S_0 = N/A mph

Space mean speed for all vehicles, S = 58.8 mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Egress/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.1

Flow Inputs and Adjustments

Volume, V	1560	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	411	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	821	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	821	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	11.7	pc/mi/ln
Level of service, LOS	B	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/20/2018
Analysis time period:	AM Peak
Freeway/Dir of Travel:	SW 10th St EL EB
Junction:	Ingress W/O Military Trail
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.1

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1560	vph

On Ramp Data

Side of freeway	Left	
Number of lanes in ramp	1	
Free-flow speed on ramp	45.0	mph
Volume on ramp	550	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	1070	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	5728	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1560	550	1070	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	411	145	282	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1642	579	1126	pcph

Estimation of V12 Merge Areas

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM}) =$ 1642 pc/h

Capacity Checks

		Actual	Maximum	LOS F?
v_{FO}		2221	4800	No
v_3 or v_{av34}		0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?		No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2		No	

If yes, v_{12A} = 1642 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	2418	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A =$ 13.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	M_S = 0.230	
Space mean speed in ramp influence area,	S_R = 63.6	mph
Space mean speed in outer lanes,	S_0 = N/A	mph
Space mean speed for all vehicles,	S = 63.6	mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Ingress/I-95
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.1

Flow Inputs and Adjustments

Volume, V	2110	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	555	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1111	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1111	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	15.9	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	I-95/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.1

Flow Inputs and Adjustments

Volume, V	1140	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	300	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	600	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	600	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	8.6	pc/mi/ln
Level of service, LOS	A	

HCS 2010: Freeway Weaving Release 6.90

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date Performed:	2/13/2018
Analysis Time Period:	AM Peak
Freeway/Dir of Travel:	SW 10th St EL WB
Weaving Location:	Ingress to Egress at Powerline
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.1

Inputs

Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	3	ln
Weaving segment length, LS	644	ft
Freeway free-flow speed, FFS	70	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, cIFL	2400	pc/h/ln
Terrain type	Level	
Grade	0.00	%
Length	0.00	mi

Conversion to pc/h Under Base Conditions

	Volume Components				
	VFF	VRF	VFR	VRR	
Volume, V	700	350	440	0	veh/h
Peak hour factor, PHF	0.95	0.95	0.95	0.95	
Peak 15-min volume, v15	184	92	116	0	
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	1.000	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	737	368	463	0	pc/h

Volume ratio, VR	0.530	

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	0.9	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN	831	lc/h
Weaving lane changes, LCW	940	lc/h
Non-weaving vehicle index, INW	43	
Non-weaving lane change, LCNW	0	lc/h
Total lane changes, LCALL	940	lc/h

Weaving and Non-Weaving Speeds

Weaving intensity factor, W	0.305	
Average weaving speed, SW	57.2	mi/h
Average non-weaving speed, SNW	61.5	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S	59.1	mi/h
Weaving segment density, D	8.8	pc/mi/ln
Level of service, LOS	A	
Weaving segment v/c ratio	0.346	
Weaving segment flow rate, v	1569	veh/h
Weaving segment capacity, cW	4529	veh/h

Limitations on Weaving Segments

If limit reached, see note.

	Minimum	Maximum	Actual	Note
Weaving length (ft)	300	8179	644	a,b
		Maximum	Analyzed	
Density-based capacty, cIWL (pc/h/ln)		2400	1824	c
		Maximum	Analyzed	
v/c ratio		1.00	0.346	d

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	Egress/Turnpike
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.1

Flow Inputs and Adjustments

Volume, V	1050	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	276	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	553	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	553	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.9	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Turnpike/Egress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.1

Flow Inputs and Adjustments

Volume, V	1050	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	276	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	553	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	553	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.9	pc/mi/ln
Level of service, LOS	A	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/19/2018
Analysis time period:	PM Peak
Freeway/Dir of Travel:	SW 10th St EL EB
Junction:	Egress E/O Powerline Rd
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.1

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1050	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	350	vph
Length of first accel/decel lane	740	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	450	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	5728	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway		Ramp		Adjacent Ramp		
Volume, V (vph)	1050		350		450		vph
Peak-hour factor, PHF	0.95		0.95		0.95		
Peak 15-min volume, v15	276		92		118		v
Trucks and buses	0		0		0		%
Recreational vehicles	0		0		0		%
Terrain type:	Level		Level		Level		
Grade	0.00	%	0.00	%	0.00	%	
Length	0.00	mi	0.00	mi	0.00	mi	
Trucks and buses PCE, ET	1.5		1.5		1.5		
Recreational vehicle PCE, ER	1.2		1.2		1.2		

Heavy vehicle adjustment, fHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1105	368	474	pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 1.000 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD} = 1105$ pc/h

Capacity Checks

		Actual		Maximum	LOS F?
v_{Fi}	$= v_F$	1105		4800	No
v_{FO}	$= v - v_R$	737		4800	No
v_R		368		2100	No
v_3	or v_{av34}	0	pc/h	(Equation 13-14 or 13-17)	
Is v_3	or v_{av34}	> 2700 pc/h?		No	
Is v_3	or v_{av34}	> 1.5 v_{12} /2		No	

If yes, v_{12A} = 1105 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	1105	4400	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\ v_{12} - 0.009\ L_D$ = 7.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, D_S = 0.331

Space mean speed in ramp influence area, S_R = 60.7 mph

Space mean speed in outer lanes, S_0 = N/A mph

Space mean speed for all vehicles, S = 60.7 mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Egress/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.1

Flow Inputs and Adjustments

Volume, V	700	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	184	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	368	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	368	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	5.3	pc/mi/ln
Level of service, LOS	A	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/20/2018
Analysis time period:	PM Peak
Freeway/Dir of Travel:	SW 10th St EL EB
Junction:	Ingress W/O Military Trail
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.1

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	700	vph

On Ramp Data

Side of freeway	Left	
Number of lanes in ramp	1	
Free-flow speed on ramp	45.0	mph
Volume on ramp	450	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	350	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	5728	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	700	450	350	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	184	118	92	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	737	474	368	pcph

Estimation of V12 Merge Areas

$L_{EQ} =$ (Equation 13-6 or 13-7)

$P_{FM} =$ 1.000 Using Equation 0

$v_{12} = v_F (P_{FM}) =$ 737 pc/h

Capacity Checks

		Actual	Maximum	LOS F?
v_{FO}		1211	4800	No
v_3 or v_{av34}		0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?		No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2		No	

If yes, v_{12A} = 737 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	1299	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A =$ 5.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable,	M_S = 0.200	
Space mean speed in ramp influence area,	S_R = 64.4	mph
Space mean speed in outer lanes,	S_0 = N/A	mph
Space mean speed for all vehicles,	S = 64.4	mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Ingress/I-95
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.1

Flow Inputs and Adjustments

Volume, V	1150	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	303	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	605	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	605	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	8.6	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	I-95/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.1

Flow Inputs and Adjustments

Volume, V	1920	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	505	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1011	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1011	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	14.4	pc/mi/ln
Level of service, LOS	B	

HCS 2010: Freeway Weaving Release 6.90

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date Performed:	2/13/2018
Analysis Time Period:	PM Peak
Freeway/Dir of Travel:	SW 10th St EL WB
Weaving Location:	Ingress to Egress at Powerline
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.1

Inputs

Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	3	ln
Weaving segment length, LS	644	ft
Freeway free-flow speed, FFS	70	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, cIFL	2400	pc/h/ln
Terrain type	Level	
Grade	0.00	%
Length	0.00	mi

Conversion to pc/h Under Base Conditions

	Volume Components				
	VFF	VRF	VFR	VRR	
Volume, V	1540	1090	380	0	veh/h
Peak hour factor, PHF	0.95	0.95	0.95	0.95	
Peak 15-min volume, v15	405	287	100	0	
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	1.000	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	1621	1147	400	0	pc/h

Volume ratio, VR 0.488

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	0.9	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN	1547	lc/h
Weaving lane changes, LCW	1656	lc/h
Non-weaving vehicle index, INW	94	
Non-weaving lane change, LCNW	105	lc/h
Total lane changes, LCALL	1761	lc/h

Weaving and Non-Weaving Speeds

Weaving intensity factor, W	0.500	
Average weaving speed, SW	51.7	mi/h
Average non-weaving speed, SNW	53.8	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S	52.7	mi/h
Weaving segment density, D	20.0+	pc/mi/ln
Level of service, LOS	C	
Weaving segment v/c ratio	0.645	
Weaving segment flow rate, v	3169	veh/h
Weaving segment capacity, cW	4915	veh/h

Limitations on Weaving Segments

If limit reached, see note.

	Minimum	Maximum	Actual	Note
Weaving length (ft)	300	7690	644	a,b
		Maximum	Analyzed	
Density-based capacty, cIWL (pc/h/ln)		2400	1861	c
		Maximum	Analyzed	
v/c ratio		1.00	0.645	d

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	Egress/Turnpike
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.1

Flow Inputs and Adjustments

Volume, V	2630	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	692	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1384	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1384	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.6	mi/h
Number of lanes, N	2	
Density, D	19.9	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Turnpike/Egress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.2

Flow Inputs and Adjustments

Volume, V	2630	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	692	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1384	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1384	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.6	mi/h
Number of lanes, N	2	
Density, D	19.9	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/19/2018
Analysis time period:	AM Peak
Freeway/Dir of Travel:	SW 10th St EL EB
Junction:	Egress E/O Powerline Rd
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.2

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2630	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	1070	vph
Length of first accel/decel lane	740	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	550	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	5728	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	2630	1070	550	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	692	282	145	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	0.00 %	0.00 %	0.00 %	
Length	0.00 mi	0.00 mi	0.00 mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2768	1126	579	pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 1.000 Using Equation 0

$v_{12} = v_R + (v_F - v_R) P_{FD}$ = 2768 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	2768	4800	No
$v_{FO} = v_F - v_R$	1642	4800	No
v_R	1126	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	

Is v_3 or v_{av34} > 2700 pc/h? No

Is v_3 or v_{av34} > 1.5 v_{12} /2 No

If yes, v_{12A} = 2768 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2768	4400	No

Level of Service Determination (if not F)

Density, $D = 4.252 + 0.0086\, v_R - 0.009\, L_D$ = 21.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, D_S = 0.399

Space mean speed in ramp influence area, S_R = 58.8 mph

Space mean speed in outer lanes, S_0 = N/A mph

Space mean speed for all vehicles, S = 58.8 mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Egress/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.2

Flow Inputs and Adjustments

Volume, V	1560	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	411	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	821	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	821	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	11.7	pc/mi/ln
Level of service, LOS	B	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/20/2018
Analysis time period:	AM Peak
Freeway/Dir of Travel:	SW 10th St EL EB
Junction:	Ingress W/O Military Trail
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.2

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1560	vph

On Ramp Data

Side of freeway	Left	
Number of lanes in ramp	1	
Free-flow speed on ramp	45.0	mph
Volume on ramp	550	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	1070	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	5728	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1560	550	1070	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	411	145	282	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	

Heavy vehicle adjustment, fHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1642	579	1126	pcph

Estimation of V12 Merge Areas

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM}) =$ 1642 pc/h

Capacity Checks

		Actual	Maximum	LOS F?
v_{FO}		2221	4800	No
v_3 or v_{av34}		0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?		No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2		No	

If yes, v_{12A} = 1642 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	2418	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_{12} + 0.0078\, v_R - 0.00627\, L_A$ = 13.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	M_S = 0.230	
Space mean speed in ramp influence area,	S_R = 63.6	mph
Space mean speed in outer lanes,	S_0 = N/A	mph
Space mean speed for all vehicles,	S = 63.6	mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Ingress/I-95
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.2

Flow Inputs and Adjustments

Volume, V	2110	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	555	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1111	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1111	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	15.9	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	I-95/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.2

Flow Inputs and Adjustments

Volume, V	950	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	250	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	500	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	500	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.1	pc/mi/ln
Level of service, LOS	A	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/20/2018
Analysis time period:	AM Peak
Freeway/Dir of Travel:	SW 10th St EL WB
Junction:	Ingress E/O Military Trail
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.2

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	950	vph

On Ramp Data

Side of freeway	Left	
Number of lanes in ramp	1	
Free-flow speed on ramp	45.0	mph
Volume on ramp	380	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	160	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	On	
Distance to adjacent Ramp	5253	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	950	380	160	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	250	100	42	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1000	400	168	pcph

Estimation of V12 Merge Areas

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM}) =$ 1000 pc/h

Capacity Checks

		Actual	Maximum	LOS F?
v_{FO}		1400	4800	No
v_3 or v_{av34}		0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?		No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2		No	

If yes, v_{12A} = 1000 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	1520	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_{R12} + 0.0078\, v_{12} - 0.00627\, L_A$ = 6.8 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable,	M_S = 0.204	
Space mean speed in ramp influence area,	S_R = 64.3	mph
Space mean speed in outer lanes,	S_0 = N/A	mph
Space mean speed for all vehicles,	S = 64.3	mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	Ingress/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.2

Flow Inputs and Adjustments

Volume, V	1330	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	350	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	700	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	700	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	10.0	pc/mi/ln
Level of service, LOS	A	

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Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date Performed:	2/13/2018
Analysis Time Period:	AM Peak
Freeway/Dir of Travel:	SW 10th St EL WB
Weaving Location:	Ingress to Egress at Powerline
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.2

Inputs

Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	3	ln
Weaving segment length, LS	644	ft
Freeway free-flow speed, FFS	70	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, cIFL	2400	pc/h/ln
Terrain type	Level	
Grade	0.00	%
Length	0.00	mi

Conversion to pc/h Under Base Conditions

	Volume Components				
	VFF	VRF	VFR	VRR	
Volume, V	890	160	440	0	veh/h
Peak hour factor, PHF	0.95	0.95	0.95	0.95	
Peak 15-min volume, v15	234	42	116	0	
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	1.000	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	937	168	463	0	pc/h

Volume ratio, VR	0.402	

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	0.9	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN	631	lc/h
Weaving lane changes, LCW	740	lc/h
Non-weaving vehicle index, INW	54	
Non-weaving lane change, LCNW	0	lc/h
Total lane changes, LCALL	740	lc/h

Weaving and Non-Weaving Speeds

Weaving intensity factor, W	0.252	
Average weaving speed, SW	58.9	mi/h
Average non-weaving speed, SNW	62.9	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S	61.3	mi/h
Weaving segment density, D	8.5	pc/mi/ln
Level of service, LOS	A	
Weaving segment v/c ratio	0.270	
Weaving segment flow rate, v	1569	veh/h
Weaving segment capacity, cW	5808	veh/h

Limitations on Weaving Segments

If limit reached, see note.

	Minimum	Maximum	Actual	Note
Weaving length (ft)	300	6708	644	a,b
		Maximum	Analyzed	
Density-based capacty, cIWL (pc/h/ln)		2400	1936	c
		Maximum	Analyzed	
v/c ratio		1.00	0.270	d

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	Egress/Turnpike
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.2

Flow Inputs and Adjustments

Volume, V	1050	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	276	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	553	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	553	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.9	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Turnpike/Egress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.2

Flow Inputs and Adjustments

Volume, V	1050	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	276	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	553	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	553	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.9	pc/mi/ln
Level of service, LOS	A	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/19/2018
Analysis time period:	PM Peak
Freeway/Dir of Travel:	SW 10th St EL EB
Junction:	Egress E/O Powerline Rd
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.2

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1050	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	350	vph
Length of first accel/decel lane	740	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	450	vph
Position of adjacent ramp	Downstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	5728	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway		Ramp		Adjacent Ramp		
Volume, V (vph)	1050		350		450		vph
Peak-hour factor, PHF	0.95		0.95		0.95		
Peak 15-min volume, v15	276		92		118		v
Trucks and buses	0		0		0		%
Recreational vehicles	0		0		0		%
Terrain type:	Level		Level		Level		
Grade	0.00	%	0.00	%	0.00	%	
Length	0.00	mi	0.00	mi	0.00	mi	
Trucks and buses PCE, ET	1.5		1.5		1.5		
Recreational vehicle PCE, ER	1.2		1.2		1.2		

Heavy vehicle adjustment, fHV	1.000	1.000	1.000
Driver population factor, fP	1.00	1.00	1.00
Flow rate, vp	1105	368	474 pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 1.000 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD} = 1105$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	1105	4800	No
$v_{FO} = v - v_R$	737	4800	No
v_R	368	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?	No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2	No	

If yes, v_{12A} = 1105 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	1105	4400	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\ v_{12} - 0.009\ L_D$ = 7.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, D_S = 0.331

Space mean speed in ramp influence area, S_R = 60.7 mph

Space mean speed in outer lanes, S_0 = N/A mph

Space mean speed for all vehicles, S = 60.7 mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Egress/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.2

Flow Inputs and Adjustments

Volume, V	700	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	184	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	368	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	368	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	5.3	pc/mi/ln
Level of service, LOS	A	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/20/2018
Analysis time period:	PM Peak
Freeway/Dir of Travel:	SW 10th St EL EB
Junction:	Ingress W/O Military Trail
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.2

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	700	vph

On Ramp Data

Side of freeway	Left	
Number of lanes in ramp	1	
Free-flow speed on ramp	45.0	mph
Volume on ramp	450	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	350	vph
Position of adjacent Ramp	Upstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	5728	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	700	450	350	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	184	118	92	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	737	474	368	pcph

Estimation of V12 Merge Areas

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM}) =$ 737 pc/h

Capacity Checks

		Actual	Maximum	LOS F?
v_{FO}		1211	4800	No
v_3 or v_{av34}		0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?		No	
Is v_3 or v_{av34}	> 1.5 v_{av34} / 12		No	

If yes, v_{12A} = 737 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	1299	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_{R12} + 0.0078\, v_{12} - 0.00627\, L_A =$ 5.3 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable,	M_S = 0.200
Space mean speed in ramp influence area,	S_R = 64.4 mph
Space mean speed in outer lanes,	S_0 = N/A mph
Space mean speed for all vehicles,	S = 64.4 mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Ingress/I-95
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.2

Flow Inputs and Adjustments

Volume, V	1150	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	303	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	605	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	605	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	8.6	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	I-95/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.2

Flow Inputs and Adjustments

Volume, V	1660	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	437	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	874	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	874	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	12.5	pc/mi/ln
Level of service, LOS	B	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/20/2018
Analysis time period:	PM Peak
Freeway/Dir of Travel:	SW 10th St EL WB
Junction:	Ingress E/O Military Trail
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.2

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1660	vph

On Ramp Data

Side of freeway	Left	
Number of lanes in ramp	1	
Free-flow speed on ramp	45.0	mph
Volume on ramp	900	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	450	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	On	
Distance to adjacent Ramp	5253	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1660	900	450	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	437	237	118	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1747	947	474	pcph

Estimation of V12 Merge Areas

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM}) =$ 1747 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
v_{FO}	2694	4800	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?		No
Is v_3 or v_{av34}	> 1.5 v_{12} /2		No

If yes, v_{12A} = 1747 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	2903	4600	No

Level of Service Determination (if not F)

Density, $D = 5.475 + 0.00734\, v_R + 0.0078\, v_{12} - 0.00627\, L_A$ = 16.6 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	M_S = 0.257	
Space mean speed in ramp influence area,	S_R = 62.8	mph
Space mean speed in outer lanes,	S_0 = N/A	mph
Space mean speed for all vehicles,	S = 62.8	mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	Ingress/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.2

Flow Inputs and Adjustments

Volume, V	2560	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	674	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1347	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1347	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.7	mi/h
Number of lanes, N	2	
Density, D	19.3	pc/mi/ln
Level of service, LOS	C	

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Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date Performed:	2/13/2018
Analysis Time Period:	PM Peak
Freeway/Dir of Travel:	SW 10th St EL WB
Weaving Location:	Ingress to Egress at Powerline
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.2

Inputs

Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	3	ln
Weaving segment length, LS	644	ft
Freeway free-flow speed, FFS	70	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, cIFL	2400	pc/h/ln
Terrain type	Level	
Grade	0.00	%
Length	0.00	mi

Conversion to pc/h Under Base Conditions

	Volume Components				
	VFF	VRF	VFR	VRR	
Volume, V	2180	450	380	0	veh/h
Peak hour factor, PHF	0.95	0.95	0.95	0.95	
Peak 15-min volume, v15	574	118	100	0	
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	1.000	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	2295	474	400	0	pc/h

Volume ratio, VR 0.276

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	0.9	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN	874	lc/h
Weaving lane changes, LCW	983	lc/h
Non-weaving vehicle index, INW	133	
Non-weaving lane change, LCNW	244	lc/h
Total lane changes, LCALL	1227	lc/h

Weaving and Non-Weaving Speeds

Weaving intensity factor, W	0.376	
Average weaving speed, SW	55.0	mi/h
Average non-weaving speed, SNW	58.6	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S	57.6	mi/h
Weaving segment density, D	18.3	pc/mi/ln
Level of service, LOS	B	
Weaving segment v/c ratio	0.517	
Weaving segment flow rate, v	3169	veh/h
Weaving segment capacity, cW	6126	veh/h

Limitations on Weaving Segments

If limit reached, see note.

	Minimum	Maximum	Actual	Note
Weaving length (ft)	300	5326	644	a,b
		Maximum	Analyzed	
Density-based capacty, cIWL (pc/h/ln)		2400	2042	c
		Maximum	Analyzed	
v/c ratio		1.00	0.517	d

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	Egress/Turnpike
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.2

Flow Inputs and Adjustments

Volume, V	2630	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	692	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1384	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1384	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.6	mi/h
Number of lanes, N	2	
Density, D	19.9	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Turnpike/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.3

Flow Inputs and Adjustments

Volume, V	2370	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	624	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1247	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1247	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	17.8	pc/mi/ln
Level of service, LOS	B	

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Operational Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date Performed:	2/13/2018
Analysis Time Period:	AM Peak
Freeway/Dir of Travel:	SW 10th St EL EB
Weaving Location:	Ingress to Egress e_o Powerlin
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.3

Inputs

Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	3	ln
Weaving segment length, LS	3923	ft
Freeway free-flow speed, FFS	70	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, cIFL	2400	pc/h/ln
Terrain type	Level	
Grade	0.00	%
Length	0.00	mi

Conversion to pc/h Under Base Conditions

	Volume Components				
	VFF	VRF	VFR	VRR	
Volume, V	1470	640	900	690	veh/h
Peak hour factor, PHF	0.95	0.95	0.95	0.95	
Peak 15-min volume, v15	387	168	237	182	
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	1.000	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	1547	674	947	726	pc/h

Volume ratio, VR	0.416	

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	0.9	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN	1621	lc/h
Weaving lane changes, LCW	1974	lc/h
Non-weaving vehicle index, INW	803	
Non-weaving lane change, LCNW	2017	lc/h
Total lane changes, LCALL	3991	lc/h

Weaving and Non-Weaving Speeds

Weaving intensity factor, W	0.229	
Average weaving speed, SW	59.7	mi/h
Average non-weaving speed, SNW	52.1	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S	55.0	mi/h
Weaving segment density, D	23.6	pc/mi/ln
Level of service, LOS	C	
Weaving segment v/c ratio	0.676	
Weaving segment flow rate, v	3895	veh/h
Weaving segment capacity, cW	5765	veh/h

Limitations on Weaving Segments

If limit reached, see note.

	Minimum	Maximum	Actual	Note
Weaving length (ft)	300	6864	3923	a,b
		Maximum	Analyzed	
Density-based capacty, cIWL (pc/h/ln)		2400	2175	c
		Maximum	Analyzed	
v/c ratio		1.00	0.676	d

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Egress/I-95
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.3

Flow Inputs and Adjustments

Volume, V	2110	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	555	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1111	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1111	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	15.9	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	I-95/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.3

Flow Inputs and Adjustments

Volume, V	970	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	255	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	511	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	511	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.3	pc/mi/ln
Level of service, LOS	A	

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Operational Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date Performed:	2/13/2018
Analysis Time Period:	AM Peak
Freeway/Dir of Travel:	SW 10th St EL WB
Weaving Location:	Ingress to Egress at Military
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.3

Inputs

Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	3	ln
Weaving segment length, LS	2325	ft
Freeway free-flow speed, FFS	70	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, cIFL	2400	pc/h/ln
Terrain type	Level	
Grade	0.00	%
Length	0.00	mi

Conversion to pc/h Under Base Conditions

	Volume Components				
	VFF	VRF	VFR	VRR	
Volume, V	590	340	380	60	veh/h
Peak hour factor, PHF	0.95	0.95	0.95	0.95	
Peak 15-min volume, v15	155	89	100	16	
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	1.000	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	621	358	400	63	pc/h

Volume ratio, VR	0.526	

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	0.9	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN	758	lc/h
Weaving lane changes, LCW	1022	lc/h
Non-weaving vehicle index, INW	143	
Non-weaving lane change, LCNW	823	lc/h
Total lane changes, LCALL	1845	lc/h

Weaving and Non-Weaving Speeds

Weaving intensity factor, W	0.188	
Average weaving speed, SW	61.3	mi/h
Average non-weaving speed, SNW	62.2	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S	61.7	mi/h
Weaving segment density, D	7.8	pc/mi/ln
Level of service, LOS	A	
Weaving segment v/c ratio	0.316	
Weaving segment flow rate, v	1443	veh/h
Weaving segment capacity, cW	4566	veh/h

Limitations on Weaving Segments

If limit reached, see note.

	Minimum	Maximum	Actual	Note
Weaving length (ft)	300	8128	2325	a,b
		Maximum	Analyzed	
Density-based capacty, cIWL (pc/h/ln)		2400	1956	c
		Maximum	Analyzed	
v/c ratio		1.00	0.316	d

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	Egress/Turnpike
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.3

Flow Inputs and Adjustments

Volume, V	930	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	245	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	489	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	489	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.0	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Turnpike/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.3

Flow Inputs and Adjustments

Volume, V	930	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	245	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	489	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	489	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.0	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Egress/I-95
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.3

Flow Inputs and Adjustments

Volume, V	1070	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	282	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	563	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	563	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	8.0	pc/mi/ln
Level of service, LOS	A	

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E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	I-95/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.3

Flow Inputs and Adjustments

Volume, V	1630	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	429	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	858	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	858	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	12.3	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	Egress/Turnpike
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.3

Flow Inputs and Adjustments

Volume, V	2370	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	624	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1247	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1247	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	17.8	pc/mi/ln
Level of service, LOS	B	

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Operational Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date Performed:	2/13/2018
Analysis Time Period:	PM Peak
Freeway/Dir of Travel:	SW 10th St EL EB
Weaving Location:	Ingress to Egress e_o Powerlin
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.3

Inputs

Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	3	ln
Weaving segment length, LS	3923	ft
Freeway free-flow speed, FFS	70	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, cIFL	2400	pc/h/ln
Terrain type	Level	
Grade	0.00	%
Length	0.00	mi

Conversion to pc/h Under Base Conditions

	Volume Components				
	VFF	VRF	VFR	VRR	
Volume, V	620	450	310	1020	veh/h
Peak hour factor, PHF	0.95	0.95	0.95	0.95	
Peak 15-min volume, v15	163	118	82	268	
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	1.000	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	653	474	326	1074	pc/h

Volume ratio, VR 0.317

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	0.9	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN	800	lc/h
Weaving lane changes, LCW	1153	lc/h
Non-weaving vehicle index, INW	610	
Non-weaving lane change, LCNW	1904	lc/h
Total lane changes, LCALL	3057	lc/h

Weaving and Non-Weaving Speeds

Weaving intensity factor, W	0.186	
Average weaving speed, SW	61.4	mi/h
Average non-weaving speed, SNW	60.2	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S	60.6	mi/h
Weaving segment density, D	13.9	pc/mi/ln
Level of service, LOS	B	
Weaving segment v/c ratio	0.373	
Weaving segment flow rate, v	2527	veh/h
Weaving segment capacity, cW	6777	veh/h

Limitations on Weaving Segments

If limit reached, see note.

	Minimum	Maximum	Actual	Note
Weaving length (ft)	300	5762	3923	a,b
		Maximum	Analyzed	
Density-based capacty, cIWL (pc/h/ln)		2400	2259	c
		Maximum	Analyzed	
v/c ratio		1.00	0.373	d

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

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Phone: Fax:
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Operational Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date Performed:	2/13/2018
Analysis Time Period:	PM Peak
Freeway/Dir of Travel:	SW 10th St EL WB
Weaving Location:	Ingress to Egress at Military
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.3

Inputs

Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	3	ln
Weaving segment length, LS	2325	ft
Freeway free-flow speed, FFS	70	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, cIFL	2400	pc/h/ln
Terrain type	Level	
Grade	0.00	%
Length	0.00	mi

Conversion to pc/h Under Base Conditions

	Volume Components				
	VFF	VRF	VFR	VRR	
Volume, V	1420	950	210	170	veh/h
Peak hour factor, PHF	0.95	0.95	0.95	0.95	
Peak 15-min volume, v15	374	250	55	45	
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	1.000	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	1495	1000	221	179	pc/h

Volume ratio, VR 0.422

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	0.9	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN	1221	lc/h
Weaving lane changes, LCW	1485	lc/h
Non-weaving vehicle index, INW	350	
Non-weaving lane change, LCNW	1027	lc/h
Total lane changes, LCALL	2512	lc/h

Weaving and Non-Weaving Speeds

Weaving intensity factor, W	0.240	
Average weaving speed, SW	59.3	mi/h
Average non-weaving speed, SNW	56.6	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S	57.7	mi/h
Weaving segment density, D	16.7	pc/mi/ln
Level of service, LOS	B	
Weaving segment v/c ratio	0.509	
Weaving segment flow rate, v	2895	veh/h
Weaving segment capacity, cW	5690	veh/h

Limitations on Weaving Segments

If limit reached, see note.

	Minimum	Maximum	Actual	Note
Weaving length (ft)	300	6926	2325	a,b
		Maximum	Analyzed	
Density-based capacty, cIWL (pc/h/ln)		2400	2048	c
		Maximum	Analyzed	
v/c ratio		1.00	0.509	d

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Turnpike/Egress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.4

Flow Inputs and Adjustments

Volume, V	2630	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	692	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1384	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1384	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.6	mi/h
Number of lanes, N	2	
Density, D	19.9	pc/mi/ln
Level of service, LOS	C	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/19/2018
Analysis time period:	AM Peak
Freeway/Dir of Travel:	SW 10th St EL EB
Junction:	Egress E/O Powerline Rd
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.4

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2630	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	1070	vph
Length of first accel/decel lane	740	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway		Ramp		Adjacent Ramp	
Volume, V (vph)	2630		1070			vph
Peak-hour factor, PHF	0.95		0.95			
Peak 15-min volume, v15	692		282			v
Trucks and buses	0		0			%
Recreational vehicles	0		0			%
Terrain type:	Level		Level			
Grade	0.00	%	0.00	%		%
Length	0.00	mi	0.00	mi		mi
Trucks and buses PCE, ET	1.5		1.5			
Recreational vehicle PCE, ER	1.2		1.2			

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2768	1126	pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 1.000 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD}$ = 2768 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	2768	4800	No
$v_{FO} = v - v_{FR}$	1642	4800	No
v_R	1126	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?	No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2	No	

If yes, v_{12A} = 2768 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2768	4400	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\ v_{12} - 0.009\ L_D$ = 21.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, D_S = 0.399

Space mean speed in ramp influence area, S_R = 58.8 mph

Space mean speed in outer lanes, S_0 = N/A mph

Space mean speed for all vehicles, S = 58.8 mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Egress/I-95
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.4

Flow Inputs and Adjustments

Volume, V	1560	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	411	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	821	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	821	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	11.7	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	I-95/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.4

Flow Inputs and Adjustments

Volume, V	1050	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	276	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	553	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	553	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.9	pc/mi/ln
Level of service, LOS	A	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/20/2018
Analysis time period:	AM Peak
Freeway/Dir of Travel:	SW 10th St EL WB
Junction:	Ingress E/O Military Trail
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.4

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1050	vph

On Ramp Data

Side of freeway	Left	
Number of lanes in ramp	1	
Free-flow speed on ramp	45.0	mph
Volume on ramp	440	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	440	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	5897	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway	Ramp	Adjacent Ramp	
Volume, V (vph)	1050	440	440	vph
Peak-hour factor, PHF	0.95	0.95	0.95	
Peak 15-min volume, v15	276	116	116	v
Trucks and buses	0	0	0	%
Recreational vehicles	0	0	0	%
Terrain type:	Level	Level	Level	
Grade	%	%	%	
Length	mi	mi	mi	
Trucks and buses PCE, ET	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1105	463	463	pcph

Estimation of V12 Merge Areas

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM}) =$ 1105 pc/h

Capacity Checks

		Actual	Maximum	LOS F?
v_{FO}		1568	4800	No
v_3 or v_{av34}		0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?		No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2		No	

If yes, v_{12A} = 1105 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	1700	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_{R12} + 0.0078\, v_{12} - 0.00627\, L_A =$ 8.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable,	M_S = 0.207	
Space mean speed in ramp influence area,	S_R = 64.2	mph
Space mean speed in outer lanes,	S_0 = N/A	mph
Space mean speed for all vehicles,	S = 64.2	mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	Ingress/Egress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.4

Flow Inputs and Adjustments

Volume, V	1490	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	392	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	784	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	784	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	11.2	pc/mi/ln
Level of service, LOS	B	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/19/2018
Analysis time period:	AM Peak
Freeway/Dir of Travel:	SW 10th St EL WB
Junction:	Egress E/O Powerline Rd
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.4

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1490	vph

Off Ramp Data

Side of freeway	Left	
Number of lanes in ramp	1	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	440	vph
Length of first accel/decel lane	740	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	440	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	5897	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway		Ramp		Adjacent Ramp		
Volume, V (vph)	1490		440		440		vph
Peak-hour factor, PHF	0.95		0.95		0.95		
Peak 15-min volume, v15	392		116		116		v
Trucks and buses	0		0		0		%
Recreational vehicles	0		0		0		%
Terrain type:	Level		Level		Level		
Grade	0.00	%	0.00	%	0.00	%	
Length	0.00	mi	0.00	mi	0.00	mi	
Trucks and buses PCE, ET	1.5		1.5		1.5		
Recreational vehicle PCE, ER	1.2		1.2		1.2		

Heavy vehicle adjustment, fHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1568	463	463	pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 1.000 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD}$ = 1568 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	1568	4800	No
$v_{FO} = v - v_{FR}$	1105	4800	No
v_R	463	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?	No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2	No	

If yes, v_{12A} = 1568 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	1568	4400	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\ v_{12} - 0.009\ L_D$ = 11.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, D_S = 0.340

Space mean speed in ramp influence area, S_R = 60.5 mph

Space mean speed in outer lanes, S_0 = N/A mph

Space mean speed for all vehicles, S = 60.5 mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	Egress/Turnpike
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.4

Flow Inputs and Adjustments

Volume, V	1050	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	276	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	553	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	553	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.9	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Turnpike/Egress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.4

Flow Inputs and Adjustments

Volume, V	1050	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	276	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	553	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	553	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.9	pc/mi/ln
Level of service, LOS	A	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/19/2018
Analysis time period:	PM Peak
Freeway/Dir of Travel:	SW 10th St EL EB
Junction:	Egress E/O Powerline Rd
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.4

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1050	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	350	vph
Length of first accel/decel lane	740	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp	0	vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp	1000	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway		Ramp		Adjacent Ramp		
Volume, V (vph)	1050		350		0		vph
Peak-hour factor, PHF	0.95		0.95		0.94		
Peak 15-min volume, v15	276		92		0		v
Trucks and buses	0		0		0		%
Recreational vehicles	0		0		0		%
Terrain type:	Level		Level				
Grade	0.00	%	0.00	%	0.00	%	
Length	0.00	mi	0.00	mi	0.00	mi	
Trucks and buses PCE, ET	1.5		1.5		1.5		
Recreational vehicle PCE, ER	1.2		1.2		1.2		

Heavy vehicle adjustment, fHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	1105	368	0	pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 1.000 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD} = 1105$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	1105	4800	No
$v_{FO} = v - v_{FR}$	737	4800	No
v_R	368	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34} > 2700 pc/h?		No	
Is v_3 or v_{av34} > 1.5 v_{12} /2		No	

If yes, v_{12A} = 1105 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	1105	4400	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\ v_{12} - 0.009\ L_D$ = 7.1 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, D_S = 0.331

Space mean speed in ramp influence area, S_R = 60.7 mph

Space mean speed in outer lanes, S_0 = N/A mph

Space mean speed for all vehicles, S = 60.7 mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Egress/I-95
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.4

Flow Inputs and Adjustments

Volume, V	700	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	184	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	368	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	368	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	5.3	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	I-95/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.4

Flow Inputs and Adjustments

Volume, V	1960	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	516	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1032	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1032	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	14.7	pc/mi/ln
Level of service, LOS	B	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Merge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/20/2018
Analysis time period:	PM Peak
Freeway/Dir of Travel:	SW 10th St EL WB
Junction:	Ingress E/O Military Trail
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.4

Freeway Data

Type of analysis	Merge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	1960	vph

On Ramp Data

Side of freeway	Left	
Number of lanes in ramp	1	
Free-flow speed on ramp	45.0	mph
Volume on ramp	1000	vph
Length of first accel/decel lane	1500	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent Ramp	330	vph
Position of adjacent Ramp	Downstream	
Type of adjacent Ramp	Off	
Distance to adjacent Ramp	5897	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway		Ramp		Adjacent Ramp		
Volume, V (vph)	1960		1000		330		vph
Peak-hour factor, PHF	0.95		0.95		0.95		
Peak 15-min volume, v15	516		263		87		v
Trucks and buses	0		0		0		%
Recreational vehicles	0		0		0		%
Terrain type:	Level		Level		Level		
Grade	0.00	%	0.00	%	0.00	%	
Length	0.00	mi	0.00	mi	0.00	mi	
Trucks and buses PCE, ET	1.5		1.5		1.5		
Recreational vehicle PCE, ER	1.2		1.2		1.2		

Heavy vehicle adjustment, fHV	1.000	1.000	1.000	
Driver population factor, fP	1.00	1.00	1.00	
Flow rate, vp	2063	1053	347	pcph

Estimation of V12 Merge Areas

L_{EQ} = (Equation 13-6 or 13-7)

P_{FM} = 1.000 Using Equation 0

$v_{12} = v_F (P_{FM}) =$ 2063 pc/h

Capacity Checks

		Actual	Maximum	LOS F?
v_{FO}		3116	4800	No
v_3 or v_{av34}		0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?		No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2		No	

If yes, v_{12A} = 2063 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Merge Influence Area

	Actual	Max Desirable	Violation?
v_{R12}	3363	4600	No

Level of Service Determination (if not F)

$D_R = 5.475 + 0.00734\, v_{R12} + 0.0078\, v_{12} - 0.00627\, L_A =$ 19.9 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable,	M_S = 0.299	
Space mean speed in ramp influence area,	S_R = 61.6	mph
Space mean speed in outer lanes,	S_0 = N/A	mph
Space mean speed for all vehicles,	S = 61.6	mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	Ingress/Egress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.4

Flow Inputs and Adjustments

Volume, V	2960	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	779	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1558	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1558	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	68.5	mi/h
Number of lanes, N	2	
Density, D	22.7	pc/mi/ln
Level of service, LOS	C	

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/19/2018
Analysis time period:	PM Peak
Freeway/Dir of Travel:	SW 10th St EL WB
Junction:	Egress E/O Powerline Rd
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.4

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2960	vph

Off Ramp Data

Side of freeway	Left	
Number of lanes in ramp	1	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	330	vph
Length of first accel/decel lane	740	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	Yes	
Volume on adjacent ramp	1000	vph
Position of adjacent ramp	Upstream	
Type of adjacent ramp	On	
Distance to adjacent ramp	5897	ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway		Ramp		Adjacent Ramp		
Volume, V (vph)	2960		330		1000		vph
Peak-hour factor, PHF	0.95		0.95		0.95		
Peak 15-min volume, v15	779		87		263		v
Trucks and buses	0		0		0		%
Recreational vehicles	0		0		0		%
Terrain type:	Level		Level		Level		
Grade	0.00	%	0.00	%	0.00	%	
Length	0.00	mi	0.00	mi	0.00	mi	
Trucks and buses PCE, ET	1.5		1.5		1.5		
Recreational vehicle PCE, ER	1.2		1.2		1.2		

Heavy vehicle adjustment, fHV	1.000	1.000	1.000
Driver population factor, fP	1.00	1.00	1.00
Flow rate, vp	3116	347	1053 pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 1.000 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD} = 3116$ pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	3116	4800	No
$v_{FO} = v - v_R$	2769	4800	No
v_R	347	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?	No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2	No	

If yes, v_{12A} = 3116 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	3116	4400	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\ v_{12} - 0.009\ L_D$ = 24.4 pc/mi/ln

Level of service for ramp-freeway junction areas of influence C

Speed Estimation

Intermediate speed variable, D_S = 0.329

Space mean speed in ramp influence area, S_R = 60.8 mph

Space mean speed in outer lanes, S_0 = N/A mph

Space mean speed for all vehicles, S = 60.8 mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	Egress/Turnpike
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.4

Flow Inputs and Adjustments

Volume, V	2630	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	692	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1384	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1384	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	69.6	mi/h
Number of lanes, N	2	
Density, D	19.9	pc/mi/ln
Level of service, LOS	C	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Turnpike/Egress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.5

Flow Inputs and Adjustments

Volume, V	2370	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	624	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1247	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1247	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	17.8	pc/mi/ln
Level of service, LOS	B	

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Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/19/2018
Analysis time period:	AM Peak
Freeway/Dir of Travel:	SW 10th St EL EB
Junction:	Egress E/O Military Trail
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.5

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	2370	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	810	vph
Length of first accel/decel lane	740	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway		Ramp		Adjacent Ramp	
Volume, V (vph)	2370		810			vph
Peak-hour factor, PHF	0.95		0.95			
Peak 15-min volume, v15	624		213			v
Trucks and buses	0		0			%
Recreational vehicles	0		0			%
Terrain type:	Level		Level			
Grade	0.00	%	0.00	%		%
Length	0.00	mi	0.00	mi		mi
Trucks and buses PCE, ET	1.5		1.5			
Recreational vehicle PCE, ER	1.2		1.2			

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	2495	853	pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 1.000 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD}$ = 2495 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	2495	4800	No
$v_{FO} = v - v_R$	1642	4800	No
v_R	853	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34} > 2700 pc/h?		No	
Is v_3 or v_{av34} > 1.5 v_{12} /2		No	

If yes, v_{12A} = 2495 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	2495	4400	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\ v_{12} - 0.009\ L_D$ = 19.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence B

Speed Estimation

Intermediate speed variable, D_S = 0.375

Space mean speed in ramp influence area, S_R = 59.5 mph

Space mean speed in outer lanes, S_0 = N/A mph

Space mean speed for all vehicles, S = 59.5 mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Egress/I-95
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.5

Flow Inputs and Adjustments

Volume, V	1560	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	411	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	821	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	821	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	11.7	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	I-95/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.5

Flow Inputs and Adjustments

Volume, V	970	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	255	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	511	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	511	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.3	pc/mi/ln
Level of service, LOS	A	

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Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date Performed:	2/13/2018
Analysis Time Period:	AM Peak
Freeway/Dir of Travel:	SW 10th St EL WB
Weaving Location:	Ingress to Egress at Military
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.5

Inputs

Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	3	ln
Weaving segment length, LS	2325	ft
Freeway free-flow speed, FFS	70	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, cIFL	2400	pc/h/ln
Terrain type	Level	
Grade	0.00	%
Length	0.00	mi

Conversion to pc/h Under Base Conditions

	Volume Components				
	VFF	VRF	VFR	VRR	
Volume, V	590	340	380	60	veh/h
Peak hour factor, PHF	0.95	0.95	0.95	0.95	
Peak 15-min volume, v15	155	89	100	16	
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	1.000	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	621	358	400	63	pc/h

Volume ratio, VR	0.526	

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	0.9	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN	758	lc/h
Weaving lane changes, LCW	1022	lc/h
Non-weaving vehicle index, INW	143	
Non-weaving lane change, LCNW	823	lc/h
Total lane changes, LCALL	1845	lc/h

Weaving and Non-Weaving Speeds

Weaving intensity factor, W	0.188	
Average weaving speed, SW	61.3	mi/h
Average non-weaving speed, SNW	62.2	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S	61.7	mi/h
Weaving segment density, D	7.8	pc/mi/ln
Level of service, LOS	A	
Weaving segment v/c ratio	0.316	
Weaving segment flow rate, v	1443	veh/h
Weaving segment capacity, cW	4566	veh/h

Limitations on Weaving Segments

If limit reached, see note.

	Minimum	Maximum	Actual	Note
Weaving length (ft)	300	8128	2325	a,b
		Maximum	Analyzed	
Density-based capacty, cIWL (pc/h/ln)		2400	1956	c
		Maximum	Analyzed	
v/c ratio		1.00	0.316	d

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	Egress/Turnpike
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.5

Flow Inputs and Adjustments

Volume, V	930	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	245	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	489	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	489	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.0	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Turnpike/Egress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.5

Flow Inputs and Adjustments

Volume, V	930	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	245	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	489	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	489	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	7.0	pc/mi/ln
Level of service, LOS	A	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Merge and Diverge Segments Release 6.90

Phone: Fax:
E-mail:

Diverge Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date performed:	2/19/2018
Analysis time period:	PM Peak
Freeway/Dir of Travel:	SW 10th St EL EB
Junction:	Egress E/O Military Trail
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.5

Freeway Data

Type of analysis	Diverge	
Number of lanes in freeway	2	
Free-flow speed on freeway	70.0	mph
Volume on freeway	930	vph

Off Ramp Data

Side of freeway	Right	
Number of lanes in ramp	1	
Free-Flow speed on ramp	45.0	mph
Volume on ramp	310	vph
Length of first accel/decel lane	740	ft
Length of second accel/decel lane		ft

Adjacent Ramp Data (if one exists)

Does adjacent ramp exist?	No	
Volume on adjacent ramp		vph
Position of adjacent ramp		
Type of adjacent ramp		
Distance to adjacent ramp		ft

Conversion to pc/h Under Base Conditions

Junction Components	Freeway		Ramp		Adjacent Ramp	
Volume, V (vph)	930		310			vph
Peak-hour factor, PHF	0.95		0.95			
Peak 15-min volume, v15	245		82			v
Trucks and buses	0		0			%
Recreational vehicles	0		0			%
Terrain type:	Level		Level			
Grade	0.00	%	0.00	%		%
Length	0.00	mi	0.00	mi		mi
Trucks and buses PCE, ET	1.5		1.5			
Recreational vehicle PCE, ER	1.2		1.2			

Heavy vehicle adjustment, fHV	1.000	1.000	
Driver population factor, fP	1.00	1.00	
Flow rate, vp	979	326	pcph

Estimation of V12 Diverge Areas

L_{EQ} = (Equation 13-12 or 13-13)

P_{FD} = 1.000 Using Equation 0

$v_{12} = v_R + (v - v_F) P_{FD}$ = 979 pc/h

Capacity Checks

	Actual	Maximum	LOS F?
$v_{Fi} = v_F$	979	4800	No
$v_{FO} = v - v_F - v_R$	653	4800	No
v_R	326	2100	No
v_3 or v_{av34}	0 pc/h	(Equation 13-14 or 13-17)	
Is v_3 or v_{av34}	> 2700 pc/h?	No	
Is v_3 or v_{av34}	> 1.5 v_{12} /2	No	

If yes, v_{12A} = 979 (Equation 13-15, 13-16, 13-18, or 13-19)

Flow Entering Diverge Influence Area

	Actual	Max Desirable	Violation?
v_{12}	979	4400	No

Level of Service Determination (if not F)

Density, $D_R = 4.252 + 0.0086\ v_{12} - 0.009\ L_D$ = 6.0 pc/mi/ln

Level of service for ramp-freeway junction areas of influence A

Speed Estimation

Intermediate speed variable, D_S = 0.327

Space mean speed in ramp influence area, S_R = 60.8 mph

Space mean speed in outer lanes, S_0 = N/A mph

Space mean speed for all vehicles, S = 60.8 mph

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Egress/I-95
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.5

Flow Inputs and Adjustments

Volume, V	620	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	163	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	326	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	326	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	4.7	pc/mi/ln
Level of service, LOS	A	

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	I-95/Ingress
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.5

Flow Inputs and Adjustments

Volume, V	1630	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	429	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	858	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	858	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	12.3	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

HCS 2010: Freeway Weaving Release 6.90

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency/Co.:	RS&H
Date Performed:	2/13/2018
Analysis Time Period:	PM Peak
Freeway/Dir of Travel:	SW 10th St EL WB
Weaving Location:	Ingress to Egress at Military
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.5

Inputs

Segment Type	Freeway	
Weaving configuration	One-Sided	
Number of lanes, N	3	ln
Weaving segment length, LS	2325	ft
Freeway free-flow speed, FFS	70	mi/h
Minimum segment speed, SMIN	15	mi/h
Freeway maximum capacity, cIFL	2400	pc/h/ln
Terrain type	Level	
Grade	0.00	%
Length	0.00	mi

Conversion to pc/h Under Base Conditions

	Volume Components				
	VFF	VRF	VFR	VRR	
Volume, V	1420	950	210	170	veh/h
Peak hour factor, PHF	0.95	0.95	0.95	0.95	
Peak 15-min volume, v15	374	250	55	45	
Trucks and buses	0	0	0	0	%
Recreational vehicles	0	0	0	0	%
Trucks and buses PCE, ET	1.5	1.5	1.5	1.5	
Recreational vehicle PCE, ER	1.2	1.2	1.2	1.2	
Heavy vehicle adjustment, fHV	1.000	1.000	1.000	1.000	
Driver population adjustment, fP	1.00	1.00	1.00	1.00	
Flow rate, v	1495	1000	221	179	pc/h

Volume ratio, VR 0.422

Configuration Characteristics

Number of maneuver lanes, NWL	2	ln
Interchange density, ID	0.9	int/mi
Minimum RF lane changes, LCRF	1	lc/pc
Minimum FR lane changes, LCFR	1	lc/pc
Minimum RR lane changes, LCRR		lc/pc
Minimum weaving lane changes, LCMIN	1221	lc/h
Weaving lane changes, LCW	1485	lc/h
Non-weaving vehicle index, INW	350	
Non-weaving lane change, LCNW	1027	lc/h
Total lane changes, LCALL	2512	lc/h

Weaving and Non-Weaving Speeds

Weaving intensity factor, W	0.240	
Average weaving speed, SW	59.3	mi/h
Average non-weaving speed, SNW	56.6	mi/h

Weaving Segment Speed, Density, Level of Service and Capacity

Weaving segment speed, S	57.7	mi/h
Weaving segment density, D	16.7	pc/mi/ln
Level of service, LOS	B	
Weaving segment v/c ratio	0.509	
Weaving segment flow rate, v	2895	veh/h
Weaving segment capacity, cW	5690	veh/h

Limitations on Weaving Segments

If limit reached, see note.

	Minimum	Maximum	Actual	Note
Weaving length (ft)	300	6926	2325	a,b
		Maximum	Analyzed	
Density-based capacty, cIWL (pc/h/ln)		2400	2048	c
		Maximum	Analyzed	
v/c ratio		1.00	0.509	d

Notes:

a. In weaving segments shorter than 300 ft, weaving vehicles are assumed to make only necessary lane changes.
b. Weaving segments longer than the calculated maximum length should be treated as isolated merge and diverge areas using the procedures of Chapter 13, "Freeway Merge and Diverge Segments."
c. The density-based capacity exceeds the capacity of a basic freeway segment, under equivalent ideal conditions.
d. Volumes exceed the weaving segment capacity. The level of service is F.

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	Egress/Turnpike
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.5

Flow Inputs and Adjustments

Volume, V	2370	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	624	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	1247	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	1247	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	17.8	pc/mi/ln
Level of service, LOS	B	

Overall results are not computed when free-flow speed is less than 55 mph.

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Turnpike/I-95
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.6

Flow Inputs and Adjustments

Volume, V	1500	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	395	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	789	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	789	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	11.3	pc/mi/ln
Level of service, LOS	B	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	AM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	I-95/Turnpike
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.6

Flow Inputs and Adjustments

Volume, V	720	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	189	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	379	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	379	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	5.4	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL EB
From/To:	Turnpike/I-95
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.6

Flow Inputs and Adjustments

Volume, V	720	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	189	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	379	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	379	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	5.4	pc/mi/ln
Level of service, LOS	A	

Phone: Fax:
E-mail:

Operational Analysis

Analyst:	RS&H
Agency or Company:	RS&H
Date Performed:	2/19/2018
Analysis Time Period:	PM Peak
Freeway/Direction:	SW 10th St EL WB
From/To:	I-95/Turnpike
Jurisdiction:	D4
Analysis Year:	2040
Description:	SR 826/SW 10th St PD&E North Alignment 3D-1.6

Flow Inputs and Adjustments

Volume, V	1500	veh/h
Peak-hour factor, PHF	0.95	
Peak 15-min volume, v15	395	v
Trucks and buses	0	%
Recreational vehicles	0	%
Terrain type:	Level	
Grade	-	%
Segment length	-	mi
Trucks and buses PCE, ET	1.5	
Recreational vehicle PCE, ER	1.2	
Heavy vehicle adjustment, fHV	1.000	
Driver population factor, fp	1.00	
Flow rate, vp	789	pc/h/ln

Speed Inputs and Adjustments

Lane width	-	ft
Right-side lateral clearance	-	ft
Total ramp density, TRD	-	ramps/mi
Number of lanes, N	2	
Free-flow speed:	Measured	
FFS or BFFS	70.0	mi/h
Lane width adjustment, fLW	-	mi/h
Lateral clearance adjustment, fLC	-	mi/h
TRD adjustment	-	mi/h
Free-flow speed, FFS	70.0	mi/h

LOS and Performance Measures

Flow rate, vp	789	pc/h/ln
Free-flow speed, FFS	70.0	mi/h
Average passenger-car speed, S	70.0	mi/h
Number of lanes, N	2	
Density, D	11.3	pc/mi/ln
Level of service, LOS	B	

APPENDIX G

VISSIM Analysis of No-Build Alternative, Build Alternative #1, and Build Alternative #2 Technical Memorandum, dated September 2019

SW 10TH STREET CONNECTOR PD&E STUDY

To:	Robert Bostian, PE, FDOT D4 Cesar Martinez, PE, FDOT D4 Hui Zhao, PE, FDOT D4	**FPID No:** **Contract No.:**	439891-1-22-02 C9V60
CC:	Cassie Piche, PE, RS&H, Inc.; Winston Harris, PE, RS&H, Inc.		
From:	Shawn Birst, PE, PTOE, RS&H, Inc.; Erin Hormel, PE, RS&H, Inc.; Lisa Dykstra, PE, RS&H, Inc.;		
Date:	September 30, 2019		
Subject:	**VISSIM analysis of No-Build Alternative, Build Alternative #1 (managed lanes without local ramp access), and Build Alternative #2 (managed lanes with local ramp access)**		

Introduction

The Florida Department of Transportation (FDOT) is evaluating alternatives to improve SR 869 (SW 10th Street) from Sawgrass Expressway / Florida's Turnpike to west of I-95, a distance of approximately 3.0 miles. The project is located in Broward County, Florida and is contained within the municipality of Deerfield Beach. The purpose of this project is to improve local traffic flow by implementing a separate connection between the Sawgrass Expressway and the I-95 managed lanes, increase capacity, and eliminate various existing operational and safety deficiencies along SW 10th Street between the Sawgrass Expressway / Florida's Turnpike and I-95 while also providing improved connectivity of the regional transportation network. The primary need for this project is based on capacity / operational deficiencies for local traffic and regional connector traffic, system linkage and safety issues, with secondary considerations for the needs of modal interrelationships, transportation demand, social demands and economic development, and emergency response / evacuation for local traffic and the adjacent communities, as well as regional mobility.

The purpose of this memorandum is to present the initial VISSIM traffic results of SW 10th Street between Waterways Boulevard and I-95. The 2040 AM and PM peak period conditions for a No-Build Alternative, Build Alternative #1, and Build Alternative #2 were analyzed and compared.

Some ongoing and planned roadway improvements are assumed to be in place for all alternatives by the year 2040. These include reconstruction of the I-95 southbound off-ramp to SW 10th Street, new express lanes along I-95, widening of Florida's Turnpike mainline, and widening of Sawgrass Expressway from Sunrise Boulevard to SR 7.

The ongoing Sawgrass Expressway PD&E Study (FM #437153-1-22-01) is studying new interchange ramp connections, including direct-connect ramps at the interchange of Florida's Turnpike and Sawgrass Expressway. The ongoing I-95 from Hillsboro Boulevard to SW 10th Street PD&E Study (FM #430932-1-52-01) is studying ramp improvements and new I-95 direct-connect ramps at the I-95 and SW 10th Street interchange.

The No-Build Alternative documented in this memorandum reflects the current geometric conditions along SW 10th Street, and does not include the interchange improvements being studied at Florida's Turnpike and Sawgrass Expressway, and at I-95 and SW 10th Street. Build Alternative #1 assumes new managed lanes on SW 10th Street from Sawgrass Expressway to I-95 along a north alignment without local ramp access to the managed lanes. Build Alternative #2 assumes new managed lanes along a north alignment with local ramp access to the managed lanes. Build Alternatives #1 and #2 include the interchange improvements being studied at Florida's Turnpike and Sawgrass Expressway, and at I-95 and SW 10th Street. Most of the following information has been presented to the Department via web meetings. The information was used to illustrate and compare the potential operating conditions of the alternatives, and a summary of the results was presented at the November 29, 2018 alternatives workshop.

Analysis Background

RS&H worked with AECOM to develop the VISSIM models for SW 10th Street. AECOM developed large VISSIM simulation models to assess the operations of a larger region that includes Florida's Turnpike, I-95, and SW 10th Street, as documented in the *SW 10th Street Project Traffic Forecast Memorandum* (PTFM). **Figure 1** shows the extent of the regional VISSIM model. To focus on assessing the operations of the SW 10th Street Connector PD&E study area between the Sawgrass Expressway and I-95, RS&H

developed truncated VISSIM models from the regional year 2040 VISSIM models. The truncated VISSIM model area used for the SW 10th Street Connector PD&E Study analysis is also identified in **Figure 1**.

The roadway links of the truncated models were realigned to match FDOT's aerials (MrSID files) and design files. These models maintained the same driving behavior parameters as the regional models. The vehicle inputs and routing decisions were coded into the truncated models and reflect the 2040 traffic volume developed by AECOM for the study area.

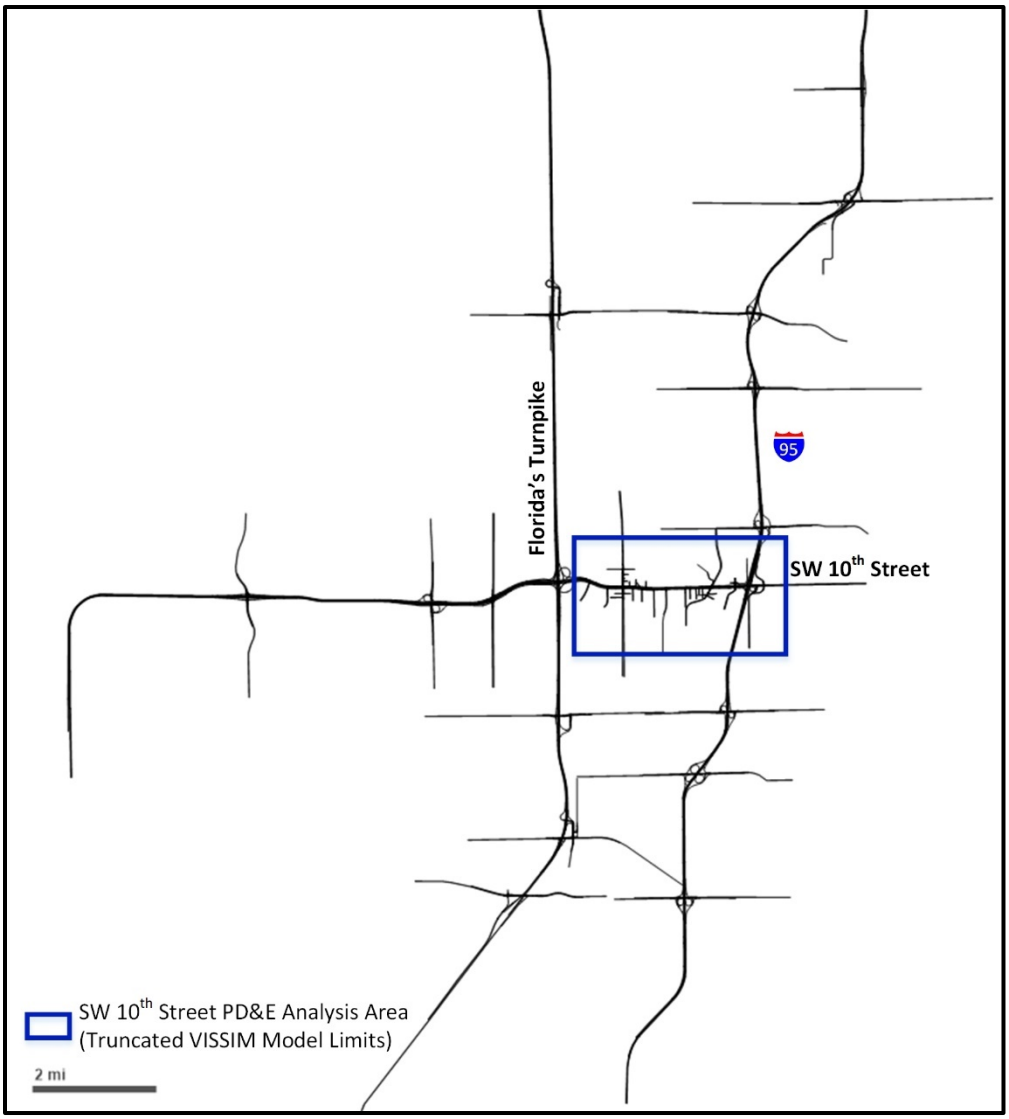


Figure 1. VISSIM Analysis Area

Analysis Scenarios

The roadway network assumed to be in place by 2040 for the No Build Alternative, Build Alternative 1, and Build Alternative 2, includes the following ongoing and planned roadway improvements:

- reconstruction of the I-95 southbound off-ramp to SW 10th Street,
- four new express lanes along I-95(95 Express Phase 3),
- widening of Florida's Turnpike mainline, and
- a portion of Sawgrass Expressway widening from Sunrise Boulevard to SR 7.

No Build Alternative

The No Build Alternative assumes no improvements or geometric modifications to SW 10th Street between Sawgrass Expressway/Florida's Turnpike and I-95. The No-Build Alternative does not include interchange improvements being studied at Florida's Turnpike and Sawgrass Expressway, and at I-95 and SW 10th Street. Please see **Attachment 1** for the No Build Alternative lane schematic.

Build Alternatives (Managed Lanes along SW 10th Street Connecting Sawgrass Expressway, Florida's Turnpike and I-95)

The build alternatives being studied as part of the SW 10th Street Connector PD&E Study include complete reconstruction of the SW 10th Street corridor to add a new separate limited access facility within the existing corridor. Two eastbound and two westbound managed lanes are proposed along the north side of SW 10th Street (North Alignment). The build alternatives include interchange improvements being studied at Florida's Turnpike and Sawgrass Expressway, and at I-95 and SW 10th Street. The build alternatives include three local lanes (aka "general use lanes") in each direction on SW 10th Street from east of the Sawgrass Expressway / Florida's Turnpike to Powerline Road; generally two local lanes in each direction on SW 10th Street from Powerline Road to Military Trail; and generally three local lanes in each direction from Military Trail to east of I-95. The local lanes are assumed to remain non-limited access arterial lanes that will continue to provide access to adjacent properties. However, the speed limit is assumed to be lowered from the existing 40-45 mph to 35 mph throughout the study area. The two build alternatives analyzed for SW 10th Street include the following:

- **Build Alternative #1**: Provides managed lanes along SW 10th Street connecting to Sawgrass Expressway, Florida's Turnpike and I-95; however, local access between SW 10th Street and the managed lanes is not provided. This build alternative reflects Design Concept 246, and does not include any capacity improvements at the intersection of SW 10th Street and Powerline Road. Please see attached concept plan in **Attachment 1**.

- **Build Alternative #2**: Provides managed lanes along SW 10th Street connecting to Sawgrass Expressway, Florida's Turnpike and I-95, as well as local access between SW 10th Street and the managed lanes. In the eastbound direction, a managed lane ingress from SW 10th Street is planned east of Powerline Road and an egress from the managed lanes east of Military Trail is planned. In the westbound direction, a managed lane ingress from SW 10th Street is planned east of Military Trail and an egress from the managed lanes east of Powerline Road is planned. This build alternative reflects Design Concept 117, and includes capacity improvements at the intersection of SW 10th Street and Powerline Road. Please see attached concept plan in **Attachment 1**.

2040 Traffic Volumes

The 2040 AM and PM peak hour traffic volumes for the region were primarily developed by AECOM for several alternatives, which are documented in the S*W 10th Street Project Traffic Forecast Memorandum* (latest version dated June 2018). RS&H expanded the volume development to include 12 build alternatives (6 alternative managed lane access point locations for two alignments), which were presented in the *Tier 1 and Tier 2 Traffic Analysis Memorandum*, dated May 2018. RS&H reassigned the traffic volumes per the alternative design concepts. 2040 volumes for each alternative including the No Build alternative were developed, and the volumes along the corridor in the local lanes and managed lanes vary for each alternative, based on the surrounding roadway network access connections. **Attachment 2** contains copies of the previously developed 2040 AM and PM peak hour volumes that were used for the VISSIM analysis of the No Build, Build Alternative #1, and Build Alternative #2.

VISSIM Analysis

The study area was analyzed using VISSIM 8 software and the 2040 AM and PM peak period conditions were assessed. Several measures of effectiveness (MOEs) were used to assess the traffic operations of the study area. These include peak-hour intersection delay, roadway travel speed, SW 10th Street travel time, SW 10th Street speed and volume profiles, and network-wide output. The MOEs represent the average output from 10 simulation runs.

Intersection Traffic Operations

The 2040 AM and PM peak-hour traffic operations of the eight signalized study intersections and one interchange along SW 10th Street from Waterways Boulevard to Natura Park Boulevard/FAU Research Park Boulevard were analyzed. The intersection delays for AM and PM peak hours for each alternative are summarized in **Table 1** and detailed intersection output is provided **in Attachment 3**.

Six of the eight intersections in the No Build Alternative experience excessive delay - approximate LOS F (80 seconds/vehicle or more) for AM and/or PM peak hour. Build Alternative #1 experiences excessive delay for SW 10th Street at Military Trail (AM and PM) and Powerline Road (PM). Since Build Alternative #2 provides ramp access to SW 10th Street, which allows more traffic to bypass congestion along SW 10th Street, none of the intersections experience excessive intersection delay time.

Table 1. 2040 AM/PM Intersection Delay

	AM Peak Hour			PM Peak Hour		
SW 10th Street @	**No Build**	**Build #1: w/o Ramps**	**Build #2: w/ Ramps**	**No Build**	**Build #1: w/o Ramps**	**Build #2: w/ Ramps**
Waterways Blvd	164.2	28.2	13.0	12.1	12.5	12.8
Independence Dr	68.0	26.0	6.8	2.3	7.4	6.4
Powerline Rd	68.3	62.2	47.5	125.4	129.5	52.7
SW 28th Ave	19.8	7.1	20.3	5.0	49.7	19.1
Military Trail	96.4	100.7	47.2	110.5	91.6	50.2
Newport Center Dr	19.2	17.0	19.4	80.7	33.7	35.2
I-95 Ramps	87.7	46.9	42.7	289.7	44.2	33.5
Natura Park Blvd	115.0	37.6	41.4	94.0	45.9	46.1

Note: Delay is in terms of seconds/vehicle, highlighted cells are for delay of 80 seconds/vehicle or more – approximate LOS F.

SW 10th Street Traffic Operations

To assess the traffic operations along SW 10th Street, various VISSIM outputs were summarized in travel time charts using travel time segments, operating travel speed using link evaluation, and speed and volume profiles of the facility using travel time segments. **Attachments 4, 5 and 6** provide the detailed travel time and travel speed outputs for SW 10th Street. The 2040 AM and PM results for each of the analysis alternatives are summarized in the following sections.

Travel Time/Speed Charts

A figure was developed to illustrate the peak hour peak direction travel times and speeds along the local lanes and managed lanes of SW 10th Street between Florida's Turnpike and I-95 (see **Attachment 4**). The travel times and average speeds from the 2040 VISSIM models are discussed and compared below.

- **AM Peak Flow Direction -** The average eastbound travel time in the AM peak hour for the No Build Alternative was 16-17 minutes, with an average speed of 12 mph. The average travel time in the local lanes for Build Alternative #1 was 9-10 minutes, with an average speed of 21 mph. The average travel time in the local lanes was 8-9 minutes, with an average speed of 24 mph for Build Alternative #2. Average travel times are 3-4 minutes in the managed lanes for both build alternatives, with an average speed of 59 mph. Build Alternative #1 and Build Alternative #2 provide estimated travel time savings for the local lanes of 6-8 minutes and 7-9 minutes, respectively. A travel time savings of up to 14 minutes was calculated for the managed lanes, when compared to travel time in the local lanes of the No Build Alternative.

- **PM Peak Flow Direction -** The average westbound travel time in the local lanes for the No Build Alternative was 17-18 minutes, with an average speed of 12 mph. The average travel time in the local lanes for Build Alternative #1 was 11-12 minutes, with an average speed of 17 mph. The average travel time in the local lanes was 8-9 minutes for Build Alternative #2 with an average speed of 25 mph. Both build alternatives provided travel times of 3-4 minutes, with an average speed of 58 mph in the managed lanes. Build Alternative #1 and Build Alternative #2 provide estimated travel time savings for the local lane of 5-7 minutes and 9-11 minutes, respectively.

Both build alternatives provide a travel time savings in the managed lanes of up to 15 minutes when compared to the local lanes of the No Build Alternative.

Travel Speed Link Segments

The average travel speed in both the local and managed lanes for the analysis area was illustrated using the link evaluation segment results (see **Attachment 5**). For the 2040 AM peak hour, the No Build Alternative traffic experienced congestion (average operating speed of 15 mph or less) at Powerline Road, Military Trail, the I-95 interchange, and Natura Boulevard/FAU Research Park Boulevard. Build Alternative #1 also displayed congestion at these four locations but the extent of the congestion was generally less than the No Build Alternative. Build Alternative #2 displayed moderate congestion at these four locations but the extent of the congestion was less than the No Build Alternative and Build Alternative #1.

Similar to the AM peak hour, traffic in the No Build Alternative in the 2040 PM peak hour experiences congestion (average operating speed of 15 mph or less) at Powerline Road, Military Trail, the I-95 interchange, and Natura Boulevard/FAU Research Park Boulevard. Build Alternative #1 also displayed congestion during the PM peak hour at these four locations and Build Alternative #2 displayed moderate congestion at these four locations but the extent of the congestion was less than the No Build and Build #1 Alternatives.

Speed and Volume Profiles

Speed and volume profiles were used to assess the operating speed and volume along SW 10th Street between Waterways Boulevard and Natura Boulevard/FAU Research Park Boulevard (see **Attachment 6**). One of the main features of this output is that it reports the performance of peak periods in hourly intervals. For the 2040 AM peak period, the No Build Alternative traffic experienced low travel speed in the local lanes at the major intersections, which extends outside of the analysis limits in both directions and did not recover during Hour 3 of the simulation. Build Alternative #1 and Build Alternative #2 also reported lower speed in the local lanes at the major intersections but the congestion did not extend outside of the analysis limits and recovered during Hour 3 of the simulation. Please note that a portion

of this congestion is due to the typical queueing that occurs upstream of signalized approaches between signal phases. Both build alternatives provided free-flow speed in the managed lanes throughout the peak period.

For the 2040 PM peak period, the No Build Alternative experience low travel speed in the local lanes at the major intersections, which extends outside of the analysis limits in both directions but showed signs of recovery during Hour 3 of the simulation. In the local lanes, Build Alternative #1 and Build Alternative #2 also reported lower speed at the major intersections but the congestion did not extend outside of the analysis limits and recovered during Hour 3 of the simulation. Build Alternative #1 experienced more congestion and speed variability in both directions of SW 10th Street when compared with Build Alternative #2. Since Build Alternative #2 allows more traffic into the managed lanes, which bypasses Military Trail, it provides improved traffic operations of the local lanes. Both build alternatives provided free-flow speed in the managed lanes throughout the peak period.

Network-Wide Operations

Comparisons were also performed using the network-wide output for the No-Build and Build Alternatives during the 2040 AM and PM peak periods. This network-wide output is based on the three-hour peak periods. As expected, the comparison shows that the build alternatives provide significantly improved performance over the No-Build Alternative in terms of average speed, total delay, total travel time, and number of stops (see **Table 2**).

In terms of average speed, Build Alternative #1 and Build Alternative #2 reported better performance than the No-Build Alternative during both peak periods with speed increases of 24% and 37% for the AM peak and 44% and 90% for the PM peak, respectively. Network-wide delay time reductions for Build Alternative #1 and Build Alternative #2 were 46% and 65% for the AM peak, and 47% and 80% for the PM peak, respectively. Significant improvements were also realized for the total travel time and total stops.

Table 2. 2040 AM/PM Network-Wide Output

MOE	AM Peak Hour					PM Peak Hour				
	No Build	Build #1: w/o Ramps		Build #2: w/ Ramps		No Build	Build #1: w/o Ramps		Build #2: w/ Ramps	
Average Speed (mph)	30	37	**24% ***	41	**37% ***	21	30	**44% ***	40	**90% ***
Total Delay (hr)	3,697	2,006	**-46% ***	1,302	**-65% ***	7,593	4,006	**-47% ***	1,528	**-80% ***
Total Travel Time (hr)	9,717	8,582	**-12% ***	7,917	**-19% ***	13,675	11,038	**-19% ***	8,720	**-36% ***
Total Stops	344,693	137,200	**-60% ***	85,996	**-75% ***	877,256	388,804	**-56% ***	123,571	**-86% ***

Note: * = % change in MOE relative to No Build Alternative.

Conclusions

The analysis documented in this memorandum was completed to assess and compare the 2040 AM and PM peak period operating conditions of a No-Build Alternative, Build Alternative #1, and Build Alternative #2. These findings were used to refine the build concepts to carry forward and re-affirm the need for capacity improvements along the corridor in the form of managed lanes. This is primarily due to the significant congestion observed throughout the No-Build corridor in terms of average travel time, average speed, intersection performance, and network-wide evaluation. Both build alternatives were observed to provide substantial benefits over the No-Build Alternative, with Build Alternative #2 providing more operational benefits. This is primarily due to the managed lane access to and from the SW 10th Street local lanes which allows more traffic to bypass congestion at major intersections. This improves operations in both the local lanes and the managed lanes.

Attachments:

1. Analysis Concepts and Figures
2. 2040 AM and PM Peak Hour Volume Figures
3. 2040 AM and PM Intersection Performance Tables
4. 2040 AM and PM Travel Time Bar Charts
5. 2040 AM and PM Travel Speed Link Evaluation Figures
6. 2040 AM and PM Speed and Volume Profile Charts

ATTACHMENT 1

Analysis Concepts and Figures

No Build Alternative - Lane Geometry

NOT TO SCALE

West Dr

Quiet Waters
Driveway North

Quiet Waters
Driveway South

Driveway F

Quiet Waters
Business Park
Driveway

Matchline B

869

Matchline A

TOLL
869

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

Signal Controlled
Stop Controlled
Lane Direction

FDOT

SW 10th Street PD&E Study
Project Traffic Forecast Memorandum

SW 10th Street - No-Build Lane Geometry

Figure
4.7

FLORIDA'S TURNPIKE

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

869

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

East Driveway

West

E Newport Center Dr

FAU Research Park Blvd

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

Sample Rd (S.R. 834)

S Military Trl

Signal Controlled
Stop Controlled
Lane Direction
Express Lane Ingress
Express Lane Egress

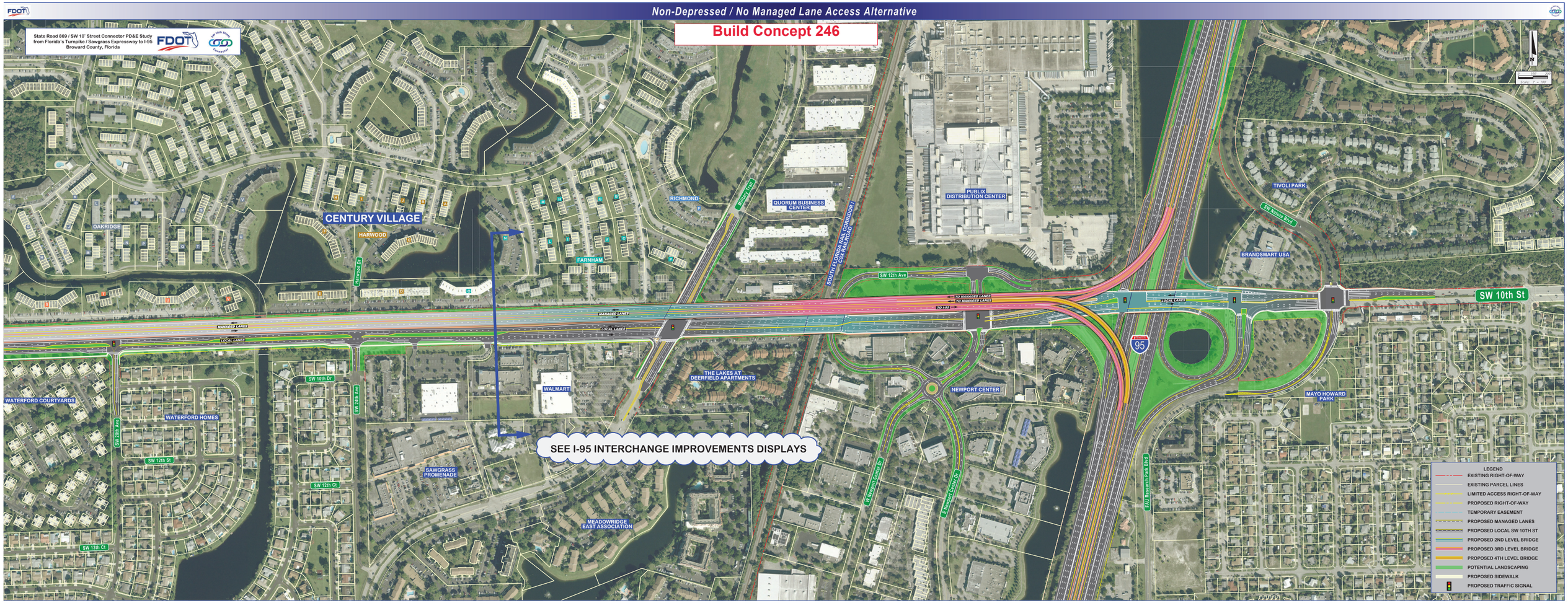
SW 10th Street and I-95 (S.R. 9) - No-Build Lane Geometry

Figure 4.8

Build Alternative 1 - Lane Geometry

BUILD ALTERNATIVE 1
(PAGE 1 OF 2)

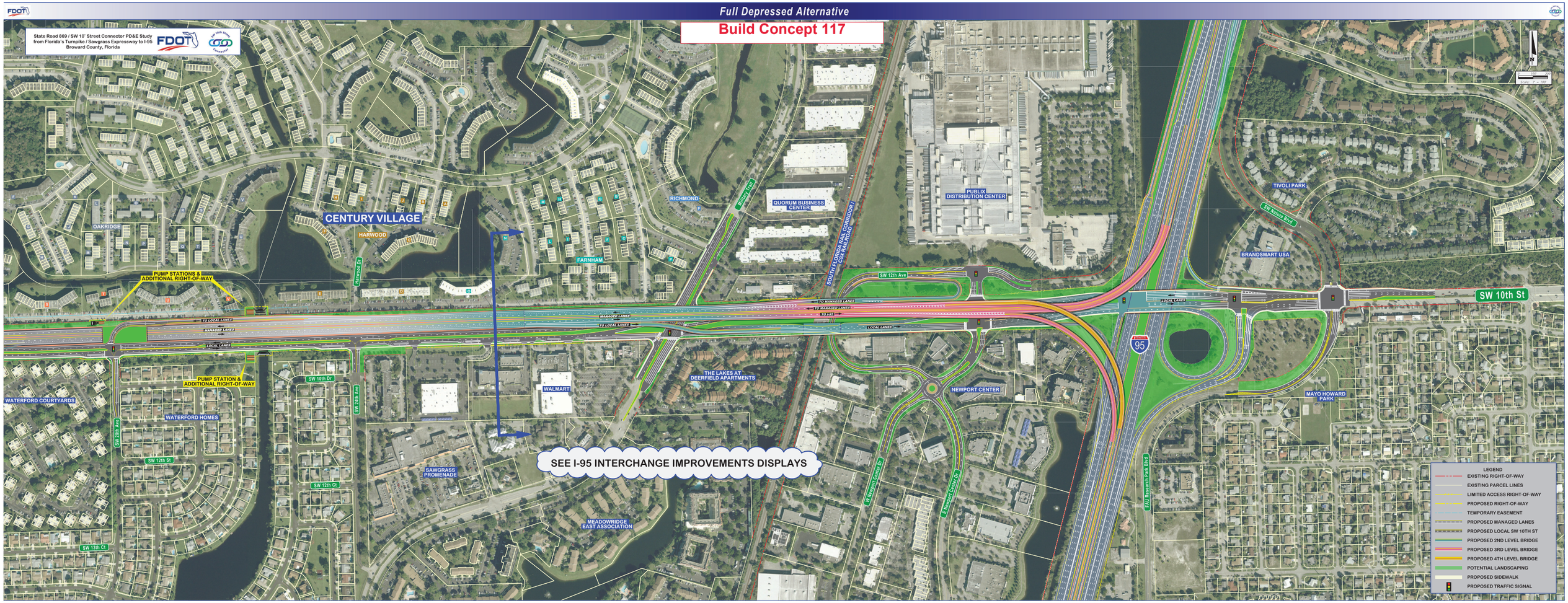
BUILD ALTERNATIVE 1
(PAGE 2 OF 2)



Build Alternative 2 - Lane Geometry

BUILD ALTERNATIVE 2
(PAGE 1 OF 2)

BUILD ALTERNATIVE 2
(PAGE 2 OF 2)



ATTACHMENT 2

2040 AM and PM Peak Hour Volume Figures

NOT TO SCALE

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway F

Quiet Waters Business Park Driveway

869

Matchline A

Matchline B

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

Signal Controlled

Stop Controlled

Lane Direction

Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

NOT TO SCALE

West Dr

Quiet Waters Driveway North

Quiet Waters Driveway South

Driveway F

Quiet Waters Business Park Driveway

Matchline B

Matchline A

Waterways Blvd

Independence Dr

SW 30th Ave

SW 28th Ave

SW 24th Ave

West Driveway

SW 11th St

American Way

Powerline Rd (S.R. 845)

869

Signal Controlled
Stop Controlled
← Lane Direction
Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept

SW 10th Street - 2040 PM No-Build DDHV's

Figure 5.15

FLORIDA'S TURNPIKE

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

East Driveway

E Newport Center Dr

West

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Sample Rd (S.R. 834)

I-95

869

	Signal Controlled
	Stop Controlled
←	Lane Direction
←	Exp Lane ingress
←	Exp Lane egress
##	Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept.

FDOT

SW 10th Street PD&E Study
Project Traffic Forecast Memorandum

SW 10th Street and I-95 (S.R. 9) – 2040 AM No-Build DDHVs

Figure 5.16

FLORIDA'S TURNPIKE

NOT TO SCALE

Matchline B

East Dr

SW 12th Ave

Hillsboro Blvd (S.R. 810)

SW Natura Park Blvd

SW 10th St

FAU Research Park Blvd

East Driveway

West

E Newport Center Dr

The Lakes at Deerfield Beach Driveway East

Horizon Club Driveway

S Military Trl

Sample Rd (S.R. 834)

I-95

869

Signal Controlled
Stop Controlled
Lane Direction
Exp Lane ingress
Exp Lane egress
Lane Volume

*For traffic volume illustration only. The geometry configuration may not match the concept.

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Mainline/Ramp Volume
- Signalized Intersection
- Unsignalized Intersection

Design Concept 246

N

N.T.S.

To Turnpike NB

To WB Sawgrass

To WB Sawgrass ELs

From EB Sawgrass ELs

From EB Sawgrass

To Turnpike SB

From Turnpike NB

From Turnpike SB

720 (1,500)

1,500 (720)

720 (1,500)

1,500 (720)

Matchline A

West Dr

380 (925)
1,290 (910)
240 (440)
625 (430)
1,440 (2,265)
335 (365)
10 (95)
955 (450)
2,330 (1,505)
770 (330)
360 (760)
1,225 (1,175)
275 (355)

1,895 (2,165)
40 (95)
15 (95)
10 (105)
65 (5)
5 (5)
85 (20)
2,690 (2,075)
55 (115)

45 (150)
50 (10)
2,365 (3,005)
85 (40)
2,770 (2,355)

40 (135) Quietwaters N Driveway

1,910 (2,275)
80 (15)
2,705 (2,055)
100 (5)

10 (10) Quietwaters S Driveway

2,795 (2,050)
10 (10)

10 (15) Driveway F

2,795 (2,045)
10 (10)

Industrial Park Access

Waterways Blvd

Independence Dr

45 (65)
2,350 (1,540)
60 (55) SW 11th Ct
45 (65)
1,800 (2,235)
60 (55)

American Way

Powerline Rd

Driveway D

Driveway E

SW 30th Ave

2,160 (3,715)
60 (255)
3,780 (2,220)
30 (130)
190 (95)
255 (110)

2,160 (3,925)
20 (25)
4,025 (2,260)
10 (70)
60 (45)
30 (25)

30 (60)
2,365 (1,545)
225 (55)
70 (90)
1,860 (2,290)

2,355 (2,865)
75 (30)
2,695 (2,325)
75 (30)
60 (150)
65 (110)

FDOT **SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E**	North Alignment Alternative 3D-1.6 AM (PM) Peak Hour Volume	Page 1 of 2	Figure 2

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Mainline/Ramp Volume
- Signalized Intersection
- Unsignalized Intersection

Design Concept 246

N

N.T.S.

Matchline A

720 (1,500)

1,500 (720)

Military Trail

East Drive

55 (125)
1,220 (1,800)

110 (85)

310 (615)
530 (830)
490 (440)

500 (540)
1,825 (2,110)
340 (495)

300 (330)
2,285 (1,950)
145 (185)

170 (285)
670 (585)
680 (390)

From I-95 SB

560 (950)

To I-95 NB

1,110 (590)

From I-95 NB

160
(550)

390
(130)

To I-95 SB

SW 28th Ave

SW 24th Ave

W. Driveway

E. Driveway

2,660 (2,275)
70 (150)

70 (190)

Palm Trails
Plaza

50 (150)
965 (1,360)

55 (190)

115 (45)

The Lakes at Deerfield
Apt S

1,405 (1,215)
30 (70)

Horizon Club
Driveway

2,210 (2,780)
30 (170)

2,680 (2,260)
80 (175)

220 (115)
130 (110)

2,190 (2,900)
25 (20)

2,645 (2,265)
165 (105)

50 (50)
35 (35)

2,215 (2,920)
35 (25)
55 (65)

2,655 (2,275)
25 (25)

20 (85)

5 (20)
1,005 (1,520)
10 (10)

10 (15)
15 (10)

5 (35)
5 (5)
35 (80)

50 (115)
1,420 (1,235)
15 (15)

FDOT

SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E

North Alignment Alternative 3D-1.6
AM (PM) Peak Hour Volume

Page 2 of 2

Figure 2

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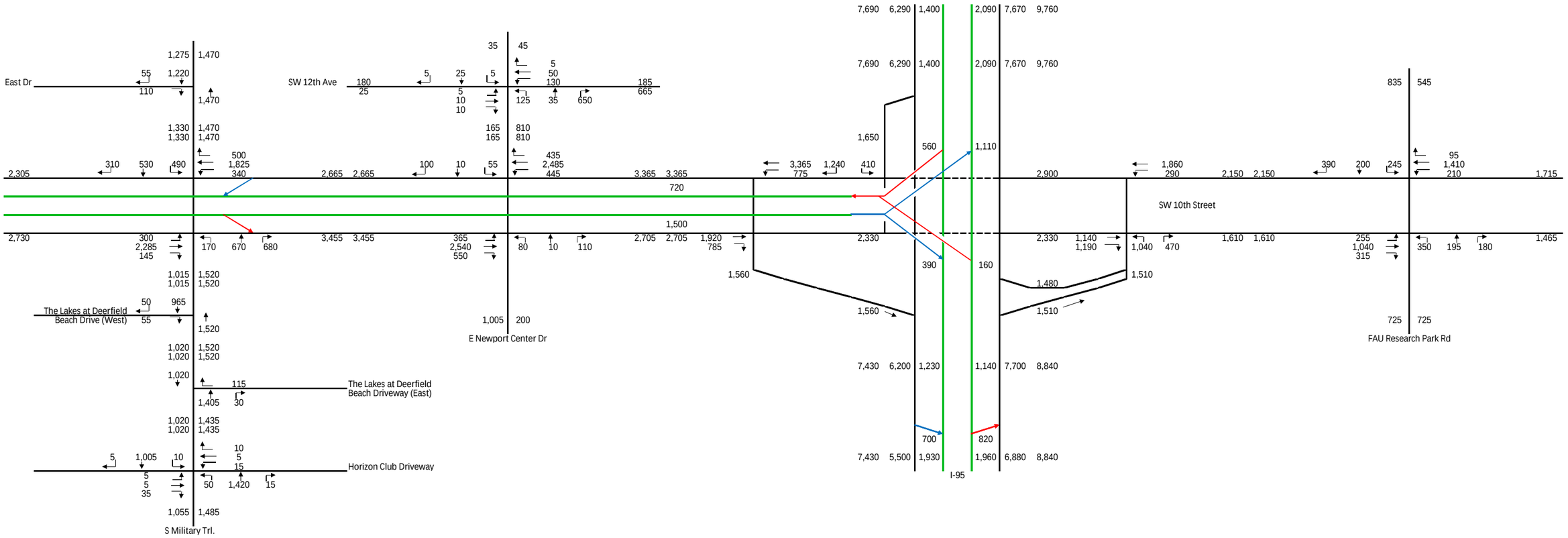

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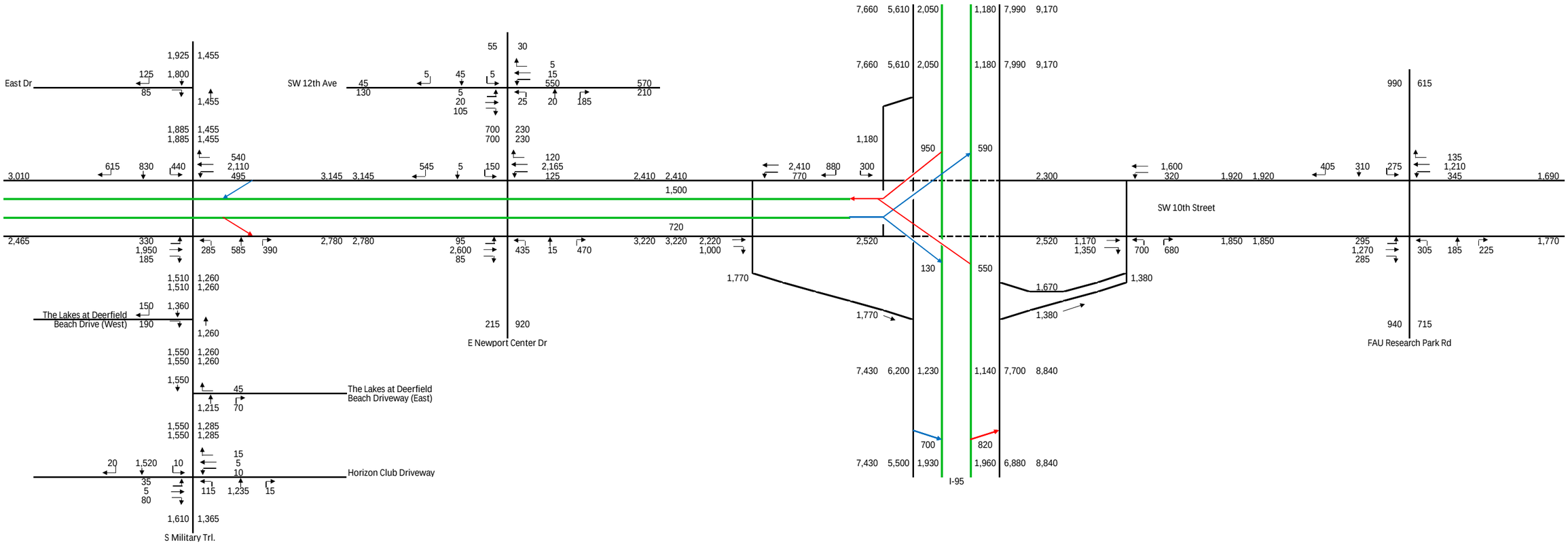

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Mainline/Ramp Volume
- Signalized Intersection
- Unsignalized Intersection

Design Concept 117

N

N.T.S.

To Turnpike NB

To WB Sawgrass

To WB Sawgrass ELs

930 (2,370)

From EB Sawgrass ELs

2,370 (930)

From EB Sawgrass

To Turnpike SB

From Turnpike NB

From Turnpike SB

West Dr

40 (135) Quietwaters N Driveway

10 (10) Quietwaters S Driveway

10 (15) Driveway F

380 (925)
1,290 (910)
240 (440)
625 (430)
1,300 (1,525)
335 (365)
10 (95)
955 (450)
1,590 (1,365)
770 (330)
360 (760)
1,225 (1,175)
275 (355)

1,910 (2,275)
80 (15)
2,705 (2,055)
100 (5)
2,795 (2,050)
10 (10)
2,795 (2,045)
10 (10)

1,895 (2,165)
40 (95)
15 (95)
10 (105)
65 (5)
5 (5)
85 (20)
2,690 (2,075)
55 (115)

45 (150)
50 (10)
2,225 (2,265)
85 (40)
700 (745)

Industrial Park Access

930 (2,370)

2,370 (930)

Matchline A

1,330 (1,470)

Waterways Blvd

Independence Dr

45 (65)
2,350 (1,540)
60 (55) SW 11th Ct
45 (65)
1,800 (2,235)
60 (55)

Driveway D

SW 30th Ave

American Way

Powerline Rd

2,020 (2,975)
60 (255)
3,040 (2,080)
30 (130)
190 (95)
255 (110)

2,020 (3,185)
20 (25)
3,285 (2,120)
10 (70)
60 (45)
30 (25)

30 (60)
2,365 (1,545)
225 (55)
70 (90)
1,860 (2,290)

2,215 (2,125)
75 (30)
625 (715)
75 (30)
60 (150)
65 (110)

SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E	North Alignment Alternative 3D-1.3 AM (PM) Peak Hour Volume	Page 1 of 2	Figure 2

Design Concept 117

N.T.S.

Legend

- Managed Lane Configuration
- General Use Lane/Arterial
- X,XXX (X,XXX) AM (PM) Mainline/Ramp Volume
- Signalized Intersection
- Unsignalized Intersection

Matchline A

930 (2,370)

440 (380)

1,370 (2,750)

970 (1,630)

730 (1,030)

From I-95 SB

To I-95 NB

1,560 (880)

400 (1,120)

3,700 (2,400)

3,700 (2,400)

2,110 (1,070)

From I-95 NB

240
(600)

550
(190)

To I-95 SB

1,590 (1,330)

Military Trail

East Drive

55 (125)
1,220 (1,800)

110 (85)

310 (615)
530 (830)
490 (440)

500 (540)
1,245 (990)
340 (495)

300 (330)
215 (340)
145 (185)

170 (285)
670 (585)
680 (390)

590 (665)
70 (150)

70 (190)

E. Driveway

W. Driveway

SW 28th Ave

SW 24th Ave

Palm Trails
Plaza

50 (150)
965 (1,360)

55 (190)

115 (45)

The Lakes at Deerfield
Apt S

1,405 (1,215)
30 (70)

Horizon Club
Driveway

430 (370)
5 (5)
5 (5)

1,640 (1,660)
20 (170)

610 (650)
80 (175)

220 (115)
130 (110)

1,610 (1,780)
25 (20)

575 (655)
170 (110)

50 (50)
35 (35)

1,635 (1,800)
35 (25)
55 (65)

585 (665)
25 (25)

20 (85)

5 (20)
1,005 (1,520)
10 (10)

10 (15)
15 (10)

5 (35)
5 (5)
35 (80)

50 (115)
1,420 (1,235)
15 (15)

SR-826/SW 10th Street (East of Turnpike to Military Trail) PD&E	North Alignment Alternative 3D-1.3 AM (PM) Peak Hour Volume	Page 2 of 2	Figure 2

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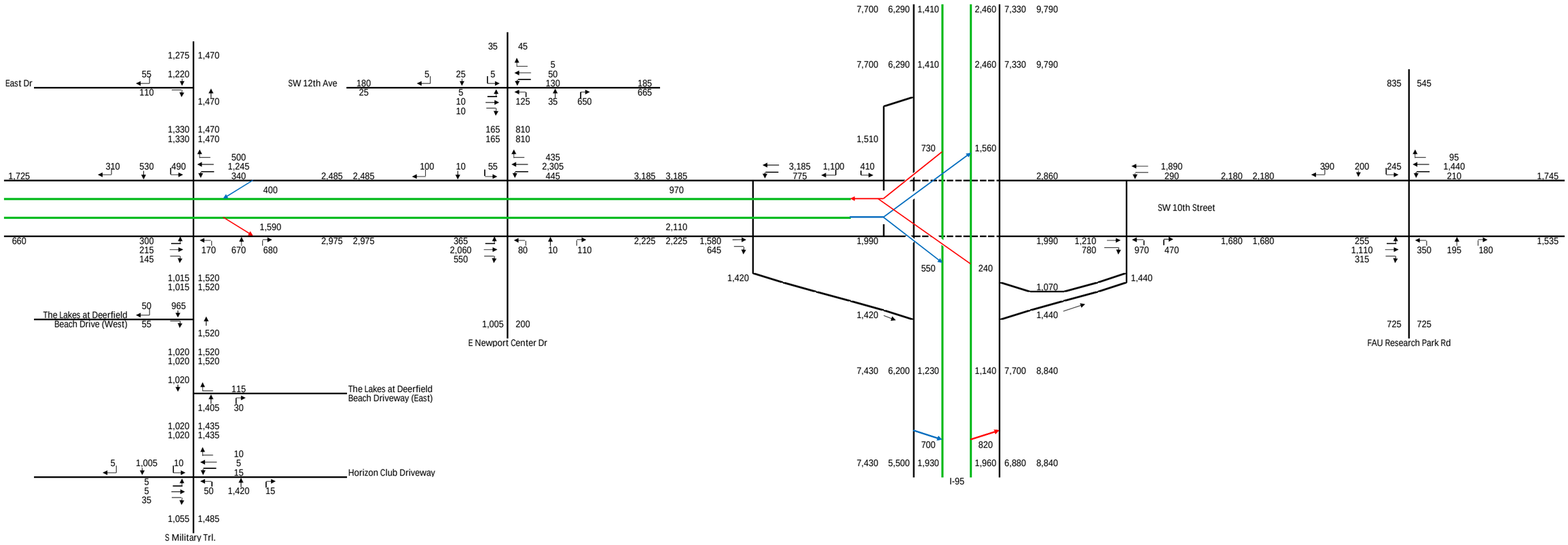

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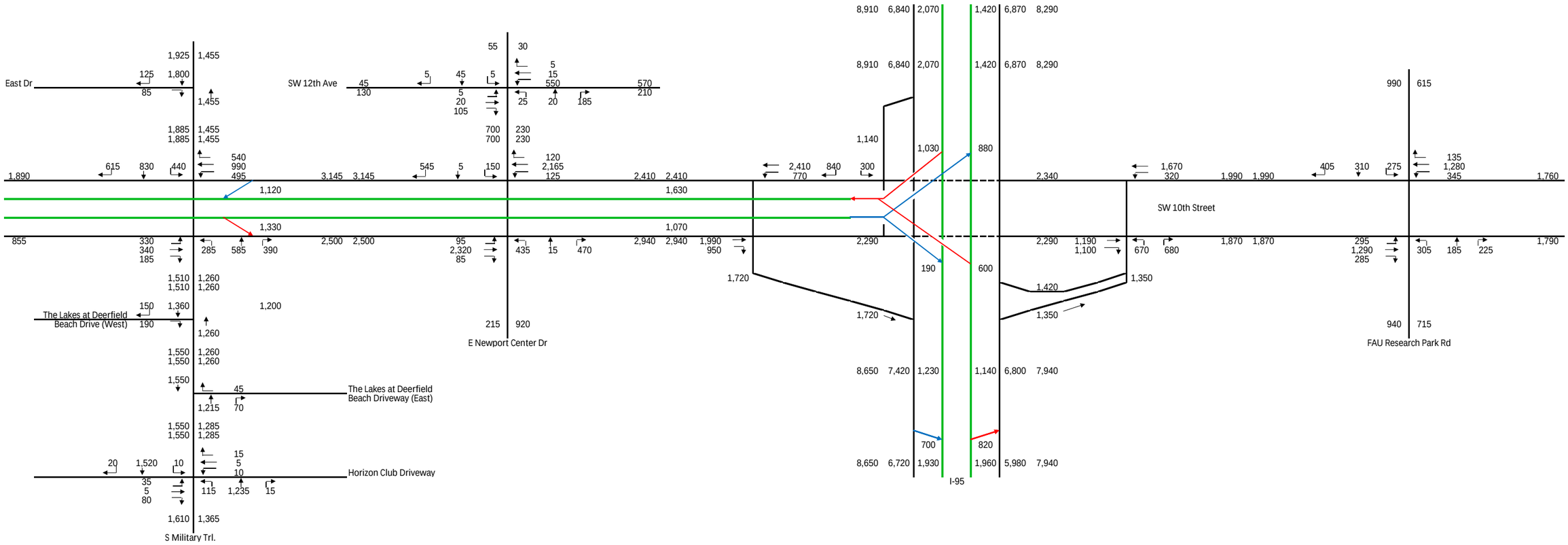


ATTACHMENT 3

2040 AM and PM Intersection Performance Tables

2040 No Build AM: Intersection/Interchange MOEs (VISSIM)

SW 10th St & Waterways Blvd	SW 10th Street						Waterways Blvd					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		2,873	8	78	2,100		105		338			
Delay (sec/veh)		293	212	84	12		225		16			
Delay (sec/veh)		292.6			14.5			65.4				
Max queue (ft)		1,795	0	64	135		150		142			
							Intersection Delay (sec/veh)				164.2	

SW 10th St & Independence Dr	SW 10th Street						Independence Dr					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		3,181	10	21	2,152		32		60			
Delay (sec/veh)		110	39	27	7		77		74			
Delay (sec/veh)		109.4			6.8			75.1				
Max queue (ft)		501	0	9	147		30		42			
							Intersection Delay (sec/veh)				68.0	

SW 10th St & Powerline Rd	SW 10th Street						Powerline Rd					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	725	2,053	463	285	1,421	264	348	1,333	350	211	1,411	405
Delay (sec/veh)	79	86	67	121	33	9	84	67	35	87	86	33
Delay (sec/veh)		81.7			42.6			64.6			75.6	
Max queue (ft)	396	399	253	88	185	71	240	240	259	59	281	121
							Intersection Delay (sec/veh)				68.3	

SW 10th St & SW 28th Ave	SW 10th Street						SW 28th Ave					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		2,512	37	13	1,912		151		76			
Delay (sec/veh)		16	9	68	16		121		39			
Delay (sec/veh)		15.7			16.6			93.6				
Max queue (ft)		355	21	9	332		127		47			
							Intersection Delay (sec/veh)				19.8	

SW 10th St & Military Trail	SW 10th Street						Military Trail					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	288	2,056	139	302	1,493	333	194	828	623	483	612	302
Delay (sec/veh)	82	49	9	320	115	20	143	170	132	86	61	28
Delay (sec/veh)		50.3			128.9			152.7			62.6	
Max queue (ft)	120	206	34	540	600	5	53	460	479	154	154	77
							Intersection Delay (sec/veh)				96.4	

SW 10th St & Newport Center Dr	SW 10th Street						Newport Center Dr					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	276	2,425	454	388	2,032	324	57	12	108	40	10	83
Delay (sec/veh)	54	17	20	41	10	2	95	91	24	98	99	21
Delay (sec/veh)		20.9			13.6			51.3			50.3	
Max queue (ft)	99	188	203	353	220	86	38	38	46	36	36	26
							Intersection Delay (sec/veh)				19.2	

SW 10th St & I-95 Ramps	SW 10th Street						I-95 Ramps					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	1,247	690	641	747	936	263	840		467	440		982
Delay (sec/veh)	68	42	16	116	110	195	161		86	65		68
Delay (sec/veh)		48.3			123.6			134.3			67.3	
Max queue (ft)	221	221	227	221	221	222	286		286	197		152
							Interchange Delay (sec/veh)				87.7	

2040 No Build AM: Intersection/Interchange MOEs (VISSIM)

SW 10th St & Natura Park Blvd/FAU Research Park Blvd	SW 10th Street						Natura Park Blvd/FAU Research Park Blvd					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	243	1,092	268	130	1,439	78	176	123	132	225	199	358
Delay (sec/veh)	46	14	11	359	174	24	452	307	244	57	71	23
Delay (sec/veh)		18.5			181.5			346.9			45.1	
Max queue (ft)	102	124	135	43	763	24	787	62	42	160	160	97
							Intersection Delay (sec/veh)				115.0	

SW 10th St & SW 30th Ave	SW 10th Street						SW 30th Ave					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		2,500	46	94	1,969		15		56			
Delay (sec/veh)		8	3	32	1		45		24			
Delay (sec/veh)		8.2			2.3			28.5				
Max queue (ft)		134	0	47	10		14		23			
							Intersection Delay (sec/veh)				5.9	

SW 10th St & SW 24th Ave	SW 10th Street						SW 24th Ave					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		2,426	148	23	1,880		47		34			
Delay (sec/veh)		12	8	30	1		50		115			
Delay (sec/veh)		12.2			1.6			77.1				
Max queue (ft)		366	4	22	72		31		35			
							Intersection Delay (sec/veh)				8.9	

SW 10th St & W. Driveway	SW 10th Street						W. Driveway					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		2,406	25	35	1,901				14			
Delay (sec/veh)		23	3	34	0				211			
Delay (sec/veh)		23.2			0.9			210.6				
Max queue (ft)		236	2	23	0				38			
							Intersection Delay (sec/veh)				14.0	

SW 10th St & E. Driveway	SW 10th Street						E. Driveway					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		2,407	14	54	1,935				74			
Delay (sec/veh)		18	2	64	1				13			
Delay (sec/veh)		17.6			2.4			12.5				
Max queue (ft)		257	0	31	0				6			
							Intersection Delay (sec/veh)				17.5	

2040 No Build PM: Intersection/Interchange MOEs (VISSIM)

SW 10th St & Waterways Blvd	SW 10th Street						Waterways Blvd					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		2,171	62	286	2,988		46		161			
Delay (sec/veh)		15	2	64	4		83		7			
Delay (sec/veh)		14.5			9.7			23.7				
Max queue (ft)		550	0	551	445		106		80			
							Intersection Delay (sec/veh)				12.1	

SW 10th St & Independence Dr	SW 10th Street						Independence Dr					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		2,301	27	55	3,265		10		62			
Delay (sec/veh)		3	2	14	1		85		12			
Delay (sec/veh)		2.7			1.7			21.8				
Max queue (ft)		148	0	25	166		50		89			
							Intersection Delay (sec/veh)				2.3	

SW 10th St & Powerline Rd	SW 10th Street						Powerline Rd					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	459	1,550	338	299	1,977	262	560	1,222	314	243	1,089	783
Delay (sec/veh)	140	47	18	77	52	20	322	204	162	132	126	276
Delay (sec/veh)		61.0			51.8			229.4			182.1	
Max queue (ft)	573	937	269	396	643	512	2,969	2,969	3,033	222	3,840	3,909
							Intersection Delay (sec/veh)				125.4	

SW 10th St & SW 28th Ave	SW 10th Street						SW 28th Ave					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		2,145	109	49	2,473		58		40			
Delay (sec/veh)		4	2	32	4		87		13			
Delay (sec/veh)		3.9			4.1			56.7				
Max queue (ft)		484	74	41	557		135		67			
							Intersection Delay (sec/veh)				5.0	

SW 10th St & Military Trail	SW 10th Street						Military Trail					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	342	1,701	193	349	1,900	395	211	662	361	222	822	454
Delay (sec/veh)	216	41	11	170	134	27	87	69	17	185	208	194
Delay (sec/veh)		65.1			123.1			56.7			200.2	
Max queue (ft)	576	633	134	267	2,027	24	169	436	255	573	2,468	2,581
							Intersection Delay (sec/veh)				110.5	

SW 10th St & Newport Center Dr	SW 10th Street						Newport Center Dr					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	72	2,147	63	102	1,973	90	309	7	385	108	4	370
Delay (sec/veh)	55	22	19	96	41	1	362	326	394	151	143	78
Delay (sec/veh)		22.7			42.0			379.4			94.6	
Max queue (ft)	117	343	391	223	1,735	88	1,953	1,953	1,981	538	538	504
							Intersection Delay (sec/veh)				80.7	

SW 10th St & I-95 Ramps	SW 10th Street						I-95 Ramps					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	952	1,002	688	822	679	310	615		482	221		785
Delay (sec/veh)	89	69	31	74	220	71	986		759	359		561
Delay (sec/veh)		66.5			128.2			886.1			516.5	
Max queue (ft)	757	757	841	714	714	669	9,541		9,541	13,107		13,157
							Interchange Delay (sec/veh)				289.7	

2040 No Build PM: Intersection/Interchange MOEs (VISSIM)

SW 10th St & Natura Park Blvd/FAU Research Park Blvd	SW 10th Street						Natura Park Blvd/FAU Research Park Blvd					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	213	1,321	193	218	1,250	118	211	95	96	229	285	389
Delay (sec/veh)	31	21	18	30	28	4	827	695	632	56	93	36
Delay (sec/veh)	21.8			26.2			749.2			59.2		
Max queue (ft)	270	474	510	270	994	92	4,564	95	123	1,055	1,055	742
							Intersection Delay (sec/veh)			94.0		

SW 10th St & SW 30th Ave	SW 10th Street						SW 30th Ave					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		2,120	31	24	2,499		20		145			
Delay (sec/veh)		3	1	45	6		40		14			
Delay (sec/veh)	3.0			6.0			16.7					
Max queue (ft)		381	0	72	465		46		109			
							Intersection Delay (sec/veh)			5.0		

SW 10th St & SW 24th Ave	SW 10th Street						SW 24th Ave					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		2,071	102	16	2,479		45		34			
Delay (sec/veh)		9	6	16	2		36		46			
Delay (sec/veh)	9.0			2.1			40.6					
Max queue (ft)		359	15	38	381		70		139			
							Intersection Delay (sec/veh)			5.9		

SW 10th St & W. Driveway	SW 10th Street						W. Driveway					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		2,070	26	20	2,494				69			
Delay (sec/veh)		9	2	26	0				45			
Delay (sec/veh)	9.0			0.6			44.9					
Max queue (ft)		305	7	51	8				296			
							Intersection Delay (sec/veh)			5.0		

SW 10th St & E. Driveway	SW 10th Street						E. Driveway					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		2,051	84	53	2,513				193			
Delay (sec/veh)		9	1	42	2				9			
Delay (sec/veh)	8.8			2.8			9.2					
Max queue (ft)		671	0	104	0				42			
							Intersection Delay (sec/veh)			8.9		

2040 No Ramp Alternative 246 AM: Intersection/Interchange MOEs (VISSIM)

SW 10th St & Waterways Blvd	SW 10th Street						Waterways Blvd					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		3,693	31	59	2,128		177		241			
Delay (sec/veh)		37	25	121	4		79		43			
Delay (sec/veh)		37.0			7.5			58.5				
Max queue (ft)		2,015	0	158	0		331		353			
							Intersection Delay (sec/veh)				28.2	

SW 10th St & Independence Dr	SW 10th Street						Independence Dr					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		3,860	10	21	2,135		54		27			
Delay (sec/veh)		32	15	71	12		94		60			
Delay (sec/veh)		32.1			13.1			82.8				
Max queue (ft)		1,583	0	70	646		148		178			
							Intersection Delay (sec/veh)				26.0	

SW 10th St & Powerline Rd	SW 10th Street							Powerline Rd					
	Eastbound			Westbound				Northbound			Southbound		
	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	1,001	2,134	744	10	322	1,421	611	347	1,188	271	240	1,299	388
Delay (sec/veh)	75	91	14	100	103	44	14	99	66	13	104	66	19
Delay (sec/veh)		72.2			44.6				64.4			61.7	
Max queue (ft)	1,295	1,297	649		265	689	384	505	505	576	216	573	251
								Intersection Delay (sec/veh)				62.2	

SW 10th St & SW 28th Ave	SW 10th Street						SW 28th Ave					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		2,572	78	28	2,150		229		134			
Delay (sec/veh)		2	1	87	2		89		34			
Delay (sec/veh)		2.0			3.1			68.6				
Max queue (ft)		168	71	84	208		364		153			
							Intersection Delay (sec/veh)				7.1	

SW 10th St & Military Trail	SW 10th Street						Military Trail					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	292	2,146	202	348	1,813	505	166	678	685	422	476	273
Delay (sec/veh)	102	33	1	95	47	4	83	65	56	527	437	212
Delay (sec/veh)		38.6			45.4			62.7			416.7	
Max queue (ft)	228	903	0	320	707	126	144	547	787	3,613	3,613	3,613
							Intersection Delay (sec/veh)				100.7	

SW 10th St & Newport Center Dr	SW 10th Street						Newport Center Dr					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	345	2,396	514	447	2,497	445			154			169
Delay (sec/veh)	71	13	8	60	6	6			40			49
Delay (sec/veh)		18.2			13.1			39.9			49.0	
Max queue (ft)	286	1,245	1,308	294	301	193			89			103
							Intersection Delay (sec/veh)				17.0	

SW 10th St & I-95 Ramps	SW 10th Street						I-95 Ramps					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	1,104	691	749	762	1,089	285	1,055		475	420		1,244
Delay (sec/veh)	20	69	2	97	38	1	77		60	52		41
Delay (sec/veh)		28.0			54.1			71.9			43.8	
Max queue (ft)	338	277	9	293	293	112	425		217	446		474
							Interchange Delay (sec/veh)				46.9	

2040 No Ramp Alternative 246 AM: Intersection/Interchange MOEs (VISSIM)

SW 10th St & Natura Park Blvd/FAU Research Park Blvd	SW 10th Street						Natura Park Blvd/FAU Research Park Blvd					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	250	1,023	317	205	1,421	100	341	186	178	234	197	376
Delay (sec/veh)	94	22	6	80	34	6	59	66	16	49	77	19
Delay (sec/veh)		30.3			37.4			49.9			41.7	
Max queue (ft)	202	297	202	183	612	101	582	337	116	606	606	329
							Intersection Delay (sec/veh)				37.6	

SW 10th St & SW 30th Ave	SW 10th Street						SW 30th Ave					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		2,580	75	72	2,306		62		71			
Delay (sec/veh)		7	7	27	2		66		35			
Delay (sec/veh)		6.6			2.3			49.3				
Max queue (ft)		0	0	129	0		124		126			
							Intersection Delay (sec/veh)				5.7	

SW 10th St & SW 24th Ave	SW 10th Street							SW 24th Ave					
	Eastbound			Westbound				Northbound			Southbound		
	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		2,552	154	94	26	2,132		45		34			
Delay (sec/veh)		3	4	39	35	0		160		13			
Delay (sec/veh)		3.4			2.5				96.4				
Max queue (ft)		451	0	133	137	0		154		168			
								Intersection Delay (sec/veh)				4.5	

SW 10th St & W. Driveway	SW 10th Street						W. Driveway					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		2,623	57						21			
Delay (sec/veh)		0	0						27			
Delay (sec/veh)		0.3						26.7				
Max queue (ft)		0	0						69			
							Intersection Delay (sec/veh)				0.5	

SW 10th St & E. Driveway	SW 10th Street						E. Driveway					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		2,574	69						68			
Delay (sec/veh)		0	1						7			
Delay (sec/veh)		0.2						6.8				
Max queue (ft)		0	0						89			
							Intersection Delay (sec/veh)				0.4	

2040 No Ramp Alternative 246 PM: Intersection/Interchange MOEs (VISSIM)

SW 10th St & Waterways Blvd	SW 10th Street						Waterways Blvd					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		2,187	125	230	3,339		87		107			
Delay (sec/veh)		13	2	90	5		84		9			
Delay (sec/veh)		12.6			10.9			42.5				
Max queue (ft)		512	0	402	0		171		193			
							Intersection Delay (sec/veh)				12.5	

SW 10th St & Independence Dr	SW 10th Street						Independence Dr					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		2,225	67	24	3,530		40		26			
Delay (sec/veh)		4	3	85	8		87		11			
Delay (sec/veh)		3.9			8.7			57.1				
Max queue (ft)		93	0	72	680		115		150			
							Intersection Delay (sec/veh)				7.4	

SW 10th St & Powerline Rd	SW 10th Street							Powerline Rd					
	Eastbound			Westbound				Northbound			Southbound		
	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	470	1,448	319	83	337	2,044	383	713	1,140	359	380	783	796
Delay (sec/veh)	178	46	7	110	110	136	85	215	59	12	159	147	362
Delay (sec/veh)		68.0			125.6				101.9			236.5	
Max queue (ft)	692	625	11	303	303	2,614	288	1,352	1,352	1,423	299	279	8,242
								Intersection Delay (sec/veh)				129.5	

SW 10th St & SW 28th Ave	SW 10th Street						SW 28th Ave					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		2,087	168	163	2,667		70		75			
Delay (sec/veh)		12	10	93	34		1,113		657			
Delay (sec/veh)		11.6			37.7			877.3				
Max queue (ft)		1,256	1,017	330	1,783		2,506		200			
							Intersection Delay (sec/veh)				49.7	

SW 10th St & Military Trail	SW 10th Street						Military Trail					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	292	1,762	177	514	2,148	558	274	593	400	399	760	554
Delay (sec/veh)	98	27	1	92	49	4	109	71	27	301	319	176
Delay (sec/veh)		33.8			47.8			65.5			268.5	
Max queue (ft)	225	676	17	349	751	112	228	382	314	4,384	4,384	4,384
							Intersection Delay (sec/veh)				91.6	

SW 10th St & Newport Center Dr	SW 10th Street						Newport Center Dr					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	89	2,400	77	124	2,308	115			601			916
Delay (sec/veh)	100	17	12	73	7	3			39			136
Delay (sec/veh)		19.9			9.7			39.0			135.7	
Max queue (ft)	159	1,301	1,327	110	390	33			313			1,593
							Intersection Delay (sec/veh)				33.7	

SW 10th St & I-95 Ramps	SW 10th Street						I-95 Ramps					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	1,244	820	942	762	988	312	702		701	307		866
Delay (sec/veh)	42	71	6	100	31	1	52		46	87		23
Delay (sec/veh)		38.7			51.6			48.9			40.0	
Max queue (ft)	595	383	180	322	322	120	263		254	258		287
							Interchange Delay (sec/veh)				44.2	

2040 No Ramp Alternative 246 PM: Intersection/Interchange MOEs (VISSIM)

SW 10th St & Natura Park Blvd/FAU Research Park Blvd	SW 10th Street						Natura Park Blvd/FAU Research Park Blvd					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	296	1,248	280	339	1,372	135	296	176	218	274	306	386
Delay (sec/veh)	98	42	7	79	41	7	50	57	18	42	80	32
Delay (sec/veh)	45.9			45.2			41.6			50.2		
Max queue (ft)	223	534	203	399	651	118	432	214	160	1,159	1,159	785
							Intersection Delay (sec/veh)			45.9		

SW 10th St & SW 30th Ave	SW 10th Street						SW 30th Ave					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		2,238	30	28	2,703		24		18			
Delay (sec/veh)		10	7	31	31		3,425		3,211			
Delay (sec/veh)	10.4			31.5			3,333.6					
Max queue (ft)		535	535	69	1,013		2,322		1,480			
							Intersection Delay (sec/veh)			49.5		

SW 10th St & SW 24th Ave	SW 10th Street							SW 24th Ave					
	Eastbound			Westbound				Northbound			Southbound		
	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		2,050	94	86	20	2,839		35		33			
Delay (sec/veh)		4	3	34	38	8		235		12			
Delay (sec/veh)	4.1			8.7				126.8					
Max queue (ft)		675	0	167	172	362		250		303			
								Intersection Delay (sec/veh)			8.3		

SW 10th St & W. Driveway	SW 10th Street						W. Driveway					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		2,126	43						70			
Delay (sec/veh)		0	0						21			
Delay (sec/veh)	0.3						21.0					
Max queue (ft)		0	0						136			
							Intersection Delay (sec/veh)			0.9		

SW 10th St & E. Driveway	SW 10th Street						E. Driveway					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		2,057	138						179			
Delay (sec/veh)		0	1						10			
Delay (sec/veh)	0.5						9.8					
Max queue (ft)		0	0						137			
							Intersection Delay (sec/veh)			1.2		

2040 Build Alternative 117 AM: Intersection/Interchange MOEs (VISSIM)

SW 10th St & Waterways Blvd	SW 10th Street						Waterways Blvd					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		2,992	31	62	2,003		178		243			
Delay (sec/veh)		13	4	120	3		80		17			
Delay (sec/veh)		13.0			6.9			43.5				
Max queue (ft)		692	0	160	0		320		344			
							Intersection Delay (sec/veh)				13.0	

SW 10th St & Independence Dr	SW 10th Street						Independence Dr					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		3,221	10	20	2,014		55		28			
Delay (sec/veh)		6	5	76	5		85		21			
Delay (sec/veh)		6.0			5.7			63.4				
Max queue (ft)		703	0	76	420		137		189			
							Intersection Delay (sec/veh)				6.8	

SW 10th St & Powerline Rd	SW 10th Street							Powerline Rd					
	Eastbound			Westbound				Northbound			Southbound		
	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	942	1,545	761	10	332	1,305	627	347	1,191	271	240	1,303	384
Delay (sec/veh)	71	31	9	78	82	49	17	85	58	30	98	58	26
Delay (sec/veh)	37.5			45.0				59.4			56.4		
Max queue (ft)	493	569	229	211	211	538	499	520	520	585	186	537	107
								Intersection Delay (sec/veh)				47.5	

SW 10th St & SW 28th Ave	SW 10th Street						SW 28th Ave					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		608	78	22	1,625		229		135	5	6	442
Delay (sec/veh)		6	2	83	14		79		9	73	73	34
Delay (sec/veh)		5.4			15.3			53.0			35.0	
Max queue (ft)		217	64	82	420		393		114	40	40	442
							Intersection Delay (sec/veh)				20.3	

SW 10th St & Military Trail	SW 10th Street						Military Trail					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	307	214	144	353	1,243	502	166	678	687	493	528	304
Delay (sec/veh)	69	44	1	94	38	7	86	65	32	82	51	9
Delay (sec/veh)	46.1			39.9			52.5			52.9		
Max queue (ft)	266	197	0	290	882	355	137	456	583	339	339	339
							Intersection Delay (sec/veh)				47.2	

SW 10th St & Newport Center Dr	SW 10th Street						Newport Center Dr					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	365	2,053	529	453	2,310	453			158			141
Delay (sec/veh)	81	11	5	64	11	6			41			50
Delay (sec/veh)	18.8			17.5			40.9			50.2		
Max queue (ft)	269	1,071	953	295	435	217			91			112
							Intersection Delay (sec/veh)				19.4	

SW 10th St & I-95 Ramps	SW 10th Street						I-95 Ramps					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	760	794	655	761	1,090	284	978		477	436		1,148
Delay (sec/veh)	30	46	3	112	18	0	63		52	65		31
Delay (sec/veh)	27.6			48.9			59.2			40.0		
Max queue (ft)	352	281	0	222	222	0	362		198	331		376
							Interchange Delay (sec/veh)				42.7	

2040 Build Alternative 117 AM: Intersection/Interchange MOEs (VISSIM)

SW 10th St & Natura Park Blvd/FAU Research Park Blvd	SW 10th Street						Natura Park Blvd/FAU Research Park Blvd					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	252	1,129	328	203	1,423	101	342	186	179	231	201	375
Delay (sec/veh)	79	33	7	105	41	6	55	62	17	44	73	18
Delay (sec/veh)	34.9			46.5			47.0			39.2		
Max queue (ft)	189	296	213	242	571	100	654	310	114	608	608	242
							Intersection Delay (sec/veh)			41.4		

SW 10th St & SW 30th Ave	SW 10th Street						SW 30th Ave					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		610	73	74	2,222		58		75			
Delay (sec/veh)		0	1	3	1		17		8			
Delay (sec/veh)	0.2			1.2			12.0					
Max queue (ft)		0	17	34	0		90		101			
							Intersection Delay (sec/veh)			1.5		

SW 10th St & SW 24th Ave	SW 10th Street							SW 24th Ave					
	Eastbound			Westbound				Northbound			Southbound		
	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		583	163	91	24	1,597		46		34			
Delay (sec/veh)		0	1	5	5	0		15		7			
Delay (sec/veh)	0.6			0.5				11.8					
Max queue (ft)		0	31	92	90	0		77		90			
								Intersection Delay (sec/veh)			0.9		

SW 10th St & W. Driveway	SW 10th Street						W. Driveway					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		645	62						21			
Delay (sec/veh)		0	0						7			
Delay (sec/veh)	0.2						7.3					
Max queue (ft)		0	0						60			
							Intersection Delay (sec/veh)			0.4		

SW 10th St & E. Driveway	SW 10th Street						E. Driveway					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		598	69						69			
Delay (sec/veh)		0	0						8			
Delay (sec/veh)	0.2						7.7					
Max queue (ft)		0	0						87			
							Intersection Delay (sec/veh)			0.9		

2040 Build Alternative 117 AM: Intersection/Interchange MOEs (VISSIM)

SW 10th St & Waterways Blvd	SW 10th Street						Waterways Blvd					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		2,062	122	260	2,911		88		107			
Delay (sec/veh)		13	2	90	4		85		9			
Delay (sec/veh)		12.8			11.0			43.0				
Max queue (ft)		441	0	459	0		175		199			
							Intersection Delay (sec/veh)				12.8	

SW 10th St & Independence Dr	SW 10th Street						Independence Dr					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		2,092	70	28	3,141		41		26			
Delay (sec/veh)		6	5	87	5		85		11			
Delay (sec/veh)		5.8			5.7			56.2				
Max queue (ft)		549	0	83	554		106		157			
							Intersection Delay (sec/veh)				6.4	

SW 10th St & Powerline Rd	SW 10th Street							Powerline Rd					
	Eastbound			Westbound				Northbound			Southbound		
	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	440	1,350	326	95	363	1,498	415	740	1,144	357	444	913	934
Delay (sec/veh)	83	38	11	78	99	44	8	77	53	30	99	61	46
Delay (sec/veh)		43.2			47.7				57.2			62.3	
Max queue (ft)	254	551	146	251	251	599	173	467	467	532	248	312	331
								Intersection Delay (sec/veh)				52.7	

SW 10th St & SW 28th Ave	SW 10th Street						SW 28th Ave					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		661	181	161	1,636		119		109	5	5	355
Delay (sec/veh)		20	8	94	5		84		10	71	74	35
Delay (sec/veh)		17.3			12.8			48.5			35.8	
Max queue (ft)		425	156	322	547		242		126	40	40	349
							Intersection Delay (sec/veh)				19.1	

SW 10th St & Military Trail	SW 10th Street						Military Trail					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	324	312	174	505	948	525	275	595	403	439	827	615
Delay (sec/veh)	104	29	1	74	57	7	85	62	15	79	57	19
Delay (sec/veh)		53.2			48.1			52.3			49.7	
Max queue (ft)	241	209	0	363	475	250	200	372	226	500	500	500
							Intersection Delay (sec/veh)				50.2	

SW 10th St & Newport Center Dr	SW 10th Street						Newport Center Dr					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	97	2,262	87	127	2,109	116			614			746
Delay (sec/veh)	23	15	5	68	29	4			39			114
Delay (sec/veh)		15.2			29.8			38.9			114.4	
Max queue (ft)	96	1,232	1,114	124	649	66			307			815
							Intersection Delay (sec/veh)				35.2	

SW 10th St & I-95 Ramps	SW 10th Street						I-95 Ramps					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	1,066	873	934	757	872	316	670		685	307		818
Delay (sec/veh)	21	52	3	69	12	0	49		47	94		20
Delay (sec/veh)		24.6			32.3			48.3			40.4	
Max queue (ft)	387	375	33	168	168	0	249		272	234		279
							Interchange Delay (sec/veh)				33.5	

2040 Build Alternative 117 AM: Intersection/Interchange MOEs (VISSIM)

SW 10th St & Natura Park Blvd/FAU Research Park Blvd	SW 10th Street						Natura Park Blvd/FAU Research Park Blvd					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume	287	1,289	284	340	1,265	132	294	176	220	270	304	388
Delay (sec/veh)	77	29	7	84	42	7	52	60	18	46	109	61
Delay (sec/veh)		32.9			47.1			43.2			71.8	
Max queue (ft)	227	362	214	506	538	111	577	229	138	1,335	1,335	1,160
							Intersection Delay (sec/veh)				46.1	

SW 10th St & SW 30th Ave	SW 10th Street						SW 30th Ave					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		724	28	30	2,082		158		119			
Delay (sec/veh)		0	1	3	1		26		9			
Delay (sec/veh)		0.2			1.0			18.9				
Max queue (ft)		0	7	26	0		155		102			
							Intersection Delay (sec/veh)				2.4	

SW 10th St & SW 24th Ave	SW 10th Street							SW 24th Ave					
	Eastbound			Westbound				Northbound			Southbound		
	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		662	109	65	18	1,751		46		34			
Delay (sec/veh)		1	2	3	3	0		17		8			
Delay (sec/veh)		1.0			0.4				13.2				
Max queue (ft)		0	14	43	40	0		79		92			
								Intersection Delay (sec/veh)				0.9	

SW 10th St & W. Driveway	SW 10th Street						W. Driveway					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		707	55						70			
Delay (sec/veh)		0	1						8			
Delay (sec/veh)		0.3						7.7				
Max queue (ft)		0	0						106			
							Intersection Delay (sec/veh)				0.9	

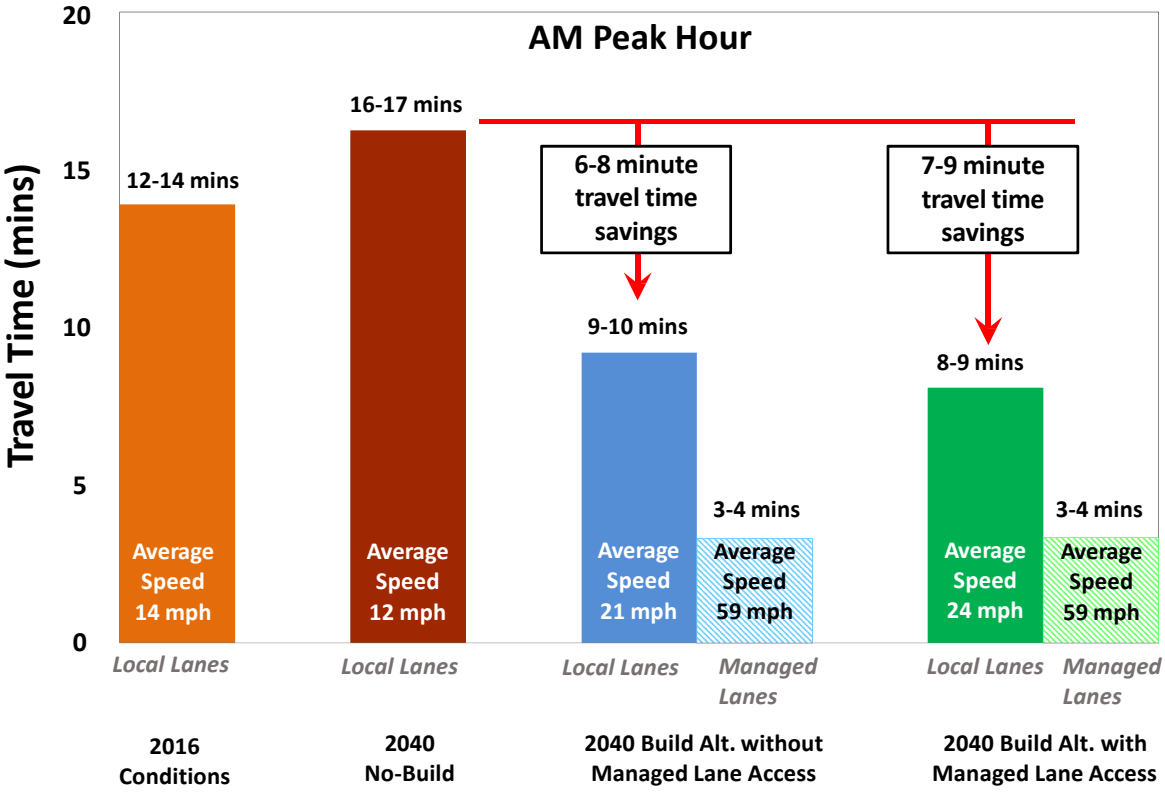
SW 10th St & E. Driveway	SW 10th Street						E. Driveway					
	Eastbound			Westbound			Northbound			Southbound		
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Volume		634	143						179			
Delay (sec/veh)		0	0						9			
Delay (sec/veh)		0.4						8.9				
Max queue (ft)		0	0						134			
							Intersection Delay (sec/veh)				2.0	

ATTACHMENT 4

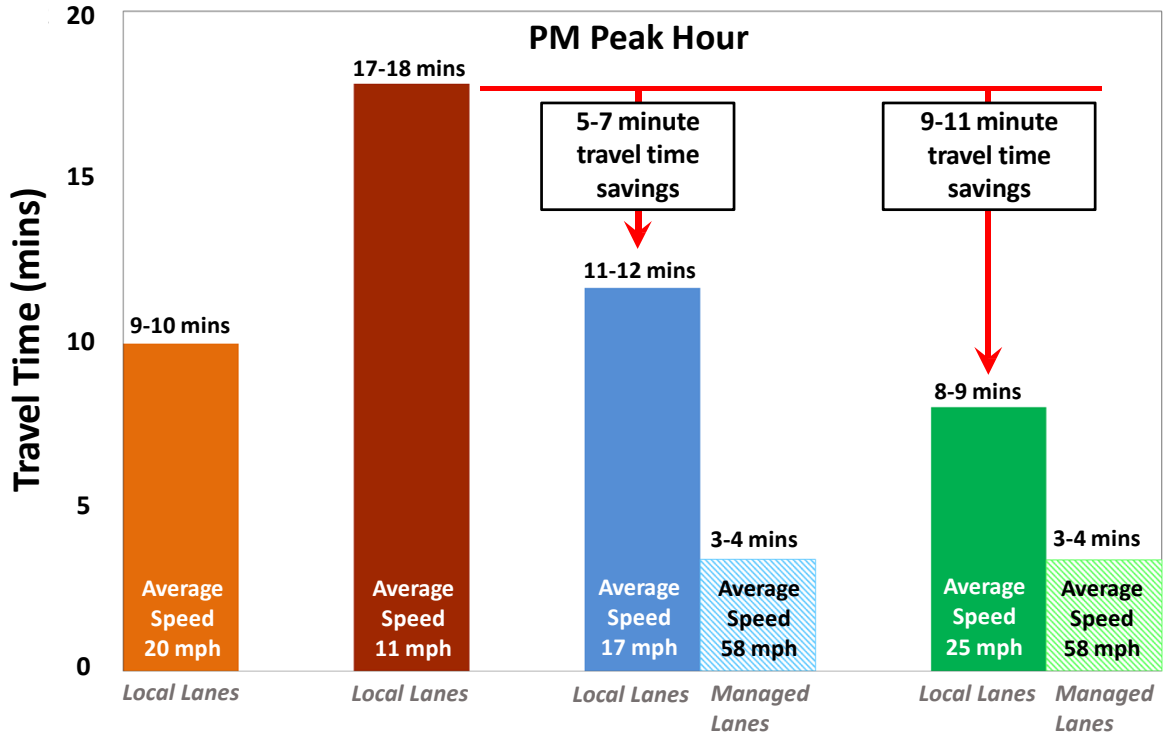
2040 AM and PM Travel Time Bar Charts

SW 10th Street Travel Time Comparison

SW 10th Street Eastbound Travel Time (Florida's Turnpike to I-95)



SW 10th Street Westbound Travel Time (I-95 to Florida's Turnpike)



2/20/2019

ATTACHMENT 5

2040 AM and PM Travel Speed Link Evaluation Figures

No Build Alternative
2040 AM Peak Hour Average Travel Speed

FDOT	SR-869/SW 10th Street Traffic Analysis	SW 10th Street – No Build Alternative Average Travel Speed (Waterways Blvd to Powerline Rd)	Page 1 of 4

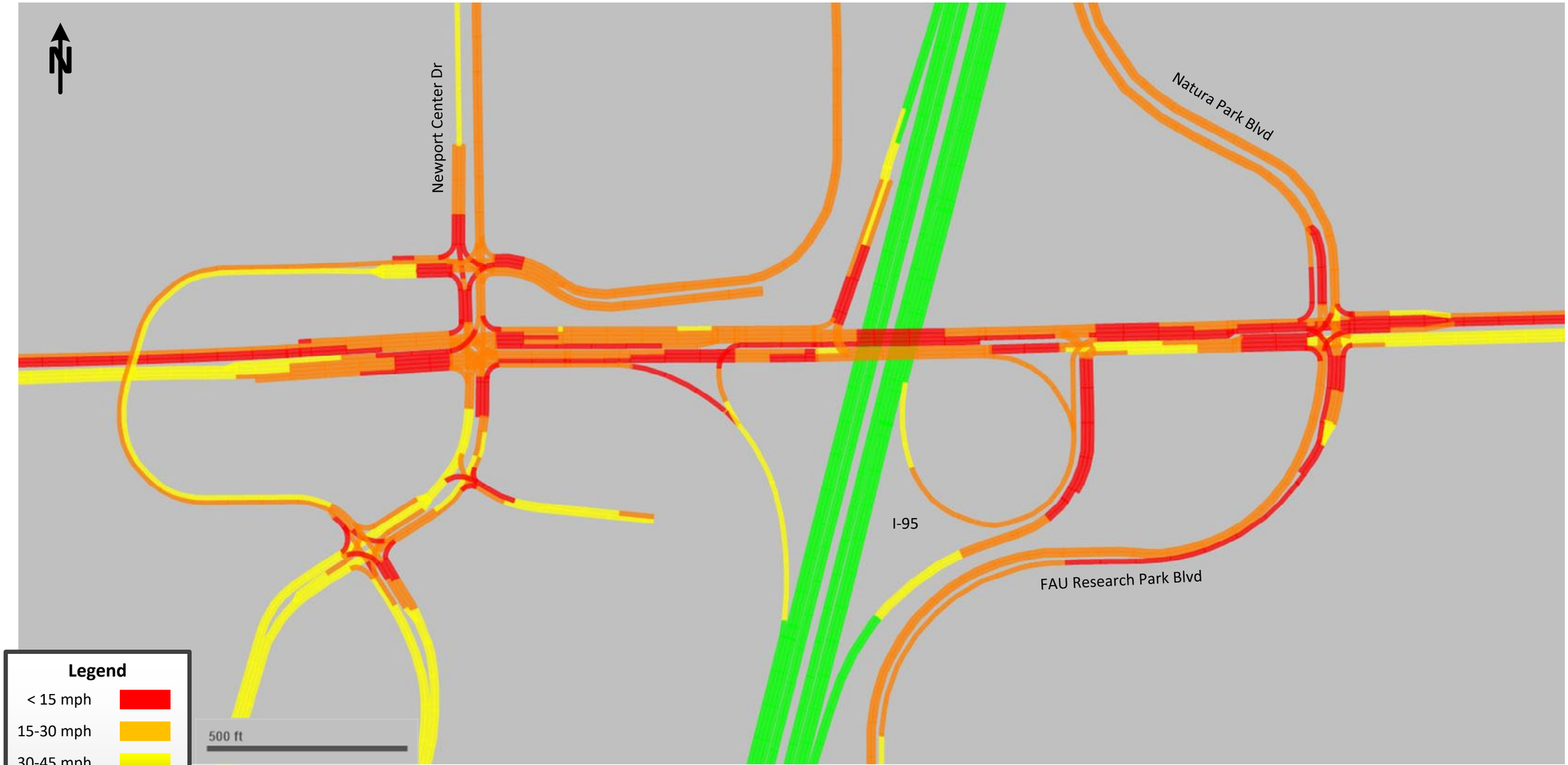
No Build Alternative
2040 AM Peak Hour Average Travel Speed

FDOT	SR-869/SW 10th Street Traffic Analysis	SW 10th Street – No Build Alternative Average Travel Speed (East of Powerline Rd to East of SW 28th Ave)	Page 2 of 4

No Build Alternative
2040 AM Peak Hour Average Travel Speed

FDOT	SR-869/SW 10th Street Traffic Analysis	SW 10th Street – No Build Alternative Average Travel Speed (East of SW 28th Ave to East of Military Trail)	Page 3 of 4

No Build Alternative
2040 AM Peak Hour Average Travel Speed



FDOT	SR-869/SW 10th Street Traffic Analysis	SW 10th Street – No Build Alternative Average Travel Speed (East of Military Trail to FAU Research Park Blvd)	Page 4 of 4

No Build Alternative
2040 PM Peak Hour Average Travel Speed

FDOT	SR-869/SW 10th Street Traffic Analysis	SW 10th Street – No Build Alternative Average Travel Speed (Waterways Blvd to Powerline Rd)	Page 1 of 4

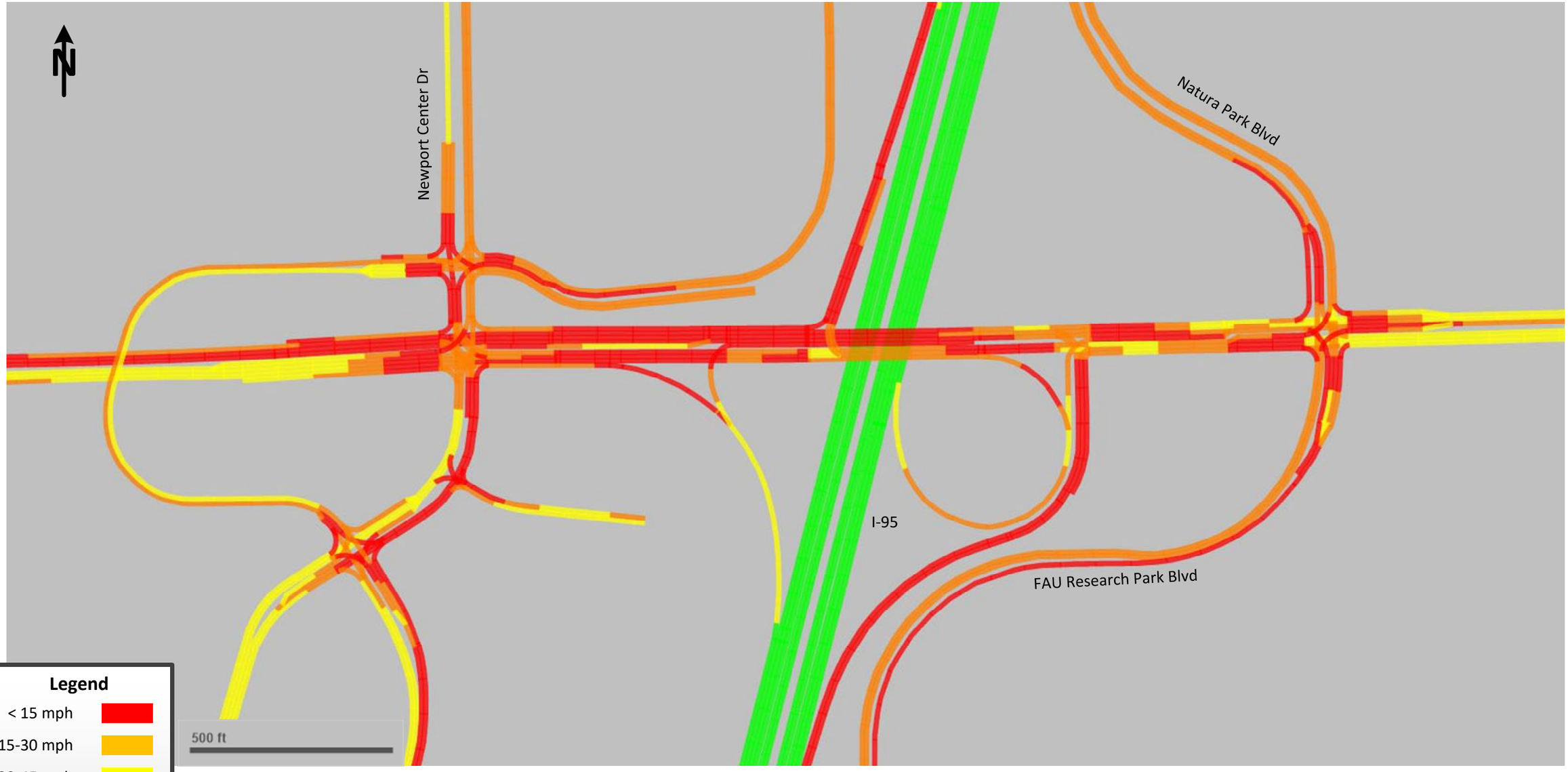
No Build Alternative
2040 PM Peak Hour Average Travel Speed

FDOT	SR-869/SW 10th Street Traffic Analysis	SW 10th Street – No Build Alternative Average Travel Speed (East of Powerline Rd to East of SW 28th Ave)	Page 2 of 4

No Build Alternative
2040 PM Peak Hour Average Travel Speed

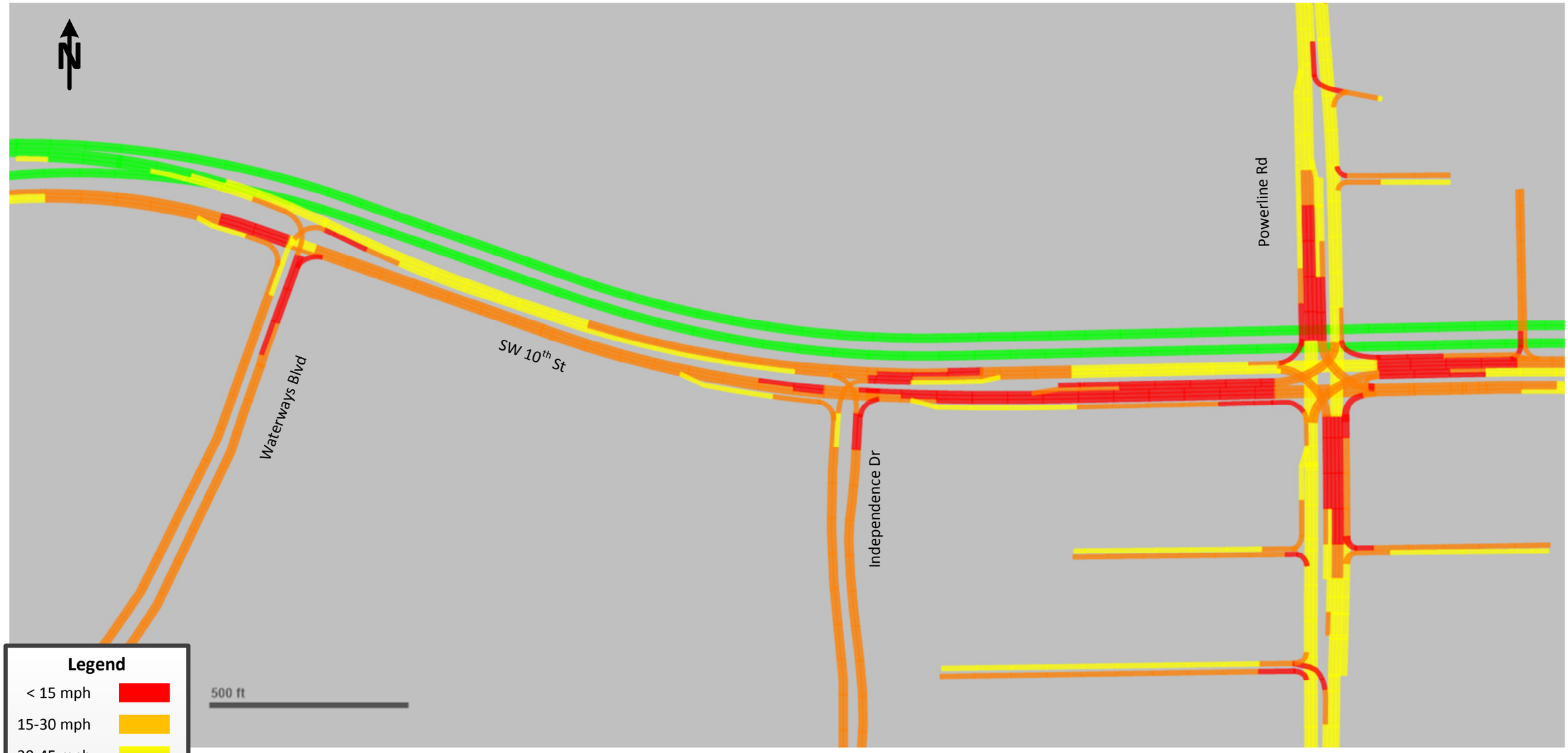
FDOT	SR-869/SW 10th Street Traffic Analysis	SW 10th Street – No Build Alternative Average Travel Speed (East of SW 28th Ave to East of Military Trail)	Page 3 of 4

No Build Alternative
2040 PM Peak Hour Average Travel Speed



FDOT	SR-869/SW 10th Street Traffic Analysis	SW 10th Street – No Build Alternative Average Travel Speed (East of Military Trail to FAU Research Park Blvd)	Page 4 of 4

No Ramp Alternative 246
2040 AM Peak Hour Average Travel Speed



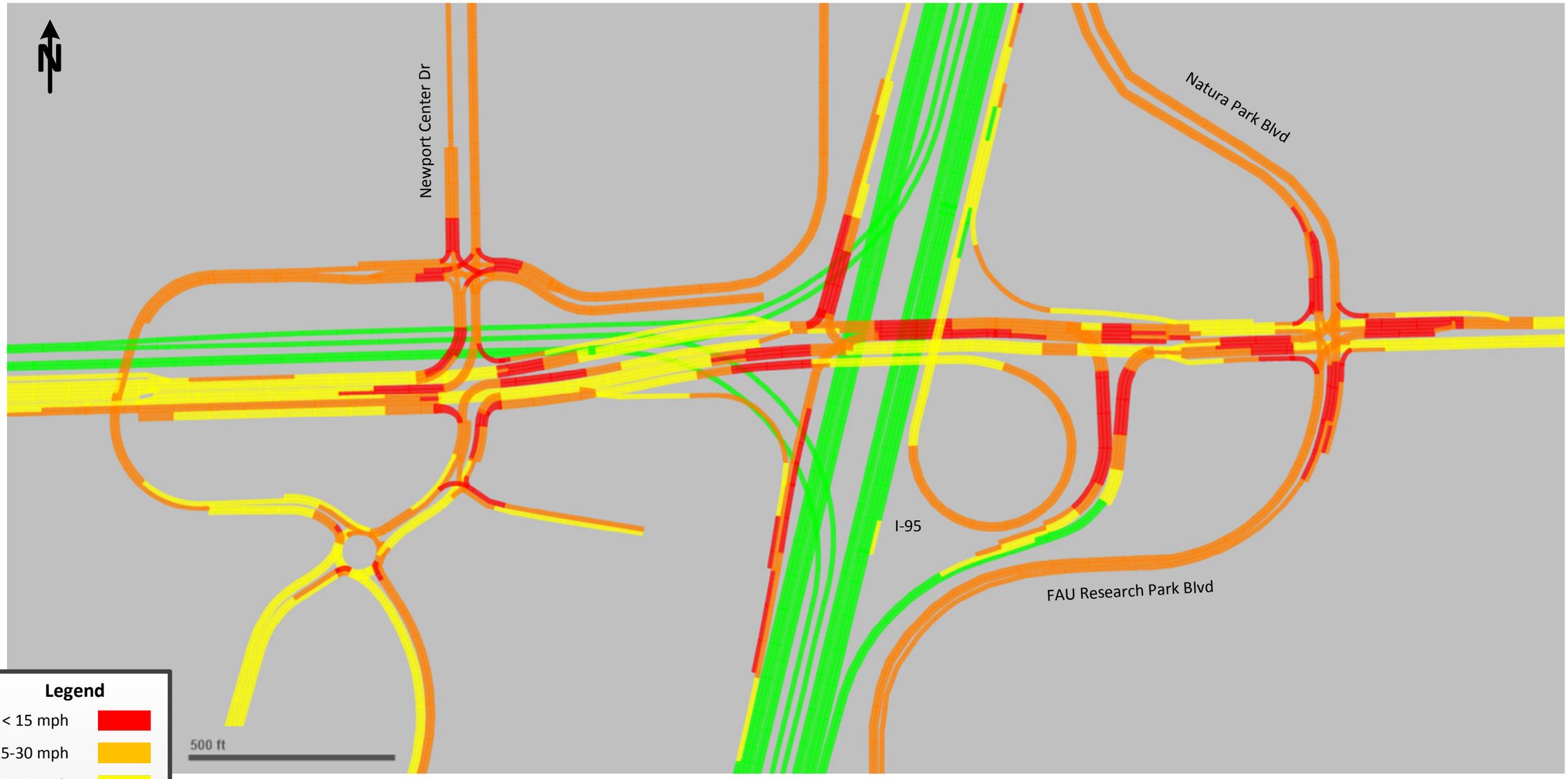
FDOT	SR-869/SW 10th Street Traffic Analysis	SW 10th Street – No Ramp Alternative 246 Average Travel Speed (Waterways Blvd to Powerline Rd)	Page 1 of 4

No Ramp Alternative 246
2040 AM Peak Hour Average Travel Speed

FDOT	SR-869/SW 10th Street Traffic Analysis	SW 10th Street – No Ramp Alternative 246 Average Travel Speed (East of Powerline Rd to East of SW 28th Ave)	Page 2 of 4

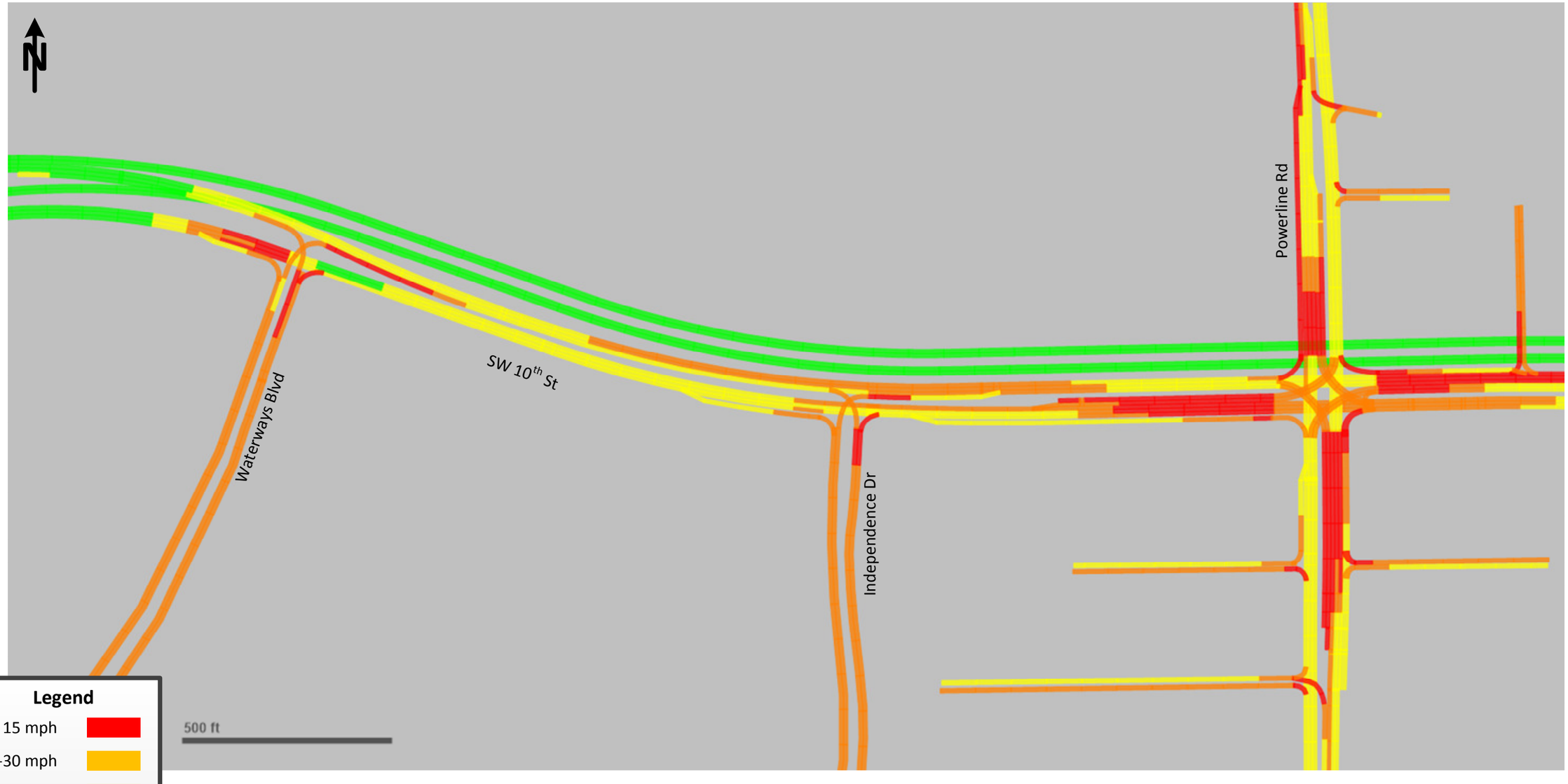
No Ramp Alternative 246
2040 AM Peak Hour Average Travel Speed

No Ramp Alternative 246
2040 AM Peak Hour Average Travel Speed



FDOT	SR-869/SW 10th Street Traffic Analysis	SW 10th Street – No Ramp Alternative 246 Average Travel Speed (East of Military Trail to FAU Research Park Blvd)	Page 4 of 4

No Ramp Alternative 246
2040 PM Peak Hour Average Travel Speed



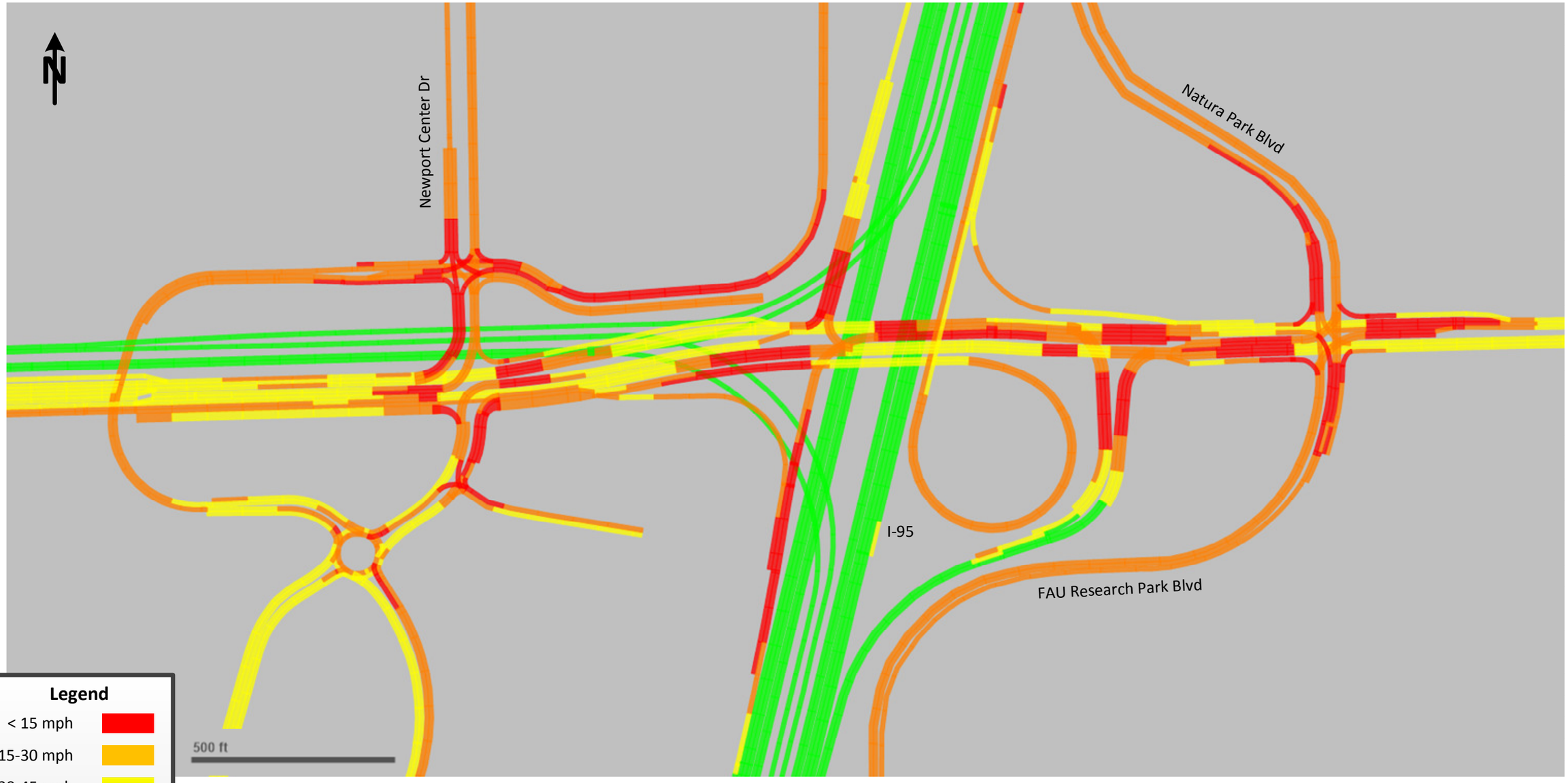
FDOT	SR-869/SW 10th Street Traffic Analysis	SW 10th Street – No Ramp Alternative 246 Average Travel Speed (Waterways Blvd to Powerline Rd)	Page 1 of 4

No Ramp Alternative 246
2040 PM Peak Hour Average Travel Speed

FDOT	SR-869/SW 10th Street Traffic Analysis	SW 10th Street – No Ramp Alternative 246 Average Travel Speed (East of Powerline Rd to East of SW 28th Ave)	Page 2 of 4

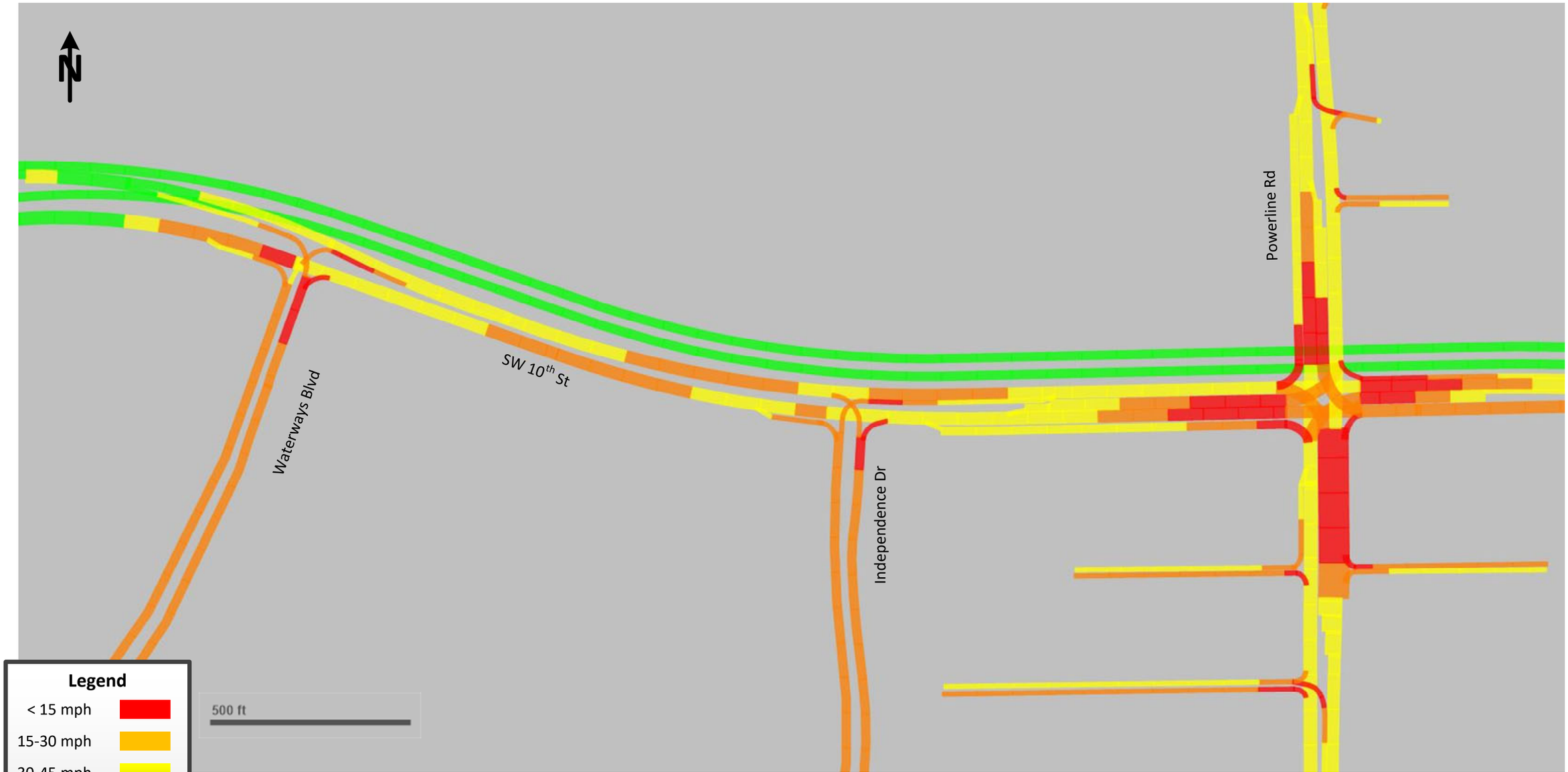
No Ramp Alternative 246
2040 PM Peak Hour Average Travel Speed

No Ramp Alternative 246
2040 PM Peak Hour Average Travel Speed



FDOT	SR-869/SW 10th Street Traffic Analysis	SW 10th Street – No Ramp Alternative 246 Average Travel Speed (East of Military Trail to FAU Research Park Blvd)	Page 4 of 4

Build Alternative 117
2040 AM Peak Hour Average Travel Speed



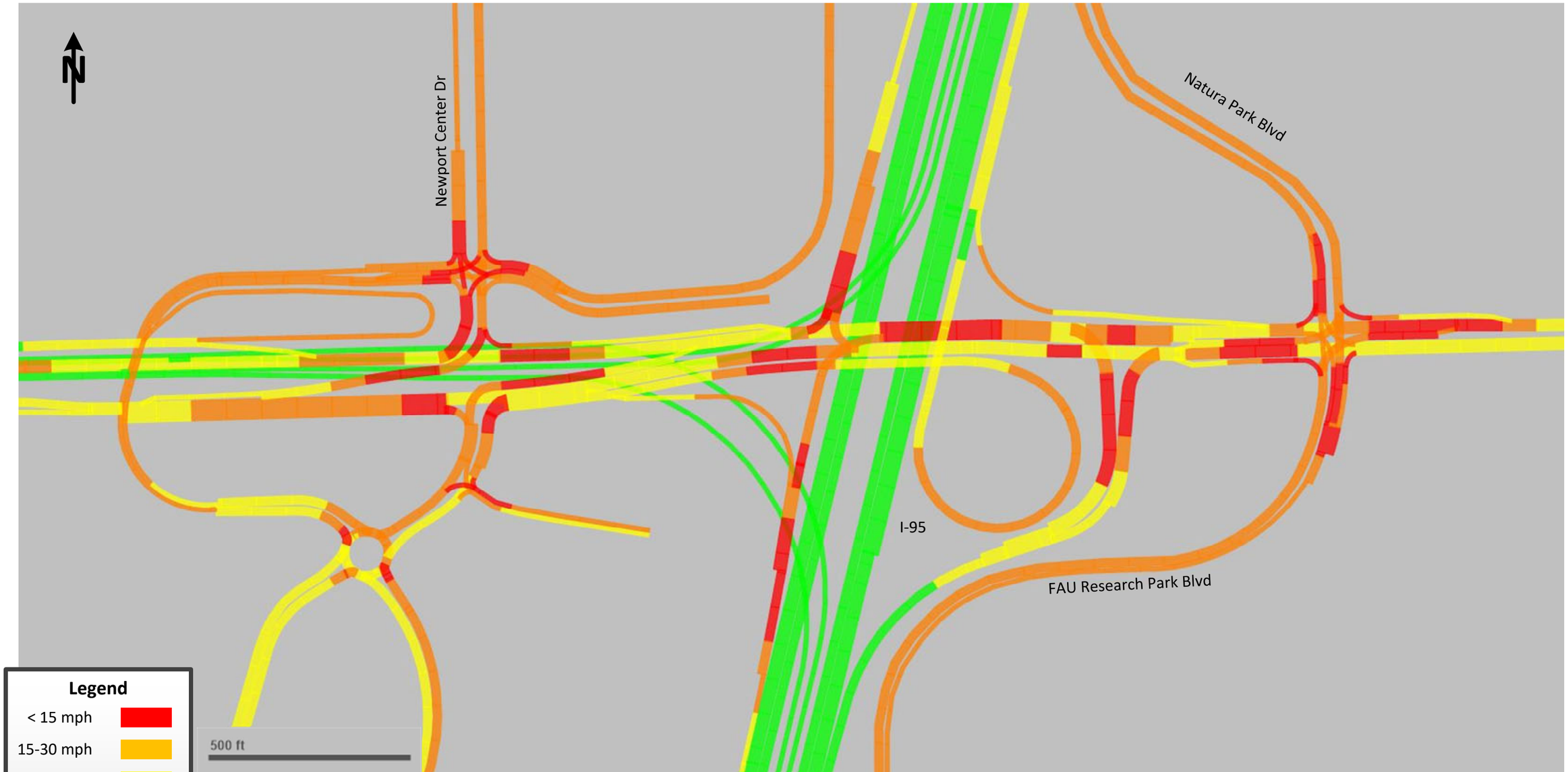
FDOT	SR-869/SW 10th Street Traffic Analysis	SW 10th Street – Build Alternative 117 Average Travel Speed (Waterways Blvd to Powerline Rd)	Page 1 of 4

Build Alternative 117
2040 AM Peak Hour Average Travel Speed

FDOT	SR-869/SW 10th Street Traffic Analysis	SW 10th Street – Build Alternative 117 Average Travel Speed (East of Powerline Rd to East of SW 28th Ave)	Page 2 of 4

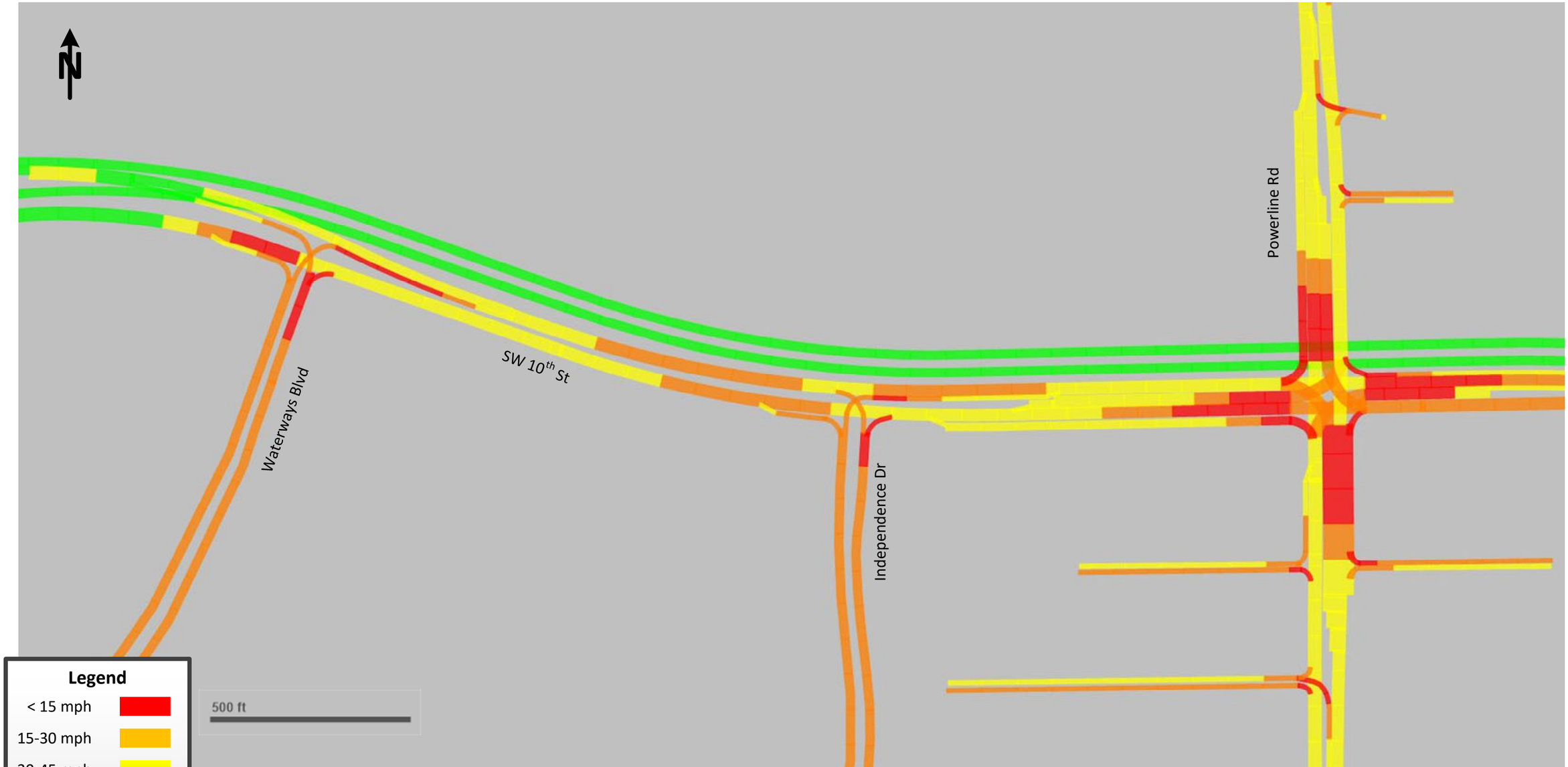
Build Alternative 117
2040 AM Peak Hour Average Travel Speed

Build Alternative 117
2040 AM Peak Hour Average Travel Speed



FDOT	SR-869/SW 10th Street Traffic Analysis	SW 10th Street – Build Alternative 117 Average Travel Speed (East of Military Trail to FAU Research Park Blvd)	Page 4 of 4

Build Alternative 117
2040 PM Peak Hour Average Travel Speed



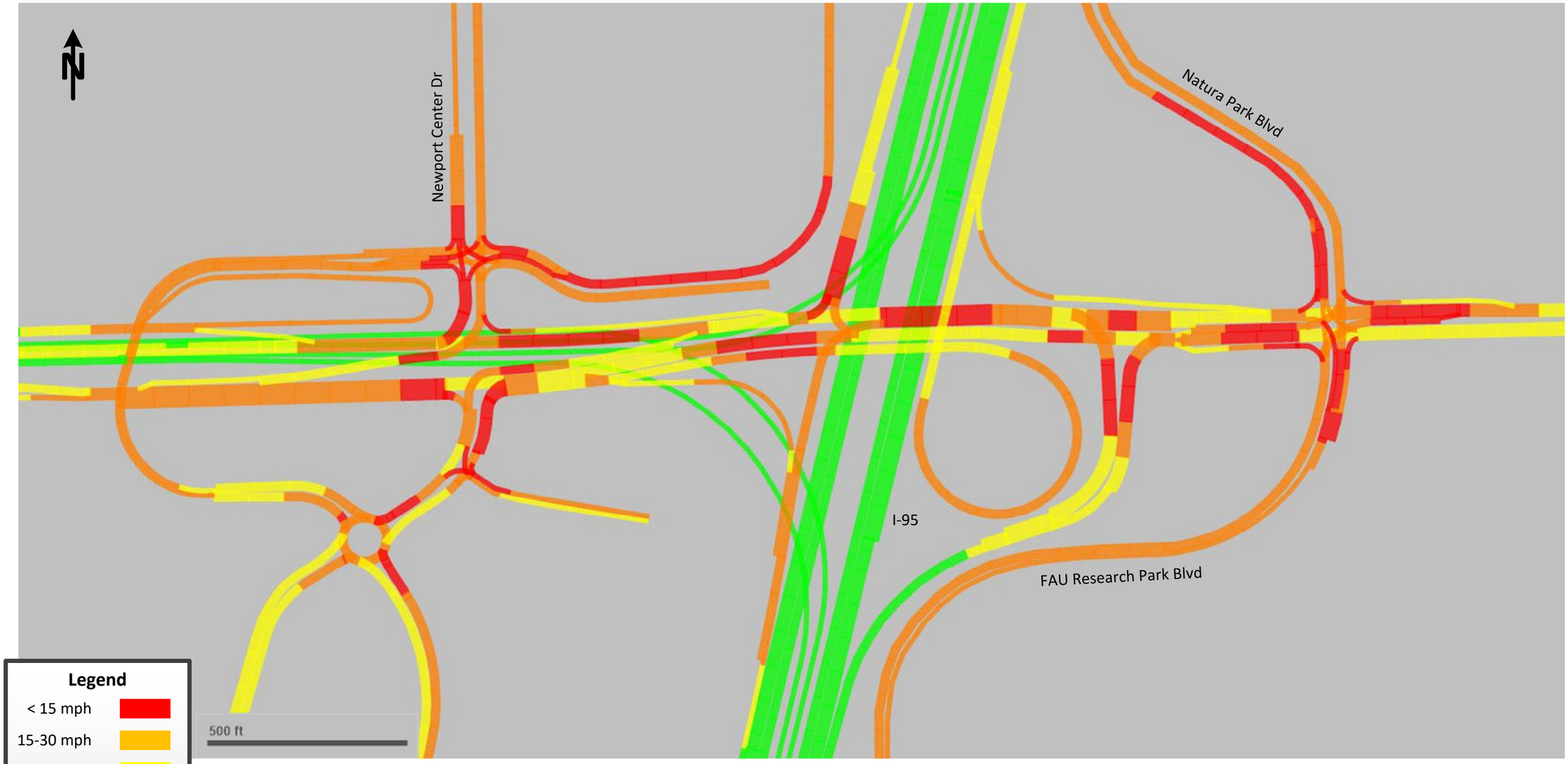
FDOT	SR-869/SW 10th Street Traffic Analysis	SW 10th Street – Build Alternative 117 Average Travel Speed (Waterways Blvd to Powerline Rd)	Page 1 of 4

Build Alternative 117
2040 PM Peak Hour Average Travel Speed

FDOT	SR-869/SW 10th Street Traffic Analysis	SW 10th Street – Build Alternative 117 Average Travel Speed (East of Powerline Rd to East of SW 28th Ave)	Page 2 of 4

Build Alternative 117
2040 PM Peak Hour Average Travel Speed

Build Alternative 117
2040 PM Peak Hour Average Travel Speed

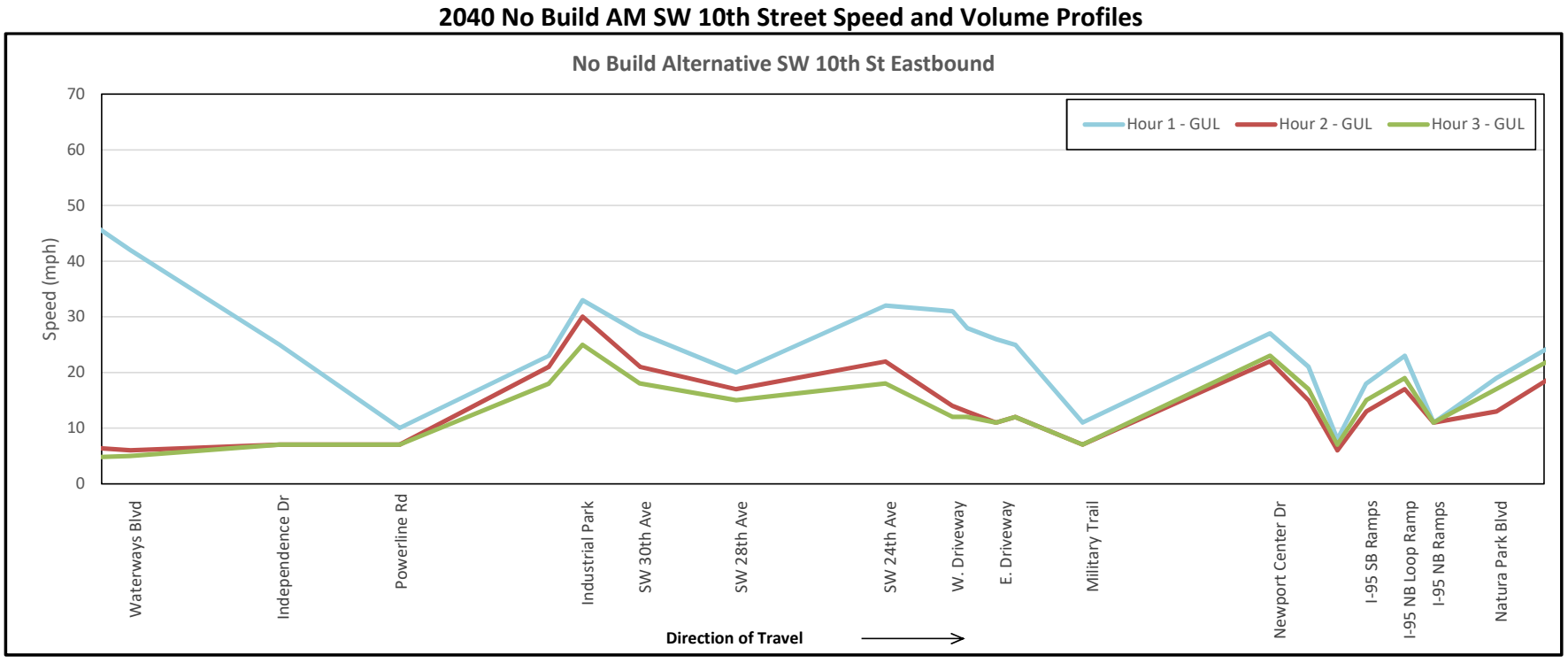


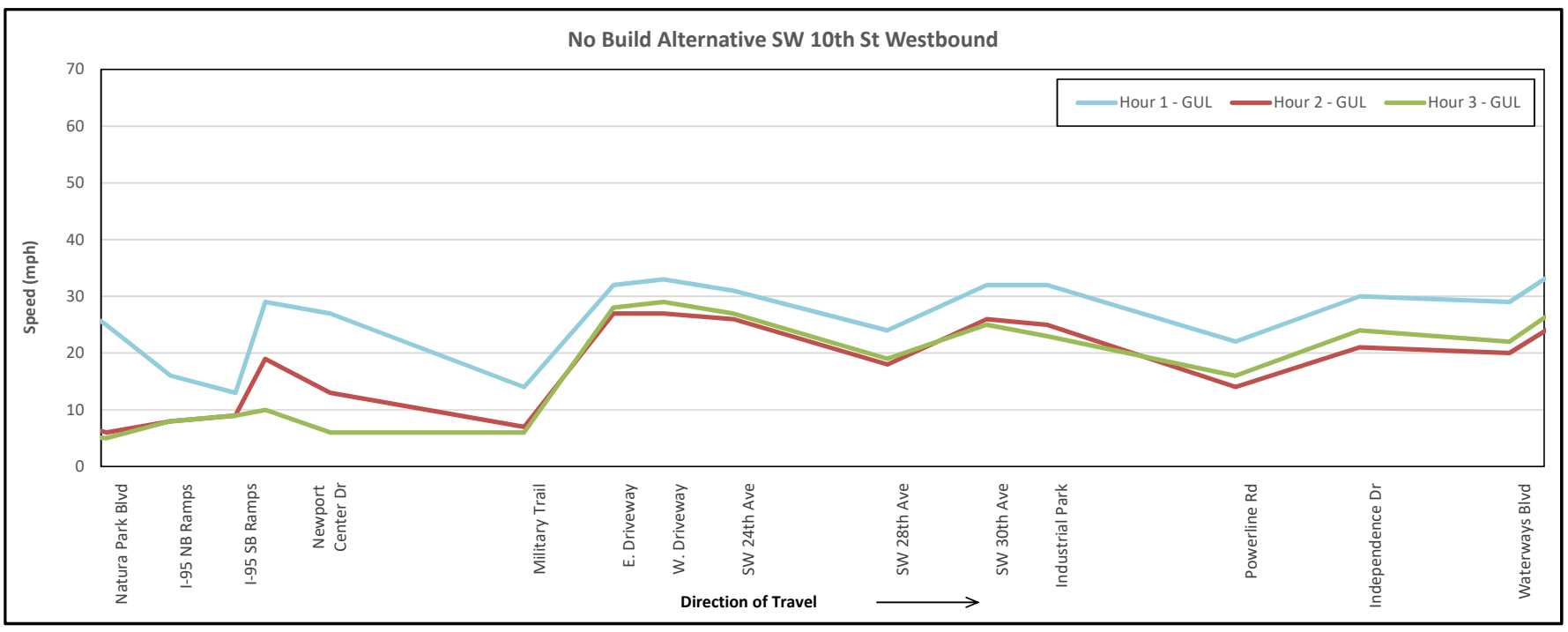
FDOT	SR-869/SW 10th Street Traffic Analysis	SW 10th Street – Build Alternative 117 Average Travel Speed (East of Military Trail to FAU Research Park Blvd)	Page 4 of 4

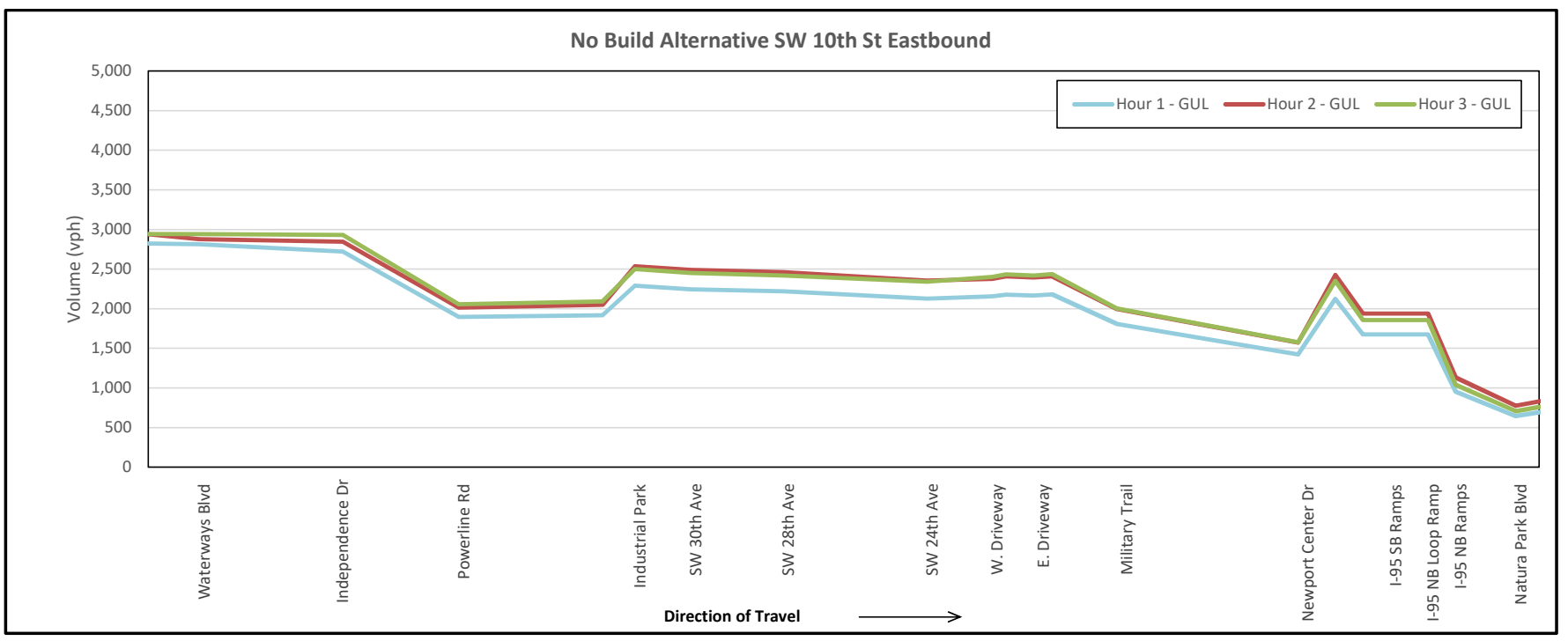
ATTACHMENT 6

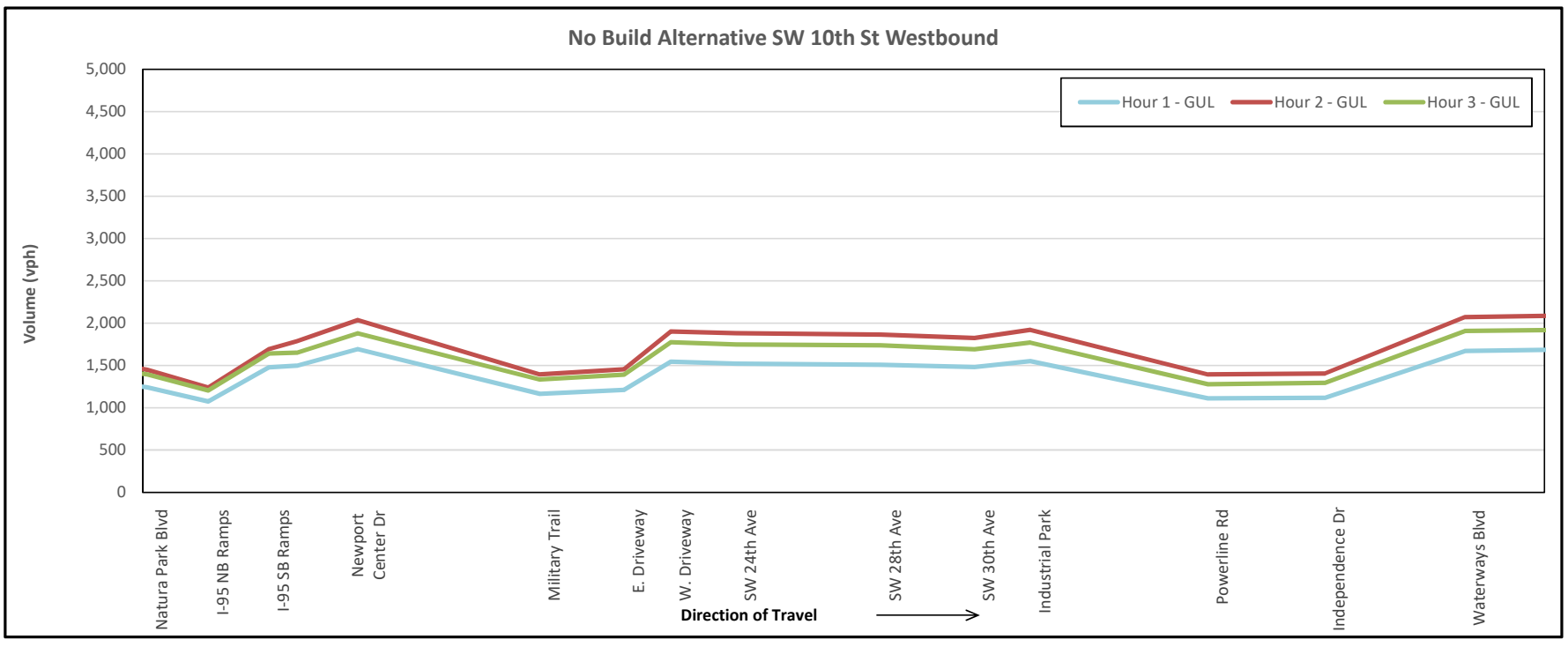
2040 AM and PM Speed and Volume Profile Charts

2040 No Build AM SW 10th Street Speed and Volume Profiles

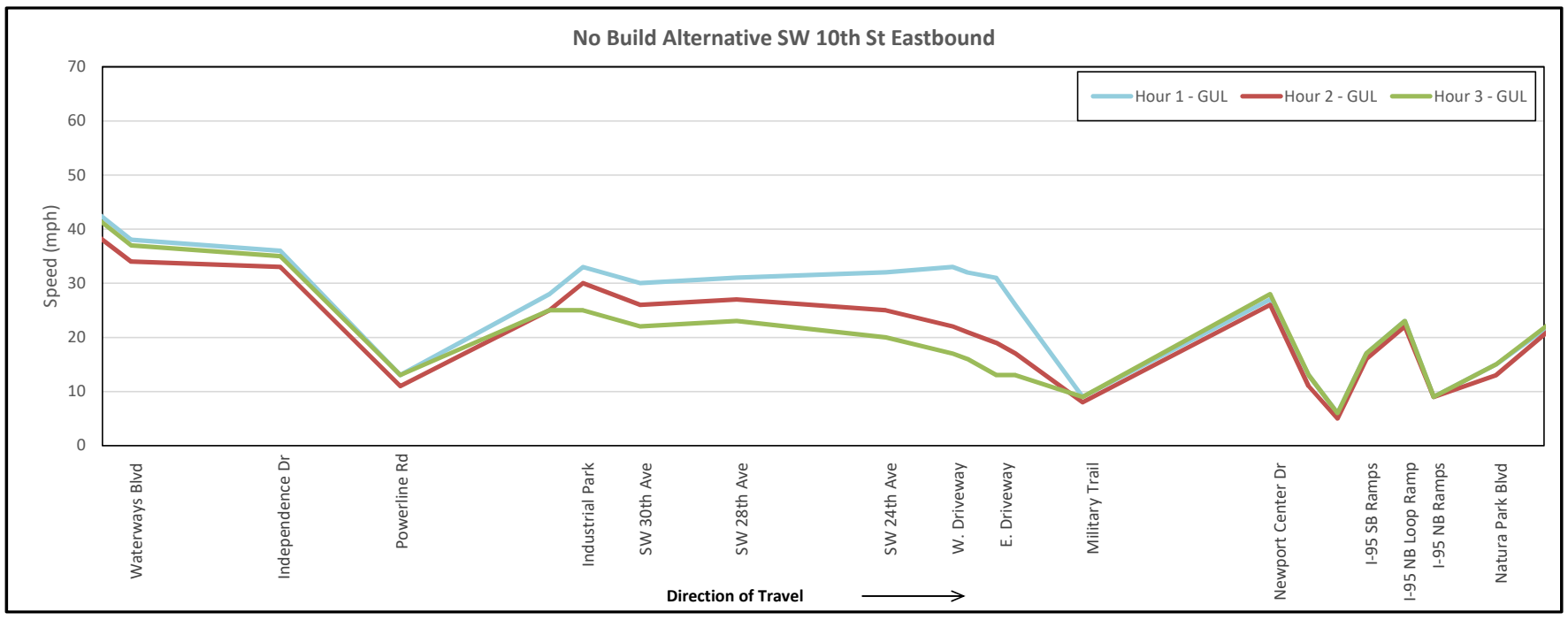


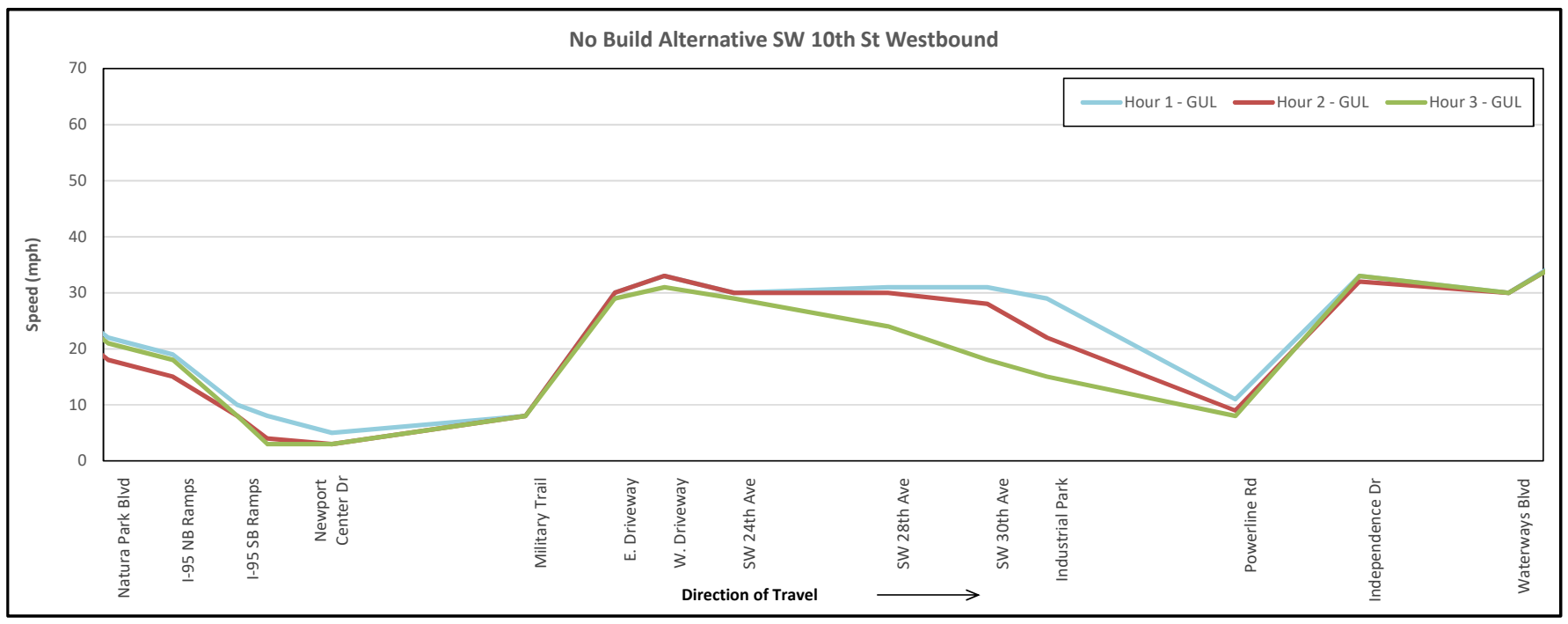


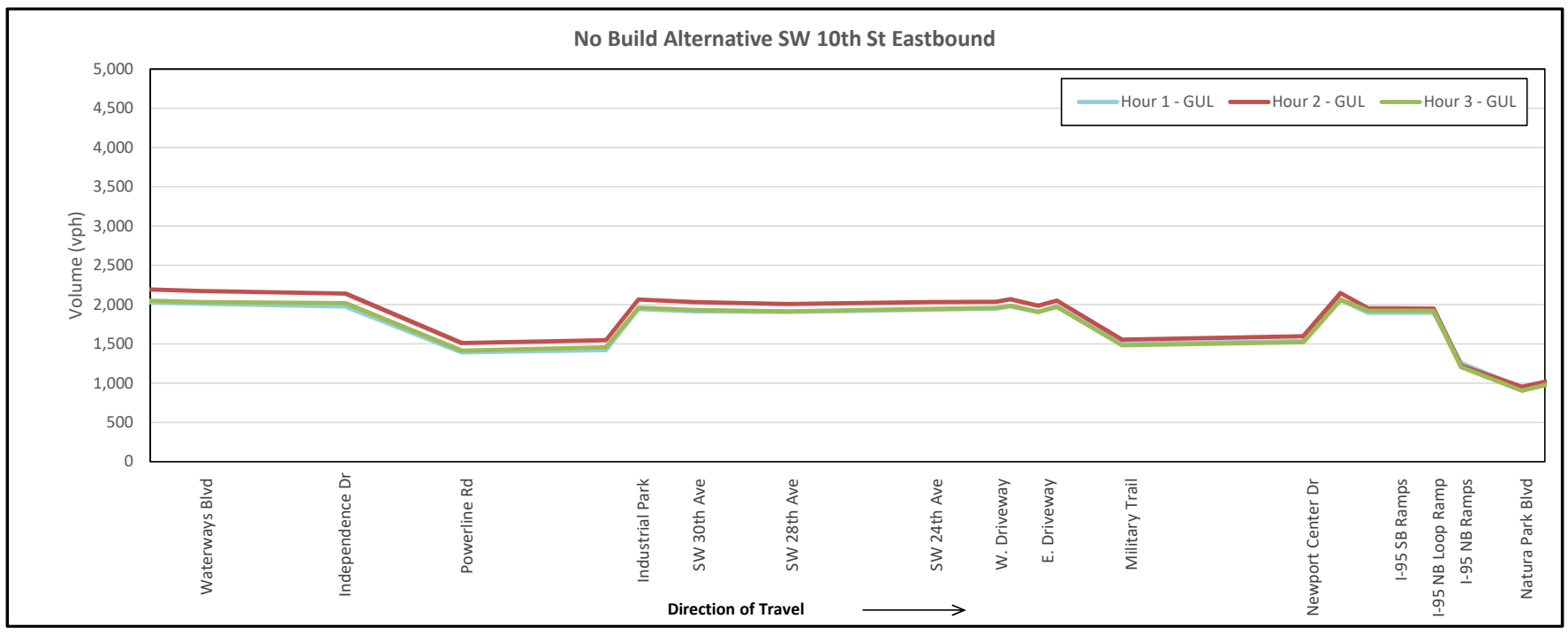


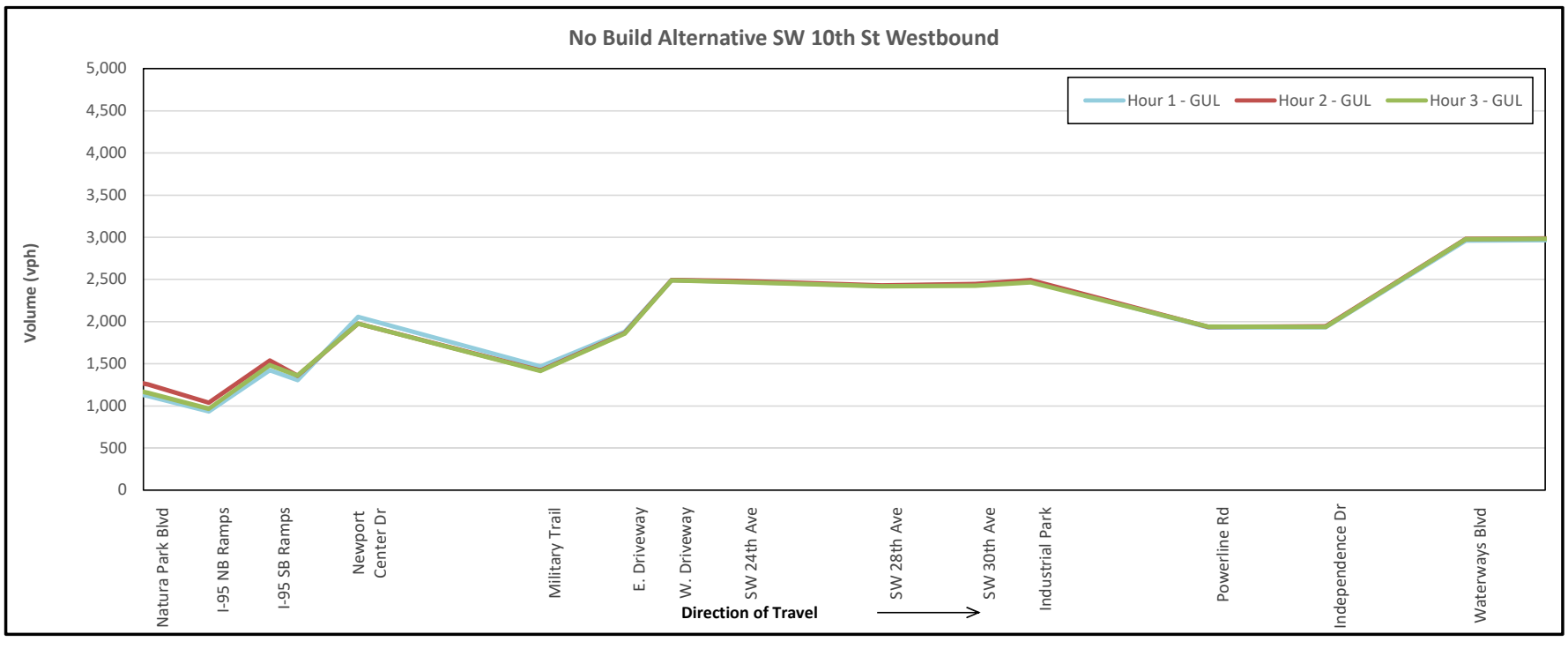


2040 No Build PM SW 10th Street Speed and Volume Profiles

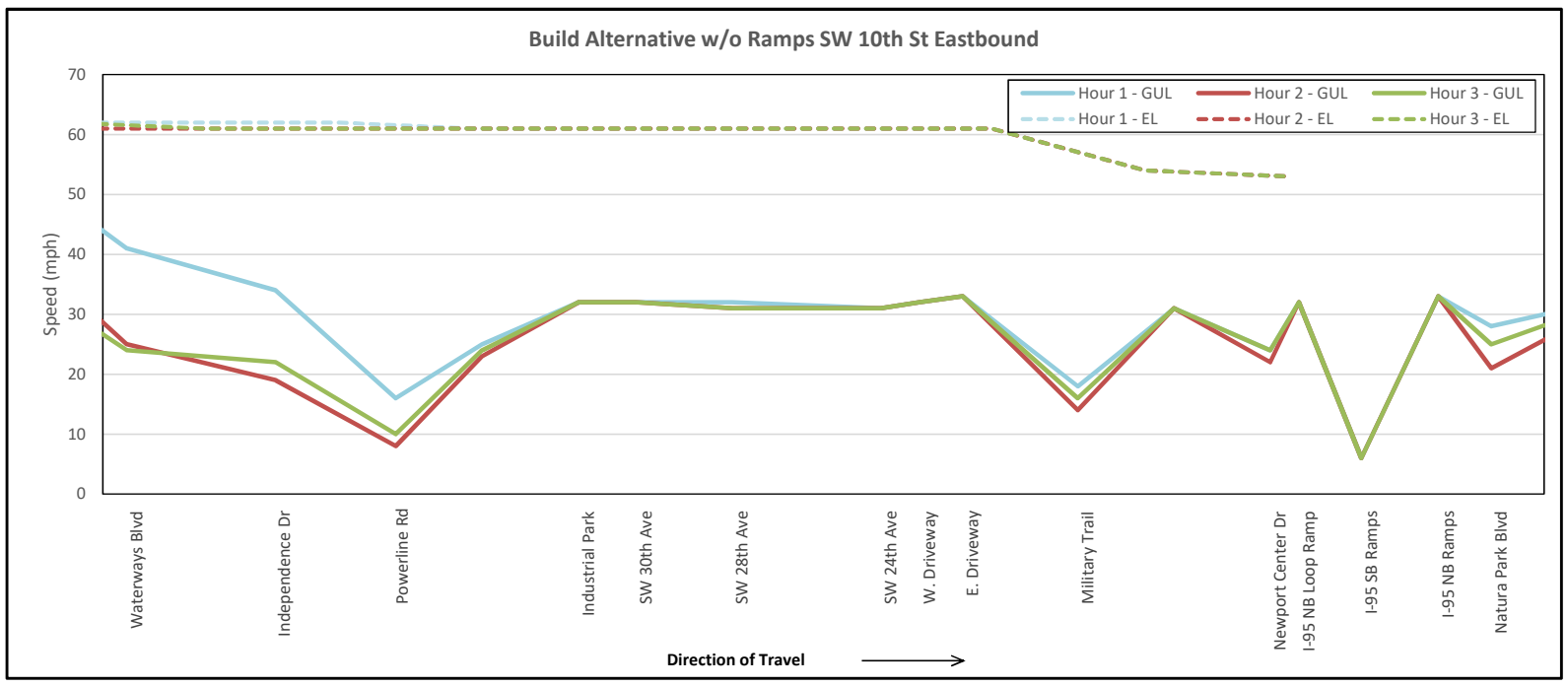


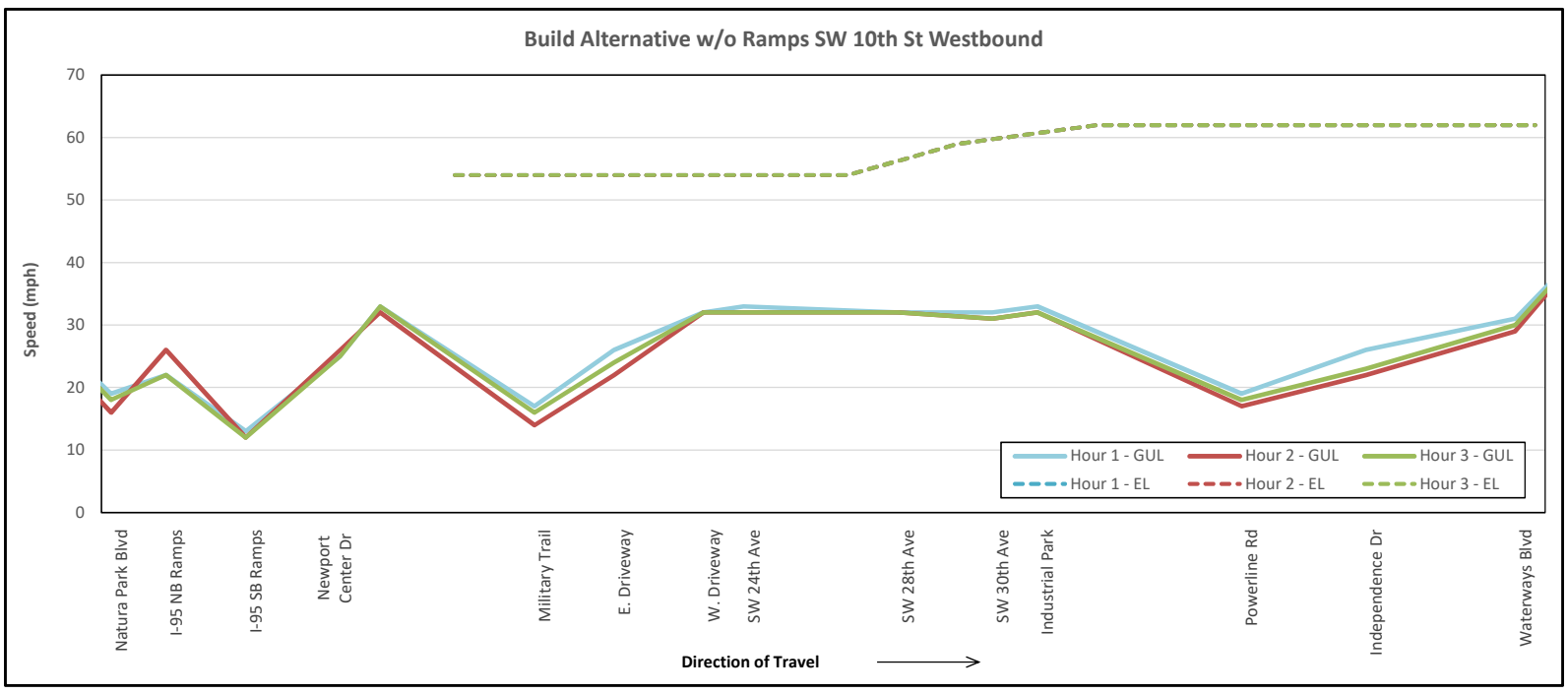


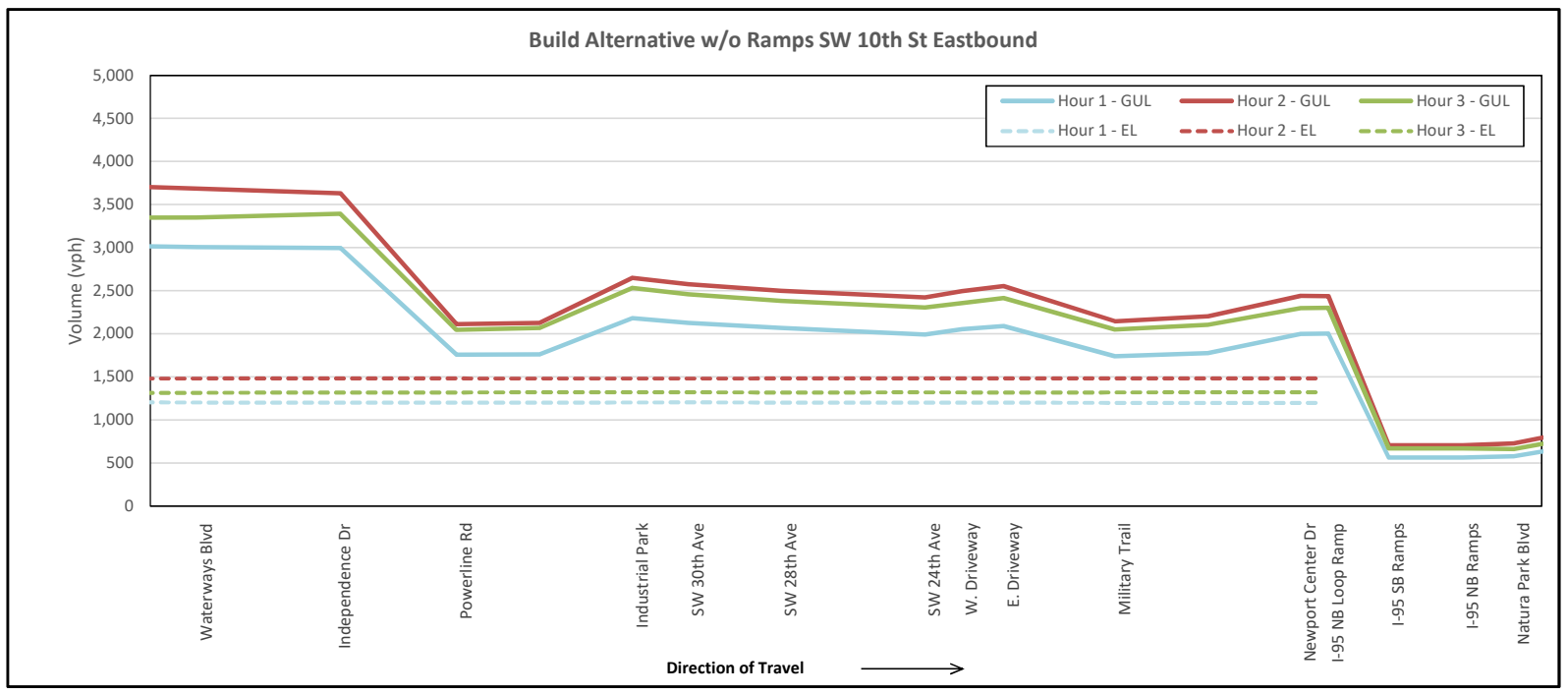


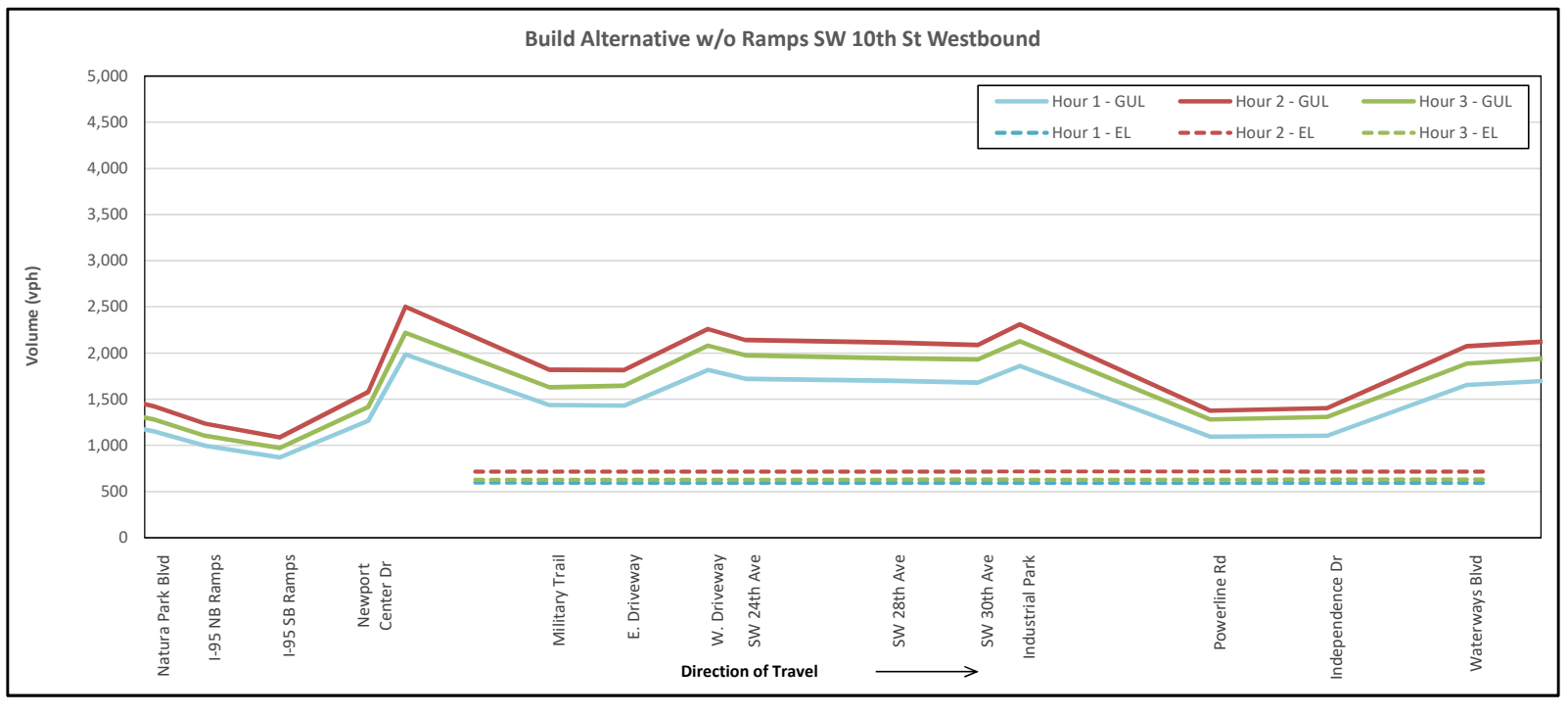


2040 AM Build W/O Ramps SW 10th Street Speed and Volume Profiles

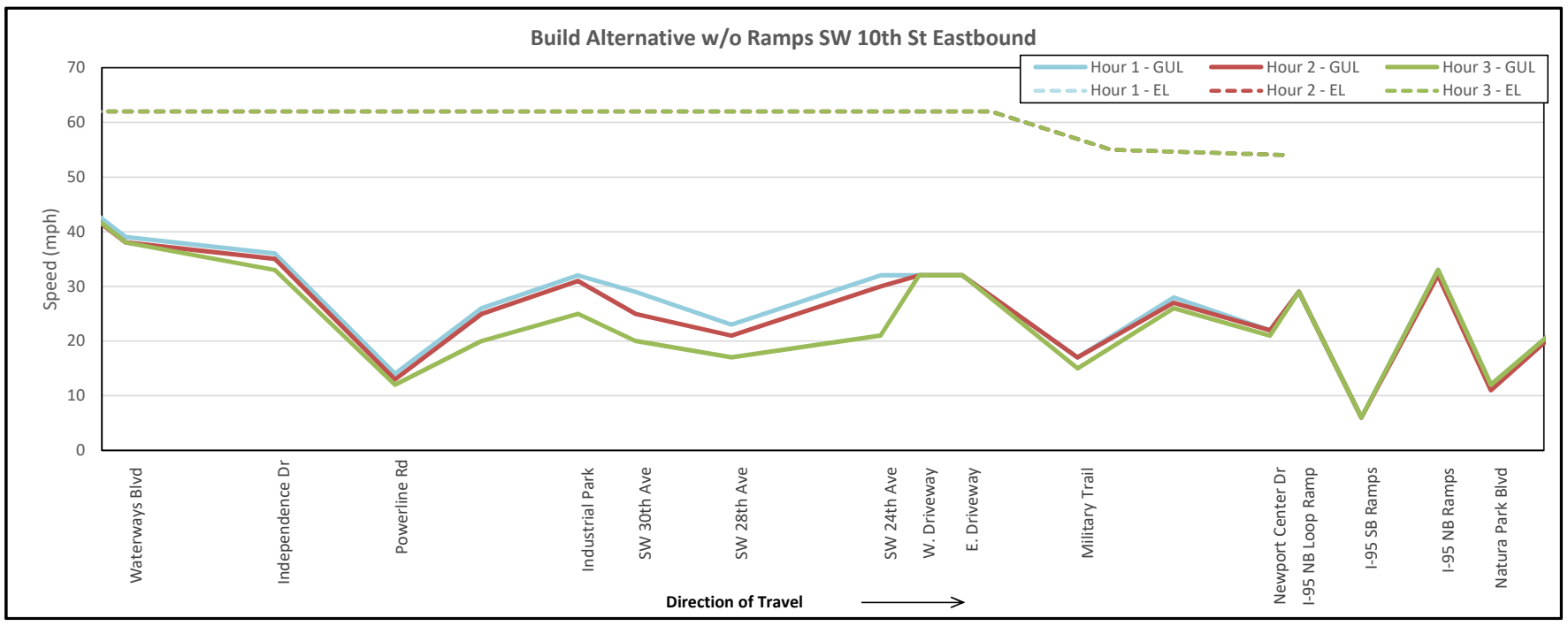


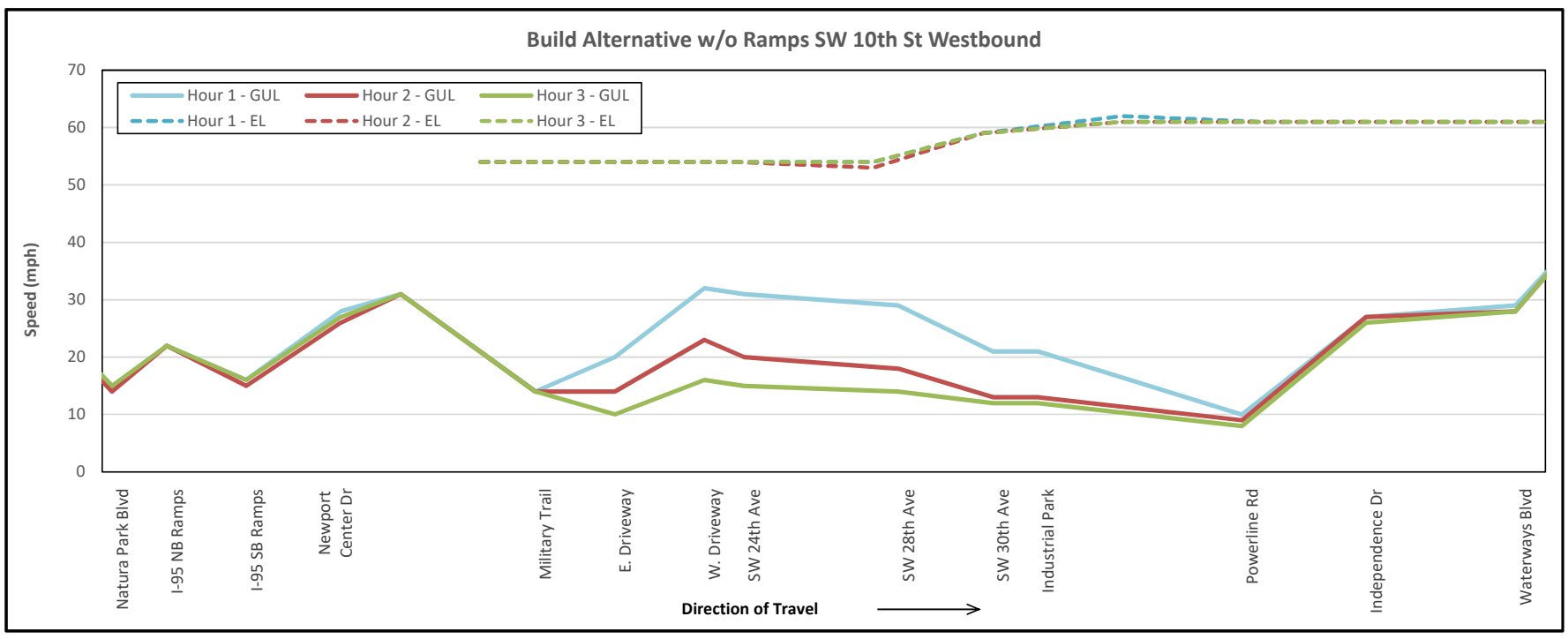


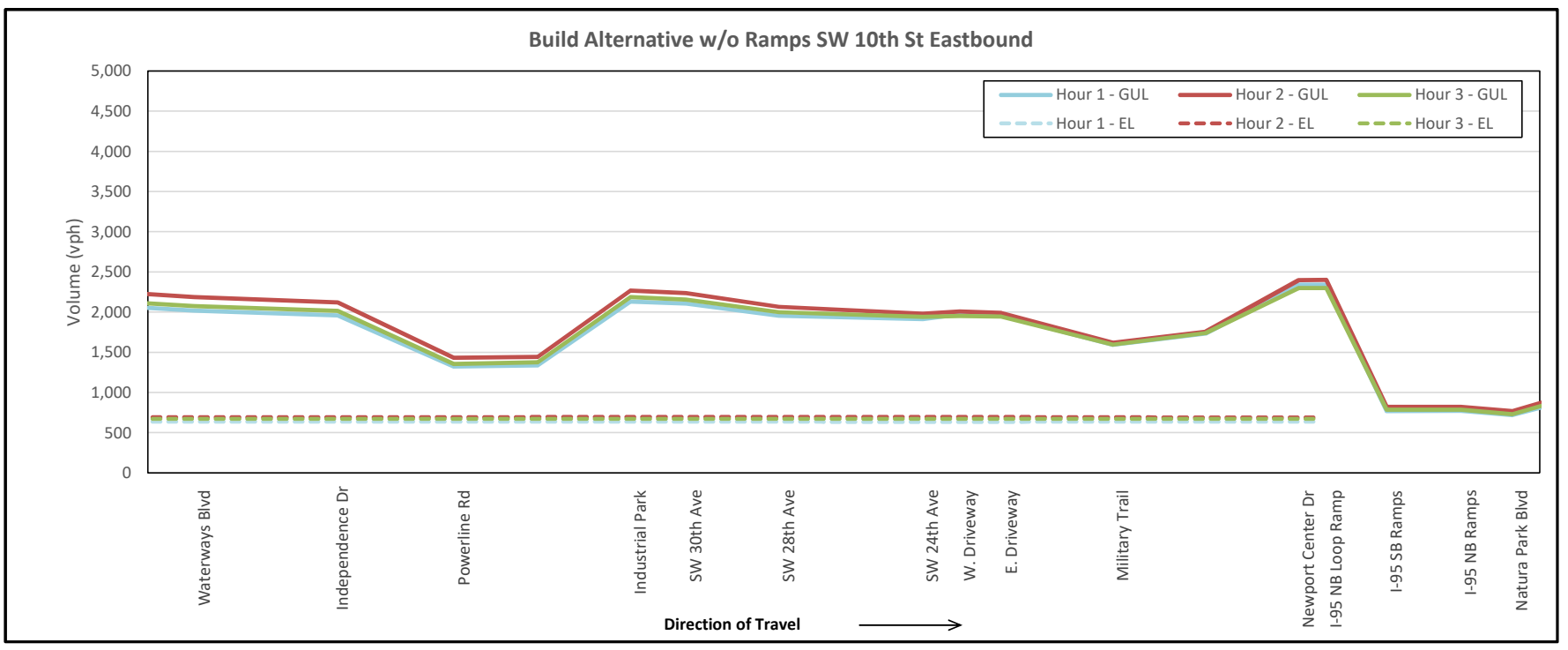


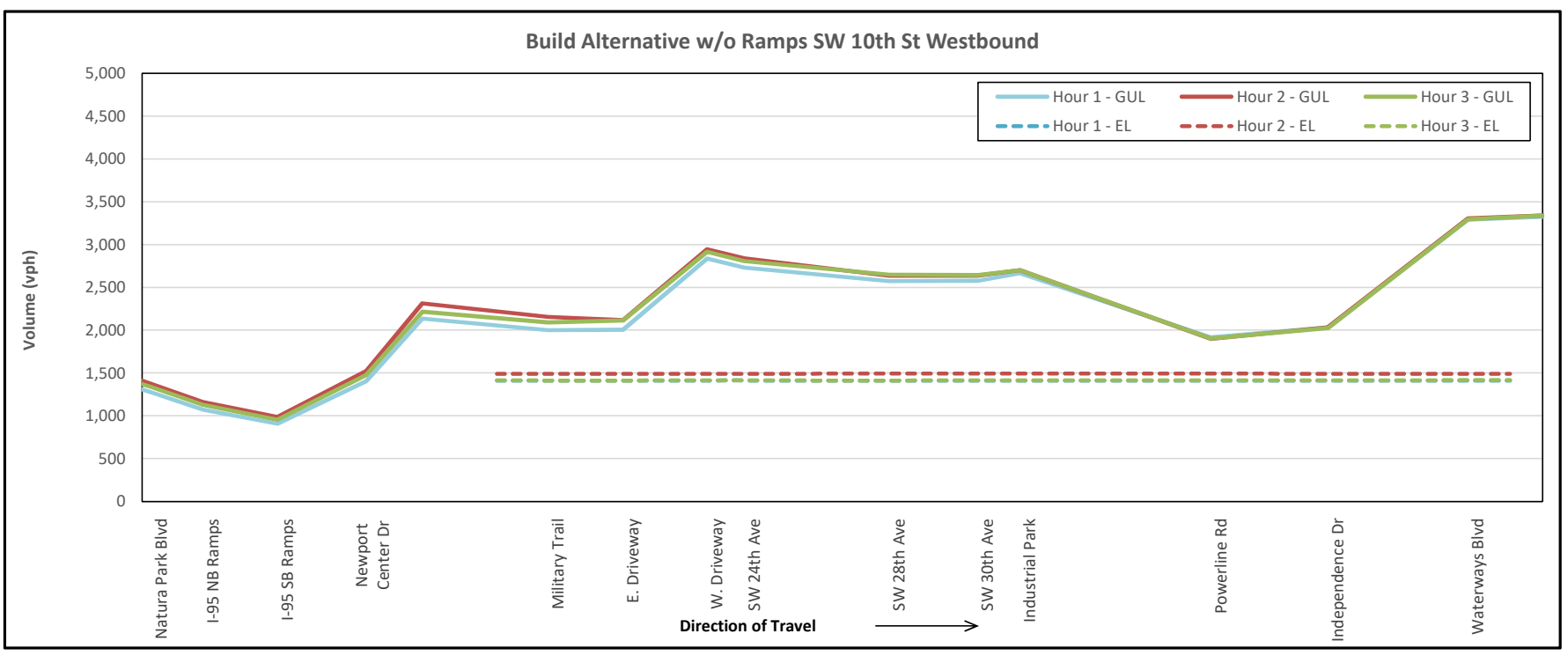


2040 PM Build W/O Ramps SW 10th Street Speed and Volume Profiles

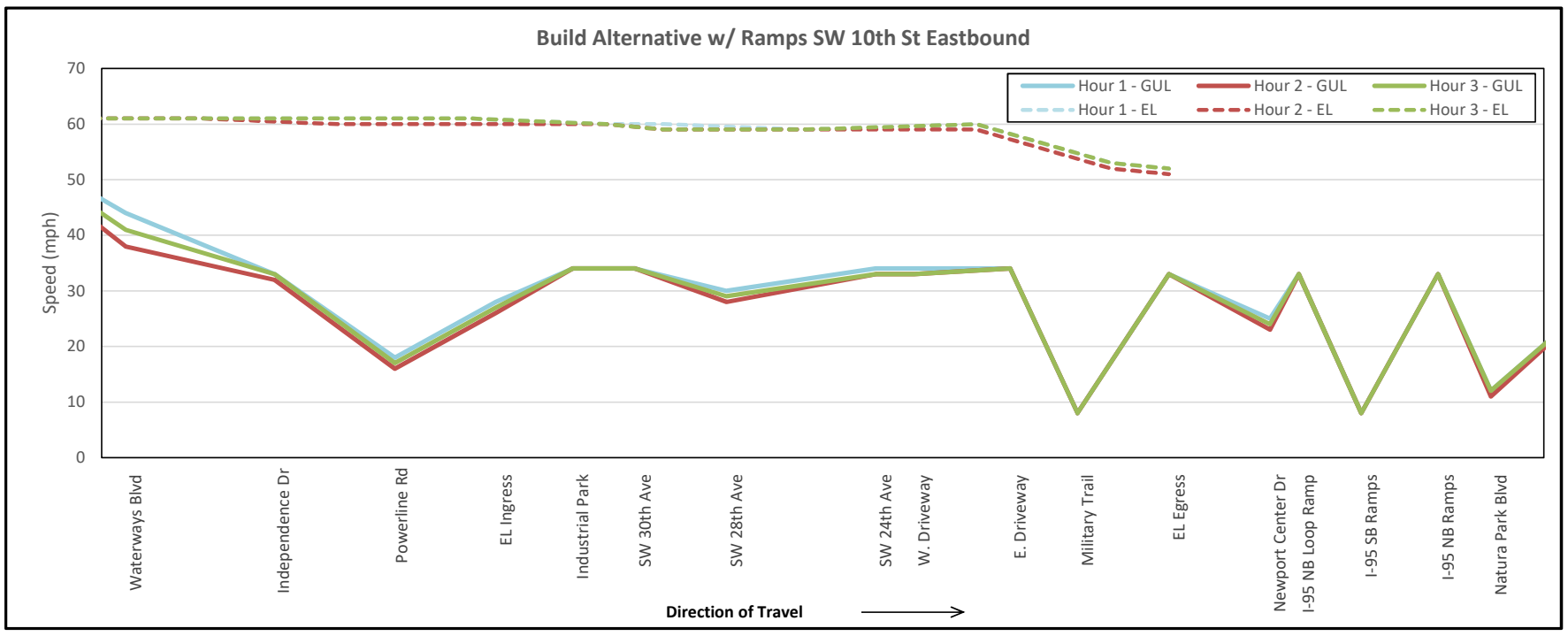


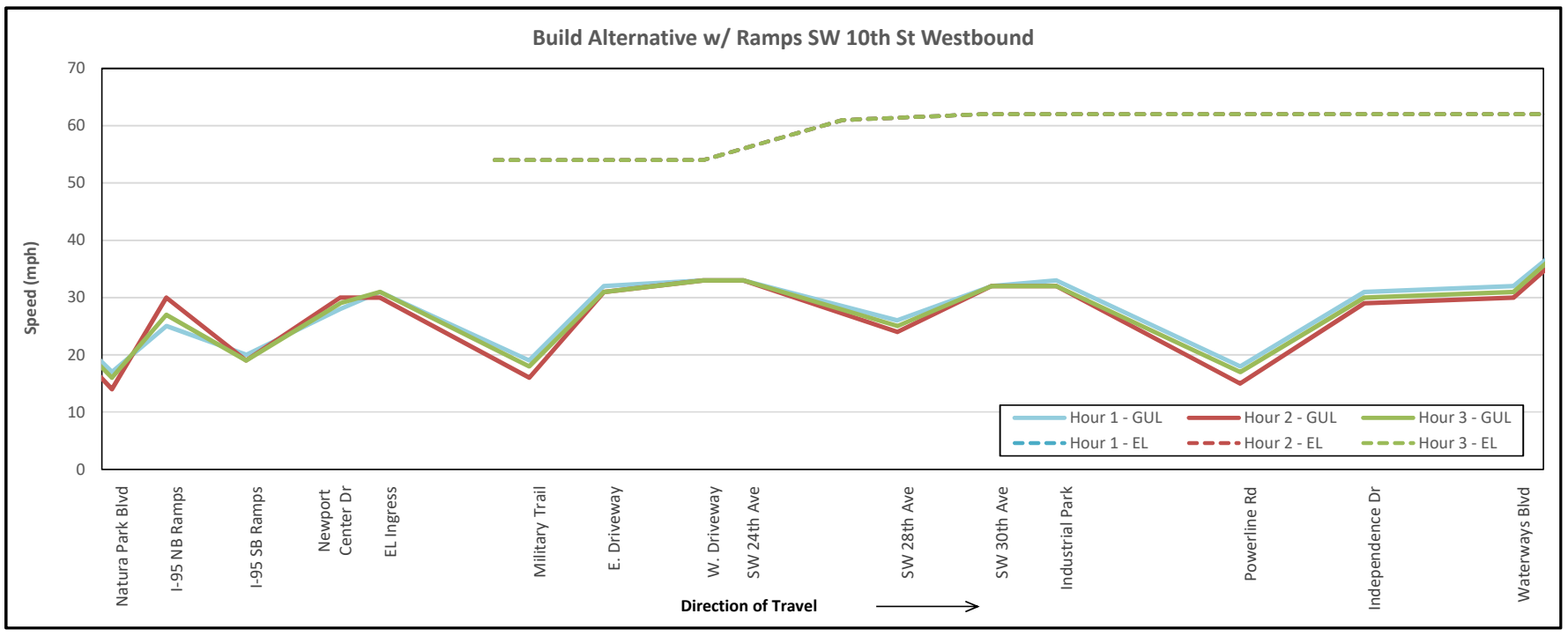


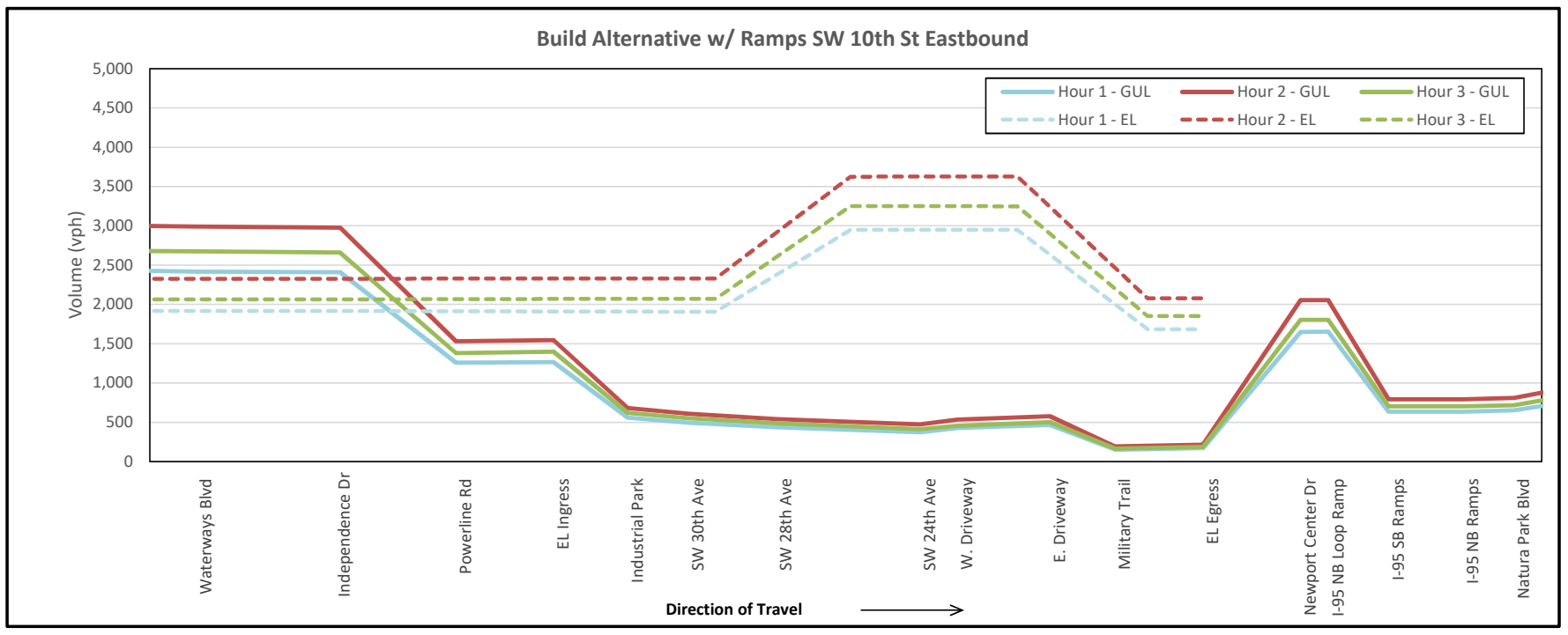


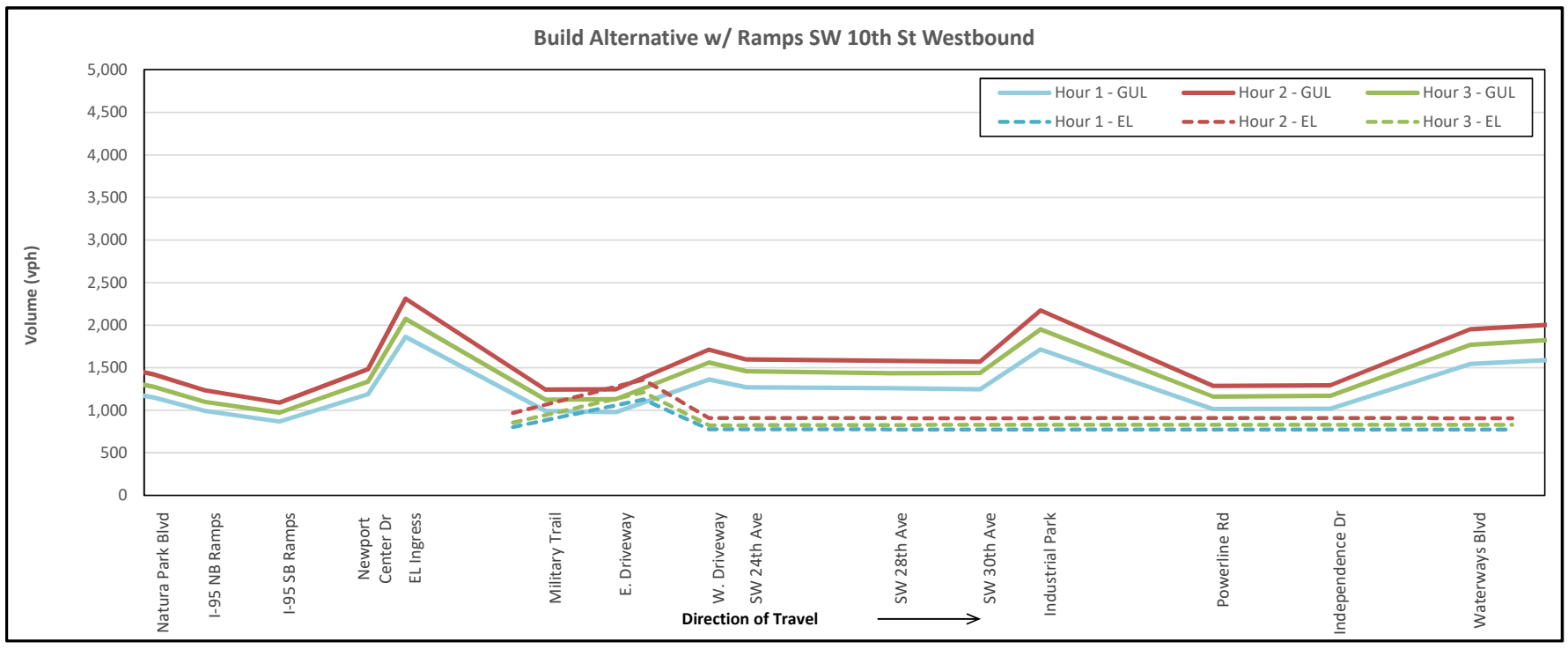


2040 AM Build W/ Ramps SW 10th Street Speed and Volume Profiles

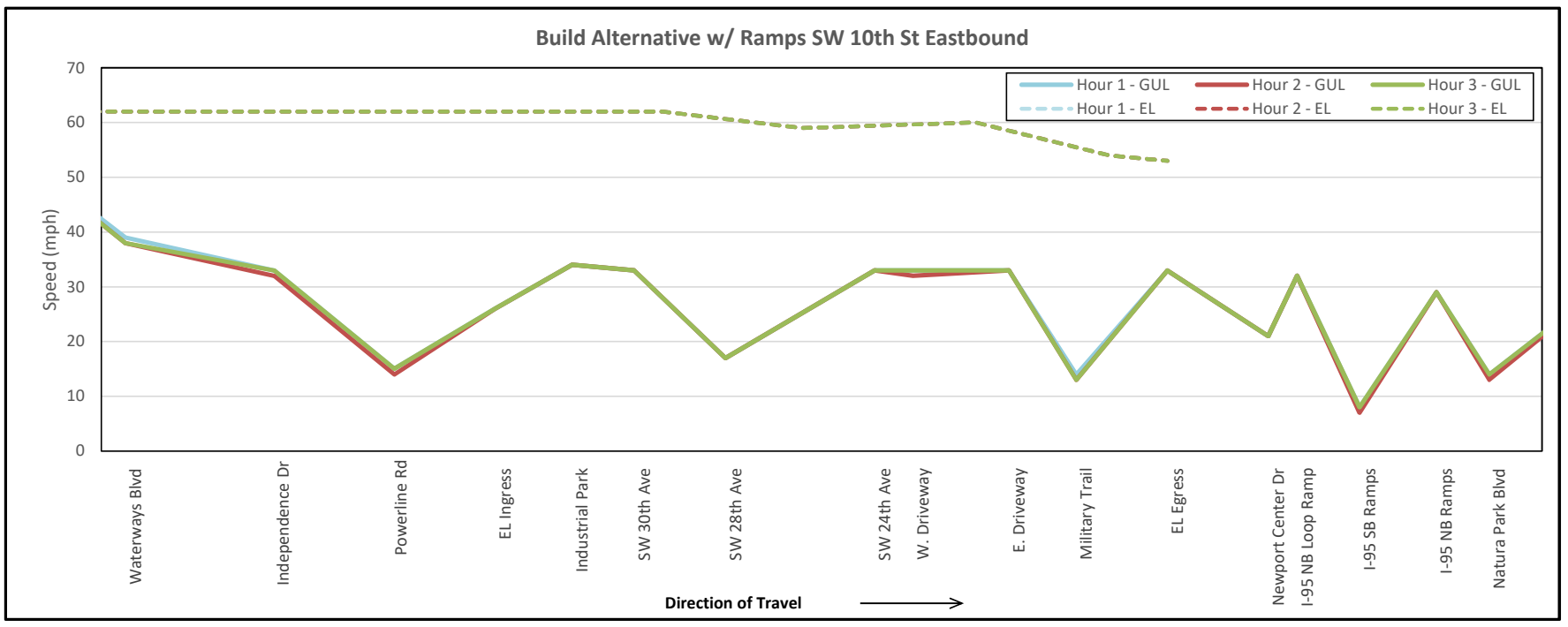


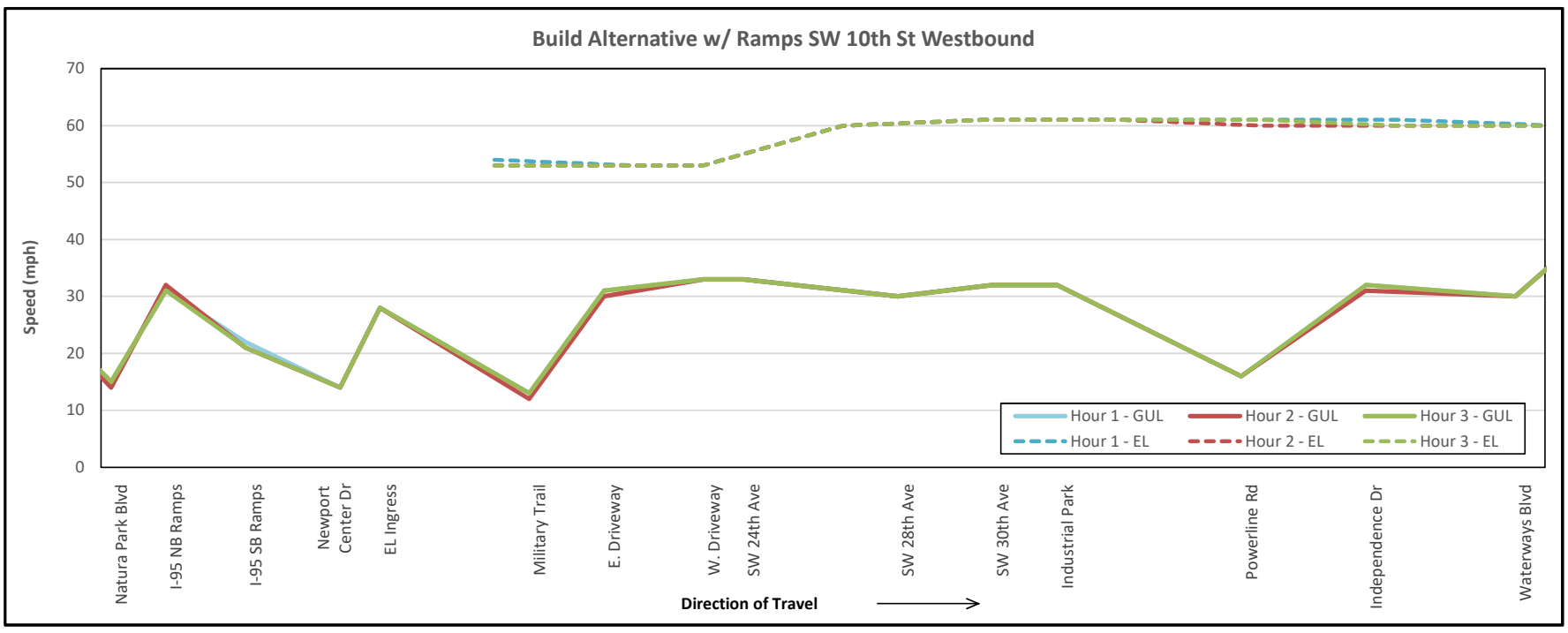


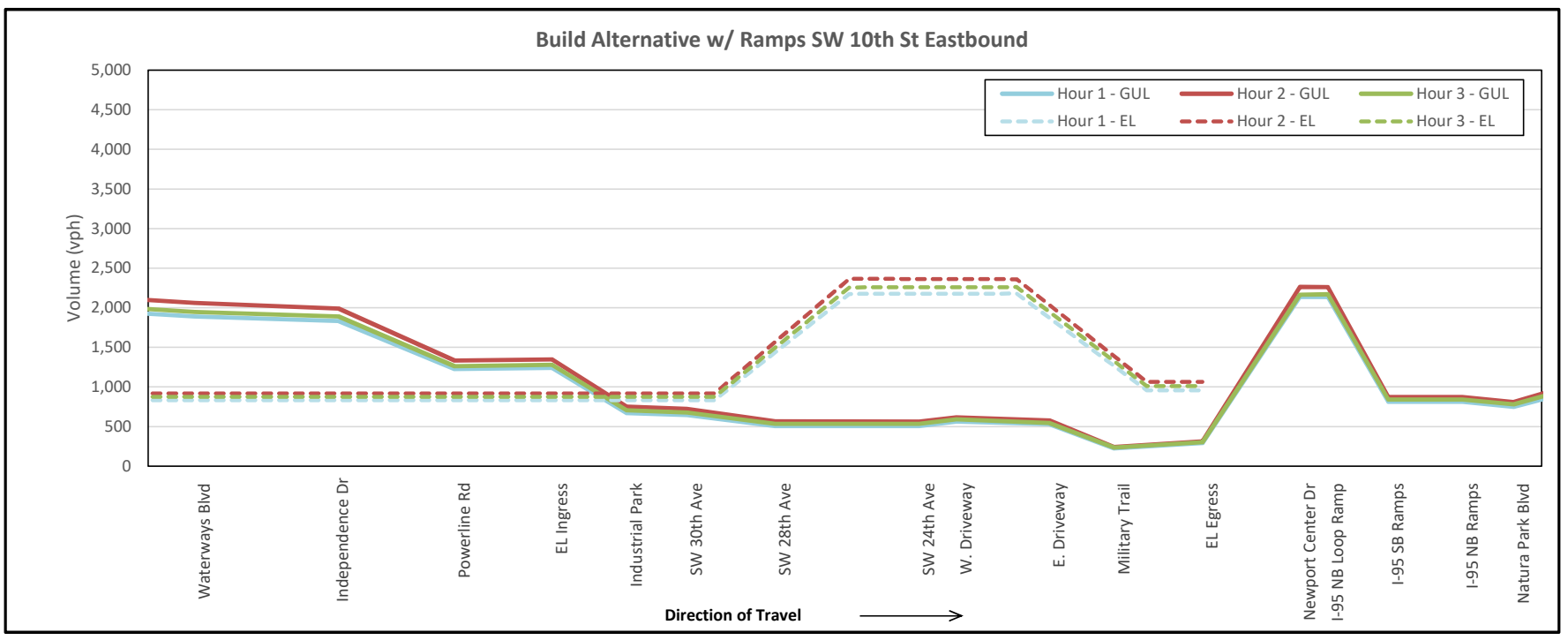


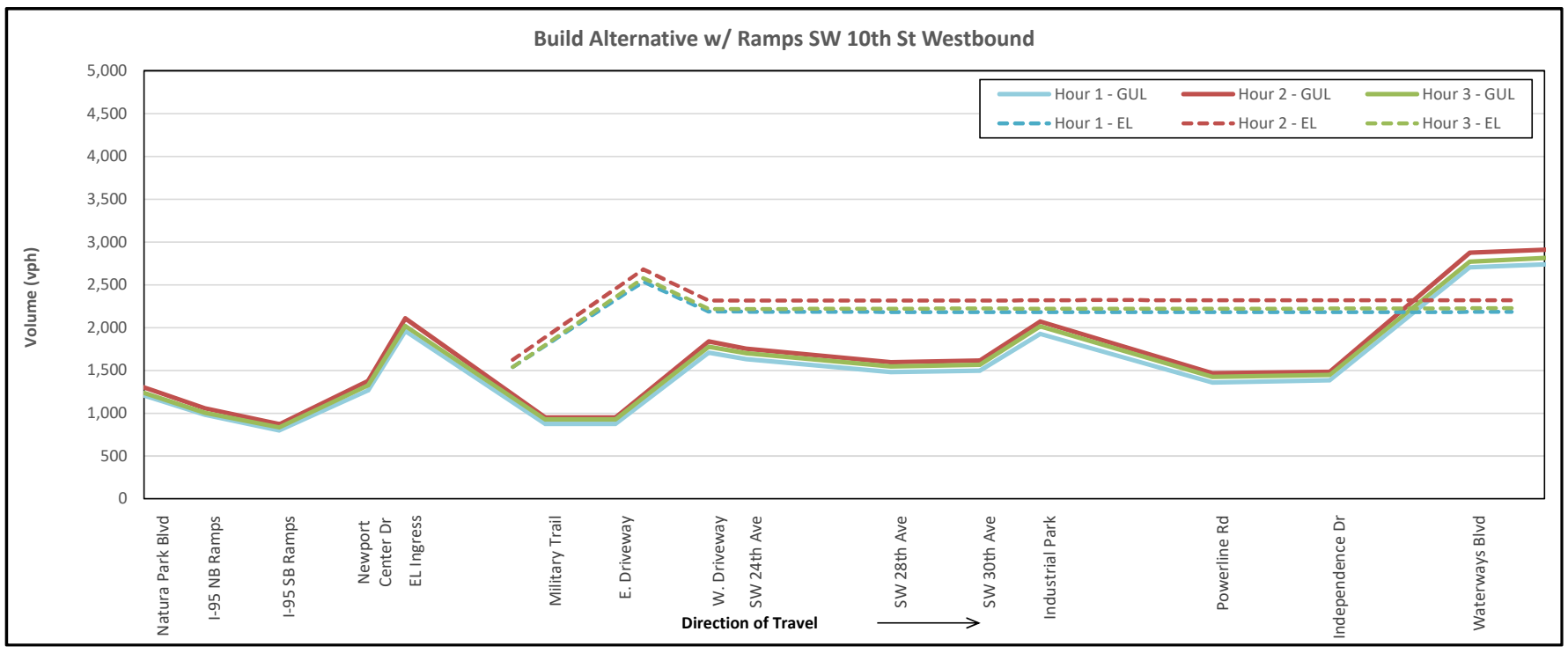


2040 PM Build W/ Ramps SW 10th Street Speed and Volume Profiles







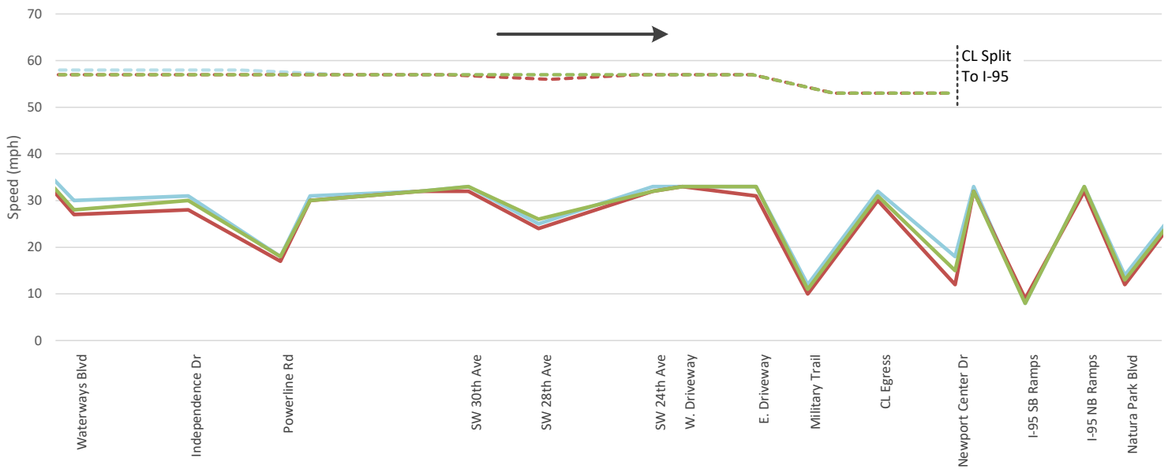


APPENDIX H

2040 Build Alternatives VISSIM Analysis & Synchro Reports

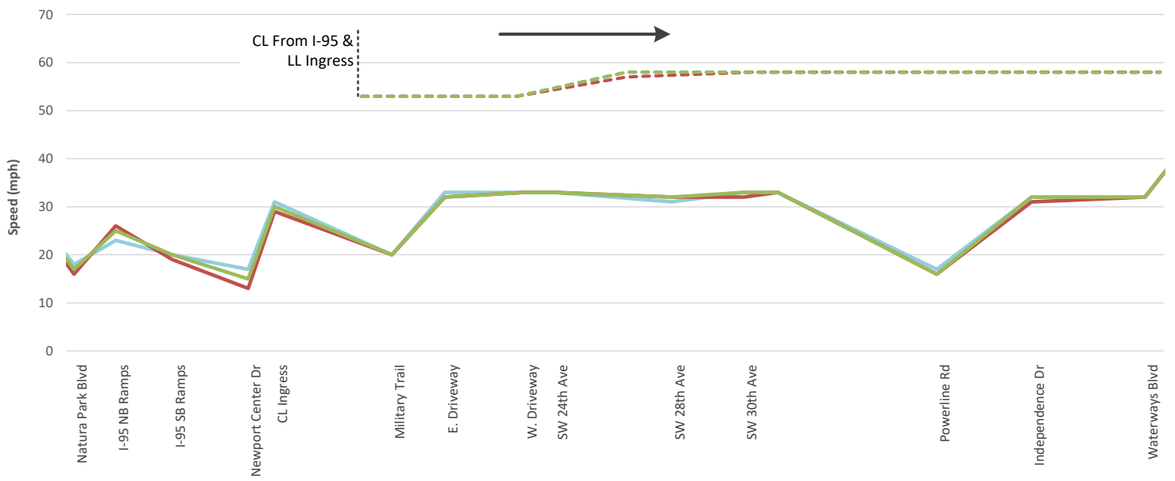
Speed Profile

SW 10th St Eastbound



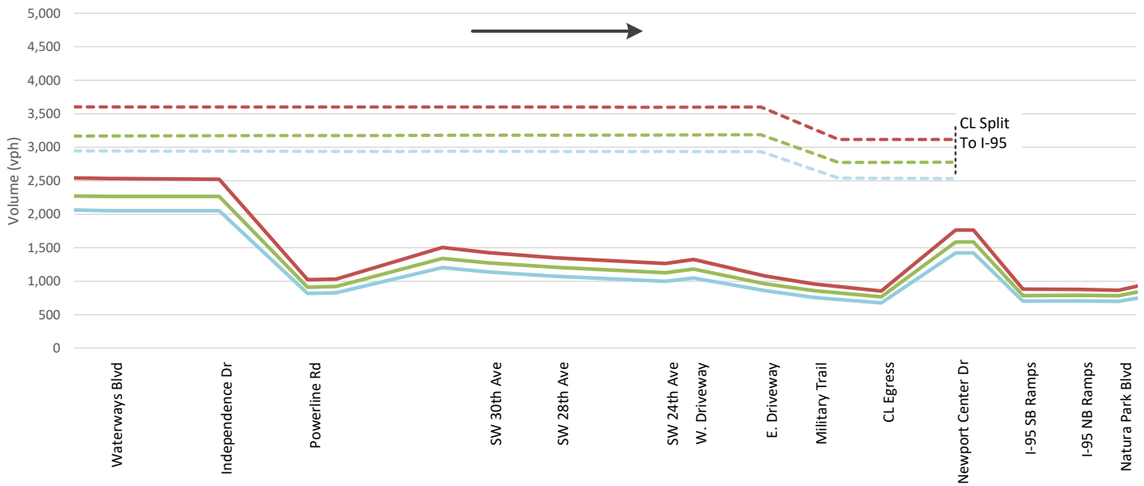
Speed Profile

SW 10th St Westbound



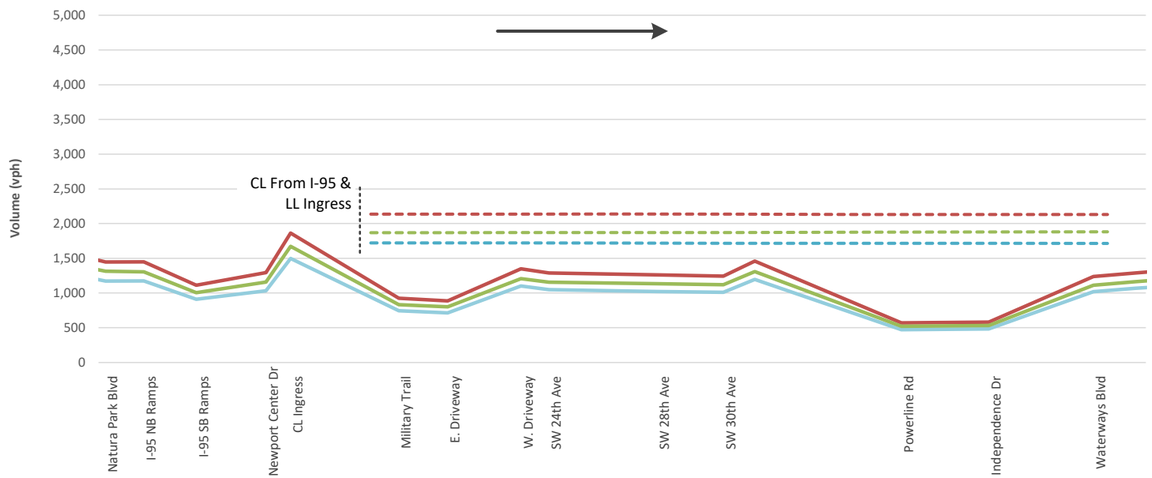
Volume Profile

SW 10th St Eastbound



Volume Profile

SW 10th St Westbound



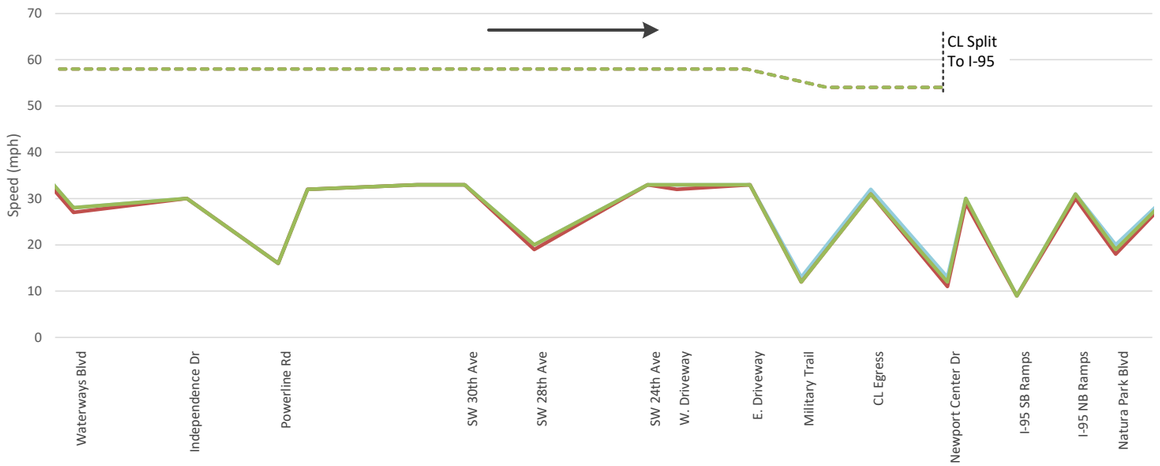
Legend

Hour 1	Hour 2	Hour 3
Local Lanes	Local Lanes	Local Lanes
Connector Lanes	Connector Lanes	Connector Lanes

Note: Traffic volumes assume no toll and trucks are allowed in Connector Lanes

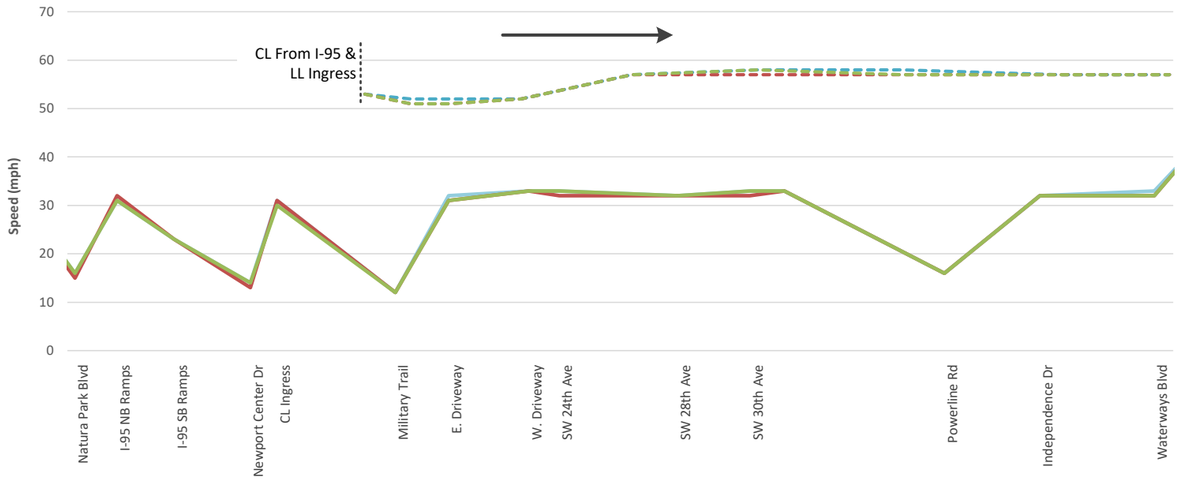
Speed Profile

SW 10th St Eastbound



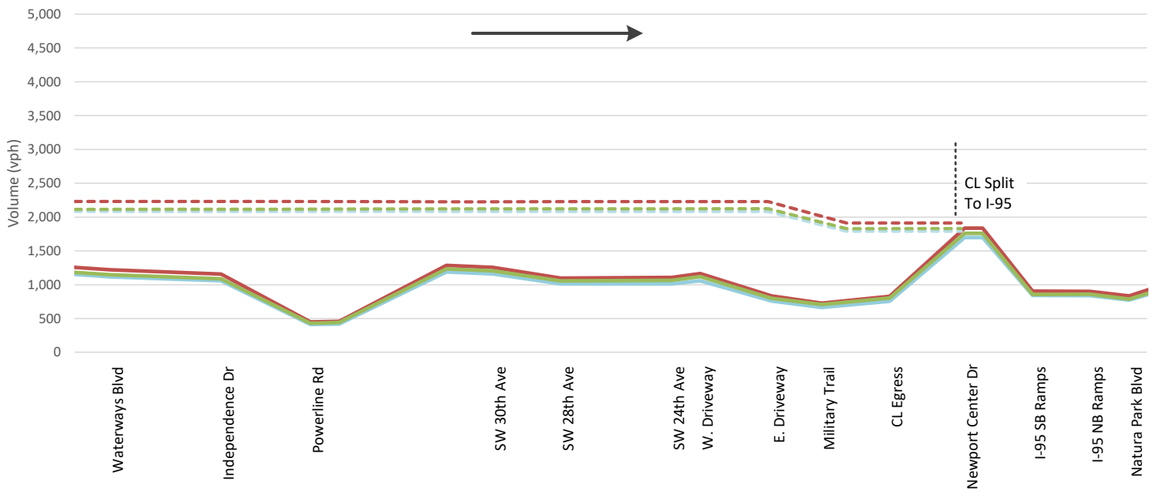
Speed Profile

SW 10th St Westbound



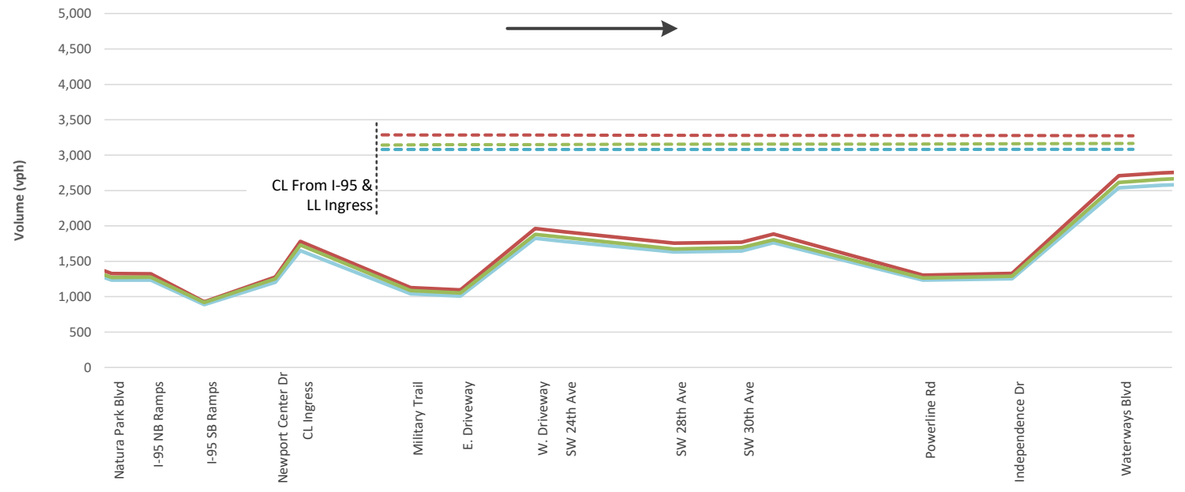
Volume Profile

SW 10th St Eastbound



Volume Profile

SW 10th St Westbound



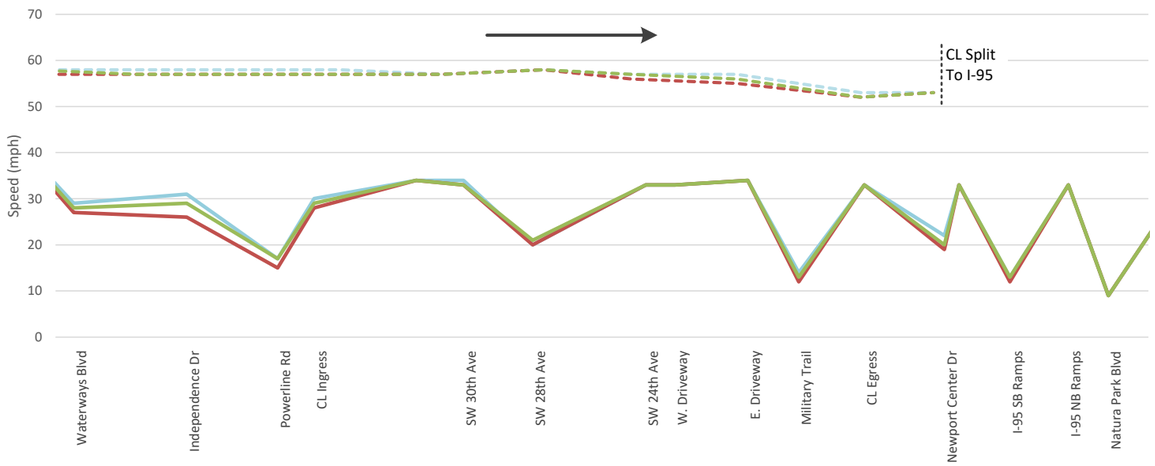
Legend

Hour 1	Hour 2	Hour 3
Local Lanes	Local Lanes	Local Lanes
Connector Lanes	Connector Lanes	Connector Lanes

Note: Traffic volumes assume no toll and trucks are allowed in Connector Lanes

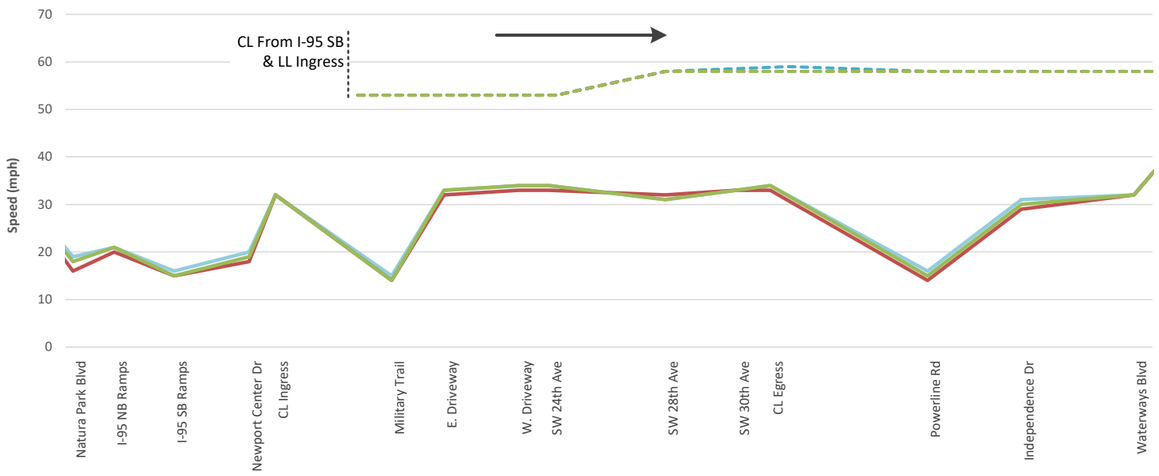
Speed Profile

SW 10th St Eastbound



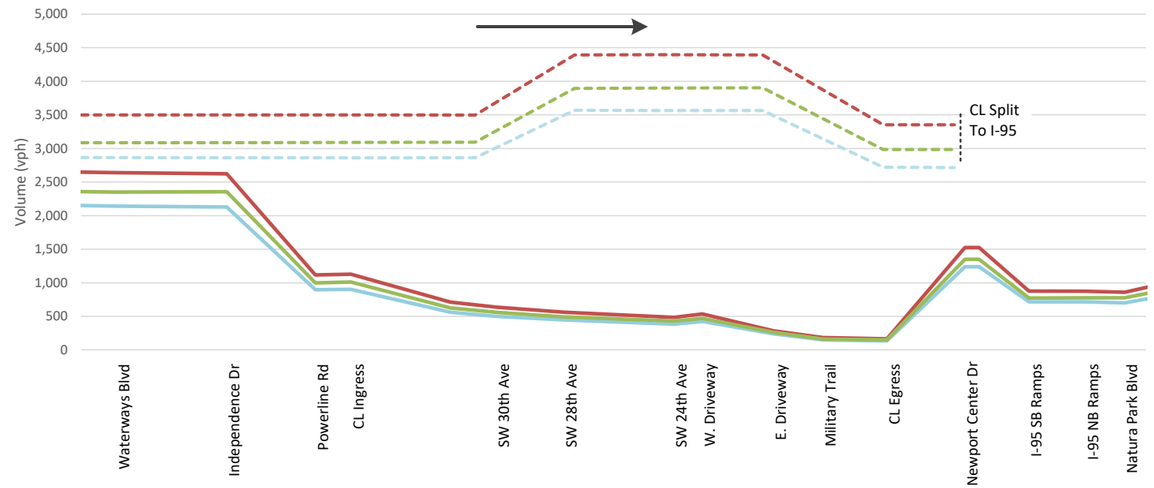
Speed Profile

SW 10th St Westbound



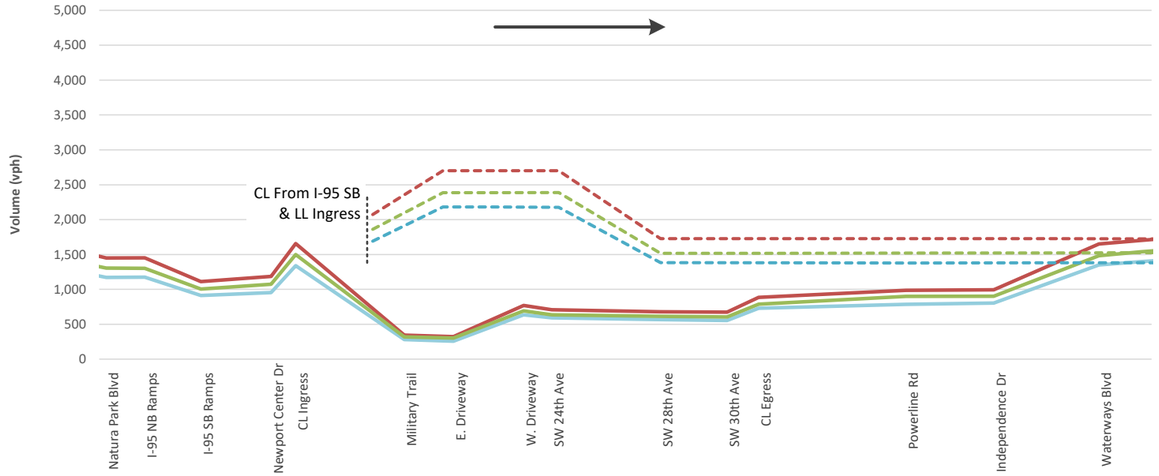
Volume Profile

SW 10th St Eastbound



Volume Profile

SW 10th St Westbound



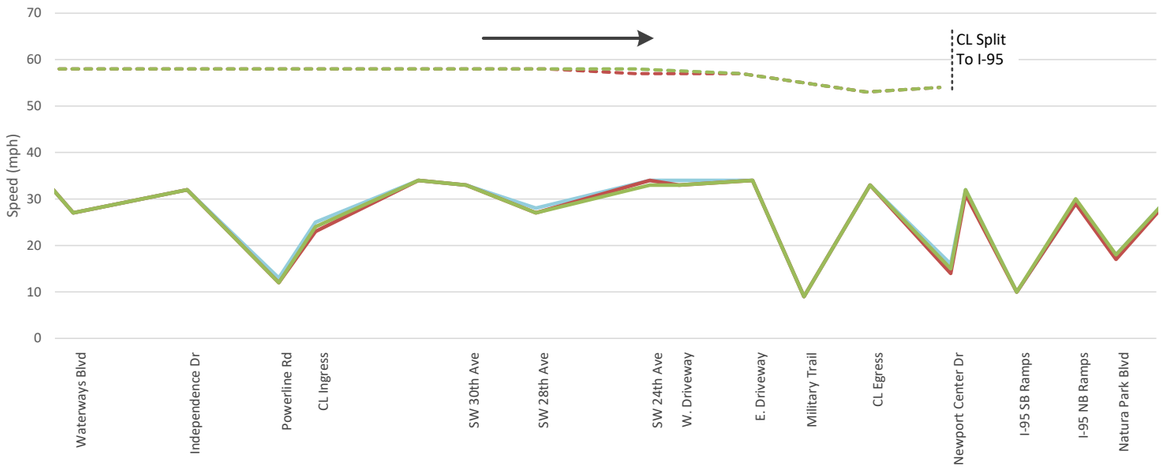
Legend

Hour 1	Hour 2	Hour 3
Local Lanes	Local Lanes	Local Lanes
Connector Lanes	Connector Lanes	Connector Lanes

Note: Traffic volumes assume no toll and trucks are allowed in Connector Lanes

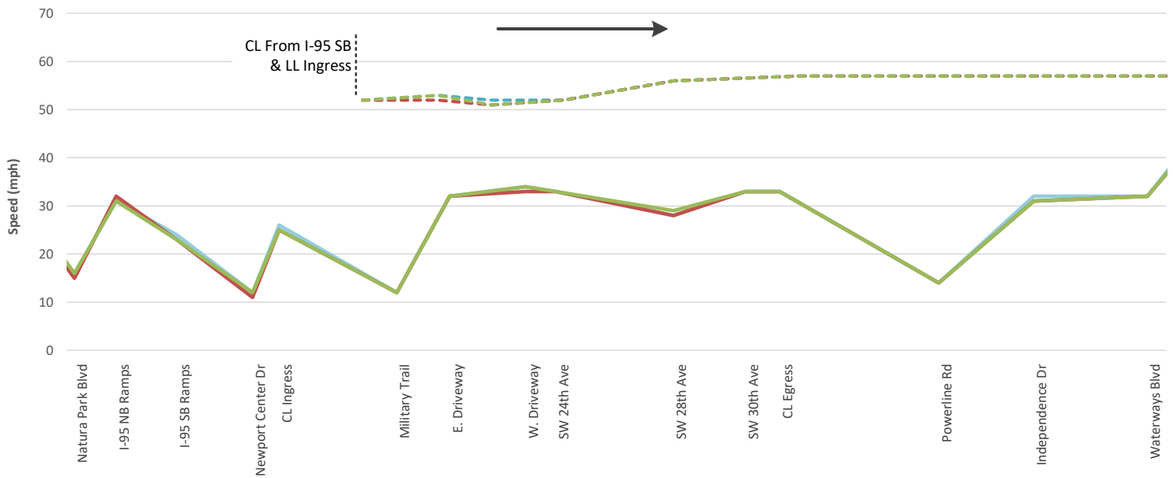
Speed Profile

SW 10th St Eastbound



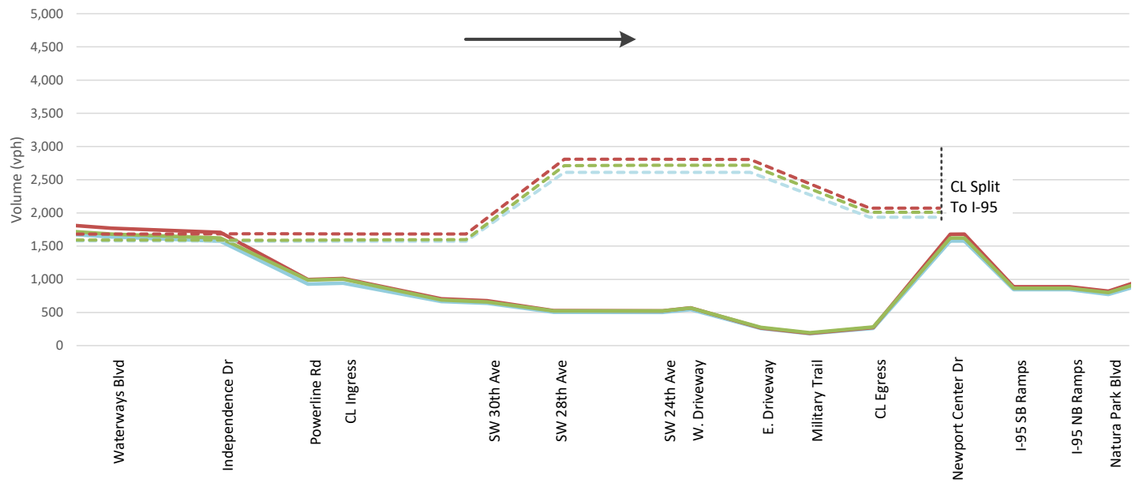
Speed Profile

SW 10th St Westbound



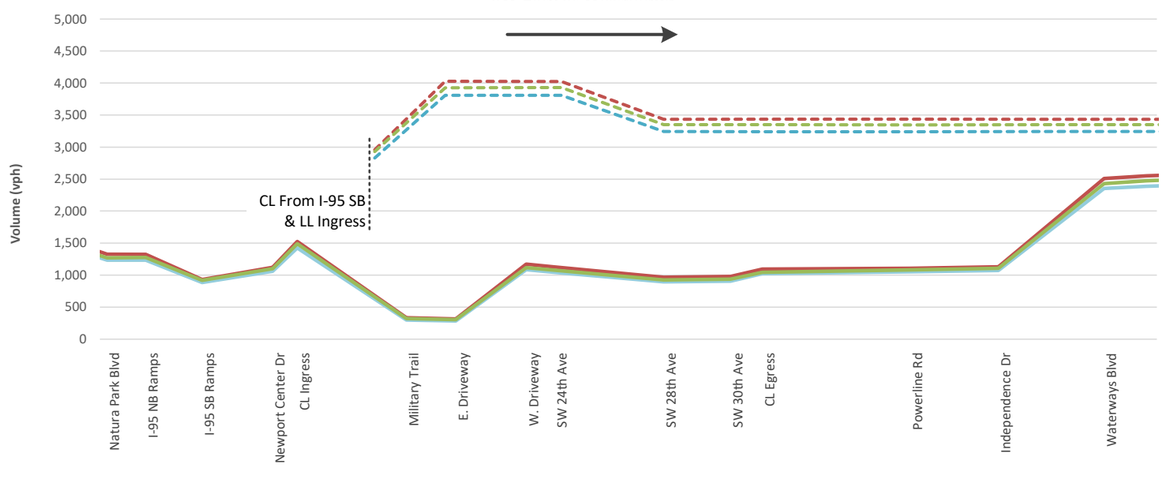
Volume Profile

SW 10th St Eastbound



Volume Profile

SW 10th St Westbound



Legend

Hour 1	Hour 2	Hour 3
Local Lanes	Local Lanes	Local Lanes
Connector Lanes	Connector Lanes	Connector Lanes

Note: Traffic volumes assume no toll and trucks are allowed in Connector Lanes

2040 Network-Wide Output (VISSIM)

AM PEAK	No Action Alternative	Build Alternative 1		Build Alternative 2	
Average Speed (mph)	28	42	50%	42	50%
Total Delay (hr)	4,801	1,374	-71%	1,286	-73%
Average Delay (mm:ss)	03:09	00:50	-73%	00:47	-75%
Latent Delay (hr)	4,262	2	-100%	2	-100%
Latent Demand	3,427	1	-99.97%	1	-99.97%
Total Travel Time (hr)	10,797	8,155	-24%	8,040	-26%
Total Stops	489,849	90,061	-82%	83,196	-83%
Vehicles Arrived	87,623	95,693	9%	95,684	9%
Vehicle Miles Traveled (mi)	297,764	340,693	14%	340,682	14%
PM PEAK	**No Action Alternative**	**Build Alternative 1**		**Build Alternative 2**	
Average Speed (mph)	8	40	400%	40	400%
Total Delay (hr)	21,267	1,853	-91%	1,941	-91%
Average Delay (mm:ss)	17:55	01:02	-94%	01:05	-94%
Latent Delay (hr)	39,737	18	-100.0%	99	-99.8%
Latent Demand	33,729	22	-99.9%	107	-99.7%
Total Travel Time (hr)	25,553	9,260	-64%	9,297	-64%
Total Stops	2,437,510	173,248	-93%	199,279	-92%
Vehicles Arrived	61,373	104,021	69%	103,935	69%
Vehicle Miles Traveled (mi)	207,022	370,835	79%	370,597	79%

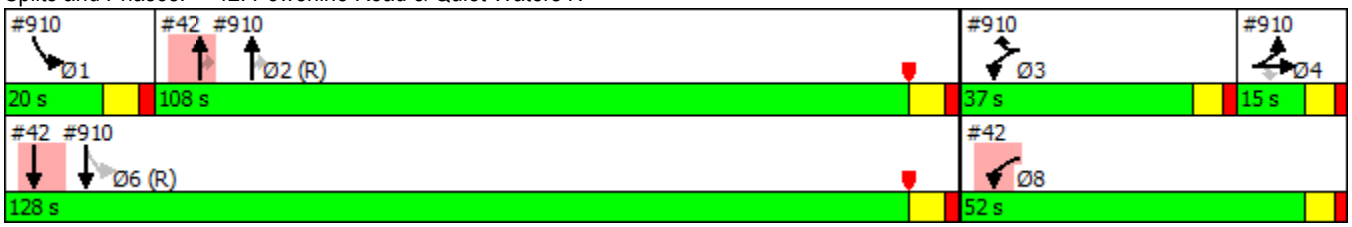
2040 Horizon	Daily TT Savings (hr)	Ann. TT Savings (hr)	Ann. Benefits ($)
Build Alternative 1	18,935	4,923,177	$ 94,512,195
Build Alternative 2	19,013	4,943,309	$ 94,898,677

*Benefits over 2040 No Action Alternative using AM & PM Peak Period at 260 days.

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø3	Ø4
Lane Configurations									
Traffic Volume (vph)	10	50	2695	185	0	1990			
Future Volume (vph)	10	50	2695	185	0	1990			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0	0		135	50				
Storage Lanes	1	0		1	0				
Taper Length (ft)	50				50				
Right Turn on Red		Yes		Yes					
Link Speed (mph)	25		45			45			
Link Distance (ft)	150		396			303			
Travel Time (s)	4.1		6.0			4.6			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95			
Shared Lane Traffic (%)									
Turn Type	Prot		NA	Perm		NA			
Protected Phases	8		2			6	1	3	4
Permitted Phases				2					
Detector Phase	8		2	2		6			
Switch Phase									
Minimum Initial (s)	4.0		10.0	10.0		10.0	4.0	6.0	6.0
Minimum Split (s)	22.0		17.0	17.0		17.0	11.0	12.0	12.0
Total Split (s)	52.0		108.0	108.0		128.0	20.0	37.0	15.0
Total Split (%)	28.9%		60.0%	60.0%		71.1%	11%	21%	8%
Maximum Green (s)	46.0		101.0	101.0		121.0	13.0	31.0	9.0
Yellow Time (s)	4.0		5.0	5.0		5.0	5.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0			
Total Lost Time (s)	6.0		7.0	7.0		7.0			
Lead/Lag			Lag	Lag			Lead	Lead	Lag
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0		3.0	3.0		3.0	1.5	2.0	2.0
Recall Mode	None		C-Min	C-Min		C-Min	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 135 (75%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	

Splits and Phases: 42: Powerline Road & Quiet Waters N



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	50	2695	185	0	1990
Future Volume (vph)	10	50	2695	185	0	1990
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		7.0	7.0		7.0
Lane Util. Factor	1.00		0.91	1.00		0.91
Frt	0.89		1.00	0.85		1.00
Flt Protected	0.99		1.00	1.00		1.00
Satd. Flow (prot)	1640		5085	1583		5085
Flt Permitted	0.99		1.00	1.00		1.00
Satd. Flow (perm)	1640		5085	1583		5085
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	11	53	2837	195	0	2095
RTOR Reduction (vph)	48	0	0	13	0	0
Lane Group Flow (vph)	16	0	2837	182	0	2095
Turn Type	Prot		NA	Perm		NA
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	17.9		137.8	137.8		149.1
Effective Green, g (s)	17.9		137.8	137.8		149.1
Actuated g/C Ratio	0.10		0.77	0.77		0.83
Clearance Time (s)	6.0		7.0	7.0		7.0
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	163		3892	1211		4212
v/s Ratio Prot	c0.01		c0.56			c0.41
v/s Ratio Perm				0.12		
v/c Ratio	0.10		0.73	0.15		0.50
Uniform Delay, d1	73.7		11.2	5.6		4.5
Progression Factor	1.00		0.31	0.33		0.19
Incremental Delay, d2	0.3		0.1	0.0		0.3
Delay (s)	74.0		3.6	1.9		1.2
Level of Service	E		A	A		A
Approach Delay (s)	74.0		3.5			1.2
Approach LOS	E		A			A

Intersection Summary			
HCM 2000 Control Delay	3.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2580	30	60	1320	190	255
Future Volume (vph)	2580	30	60	1320	190	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200	650		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			50		50	
Right Turn on Red		Yes				Yes
Link Speed (mph)	35			35	25	
Link Distance (ft)	1350			910	500	
Travel Time (s)	26.3			17.7	13.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	NA	Perm	Prot	NA	Prot	Free
Protected Phases	6		5	2	4	
Permitted Phases		6				Free
Detector Phase	6	6	5	2	4	
Switch Phase						
Minimum Initial (s)	15.0	15.0	4.0	15.0	6.0	
Minimum Split (s)	22.0	22.0	11.0	22.0	12.0	
Total Split (s)	120.0	120.0	20.0	140.0	40.0	
Total Split (%)	66.7%	66.7%	11.1%	77.8%	22.2%	
Maximum Green (s)	113.0	113.0	13.0	133.0	34.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	3.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	
Recall Mode	C-Max	C-Max	None	C-Max	None	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 128 (71%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	

Splits and Phases: 901: Waterways Boulevard & SR 869/SW 10th Street

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2580	30	60	1320	190	255
Future Volume (vph)	2580	30	60	1320	190	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	6.0	4.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	1770	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2716	32	63	1389	200	268
RTOR Reduction (vph)	0	5	0	0	0	0
Lane Group Flow (vph)	2716	27	63	1389	200	268
Turn Type	NA	Perm	Prot	NA	Prot	Free
Protected Phases	6		5	2	4	
Permitted Phases		6				Free
Actuated Green, G (s)	125.4	125.4	9.9	142.3	24.7	180.0
Effective Green, g (s)	127.4	127.4	11.9	144.3	24.7	180.0
Actuated g/C Ratio	0.71	0.71	0.07	0.80	0.14	1.00
Clearance Time (s)	7.0	7.0	7.0	7.0	6.0	
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	
Lane Grp Cap (vph)	3599	1120	117	4076	242	1583
v/s Ratio Prot	c0.53		c0.04	0.27	c0.11	
v/s Ratio Perm		0.02				0.17
v/c Ratio	0.75	0.02	0.54	0.34	0.83	0.17
Uniform Delay, d1	16.5	7.8	81.4	4.9	75.6	0.0
Progression Factor	1.00	1.00	1.35	0.21	1.00	1.00
Incremental Delay, d2	1.5	0.0	2.3	0.2	19.2	0.2
Delay (s)	18.0	7.9	112.2	1.3	94.8	0.2
Level of Service	B	A	F	A	F	A
Approach Delay (s)	17.9			6.1	40.6	
Approach LOS	B			A	D	

Intersection Summary			
HCM 2000 Control Delay	16.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.75		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2825	10	20	1320	60	30
Future Volume (vph)	2825	10	20	1320	60	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		330	500		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			135		50	
Right Turn on Red		Yes				Yes
Link Speed (mph)	35			35	25	
Link Distance (ft)	687			1330	500	
Travel Time (s)	13.4			25.9	13.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	15.0	15.0	4.0	15.0	6.0	6.0
Minimum Split (s)	23.0	23.0	12.0	23.0	12.0	12.0
Total Split (s)	130.0	130.0	25.0	155.0	25.0	25.0
Total Split (%)	72.2%	72.2%	13.9%	86.1%	13.9%	13.9%
Maximum Green (s)	122.0	122.0	17.0	147.0	19.0	19.0
Yellow Time (s)	5.0	5.0	5.0	5.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 170 (94%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	

Splits and Phases: 902: Independence Drive & SR 869/SW 10th Street

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2825	10	20	1320	60	30
Future Volume (vph)	2825	10	20	1320	60	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	1770	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2974	11	21	1389	63	32
RTOR Reduction (vph)	0	2	0	0	0	30
Lane Group Flow (vph)	2974	9	21	1389	63	2
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Actuated Green, G (s)	142.8	142.8	4.4	155.2	10.8	10.8
Effective Green, g (s)	144.8	144.8	6.4	157.2	10.8	10.8
Actuated g/C Ratio	0.80	0.80	0.04	0.87	0.06	0.06
Clearance Time (s)	8.0	8.0	8.0	8.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	4090	1273	62	4440	106	94
v/s Ratio Prot	c0.58		0.01	c0.27	c0.04	
v/s Ratio Perm		0.01				0.00
v/c Ratio	0.73	0.01	0.34	0.31	0.59	0.02
Uniform Delay, d1	8.3	3.5	84.7	2.0	82.5	79.6
Progression Factor	0.17	0.00	0.86	0.52	1.00	1.00
Incremental Delay, d2	0.8	0.0	0.9	0.1	5.8	0.0
Delay (s)	2.3	0.0	73.7	1.2	88.3	79.7
Level of Service	A	A	E	A	F	E
Approach Delay (s)	2.2			2.3	85.4	
Approach LOS	A			A	F	

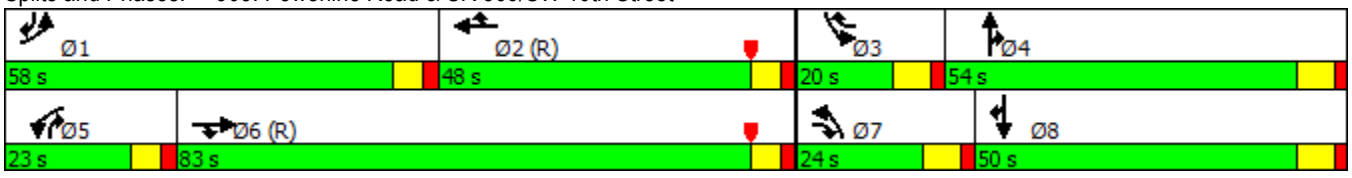
Intersection Summary			
HCM 2000 Control Delay	4.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		

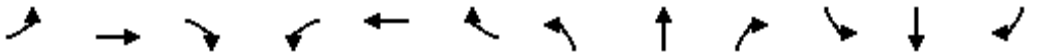
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1040	1045	770	285	600	625	360	1225	225	250	1290	380
Future Volume (vph)	1040	1045	770	285	600	625	360	1225	225	250	1290	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	600		950	790		740	550		730	460		700
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	100			100			90			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1330			1116			870			670	
Travel Time (s)		25.9			21.7			13.2			10.2	
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
Shared Lane Traffic (%)												
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	pt+ov
Protected Phases	1	6	6 7	5	2	2 3	7	4	4 5	3	8	8 1
Permitted Phases												
Detector Phase	1	6	6 7	5	2	2 3	7	4	4 5	3	8	8 1
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0		5.0	6.0		5.0	6.0	
Minimum Split (s)	12.0	19.0		12.0	19.0		12.0	13.0		12.0	13.0	
Total Split (s)	58.0	83.0		23.0	48.0		24.0	54.0		20.0	50.0	
Total Split (%)	32.2%	46.1%		12.8%	26.7%		13.3%	30.0%		11.1%	27.8%	
Maximum Green (s)	52.0	77.0		17.0	42.0		17.0	47.0		13.0	43.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0		-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0		1.5	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 164 (91%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	

Splits and Phases: 903: Powerline Road & SR 869/SW 10th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1040	1045	770	285	600	625	360	1225	225	250	1290	380
Future Volume (vph)	1040	1045	770	285	600	625	360	1225	225	250	1290	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1095	1100	811	300	632	658	379	1289	237	263	1358	400
RTOR Reduction (vph)	0	0	26	0	0	63	0	0	58	0	0	26
Lane Group Flow (vph)	1095	1100	785	300	632	595	379	1289	179	263	1358	374
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	pt+ov
Protected Phases	1	6	6 7	5	2	2 3	7	4	4 5	3	8	8 1
Permitted Phases												
Actuated Green, G (s)	52.0	77.4	100.4	16.6	42.0	61.0	17.0	47.0	70.6	13.0	43.0	102.0
Effective Green, g (s)	54.0	79.4	102.4	18.6	44.0	63.0	19.0	49.0	72.6	15.0	45.0	104.0
Actuated g/C Ratio	0.30	0.44	0.57	0.10	0.24	0.35	0.11	0.27	0.40	0.08	0.25	0.58
Clearance Time (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)	1029	2243	900	354	1243	554	362	1384	638	286	1271	914
v/s Ratio Prot	c0.32	0.22	0.50	0.09	0.12	c0.38	0.11	c0.25	0.11	0.08	c0.27	0.24
v/s Ratio Perm												
v/c Ratio	1.06	0.49	0.87	0.85	0.51	1.07	1.05	0.93	0.28	0.92	1.07	0.41
Uniform Delay, d1	63.0	35.9	33.2	79.3	58.7	58.5	80.5	63.9	36.1	81.9	67.5	21.0
Progression Factor	0.91	0.58	0.53	0.96	0.94	1.11	1.00	1.00	1.00	1.23	0.94	0.68
Incremental Delay, d2	42.5	0.5	6.5	14.9	1.3	57.8	60.1	11.3	0.1	29.5	44.4	0.1
Delay (s)	100.1	21.5	24.2	91.1	56.5	122.9	140.6	75.2	36.2	130.1	107.9	14.3
Level of Service	F	C	C	F	E	F	F	E	D	F	F	B
Approach Delay (s)		50.8			90.5			83.3			92.2	
Approach LOS		D			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	75.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	102.9%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1430	80	30	1320	220	130
Future Volume (vph)	1430	80	30	1320	220	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200	300		350	0
Storage Lanes		1	1		1	1
Taper Length (ft)			165		50	
Right Turn on Red		Yes				Yes
Link Speed (mph)	35			35	25	
Link Distance (ft)	450			741	500	
Travel Time (s)	8.8			14.4	13.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	6		5	2	4	4
Permitted Phases		6				
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	15.0	15.0	4.0	15.0	6.0	6.0
Minimum Split (s)	22.8	22.8	10.8	22.8	22.0	22.0
Total Split (s)	100.0	100.0	25.0	125.0	55.0	55.0
Total Split (%)	55.6%	55.6%	13.9%	69.4%	30.6%	30.6%
Maximum Green (s)	95.0	95.0	18.5	120.0	49.5	49.5
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	2.5	1.0	1.5	1.5
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	0.0	0.0
Total Lost Time (s)	3.0	3.0	4.5	3.0	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	1.5	2.0	2.0
Recall Mode	C-Min	C-Min	None	C-Min	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 124 (69%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	

Splits and Phases: 904: SW 28th Avenue & SR 869/SW 10th Street

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1430	80	30	1320	220	130
Future Volume (vph)	1430	80	30	1320	220	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	4.5	3.0	5.5	5.5
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	1770	3539	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1505	84	32	1389	232	137
RTOR Reduction (vph)	0	12	0	0	0	115
Lane Group Flow (vph)	1505	72	32	1389	232	22
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	6		5	2	4	4
Permitted Phases		6				
Actuated Green, G (s)	127.1	127.1	7.6	141.2	28.3	28.3
Effective Green, g (s)	129.1	129.1	9.6	143.2	28.3	28.3
Actuated g/C Ratio	0.72	0.72	0.05	0.80	0.16	0.16
Clearance Time (s)	5.0	5.0	6.5	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	1.5	2.0	2.0
Lane Grp Cap (vph)	2538	1135	94	2815	278	248
v/s Ratio Prot	c0.43		0.02	c0.39	c0.13	0.01
v/s Ratio Perm		0.05				
v/c Ratio	0.59	0.06	0.34	0.49	0.83	0.09
Uniform Delay, d1	12.5	7.5	82.1	6.2	73.6	64.8
Progression Factor	0.71	0.38	1.26	0.28	1.00	1.00
Incremental Delay, d2	0.9	0.1	1.7	0.5	18.2	0.1
Delay (s)	9.7	2.9	105.4	2.2	91.8	64.9
Level of Service	A	A	F	A	F	E
Approach Delay (s)	9.4			4.6	81.8	
Approach LOS	A			A	F	

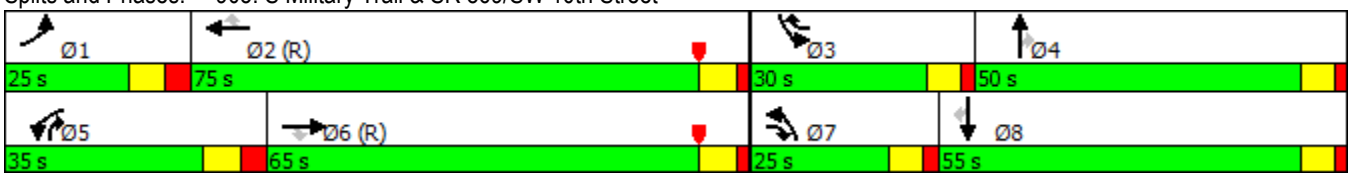
Intersection Summary			
HCM 2000 Control Delay	15.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	59.6%	ICU Level of Service	B
Analysis Period (min)	15		

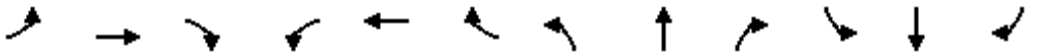
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	300	1035	145	340	935	500	170	670	680	490	530	310
Future Volume (vph)	300	1035	145	340	935	500	170	670	680	490	530	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	550		500	550		500	300		300	650		650
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	190			200			100			170		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		700			1391			649			537	
Travel Time (s)		13.6			27.1			11.1			9.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	5.0	5.0	6.0	5.0	5.0	6.0	6.0
Minimum Split (s)	14.0	22.0	12.0	14.0	22.0	12.0	12.0	13.0	14.0	12.0	13.0	13.0
Total Split (s)	25.0	65.0	25.0	35.0	75.0	30.0	25.0	50.0	35.0	30.0	55.0	55.0
Total Split (%)	13.9%	36.1%	13.9%	19.4%	41.7%	16.7%	13.9%	27.8%	19.4%	16.7%	30.6%	30.6%
Maximum Green (s)	16.5	58.0	18.5	26.5	68.0	23.5	18.5	43.5	26.5	23.5	48.5	48.5
Yellow Time (s)	5.0	5.0	4.5	5.0	5.0	4.5	4.5	4.5	5.0	4.5	4.5	4.5
All-Red Time (s)	3.5	2.0	2.0	3.5	2.0	2.0	2.0	2.0	3.5	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	6.5	5.0	4.5	6.5	5.0	4.5	4.5	4.5	6.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 153 (85%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	

Splits and Phases: 905: S Military Trail & SR 869/SW 10th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	300	1035	145	340	935	500	170	670	680	490	530	310
Future Volume (vph)	300	1035	145	340	935	500	170	670	680	490	530	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	5.0	4.5	6.5	5.0	4.5	4.5	4.5	6.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
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)	326	1125	158	370	1016	543	185	728	739	533	576	337
RTOR Reduction (vph)	0	0	70	0	0	33	0	0	39	0	0	166
Lane Group Flow (vph)	326	1125	88	370	1016	510	185	728	700	533	576	171
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	16.5	60.4	74.5	26.5	70.4	93.9	14.1	41.1	67.6	23.5	50.5	50.5
Effective Green, g (s)	18.5	62.4	78.5	28.5	72.4	97.9	16.1	43.1	71.6	25.5	52.5	52.5
Actuated g/C Ratio	0.10	0.35	0.44	0.16	0.40	0.54	0.09	0.24	0.40	0.14	0.29	0.29
Clearance Time (s)	8.5	7.0	6.5	8.5	7.0	6.5	6.5	6.5	8.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0
Lane Grp Cap (vph)	352	1226	690	543	1423	860	307	847	629	486	1032	461
v/s Ratio Prot	0.09	c0.32	0.01	0.11	0.29	0.08	0.05	0.21	c0.18	c0.16	0.16	
v/s Ratio Perm			0.04			0.24			0.27			0.11
v/c Ratio	0.93	0.92	0.13	0.68	0.71	0.59	0.60	0.86	1.11	1.10	0.56	0.37
Uniform Delay, d1	80.1	56.3	30.3	71.5	45.1	27.6	78.9	65.6	54.2	77.2	53.9	50.6
Progression Factor	1.00	0.76	1.11	1.23	0.93	0.68	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	26.8	11.1	0.0	2.2	2.4	0.6	2.3	8.7	71.2	69.7	0.7	0.5
Delay (s)	106.8	53.9	33.6	89.9	44.5	19.5	81.2	74.2	125.4	147.0	54.6	51.1
Level of Service	F	D	C	F	D	B	F	E	F	F	D	D
Approach Delay (s)		62.6			46.1			97.9			87.8	
Approach LOS		E			D			F			F	

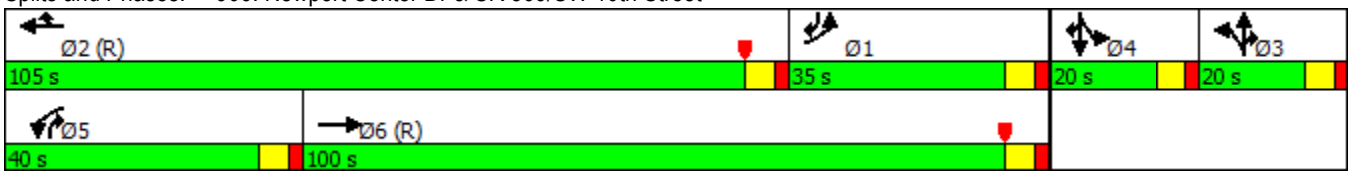
Intersection Summary			
HCM 2000 Control Delay	72.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.03		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	98.0%	ICU Level of Service	F
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	365	1780	550	445	1885	435	80	10	130	55	10	95
Future Volume (vph)	365	1780	550	445	1885	435	80	10	130	55	10	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	700		625	750		750	0		150	0		0
Storage Lanes	2		1	2		1	1		0	0		2
Taper Length (ft)	100			100			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		670			1005			500			250	
Travel Time (s)		13.1			19.6			13.6			6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Shared Lane Traffic (%)							44%					
Turn Type	Prot	NA		Prot	NA	Prot	Split	NA	pt+ov	Split	NA	pt+ov
Protected Phases	1	6		5	2	2	3	3	3 5	4	4	4 1
Permitted Phases												
Detector Phase	1	6		5	2	2	3	3	3 5	4	4	4 1
Switch Phase												
Minimum Initial (s)	4.0	7.0		4.0	15.0	15.0	6.0	6.0		6.0	6.0	
Minimum Split (s)	11.0	14.0		11.0	22.0	22.0	12.0	12.0		12.0	12.0	
Total Split (s)	35.0	100.0		40.0	105.0	105.0	20.0	20.0		20.0	20.0	
Total Split (%)	19.4%	55.6%		22.2%	58.3%	58.3%	11.1%	11.1%		11.1%	11.1%	
Maximum Green (s)	29.0	94.0		34.0	99.0	99.0	14.0	14.0		14.3	14.3	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		3.7	3.7	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0	-2.0	0.0	0.0			0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	6.0	6.0			5.7	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0		2.5	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 5 (3%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	

Splits and Phases: 906: Newport Center Dr & SR 869/SW 10th Street



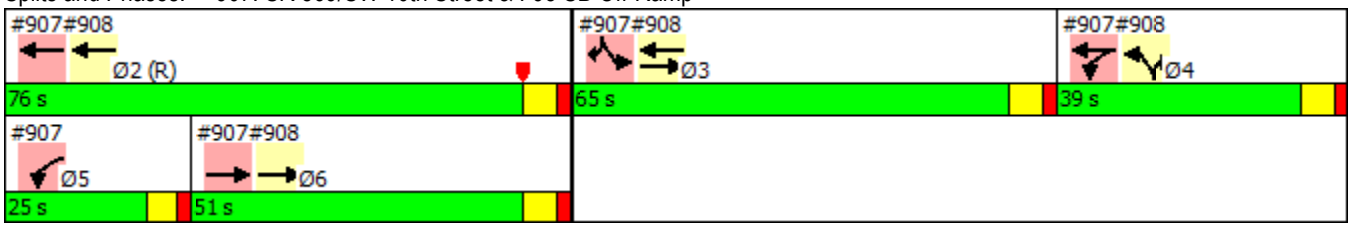
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	365	1780	550	445	1885	435	80	10	130	55	10	95
Future Volume (vph)	365	1780	550	445	1885	435	80	10	130	55	10	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	6.0	6.0	6.0		5.7	5.7
Lane Util. Factor	0.97	0.86		0.97	0.91	1.00	0.95	0.95	1.00		1.00	0.88
Frt	1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.96	1.00		0.96	1.00
Satd. Flow (prot)	3367	6181		3433	5085	1524	1681	1704	1583		1578	2030
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	0.96	1.00		0.96	1.00
Satd. Flow (perm)	3367	6181		3433	5085	1524	1681	1704	1583		1578	2030
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)	397	1935	598	484	2049	473	87	11	141	60	11	103
RTOR Reduction (vph)	0	27	0	0	0	194	0	0	66	0	0	70
Lane Group Flow (vph)	397	2506	0	484	2049	279	49	49	75	0	71	33
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Turn Type	Prot	NA		Prot	NA	Prot	Split	NA	pt+ov	Split	NA	pt+ov
Protected Phases	1	6		5	2	2	3	3	3 5	4	4	4 1
Permitted Phases												
Actuated Green, G (s)	29.5	104.0		29.6	104.1	104.1	10.5	10.5	46.1		12.2	47.7
Effective Green, g (s)	31.5	106.0		31.6	106.1	106.1	10.5	10.5	46.1		12.2	41.7
Actuated g/C Ratio	0.18	0.59		0.18	0.59	0.59	0.06	0.06	0.26		0.07	0.23
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0			5.7	
Vehicle Extension (s)	1.5	3.0		2.5	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	589	3639		602	2997	898	98	99	405		106	470
v/s Ratio Prot	0.12	c0.41		c0.14	c0.40	0.18	c0.03	0.03	0.05		c0.04	0.02
v/s Ratio Perm												
v/c Ratio	0.67	0.69		0.80	0.68	0.31	0.50	0.49	0.18		0.67	0.07
Uniform Delay, d1	69.4	25.6		71.2	25.4	18.6	82.2	82.2	52.3		81.9	54.0
Progression Factor	0.84	0.66		1.01	0.98	1.92	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	1.4	0.6		5.4	0.9	0.6	4.0	3.9	0.2		14.9	0.1
Delay (s)	60.0	17.6		77.7	25.7	36.2	86.2	86.0	52.5		96.8	54.1
Level of Service	E	B		E	C	D	F	F	D		F	D
Approach Delay (s)		23.4			35.7			66.3			71.5	
Approach LOS		C			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	32.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.7
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1420	545	775	1915	0	0	0	0	410	0	850
Future Volume (vph)	0	1420	545	775	1915	0	0	0	0	410	0	850
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		506	500		0	0		0	400		680
Storage Lanes	0		1	0		0	0		0	2		1
Taper Length (ft)	50			175			50			300		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1005			402			564			1197	
Travel Time (s)		19.6			7.8			9.6			20.4	
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
Shared Lane Traffic (%)												
Turn Type		NA		Prot	NA					Prot		Prot
Protected Phases		6		5 4	2 4					3		3
Permitted Phases												
Detector Phase		6		5 4	2 4					3		3
Switch Phase												
Minimum Initial (s)		10.0								4.0		4.0
Minimum Split (s)		16.5								10.5		10.5
Total Split (s)		51.0								65.0		65.0
Total Split (%)		28.3%								36.1%		36.1%
Maximum Green (s)		44.5								58.5		58.5
Yellow Time (s)		4.5								4.5		4.5
All-Red Time (s)		2.0								2.0		2.0
Lost Time Adjust (s)		-2.0								-2.0		-2.0
Total Lost Time (s)		4.5								4.5		4.5
Lead/Lag		Lag								Lead		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0								2.0		2.0
Recall Mode		Max								None		None

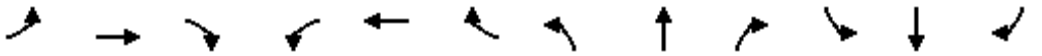
Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 59 (33%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

Splits and Phases: 907: SR 869/SW 10th Street & I-95 SB Off-Ramp



Lane Group	Ø2	Ø4	Ø5
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Right Turn on Red			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Shared Lane Traffic (%)			
Turn Type			
Protected Phases	2	4	5
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	10.0	4.0	5.0
Minimum Split (s)	16.5	10.5	11.0
Total Split (s)	76.0	39.0	25.0
Total Split (%)	42%	22%	14%
Maximum Green (s)	69.5	32.5	19.0
Yellow Time (s)	4.5	4.5	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lead
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.5	3.0
Recall Mode	C-Max	Min	None

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1420	545	775	1915	0	0	0	0	410	0	850
Future Volume (vph)	0	1420	545	775	1915	0	0	0	0	410	0	850
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.0	4.5					4.5		4.5
Lane Util. Factor		0.81		0.97	0.91					0.97		0.88
Frt		0.96		1.00	1.00					1.00		0.85
Flt Protected		1.00		0.95	1.00					0.95		1.00
Satd. Flow (prot)		7230		3433	5085					3433		2787
Flt Permitted		1.00		0.95	1.00					0.95		1.00
Satd. Flow (perm)		7230		3433	5085					3433		2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1495	574	816	2016	0	0	0	0	432	0	895
RTOR Reduction (vph)	0	37	0	0	0	0	0	0	0	0	0	64
Lane Group Flow (vph)	0	2032	0	816	2016	0	0	0	0	432	0	831
Turn Type		NA		Prot	NA					Prot		Prot
Protected Phases		6		5 4	2 4					3		3
Permitted Phases												
Actuated Green, G (s)		50.1		52.4	108.5					58.5		58.5
Effective Green, g (s)		52.1		49.9	110.5					60.5		60.5
Actuated g/C Ratio		0.29		0.28	0.61					0.34		0.34
Clearance Time (s)		6.5								6.5		6.5
Vehicle Extension (s)		3.0								2.0		2.0
Lane Grp Cap (vph)		2092		951	3121					1153		936
v/s Ratio Prot		c0.28		c0.24	0.40					0.13		c0.30
v/s Ratio Perm												
v/c Ratio		1.14dr		0.86	0.65					0.37		0.89
Uniform Delay, d1		63.2		61.7	22.2					45.4		56.5
Progression Factor		0.71		1.20	0.45					1.00		1.00
Incremental Delay, d2		11.5		6.8	0.4					0.1		9.9
Delay (s)		56.2		80.6	10.4					45.5		66.5
Level of Service		E		F	B					D		E
Approach Delay (s)		56.2			30.6			0.0			59.6	
Approach LOS		E			C			A			E	

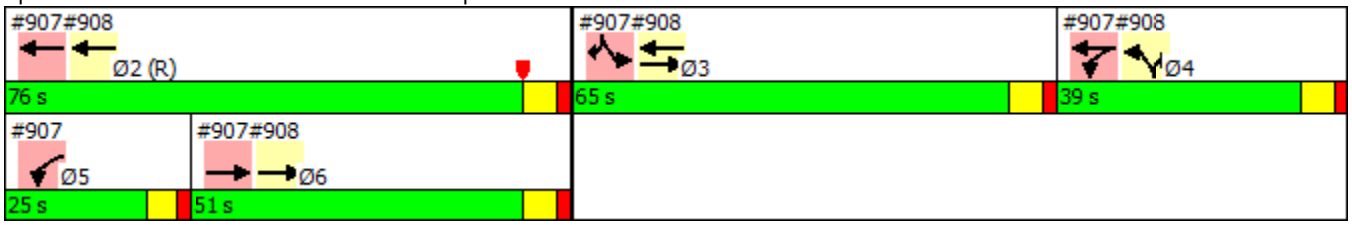
Intersection Summary			
HCM 2000 Control Delay	45.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	74.2%	ICU Level of Service	D
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2	Ø3	Ø5	Ø6
Lane Configurations										
Traffic Volume (vph)	1300	530	0	2210	770	470				
Future Volume (vph)	1300	530	0	2210	770	470				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)		700	200		410	430				
Storage Lanes		0	2		1	3				
Taper Length (ft)			50		300					
Right Turn on Red		Yes				No				
Link Speed (mph)	35			35	40					
Link Distance (ft)	313			710	837					
Travel Time (s)	6.1			13.8	14.3					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Shared Lane Traffic (%)										
Turn Type	NA	Free		NA	Prot	Prot				
Protected Phases	6 3			2 3	4	4	2	3	5	6
Permitted Phases		Free								
Detector Phase	6 3			2 3	4	4				
Switch Phase										
Minimum Initial (s)					4.0	4.0	10.0	4.0	5.0	10.0
Minimum Split (s)					10.5	10.5	16.5	10.5	11.0	16.5
Total Split (s)					39.0	39.0	76.0	65.0	25.0	51.0
Total Split (%)					21.7%	21.7%	42%	36%	14%	28%
Maximum Green (s)					32.5	32.5	69.5	58.5	19.0	44.5
Yellow Time (s)					4.5	4.5	4.5	4.5	4.0	4.5
All-Red Time (s)					2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)					-2.0	-2.0				
Total Lost Time (s)					4.5	4.5				
Lead/Lag					Lag	Lag		Lead	Lead	Lag
Lead-Lag Optimize?										
Vehicle Extension (s)					3.5	3.5	3.0	2.0	3.0	3.0
Recall Mode					Min	Min	C-Max	None	None	Max

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 59 (33%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

Splits and Phases: 908: I-95 NB On/Off-Ramp & SR 869/SW 10th Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1300	530	0	2210	770	470
Future Volume (vph)	1300	530	0	2210	770	470
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0		4.5	4.5	4.5
Lane Util. Factor	0.91	0.88		0.81	0.94	0.76
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		1.00	0.95	1.00
Satd. Flow (prot)	5085	2787		7544	4990	3610
Flt Permitted	1.00	1.00		1.00	0.95	1.00
Satd. Flow (perm)	5085	2787		7544	4990	3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1368	558	0	2326	811	495
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1368	558	0	2326	811	495
Turn Type	NA	Free		NA	Prot	Prot
Protected Phases	6 3			2 3	4	4
Permitted Phases		Free				
Actuated Green, G (s)	115.1	180.0		134.5	32.5	32.5
Effective Green, g (s)	117.1	180.0		136.5	34.5	34.5
Actuated g/C Ratio	0.65	1.00		0.76	0.19	0.19
Clearance Time (s)					6.5	6.5
Vehicle Extension (s)					3.5	3.5
Lane Grp Cap (vph)	3308	2787		5720	956	691
v/s Ratio Prot	c0.27			c0.31	c0.16	0.14
v/s Ratio Perm		0.20				
v/c Ratio	0.41	0.20		0.41	0.85	0.72
Uniform Delay, d1	15.0	0.0		7.6	70.2	68.2
Progression Factor	0.08	1.00		0.84	1.00	1.00
Incremental Delay, d2	0.0	0.1		0.0	7.3	3.7
Delay (s)	1.2	0.1		6.4	77.5	71.8
Level of Service	A	A		A	E	E
Approach Delay (s)	0.9			6.4	75.4	
Approach LOS	A			A	E	

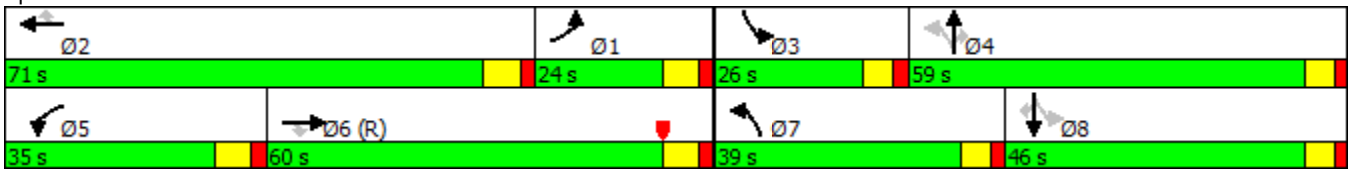
Intersection Summary			
HCM 2000 Control Delay	20.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	47.8%	ICU Level of Service	A
Analysis Period (min)	15		

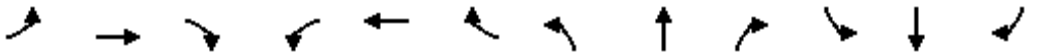
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	255	1200	315	210	1470	95	350	195	180	245	200	390
Future Volume (vph)	255	1200	315	210	1470	95	350	195	180	245	200	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	200		300	260		260	170		170
Storage Lanes	2		1	2		1	1		1	1		0
Taper Length (ft)	50			120			100			75		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		710			1313			500			500	
Travel Time (s)		12.1			22.4			11.4			11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	15.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	22.0	22.0	11.0	22.0	22.0	10.0	12.0	12.0	10.0	12.0	12.0
Total Split (s)	24.0	60.0	60.0	35.0	71.0	71.0	39.0	59.0	59.0	26.0	46.0	46.0
Total Split (%)	13.3%	33.3%	33.3%	19.4%	39.4%	39.4%	21.7%	32.8%	32.8%	14.4%	25.6%	25.6%
Maximum Green (s)	17.0	53.0	53.0	28.0	64.0	64.0	33.0	53.0	53.0	20.0	40.0	40.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	None	C-Min	C-Min	None	Min	Min	None	None	None	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 84 (47%), Referenced to phase 6:EBT, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	

Splits and Phases: 909: Research Park Boulevard/SW Natura Boulevard & SR 869/SW 10th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	255	1200	315	210	1470	95	350	195	180	245	200	390
Future Volume (vph)	255	1200	315	210	1470	95	350	195	180	245	200	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.26	1.00	1.00	0.62	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	490	3539	1583	1153	1863	1583
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)	277	1304	342	228	1598	103	380	212	196	266	217	424
RTOR Reduction (vph)	0	0	152	0	0	59	0	0	150	0	0	189
Lane Group Flow (vph)	277	1304	190	228	1598	44	380	212	46	266	217	235
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Actuated Green, G (s)	16.9	76.0	76.0	15.9	75.0	75.0	68.1	42.7	42.7	49.1	29.7	29.7
Effective Green, g (s)	18.9	78.0	78.0	17.9	77.0	77.0	68.1	42.7	42.7	49.1	29.7	29.7
Actuated g/C Ratio	0.10	0.43	0.43	0.10	0.43	0.43	0.38	0.24	0.24	0.27	0.16	0.16
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	360	2203	685	341	2175	677	415	839	375	381	307	261
v/s Ratio Prot	c0.08	0.26		0.07	c0.31		c0.16	0.06		0.08	0.12	
v/s Ratio Perm			0.12			0.03	c0.18		0.03	0.12		0.15
v/c Ratio	0.77	0.59	0.28	0.67	0.73	0.07	0.92	0.25	0.12	0.70	0.71	0.90
Uniform Delay, d1	78.4	38.9	32.9	78.2	43.0	30.3	46.0	55.7	54.0	56.2	71.0	73.7
Progression Factor	0.76	0.68	0.55	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.8	1.1	0.9	3.8	1.3	0.0	24.1	0.1	0.1	4.5	6.0	30.6
Delay (s)	67.6	27.6	19.1	82.0	44.3	30.4	70.2	55.8	54.0	60.6	77.0	104.3
Level of Service	E	C	B	F	D	C	E	E	D	E	E	F
Approach Delay (s)		31.9			48.0			62.3			85.0	
Approach LOS		C			D			E			F	

Intersection Summary			
HCM 2000 Control Delay	50.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	86.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

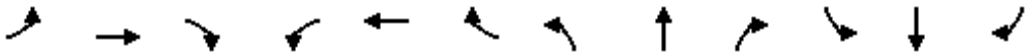
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	5	85	10	0	15	0	2690	55	40	1895	0
Future Volume (vph)	65	5	85	10	0	15	0	2690	55	40	1895	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	0		0	275		0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (ft)	50			50			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		250			265			303			510	
Travel Time (s)		6.8			7.2			4.6			7.7	
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
Shared Lane Traffic (%)	46%											
Turn Type	Split	NA	Perm	Prot		Prot		NA	Perm	pm+pt	NA	
Protected Phases	4	4		3		3		2		1	6	
Permitted Phases			4						2	6		
Detector Phase	4	4	4	3		3		2	2	1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0		6.0		10.0	10.0	4.0	10.0	
Minimum Split (s)	12.0	12.0	12.0	12.0		12.0		17.0	17.0	11.0	17.0	
Total Split (s)	15.0	15.0	15.0	37.0		37.0		108.0	108.0	20.0	128.0	
Total Split (%)	8.3%	8.3%	8.3%	20.6%		20.6%		60.0%	60.0%	11.1%	71.1%	
Maximum Green (s)	9.0	9.0	9.0	31.0		31.0		101.0	101.0	13.0	121.0	
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0		5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0		2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0		7.0	7.0	7.0	7.0	
Lead/Lag	Lag	Lag	Lag	Lead		Lead		Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0		2.0		3.0	3.0	1.5	3.0	
Recall Mode	None	None	None	None		None		C-Min	C-Min	None	C-Min	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 135 (75%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	

Splits and Phases: 910: Powerline Road & West Drive

Lane Group	Ø8
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	8
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	22.0
Total Split (s)	52.0
Total Split (%)	29%
Maximum Green (s)	46.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	5	85	10	0	15	0	2690	55	40	1895	0
Future Volume (vph)	65	5	85	10	0	15	0	2690	55	40	1895	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0		6.0		7.0	7.0	7.0	7.0	
Lane Util. Factor	0.95	0.95	1.00	1.00		1.00		0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.96	1.00	0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1697	1583	1770		1583		3539	1583	1770	3539	
Flt Permitted	0.95	0.96	1.00	0.95		1.00		1.00	1.00	0.03	1.00	
Satd. Flow (perm)	1681	1697	1583	1770		1583		3539	1583	51	3539	
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)	68	5	89	11	0	16	0	2832	58	42	1995	0
RTOR Reduction (vph)	0	0	85	0	0	16	0	0	14	0	0	0
Lane Group Flow (vph)	37	36	4	11	0	0	0	2832	44	42	1995	0
Turn Type	Split	NA	Perm	Prot		Prot		NA	Perm	pm+pt	NA	
Protected Phases	4	4		3		3		2		1	6	
Permitted Phases			4						2	6		
Actuated Green, G (s)	7.9	7.9	7.9	4.0		4.0		137.8	137.8	149.1	149.1	
Effective Green, g (s)	7.9	7.9	7.9	4.0		4.0		137.8	137.8	149.1	149.1	
Actuated g/C Ratio	0.04	0.04	0.04	0.02		0.02		0.77	0.77	0.83	0.83	
Clearance Time (s)	6.0	6.0	6.0	6.0		6.0		7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0		2.0		3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	73	74	69	39		35		2709	1211	83	2931	
v/s Ratio Prot	c0.02	0.02		c0.01		0.00		c0.80		0.01	c0.56	
v/s Ratio Perm			0.00						0.03	0.40		
v/c Ratio	0.51	0.49	0.06	0.28		0.01		1.05	0.04	0.51	0.68	
Uniform Delay, d1	84.1	84.1	82.5	86.6		86.1		21.1	5.1	59.1	6.1	
Progression Factor	1.00	1.00	1.00	1.00		1.00		0.35	0.06	1.00	1.00	
Incremental Delay, d2	2.0	1.8	0.1	1.4		0.0		28.2	0.0	1.8	1.3	
Delay (s)	86.2	85.9	82.6	88.0		86.1		35.6	0.3	60.8	7.4	
Level of Service	F	F	F	F		F		D	A	E	A	
Approach Delay (s)		84.1			86.9			34.9			8.5	
Approach LOS		F			F			C			A	

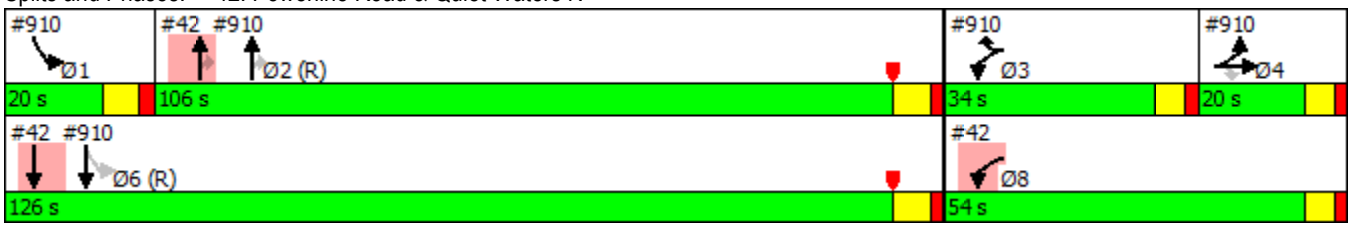
Intersection Summary			
HCM 2000 Control Delay	26.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	100.2%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø3	Ø4
Lane Configurations									
Traffic Volume (vph)	95	145	2045	45	0	2290			
Future Volume (vph)	95	145	2045	45	0	2290			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0	0		135	0				
Storage Lanes	1	0		1	0				
Taper Length (ft)	50				50				
Right Turn on Red		Yes		Yes					
Link Speed (mph)	25		45			45			
Link Distance (ft)	150		396			303			
Travel Time (s)	4.1		6.0			4.6			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95			
Shared Lane Traffic (%)									
Turn Type	Prot		NA	Perm		NA			
Protected Phases	8		2			6	1	3	4
Permitted Phases				2					
Detector Phase	8		2	2		6			
Switch Phase									
Minimum Initial (s)	4.0		10.0	10.0		10.0	4.0	6.0	6.0
Minimum Split (s)	22.0		17.0	17.0		17.0	11.0	12.0	12.0
Total Split (s)	54.0		106.0	106.0		126.0	20.0	34.0	20.0
Total Split (%)	30.0%		58.9%	58.9%		70.0%	11%	19%	11%
Maximum Green (s)	48.0		99.0	99.0		119.0	13.0	28.0	14.0
Yellow Time (s)	4.0		5.0	5.0		5.0	5.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0			
Total Lost Time (s)	6.0		7.0	7.0		7.0			
Lead/Lag			Lag	Lag			Lead	Lead	Lag
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0		3.0	3.0		3.0	1.5	2.0	2.0
Recall Mode	None		C-Min	C-Min		C-Min	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 34 (19%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	

Splits and Phases: 42: Powerline Road & Quiet Waters N



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	95	145	2045	45	0	2290
Future Volume (vph)	95	145	2045	45	0	2290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		7.0	7.0		7.0
Lane Util. Factor	1.00		0.91	1.00		0.91
Frt	0.92		1.00	0.85		1.00
Flt Protected	0.98		1.00	1.00		1.00
Satd. Flow (prot)	1678		5085	1583		5085
Flt Permitted	0.98		1.00	1.00		1.00
Satd. Flow (perm)	1678		5085	1583		5085
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	100	153	2153	47	0	2411
RTOR Reduction (vph)	35	0	0	6	0	0
Lane Group Flow (vph)	218	0	2153	41	0	2411
Turn Type	Prot		NA	Perm		NA
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	31.1		119.8	119.8		135.9
Effective Green, g (s)	31.1		119.8	119.8		135.9
Actuated g/C Ratio	0.17		0.67	0.67		0.76
Clearance Time (s)	6.0		7.0	7.0		7.0
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	289		3384	1053		3839
v/s Ratio Prot	c0.13		0.42			c0.47
v/s Ratio Perm				0.03		
v/c Ratio	0.76		0.64	0.04		0.63
Uniform Delay, d1	70.8		17.5	10.3		10.3
Progression Factor	1.00		0.40	0.40		0.25
Incremental Delay, d2	10.7		0.5	0.0		0.4
Delay (s)	81.5		7.4	4.1		3.1
Level of Service	F		A	A		A
Approach Delay (s)	81.5		7.3			3.1
Approach LOS	F		A			A

Intersection Summary			
HCM 2000 Control Delay	9.1	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1220	130	255	2815	95	110
Future Volume (vph)	1220	130	255	2815	95	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200	650		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			50		50	
Right Turn on Red		Yes				Yes
Link Speed (mph)	35			35	25	
Link Distance (ft)	1350			943	500	
Travel Time (s)	26.3			18.4	13.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	NA	Perm	Prot	NA	Prot	Free
Protected Phases	6		5	2	4	
Permitted Phases		6				Free
Detector Phase	6	6	5	2	4	
Switch Phase						
Minimum Initial (s)	15.0	15.0	4.0	15.0	6.0	
Minimum Split (s)	22.0	22.0	11.0	22.0	12.0	
Total Split (s)	102.0	102.0	48.0	150.0	30.0	
Total Split (%)	56.7%	56.7%	26.7%	83.3%	16.7%	
Maximum Green (s)	95.0	95.0	41.0	143.0	24.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	3.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	
Recall Mode	C-Max	C-Max	None	C-Max	None	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 13 (7%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	

Splits and Phases: 901: Waterways Boulevard & SR 869/SW 10th Street

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1220	130	255	2815	95	110
Future Volume (vph)	1220	130	255	2815	95	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	6.0	4.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	1770	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1284	137	268	2963	100	116
RTOR Reduction (vph)	0	40	0	0	0	0
Lane Group Flow (vph)	1284	97	268	2963	100	116
Turn Type	NA	Perm	Prot	NA	Prot	Free
Protected Phases	6		5	2	4	
Permitted Phases		6				Free
Actuated Green, G (s)	114.3	114.3	31.2	152.5	14.5	180.0
Effective Green, g (s)	116.3	116.3	33.2	154.5	14.5	180.0
Actuated g/C Ratio	0.65	0.65	0.18	0.86	0.08	1.00
Clearance Time (s)	7.0	7.0	7.0	7.0	6.0	
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	
Lane Grp Cap (vph)	3285	1022	326	4364	142	1583
v/s Ratio Prot	0.25		c0.15	c0.58	c0.06	
v/s Ratio Perm		0.06				0.07
v/c Ratio	0.39	0.09	0.82	0.68	0.70	0.07
Uniform Delay, d1	15.1	12.0	70.6	4.3	80.7	0.0
Progression Factor	1.00	1.00	1.18	0.29	1.00	1.00
Incremental Delay, d2	0.4	0.2	10.8	0.6	12.2	0.1
Delay (s)	15.4	12.2	94.2	1.9	92.8	0.1
Level of Service	B	B	F	A	F	A
Approach Delay (s)	15.1			9.5	43.0	
Approach LOS	B			A	D	

Intersection Summary			
HCM 2000 Control Delay	12.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	68.8%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1260	70	25	3025	45	25
Future Volume (vph)	1260	70	25	3025	45	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		330	500		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			135		50	
Right Turn on Red		Yes				Yes
Link Speed (mph)	35			35	25	
Link Distance (ft)	657			1330	500	
Travel Time (s)	12.8			25.9	13.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	15.0	15.0	4.0	15.0	6.0	6.0
Minimum Split (s)	23.0	23.0	12.0	23.0	12.0	12.0
Total Split (s)	130.0	130.0	30.0	160.0	20.0	20.0
Total Split (%)	72.2%	72.2%	16.7%	88.9%	11.1%	11.1%
Maximum Green (s)	122.0	122.0	22.0	152.0	14.0	14.0
Yellow Time (s)	5.0	5.0	5.0	5.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 161 (89%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 902: Independence Drive & SR 869/SW 10th Street

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1260	70	25	3025	45	25
Future Volume (vph)	1260	70	25	3025	45	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	1770	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1326	74	26	3184	47	26
RTOR Reduction (vph)	0	14	0	0	0	25
Lane Group Flow (vph)	1326	60	26	3184	47	1
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Actuated Green, G (s)	145.1	145.1	4.8	157.9	8.1	8.1
Effective Green, g (s)	147.1	147.1	6.8	159.9	8.1	8.1
Actuated g/C Ratio	0.82	0.82	0.04	0.89	0.04	0.04
Clearance Time (s)	8.0	8.0	8.0	8.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	4155	1293	66	4517	79	71
v/s Ratio Prot	0.26		0.01	c0.63	c0.03	
v/s Ratio Perm		0.04				0.00
v/c Ratio	0.32	0.05	0.39	0.70	0.59	0.02
Uniform Delay, d1	4.1	3.1	84.6	3.0	84.3	82.1
Progression Factor	1.00	1.01	1.13	0.52	1.00	1.00
Incremental Delay, d2	0.2	0.1	0.1	0.1	7.8	0.0
Delay (s)	4.3	3.2	95.6	1.7	92.1	82.2
Level of Service	A	A	F	A	F	F
Approach Delay (s)	4.2			2.4	88.6	
Approach LOS	A			A	F	

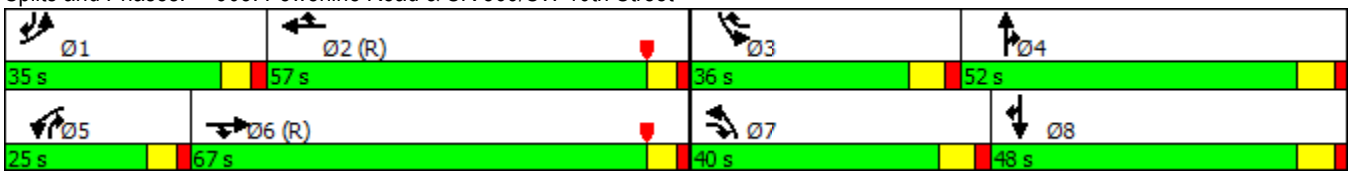
Intersection Summary			
HCM 2000 Control Delay	4.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	73.4%	ICU Level of Service	D
Analysis Period (min)	15		

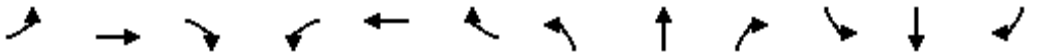
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	490	465	330	315	1365	430	760	1175	305	535	910	925
Future Volume (vph)	490	465	330	315	1365	430	760	1175	305	535	910	925
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	600		950	790		740	550		730	460		700
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	100			100			90			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1330			1116			870			670	
Travel Time (s)		25.9			21.7			13.2			10.2	
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
Shared Lane Traffic (%)												
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	pt+ov
Protected Phases	1	6	6 7	5	2	2 3	7	4	4 5	3	8	8 1
Permitted Phases												
Detector Phase	1	6	6 7	5	2	2 3	7	4	4 5	3	8	8 1
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0		5.0	6.0		5.0	6.0	
Minimum Split (s)	12.0	19.0		12.0	19.0		12.0	13.0		12.0	13.0	
Total Split (s)	35.0	67.0		25.0	57.0		40.0	52.0		36.0	48.0	
Total Split (%)	19.4%	37.2%		13.9%	31.7%		22.2%	28.9%		20.0%	26.7%	
Maximum Green (s)	29.0	61.0		19.0	51.0		33.0	45.0		29.0	41.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0		-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0		1.5	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 65 (36%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	

Splits and Phases: 903: Powerline Road & SR 869/SW 10th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	490	465	330	315	1365	430	760	1175	305	535	910	925
Future Volume (vph)	490	465	330	315	1365	430	760	1175	305	535	910	925
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	516	489	347	332	1437	453	800	1237	321	563	958	974
RTOR Reduction (vph)	0	0	26	0	0	50	0	0	70	0	0	34
Lane Group Flow (vph)	516	489	321	332	1437	403	800	1237	251	563	958	940
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	pt+ov
Protected Phases	1	6	6 7	5	2	2 3	7	4	4 5	3	8	8 1
Permitted Phases												
Actuated Green, G (s)	29.0	61.5	100.5	18.5	51.0	86.0	33.0	45.0	70.5	29.0	41.0	77.0
Effective Green, g (s)	31.0	63.5	102.5	20.5	53.0	88.0	35.0	47.0	72.5	31.0	43.0	79.0
Actuated g/C Ratio	0.17	0.35	0.57	0.11	0.29	0.49	0.19	0.26	0.40	0.17	0.24	0.44
Clearance Time (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)	591	1793	901	390	1497	773	667	1327	637	591	1214	694
v/s Ratio Prot	0.15	0.10	0.20	0.10	c0.28	0.25	c0.23	c0.24	0.16	0.16	0.19	c0.59
v/s Ratio Perm												
v/c Ratio	0.87	0.27	0.36	0.85	0.96	0.52	1.20	0.93	0.39	0.95	0.79	1.35
Uniform Delay, d1	72.6	41.7	20.9	78.3	62.5	31.6	72.5	64.9	38.1	73.8	64.2	50.5
Progression Factor	0.76	0.66	1.30	1.08	0.81	0.86	1.00	1.00	1.00	1.25	0.94	0.80
Incremental Delay, d2	12.7	0.4	0.1	13.5	13.7	0.2	103.8	11.8	0.1	21.8	2.6	166.9
Delay (s)	67.6	28.1	27.4	97.9	64.1	27.5	176.3	76.7	38.3	113.8	63.2	207.4
Level of Service	E	C	C	F	E	C	F	E	D	F	E	F
Approach Delay (s)		43.0			61.6			105.3			130.9	
Approach LOS		D			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	91.4	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.23		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	117.0%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1210	175	170	1830	115	110
Future Volume (vph)	1210	175	170	1830	115	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200	300		350	0
Storage Lanes		1	1		1	1
Taper Length (ft)			165		50	
Right Turn on Red		Yes				Yes
Link Speed (mph)	35			35	25	
Link Distance (ft)	450			741	500	
Travel Time (s)	8.8			14.4	13.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	6		5	2	4	4
Permitted Phases		6				
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	15.0	15.0	4.0	15.0	6.0	6.0
Minimum Split (s)	22.8	22.8	10.8	22.8	22.0	22.0
Total Split (s)	95.0	95.0	45.0	140.0	40.0	40.0
Total Split (%)	52.8%	52.8%	25.0%	77.8%	22.2%	22.2%
Maximum Green (s)	90.0	90.0	38.5	135.0	34.5	34.5
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	2.5	1.0	1.5	1.5
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	0.0	0.0
Total Lost Time (s)	3.0	3.0	4.5	3.0	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	1.5	2.0	2.0
Recall Mode	C-Min	C-Min	None	C-Min	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 59 (33%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	

Splits and Phases: 904: SW 28th Avenue & SR 869/SW 10th Street

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1210	175	170	1830	115	110
Future Volume (vph)	1210	175	170	1830	115	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	4.5	3.0	5.5	5.5
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	1770	3539	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1274	184	179	1926	121	116
RTOR Reduction (vph)	0	31	0	0	0	105
Lane Group Flow (vph)	1274	153	179	1926	121	11
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	6		5	2	4	4
Permitted Phases		6				
Actuated Green, G (s)	122.8	122.8	23.5	152.8	16.7	16.7
Effective Green, g (s)	124.8	124.8	25.5	154.8	16.7	16.7
Actuated g/C Ratio	0.69	0.69	0.14	0.86	0.09	0.09
Clearance Time (s)	5.0	5.0	6.5	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	1.5	2.0	2.0
Lane Grp Cap (vph)	2453	1097	250	3043	164	146
v/s Ratio Prot	0.36		c0.10	c0.54	c0.07	0.01
v/s Ratio Perm		0.10				
v/c Ratio	0.52	0.14	0.72	0.63	0.74	0.07
Uniform Delay, d1	13.2	9.4	73.8	3.9	79.5	74.6
Progression Factor	0.56	0.54	1.15	0.48	1.00	1.00
Incremental Delay, d2	0.7	0.2	3.2	0.3	13.8	0.1
Delay (s)	8.1	5.3	87.9	2.2	93.3	74.7
Level of Service	A	A	F	A	F	E
Approach Delay (s)	7.7			9.5	84.2	
Approach LOS	A			A	F	

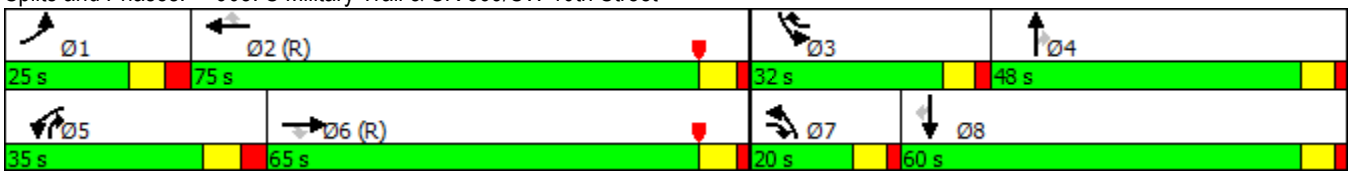
Intersection Summary			
HCM 2000 Control Delay	13.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	64.9%	ICU Level of Service	C
Analysis Period (min)	15		

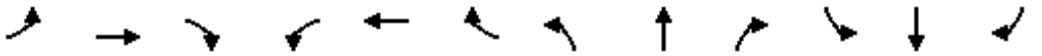
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	900	185	495	1160	540	285	585	390	440	830	615
Future Volume (vph)	330	900	185	495	1160	540	285	585	390	440	830	615
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	550		500	550		500	300		300	650		650
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	190			200			100			170		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		700			1391			649			537	
Travel Time (s)		13.6			27.1			11.1			9.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	5.0	5.0	6.0	5.0	5.0	6.0	6.0
Minimum Split (s)	14.0	22.0	12.0	14.0	22.0	12.0	12.0	13.0	14.0	12.0	13.0	13.0
Total Split (s)	25.0	65.0	20.0	35.0	75.0	32.0	20.0	48.0	35.0	32.0	60.0	60.0
Total Split (%)	13.9%	36.1%	11.1%	19.4%	41.7%	17.8%	11.1%	26.7%	19.4%	17.8%	33.3%	33.3%
Maximum Green (s)	16.5	58.0	13.5	26.5	68.0	25.5	13.5	41.5	26.5	25.5	53.5	53.5
Yellow Time (s)	5.0	5.0	4.5	5.0	5.0	4.5	4.5	4.5	5.0	4.5	4.5	4.5
All-Red Time (s)	3.5	2.0	2.0	3.5	2.0	2.0	2.0	2.0	3.5	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	6.5	5.0	4.5	6.5	5.0	4.5	4.5	4.5	6.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 86 (48%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	

Splits and Phases: 905: S Military Trail & SR 869/SW 10th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	900	185	495	1160	540	285	585	390	440	830	615
Future Volume (vph)	330	900	185	495	1160	540	285	585	390	440	830	615
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	5.0	4.5	6.5	5.0	4.5	4.5	4.5	6.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
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)	359	978	201	538	1261	587	310	636	424	478	902	668
RTOR Reduction (vph)	0	0	95	0	0	34	0	0	62	0	0	146
Lane Group Flow (vph)	359	978	106	538	1261	553	310	636	362	478	902	522
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	16.5	58.0	71.5	26.5	68.0	93.2	13.5	41.8	68.3	25.2	53.5	53.5
Effective Green, g (s)	18.5	60.0	75.5	28.5	70.0	97.2	15.5	43.8	72.3	27.2	55.5	55.5
Actuated g/C Ratio	0.10	0.33	0.42	0.16	0.39	0.54	0.09	0.24	0.40	0.15	0.31	0.31
Clearance Time (s)	8.5	7.0	6.5	8.5	7.0	6.5	6.5	6.5	8.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0
Lane Grp Cap (vph)	352	1179	663	543	1376	854	295	861	635	518	1091	488
v/s Ratio Prot	0.10	0.28	0.01	c0.16	c0.36	0.10	c0.09	0.18	0.09	0.14	0.25	
v/s Ratio Perm			0.05			0.25			0.14			c0.33
v/c Ratio	1.02	0.83	0.16	0.99	0.92	0.65	1.05	0.74	0.57	0.92	0.83	1.07
Uniform Delay, d1	80.8	55.3	32.5	75.6	52.2	29.3	82.2	62.8	41.8	75.4	57.8	62.2
Progression Factor	1.11	0.74	0.94	0.87	1.20	1.57	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	51.8	6.5	0.0	25.4	6.3	0.7	66.4	3.3	0.8	21.8	5.3	60.7
Delay (s)	141.6	47.5	30.5	91.0	69.1	46.6	148.6	66.2	42.6	97.2	63.0	122.9
Level of Service	F	D	C	F	E	D	F	E	D	F	E	F
Approach Delay (s)		67.2			68.5			77.5			90.5	
Approach LOS		E			E			E			F	

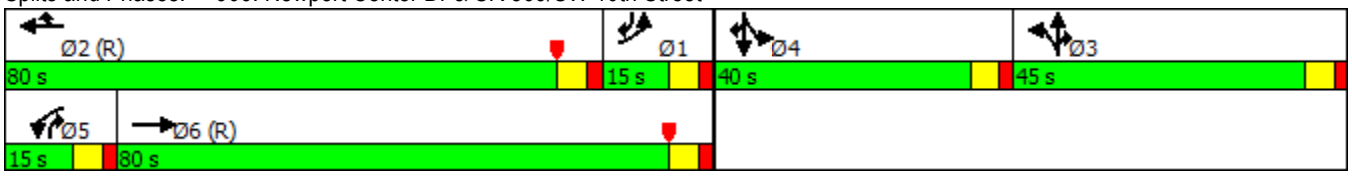
Intersection Summary			
HCM 2000 Control Delay	76.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.02		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	89.9%	ICU Level of Service	E
Analysis Period (min)	15		

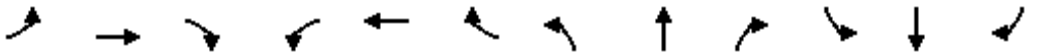
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	1870	85	125	1815	120	435	15	470	150	5	510
Future Volume (vph)	95	1870	85	125	1815	120	435	15	470	150	5	510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	700		625	750		750	0		150	0		0
Storage Lanes	2		1	2		1	1		1	0		2
Taper Length (ft)	100			100			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		670			1005			500			250	
Travel Time (s)		13.1			19.6			13.6			6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Shared Lane Traffic (%)							48%					
Turn Type	Prot	NA		Prot	NA	custom	Split	NA	pt+ov	Split	NA	pt+ov
Protected Phases	1	6		5	2	2	3	3	3 5	4	4	4 1
Permitted Phases						2						
Detector Phase	1	6		5	2	2	3	3	3 5	4	4	4 1
Switch Phase												
Minimum Initial (s)	4.0	7.0		4.0	15.0	15.0	6.0	6.0		6.0	6.0	
Minimum Split (s)	11.0	14.0		11.0	22.0	22.0	12.0	12.0		12.0	12.0	
Total Split (s)	15.0	80.0		15.0	80.0	80.0	45.0	45.0		40.0	40.0	
Total Split (%)	8.3%	44.4%		8.3%	44.4%	44.4%	25.0%	25.0%		22.2%	22.2%	
Maximum Green (s)	9.0	74.0		9.0	74.0	74.0	39.0	39.0		34.3	34.3	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		3.7	3.7	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0	-2.0	0.0	0.0			0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	6.0	6.0			5.7	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0		2.5	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 140 (78%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

Splits and Phases: 906: Newport Center Dr & SR 869/SW 10th Street





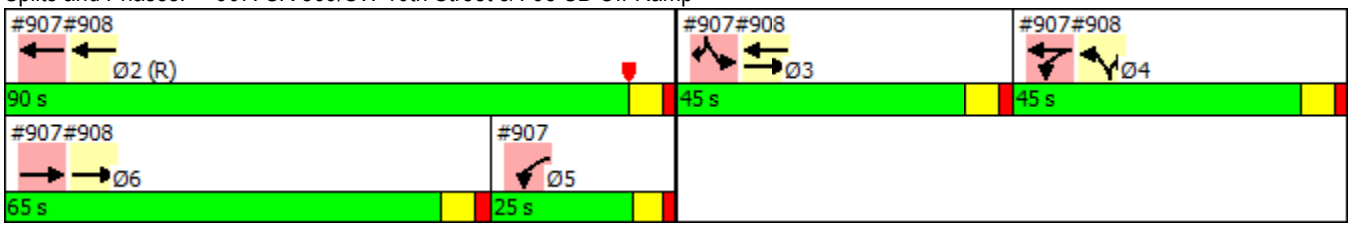
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	1870	85	125	1815	120	435	15	470	150	5	510
Future Volume (vph)	95	1870	85	125	1815	120	435	15	470	150	5	510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	6.0	6.0	6.0		5.7	5.7
Lane Util. Factor	0.97	0.86		0.97	0.91	1.00	0.95	0.95	1.00		1.00	0.88
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.96	1.00		0.95	1.00
Satd. Flow (prot)	3367	6366		3433	5085	1524	1681	1691	1583		1542	2030
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	0.96	1.00		0.95	1.00
Satd. Flow (perm)	3367	6366		3433	5085	1524	1681	1691	1583		1542	2030
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)	103	2033	92	136	1973	130	473	16	511	163	5	554
RTOR Reduction (vph)	0	3	0	0	0	74	0	0	85	0	0	70
Lane Group Flow (vph)	103	2122	0	136	1973	56	246	243	426	0	168	484
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Turn Type	Prot	NA		Prot	NA	custom	Split	NA	pt+ov	Split	NA	pt+ov
Protected Phases	1	6		5	2	2	3	3	3 5	4	4	4 1
Permitted Phases						2						
Actuated Green, G (s)	9.0	75.1		9.0	75.1	75.1	39.0	39.0	54.0		33.2	48.2
Effective Green, g (s)	11.0	77.1		11.0	77.1	77.1	39.0	39.0	54.0		33.2	42.2
Actuated g/C Ratio	0.06	0.43		0.06	0.43	0.43	0.22	0.22	0.30		0.18	0.23
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0			5.7	
Vehicle Extension (s)	1.5	3.0		2.5	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	205	2726		209	2178	652	364	366	474		284	475
v/s Ratio Prot	0.03	c0.33		0.04	c0.39	0.04	0.15	0.14	c0.27		0.11	c0.24
v/s Ratio Perm												
v/c Ratio	0.50	0.78		0.65	0.91	0.09	0.68	0.66	0.90		0.59	1.02
Uniform Delay, d1	81.8	44.1		82.6	48.1	30.5	64.7	64.5	60.4		67.2	68.9
Progression Factor	0.80	0.65		1.02	0.82	1.18	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.5	1.7		5.5	6.0	0.2	4.9	4.5	19.5		3.3	46.4
Delay (s)	65.7	30.2		89.4	45.5	36.2	69.6	69.0	79.9		70.5	115.3
Level of Service	E	C		F	D	D	E	E	E		E	F
Approach Delay (s)		31.9			47.6			74.7			104.8	
Approach LOS		C			D			E			F	

Intersection Summary			
HCM 2000 Control Delay	53.0	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.96		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.7
Intersection Capacity Utilization	79.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1780	710	770	1490	0	0	0	0	300	0	570
Future Volume (vph)	0	1780	710	770	1490	0	0	0	0	300	0	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		506	500		0	0		0	400		680
Storage Lanes	0		1	0		0	0		0	2		1
Taper Length (ft)	50			175			50			300		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1005			404			564			1197	
Travel Time (s)		19.6			7.9			9.6			20.4	
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
Shared Lane Traffic (%)												
Turn Type		NA		Prot	NA					Prot		Prot
Protected Phases		6		5 4	2 4					3		3
Permitted Phases												
Detector Phase		6		5 4	2 4					3		3
Switch Phase												
Minimum Initial (s)		10.0								4.0		4.0
Minimum Split (s)		16.5								10.5		10.5
Total Split (s)		65.0								45.0		45.0
Total Split (%)		36.1%								25.0%		25.0%
Maximum Green (s)		58.5								38.5		38.5
Yellow Time (s)		4.5								4.5		4.5
All-Red Time (s)		2.0								2.0		2.0
Lost Time Adjust (s)		-2.0								-2.0		-2.0
Total Lost Time (s)		4.5								4.5		4.5
Lead/Lag		Lead								Lead		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0								2.0		2.0
Recall Mode		Max								None		None

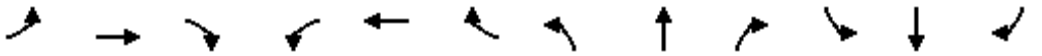
Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 37 (21%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

Splits and Phases: 907: SR 869/SW 10th Street & I-95 SB Off-Ramp



Lane Group	Ø2	Ø4	Ø5
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Right Turn on Red			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Shared Lane Traffic (%)			
Turn Type			
Protected Phases	2	4	5
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	10.0	4.0	5.0
Minimum Split (s)	16.5	10.5	11.0
Total Split (s)	90.0	45.0	25.0
Total Split (%)	50%	25%	14%
Maximum Green (s)	83.5	38.5	19.0
Yellow Time (s)	4.5	4.5	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lag
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.5	3.0
Recall Mode	C-Max	Min	None

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1780	710	770	1490	0	0	0	0	300	0	570
Future Volume (vph)	0	1780	710	770	1490	0	0	0	0	300	0	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.0	4.5					4.5		4.5
Lane Util. Factor		0.81		0.97	0.91					0.97		0.88
Frt		0.96		1.00	1.00					1.00		0.85
Flt Protected		1.00		0.95	1.00					0.95		1.00
Satd. Flow (prot)		7222		3433	5085					3433		2787
Flt Permitted		1.00		0.95	1.00					0.95		1.00
Satd. Flow (perm)		7222		3433	5085					3433		2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1874	747	811	1568	0	0	0	0	316	0	600
RTOR Reduction (vph)	0	40	0	0	0	0	0	0	0	0	0	82
Lane Group Flow (vph)	0	2581	0	811	1568	0	0	0	0	316	0	518
Turn Type		NA		Prot	NA					Prot		Prot
Protected Phases		6		5 4	2 4					3		3
Permitted Phases												
Actuated Green, G (s)		58.5		57.5	128.5					38.5		38.5
Effective Green, g (s)		60.5		61.5	130.5					40.5		40.5
Actuated g/C Ratio		0.34		0.34	0.72					0.22		0.22
Clearance Time (s)		6.5								6.5		6.5
Vehicle Extension (s)		3.0								2.0		2.0
Lane Grp Cap (vph)		2427		1172	3686					772		627
v/s Ratio Prot		c0.36		c0.24	0.31					0.09		c0.19
v/s Ratio Perm												
v/c Ratio		1.29dr		0.69	0.43					0.41		0.83
Uniform Delay, d1		59.8		51.1	9.8					59.5		66.4
Progression Factor		0.71		1.17	0.50					1.00		1.00
Incremental Delay, d2		34.6		1.7	0.1					0.1		8.3
Delay (s)		77.1		61.2	5.0					59.7		74.7
Level of Service		E		E	A					E		E
Approach Delay (s)		77.1			24.2			0.0			69.5	
Approach LOS		E			C			A			E	

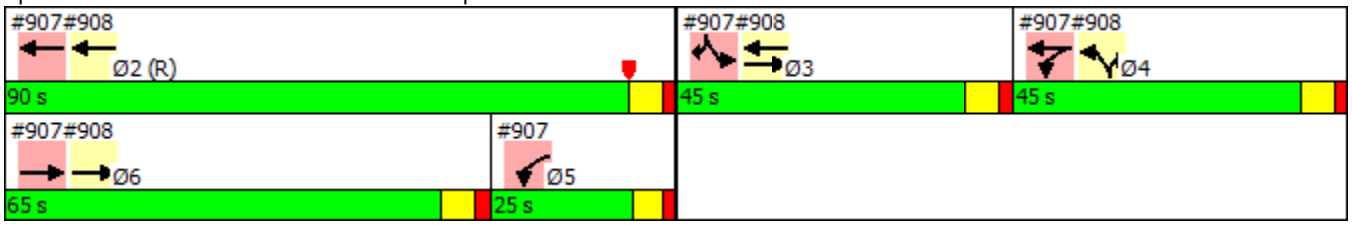
Intersection Summary			
HCM 2000 Control Delay	54.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2	Ø3	Ø5	Ø6
Lane Configurations										
Traffic Volume (vph)	1220	860	0	2060	520	680				
Future Volume (vph)	1220	860	0	2060	520	680				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)		700	200		410	430				
Storage Lanes		0	2		1	3				
Taper Length (ft)			50		300					
Right Turn on Red		Yes				No				
Link Speed (mph)	35			35	40					
Link Distance (ft)	311			710	837					
Travel Time (s)	6.1			13.8	14.3					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Shared Lane Traffic (%)										
Turn Type	NA	Free		NA	Prot	Prot				
Protected Phases	6 3			2 3	4	4	2	3	5	6
Permitted Phases		Free								
Detector Phase	6 3			2 3	4	4				
Switch Phase										
Minimum Initial (s)					4.0	4.0	10.0	4.0	5.0	10.0
Minimum Split (s)					10.5	10.5	16.5	10.5	11.0	16.5
Total Split (s)					45.0	45.0	90.0	45.0	25.0	65.0
Total Split (%)					25.0%	25.0%	50%	25%	14%	36%
Maximum Green (s)					38.5	38.5	83.5	38.5	19.0	58.5
Yellow Time (s)					4.5	4.5	4.5	4.5	4.0	4.5
All-Red Time (s)					2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)					-2.0	-2.0				
Total Lost Time (s)					4.5	4.5				
Lead/Lag					Lag	Lag		Lead	Lag	Lead
Lead-Lag Optimize?										
Vehicle Extension (s)					3.5	3.5	3.0	2.0	3.0	3.0
Recall Mode					Min	Min	C-Max	None	None	Max

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 37 (21%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

Splits and Phases: 908: I-95 NB On/Off-Ramp & SR 869/SW 10th Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1220	860	0	2060	520	680
Future Volume (vph)	1220	860	0	2060	520	680
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0		4.5	4.5	4.5
Lane Util. Factor	0.91	0.88		0.81	0.94	0.76
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		1.00	0.95	1.00
Satd. Flow (prot)	5085	2787		7544	4990	3610
Flt Permitted	1.00	1.00		1.00	0.95	1.00
Satd. Flow (perm)	5085	2787		7544	4990	3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1284	905	0	2168	547	716
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1284	905	0	2168	547	716
Turn Type	NA	Free		NA	Prot	Prot
Protected Phases	6 3			2 3	4	4
Permitted Phases		Free				
Actuated Green, G (s)	97.0	180.0		128.5	38.5	38.5
Effective Green, g (s)	101.0	180.0		130.5	40.5	40.5
Actuated g/C Ratio	0.56	1.00		0.72	0.22	0.22
Clearance Time (s)					6.5	6.5
Vehicle Extension (s)					3.5	3.5
Lane Grp Cap (vph)	2853	2787		5469	1122	812
v/s Ratio Prot	c0.25			c0.29	0.11	c0.20
v/s Ratio Perm		0.32				
v/c Ratio	0.45	0.32		0.40	0.49	0.88
Uniform Delay, d1	23.2	0.0		9.6	60.7	67.4
Progression Factor	0.46	1.00		0.43	1.00	1.00
Incremental Delay, d2	0.0	0.1		0.0	0.4	11.3
Delay (s)	10.8	0.1		4.1	61.1	78.7
Level of Service	B	A		A	E	E
Approach Delay (s)	6.4			4.1	71.1	
Approach LOS	A			A	E	

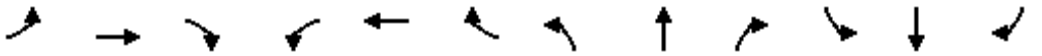
Intersection Summary			
HCM 2000 Control Delay	20.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	46.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	295	1320	285	345	1350	135	305	185	225	275	310	405
Future Volume (vph)	295	1320	285	345	1350	135	305	185	225	275	310	405
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	200		300	260		260	170		170
Storage Lanes	2		1	2		1	1		1	1		0
Taper Length (ft)	50			120			100			75		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		710			1313			500			500	
Travel Time (s)		12.1			22.4			11.4			11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	15.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	22.0	22.0	11.0	22.0	22.0	10.0	12.0	12.0	10.0	12.0	12.0
Total Split (s)	28.0	59.0	59.0	45.0	76.0	76.0	35.0	46.0	46.0	30.0	41.0	41.0
Total Split (%)	15.6%	32.8%	32.8%	25.0%	42.2%	42.2%	19.4%	25.6%	25.6%	16.7%	22.8%	22.8%
Maximum Green (s)	21.0	52.0	52.0	38.0	69.0	69.0	29.0	40.0	40.0	24.0	35.0	35.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	None	Min	Min	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 24 (13%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

Splits and Phases: 909: Research Park Boulevard/SW Natura Boulevard & SR 869/SW 10th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	295	1320	285	345	1350	135	305	185	225	275	310	405
Future Volume (vph)	295	1320	285	345	1350	135	305	185	225	275	310	405
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.10	1.00	1.00	0.63	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	186	3539	1583	1165	1863	1583
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	1435	310	375	1467	147	332	201	245	299	337	440
RTOR Reduction (vph)	0	0	135	0	0	70	0	0	190	0	0	195
Lane Group Flow (vph)	321	1435	175	375	1467	77	332	201	55	299	337	245
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Actuated Green, G (s)	19.3	67.2	67.2	23.7	71.6	71.6	69.1	40.5	40.5	56.7	34.1	34.1
Effective Green, g (s)	21.3	69.2	69.2	25.7	73.6	73.6	69.1	40.5	40.5	56.7	34.1	34.1
Actuated g/C Ratio	0.12	0.38	0.38	0.14	0.41	0.41	0.38	0.22	0.22	0.32	0.19	0.19
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	406	1954	608	490	2079	647	326	796	356	442	352	299
v/s Ratio Prot	0.09	c0.28		c0.11	c0.29		c0.16	0.06		0.08	0.18	
v/s Ratio Perm			0.11			0.05	c0.23		0.03	0.13		0.16
v/c Ratio	0.79	0.73	0.29	0.77	0.71	0.12	1.02	0.25	0.15	0.68	0.96	0.82
Uniform Delay, d1	77.2	47.5	38.4	74.2	44.2	33.1	59.1	57.3	56.0	50.9	72.2	70.0
Progression Factor	0.96	0.66	0.84	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.8	1.2	0.2	6.3	2.0	0.4	54.6	0.1	0.1	3.2	36.2	15.6
Delay (s)	81.9	32.7	32.6	80.6	46.2	33.4	113.8	57.4	56.1	54.1	108.4	85.6
Level of Service	F	C	C	F	D	C	F	E	E	D	F	F
Approach Delay (s)		40.3			51.8			81.0			84.0	
Approach LOS		D			D			F			F	

Intersection Summary			
HCM 2000 Control Delay	57.5	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	86.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

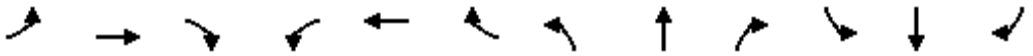
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	20	105	0	95	0	2075	115	95	2165	0
Future Volume (vph)	5	5	20	105	0	95	0	2075	115	95	2165	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	0		0	275		0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (ft)	50			50			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		250			265			303			510	
Travel Time (s)		6.8			7.2			4.6			7.7	
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
Shared Lane Traffic (%)	10%											
Turn Type	Split	NA	Perm	Prot		Prot		NA	Perm	pm+pt	NA	
Protected Phases	4	4		3		3		2		1	6	
Permitted Phases			4						2	6		
Detector Phase	4	4	4	3		3		2	2	1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0		6.0		10.0	10.0	4.0	10.0	
Minimum Split (s)	12.0	12.0	12.0	12.0		12.0		17.0	17.0	11.0	17.0	
Total Split (s)	20.0	20.0	20.0	34.0		34.0		106.0	106.0	20.0	126.0	
Total Split (%)	11.1%	11.1%	11.1%	18.9%		18.9%		58.9%	58.9%	11.1%	70.0%	
Maximum Green (s)	14.0	14.0	14.0	28.0		28.0		99.0	99.0	13.0	119.0	
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0		5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0		2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0		7.0	7.0	7.0	7.0	
Lead/Lag	Lag	Lag	Lag	Lead		Lead		Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0		2.0		3.0	3.0	1.5	3.0	
Recall Mode	None	None	None	None		None		C-Min	C-Min	None	C-Min	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 34 (19%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	

Splits and Phases: 910: Powerline Road & West Drive

Lane Group	Ø8
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	8
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	22.0
Total Split (s)	54.0
Total Split (%)	30%
Maximum Green (s)	48.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	20	105	0	95	0	2075	115	95	2165	0
Future Volume (vph)	5	5	20	105	0	95	0	2075	115	95	2165	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0		6.0		7.0	7.0	7.0	7.0	
Lane Util. Factor	0.95	0.95	1.00	1.00		1.00		0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.99	1.00	0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1755	1583	1770		1583		3539	1583	1770	3539	
Flt Permitted	0.95	0.99	1.00	0.95		1.00		1.00	1.00	0.03	1.00	
Satd. Flow (perm)	1681	1755	1583	1770		1583		3539	1583	59	3539	
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)	5	5	21	111	0	100	0	2184	121	100	2279	0
RTOR Reduction (vph)	0	0	20	0	0	89	0	0	32	0	0	0
Lane Group Flow (vph)	4	6	1	111	0	11	0	2184	89	100	2279	0
Turn Type	Split	NA	Perm	Prot		Prot		NA	Perm	pm+pt	NA	
Protected Phases	4	4		3		3		2		1	6	
Permitted Phases			4						2	6		
Actuated Green, G (s)	5.3	5.3	5.3	19.8		19.8		119.8	119.8	135.9	135.9	
Effective Green, g (s)	5.3	5.3	5.3	19.8		19.8		119.8	119.8	135.9	135.9	
Actuated g/C Ratio	0.03	0.03	0.03	0.11		0.11		0.67	0.67	0.76	0.76	
Clearance Time (s)	6.0	6.0	6.0	6.0		6.0		7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0		2.0		3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	49	51	46	194		174		2355	1053	131	2671	
v/s Ratio Prot	0.00	c0.00		c0.06		0.01		c0.62		0.04	c0.64	
v/s Ratio Perm			0.00						0.06	0.54		
v/c Ratio	0.08	0.12	0.01	0.57		0.06		0.93	0.08	0.76	0.85	
Uniform Delay, d1	85.0	85.1	84.8	76.1		71.8		26.3	10.7	60.2	15.2	
Progression Factor	1.00	1.00	1.00	1.00		1.00		0.36	0.00	1.00	1.00	
Incremental Delay, d2	0.3	0.4	0.0	2.5		0.1		6.4	0.1	20.8	3.7	
Delay (s)	85.2	85.4	84.9	78.6		71.8		15.9	0.1	81.0	18.9	
Level of Service	F	F	F	E		E		B	A	F	B	
Approach Delay (s)		85.0			75.4			15.1			21.5	
Approach LOS		F			E			B			C	

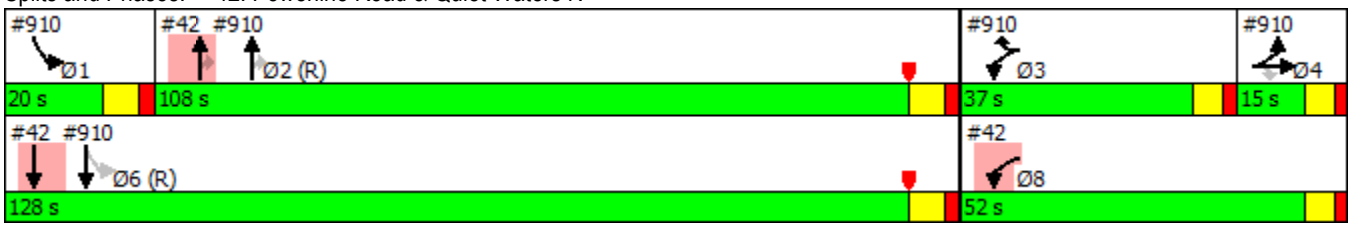
Intersection Summary			
HCM 2000 Control Delay	21.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	90.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø3	Ø4
Lane Configurations									
Traffic Volume (vph)	10	50	2695	185	0	1990			
Future Volume (vph)	10	50	2695	185	0	1990			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0	0		135	50				
Storage Lanes	1	0		1	0				
Taper Length (ft)	50				50				
Right Turn on Red		Yes		Yes					
Link Speed (mph)	25		45			45			
Link Distance (ft)	150		396			303			
Travel Time (s)	4.1		6.0			4.6			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95			
Shared Lane Traffic (%)									
Turn Type	Prot		NA	Perm		NA			
Protected Phases	8		2			6	1	3	4
Permitted Phases				2					
Detector Phase	8		2	2		6			
Switch Phase									
Minimum Initial (s)	4.0		10.0	10.0		10.0	4.0	6.0	6.0
Minimum Split (s)	22.0		17.0	17.0		17.0	11.0	12.0	12.0
Total Split (s)	52.0		108.0	108.0		128.0	20.0	37.0	15.0
Total Split (%)	28.9%		60.0%	60.0%		71.1%	11%	21%	8%
Maximum Green (s)	46.0		101.0	101.0		121.0	13.0	31.0	9.0
Yellow Time (s)	4.0		5.0	5.0		5.0	5.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0			
Total Lost Time (s)	6.0		7.0	7.0		7.0			
Lead/Lag			Lag	Lag			Lead	Lead	Lag
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0		3.0	3.0		3.0	1.5	2.0	2.0
Recall Mode	None		C-Min	C-Min		C-Min	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	

Splits and Phases: 42: Powerline Road & Quiet Waters N



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	10	50	2695	185	0	1990
Future Volume (vph)	10	50	2695	185	0	1990
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		7.0	7.0		7.0
Lane Util. Factor	1.00		0.91	1.00		0.91
Frt	0.89		1.00	0.85		1.00
Flt Protected	0.99		1.00	1.00		1.00
Satd. Flow (prot)	1640		5085	1583		5085
Flt Permitted	0.99		1.00	1.00		1.00
Satd. Flow (perm)	1640		5085	1583		5085
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	11	53	2837	195	0	2095
RTOR Reduction (vph)	48	0	0	13	0	0
Lane Group Flow (vph)	16	0	2837	182	0	2095
Turn Type	Prot		NA	Perm		NA
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	17.9		137.8	137.8		149.1
Effective Green, g (s)	17.9		137.8	137.8		149.1
Actuated g/C Ratio	0.10		0.77	0.77		0.83
Clearance Time (s)	6.0		7.0	7.0		7.0
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	163		3892	1211		4212
v/s Ratio Prot	c0.01		c0.56			c0.41
v/s Ratio Perm				0.12		
v/c Ratio	0.10		0.73	0.15		0.50
Uniform Delay, d1	73.7		11.2	5.6		4.5
Progression Factor	1.00		0.30	0.31		0.19
Incremental Delay, d2	0.3		0.1	0.0		0.3
Delay (s)	74.0		3.5	1.7		1.2
Level of Service	E		A	A		A
Approach Delay (s)	74.0		3.3			1.2
Approach LOS	E		A			A

Intersection Summary			
HCM 2000 Control Delay	3.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	66.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2680	30	60	1730	190	255
Future Volume (vph)	2680	30	60	1730	190	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200	650		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			50		50	
Right Turn on Red		Yes				Yes
Link Speed (mph)	35			35	25	
Link Distance (ft)	1350			964	500	
Travel Time (s)	26.3			18.8	13.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	NA	Perm	Prot	NA	Prot	Free
Protected Phases	6		5	2	4	
Permitted Phases		6				Free
Detector Phase	6	6	5	2	4	
Switch Phase						
Minimum Initial (s)	15.0	15.0	4.0	15.0	6.0	
Minimum Split (s)	22.0	22.0	11.0	22.0	12.0	
Total Split (s)	120.0	120.0	20.0	140.0	40.0	
Total Split (%)	66.7%	66.7%	11.1%	77.8%	22.2%	
Maximum Green (s)	113.0	113.0	13.0	133.0	34.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	3.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	
Recall Mode	C-Max	C-Max	None	C-Max	None	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 176 (98%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	

Splits and Phases: 901: Waterways Boulevard & SR 869/SW 10th Street

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2680	30	60	1730	190	255
Future Volume (vph)	2680	30	60	1730	190	255
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	6.0	4.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	1770	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	2821	32	63	1821	200	268
RTOR Reduction (vph)	0	4	0	0	0	0
Lane Group Flow (vph)	2821	28	63	1821	200	268
Turn Type	NA	Perm	Prot	NA	Prot	Free
Protected Phases	6		5	2	4	
Permitted Phases		6				Free
Actuated Green, G (s)	125.4	125.4	9.9	142.3	24.7	180.0
Effective Green, g (s)	127.4	127.4	11.9	144.3	24.7	180.0
Actuated g/C Ratio	0.71	0.71	0.07	0.80	0.14	1.00
Clearance Time (s)	7.0	7.0	7.0	7.0	6.0	
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	
Lane Grp Cap (vph)	3599	1120	117	4076	242	1583
v/s Ratio Prot	c0.55		0.04	c0.36	c0.11	
v/s Ratio Perm		0.02				0.17
v/c Ratio	0.78	0.02	0.54	0.45	0.83	0.17
Uniform Delay, d1	17.3	7.8	81.4	5.5	75.6	0.0
Progression Factor	1.00	1.00	1.33	0.16	1.00	1.00
Incremental Delay, d2	1.8	0.0	2.2	0.3	19.2	0.2
Delay (s)	19.0	7.9	110.8	1.2	94.8	0.2
Level of Service	B	A	F	A	F	A
Approach Delay (s)	18.9			4.9	40.6	
Approach LOS	B			A	D	

Intersection Summary			
HCM 2000 Control Delay	15.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.77		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	71.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2925	10	20	1730	60	30
Future Volume (vph)	2925	10	20	1730	60	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		330	500		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			135		50	
Right Turn on Red		Yes				Yes
Link Speed (mph)	35			35	25	
Link Distance (ft)	641			1330	500	
Travel Time (s)	12.5			25.9	13.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	15.0	15.0	4.0	15.0	6.0	6.0
Minimum Split (s)	23.0	23.0	12.0	23.0	12.0	12.0
Total Split (s)	130.0	130.0	25.0	155.0	25.0	25.0
Total Split (%)	72.2%	72.2%	13.9%	86.1%	13.9%	13.9%
Maximum Green (s)	122.0	122.0	17.0	147.0	19.0	19.0
Yellow Time (s)	5.0	5.0	5.0	5.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 39 (22%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	

Splits and Phases: 902: Independence Drive & SR 869/SW 10th Street

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	2925	10	20	1730	60	30
Future Volume (vph)	2925	10	20	1730	60	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	1770	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	3079	11	21	1821	63	32
RTOR Reduction (vph)	0	2	0	0	0	30
Lane Group Flow (vph)	3079	9	21	1821	63	2
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Actuated Green, G (s)	142.8	142.8	4.4	155.2	10.8	10.8
Effective Green, g (s)	144.8	144.8	6.4	157.2	10.8	10.8
Actuated g/C Ratio	0.80	0.80	0.04	0.87	0.06	0.06
Clearance Time (s)	8.0	8.0	8.0	8.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	4090	1273	62	4440	106	94
v/s Ratio Prot	c0.61		0.01	c0.36	c0.04	
v/s Ratio Perm		0.01				0.00
v/c Ratio	0.75	0.01	0.34	0.41	0.59	0.02
Uniform Delay, d1	8.7	3.5	84.7	2.2	82.5	79.6
Progression Factor	0.18	0.00	0.66	2.46	1.00	1.00
Incremental Delay, d2	0.9	0.0	0.7	0.2	5.8	0.0
Delay (s)	2.5	0.0	56.4	5.7	88.3	79.7
Level of Service	A	A	E	A	F	E
Approach Delay (s)	2.5			6.3	85.4	
Approach LOS	A			A	F	

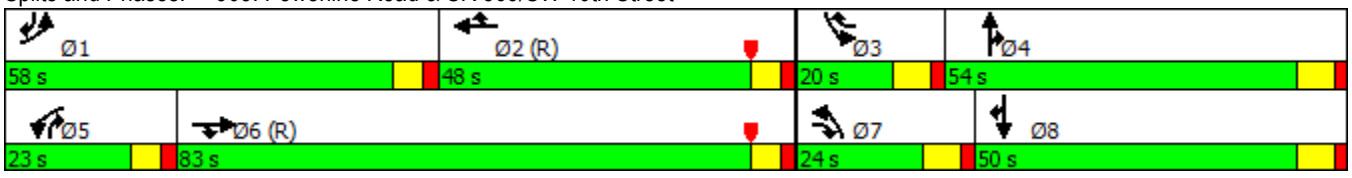
Intersection Summary			
HCM 2000 Control Delay	5.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	71.5%	ICU Level of Service	C
Analysis Period (min)	15		

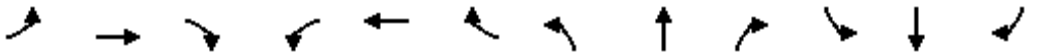
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1040	1145	770	285	1010	625	360	1225	225	250	1290	380
Future Volume (vph)	1040	1145	770	285	1010	625	360	1225	225	250	1290	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	600		950	790		740	550		730	460		700
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	100			100			90			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1330			1116			870			670	
Travel Time (s)		25.9			21.7			13.2			10.2	
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
Shared Lane Traffic (%)												
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	pt+ov
Protected Phases	1	6	6 7	5	2	2 3	7	4	4 5	3	8	8 1
Permitted Phases												
Detector Phase	1	6	6 7	5	2	2 3	7	4	4 5	3	8	8 1
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0		5.0	6.0		5.0	6.0	
Minimum Split (s)	12.0	19.0		12.0	19.0		12.0	13.0		12.0	13.0	
Total Split (s)	58.0	83.0		23.0	48.0		24.0	54.0		20.0	50.0	
Total Split (%)	32.2%	46.1%		12.8%	26.7%		13.3%	30.0%		11.1%	27.8%	
Maximum Green (s)	52.0	77.0		17.0	42.0		17.0	47.0		13.0	43.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0		-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0		1.5	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 28 (16%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	

Splits and Phases: 903: Powerline Road & SR 869/SW 10th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1040	1145	770	285	1010	625	360	1225	225	250	1290	380
Future Volume (vph)	1040	1145	770	285	1010	625	360	1225	225	250	1290	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1095	1205	811	300	1063	658	379	1289	237	263	1358	400
RTOR Reduction (vph)	0	0	26	0	0	63	0	0	58	0	0	26
Lane Group Flow (vph)	1095	1205	785	300	1063	595	379	1289	179	263	1358	374
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	pt+ov
Protected Phases	1	6	6 7	5	2	2 3	7	4	4 5	3	8	8 1
Permitted Phases												
Actuated Green, G (s)	52.0	77.4	100.4	16.6	42.0	61.0	17.0	47.0	70.6	13.0	43.0	102.0
Effective Green, g (s)	54.0	79.4	102.4	18.6	44.0	63.0	19.0	49.0	72.6	15.0	45.0	104.0
Actuated g/C Ratio	0.30	0.44	0.57	0.10	0.24	0.35	0.11	0.27	0.40	0.08	0.25	0.58
Clearance Time (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)	1029	2243	900	354	1243	554	362	1384	638	286	1271	914
v/s Ratio Prot	c0.32	0.24	0.50	0.09	0.21	c0.38	0.11	c0.25	0.11	0.08	c0.27	0.24
v/s Ratio Perm												
v/c Ratio	1.06	0.54	0.87	0.85	0.86	1.07	1.05	0.93	0.28	0.92	1.07	0.41
Uniform Delay, d1	63.0	36.8	33.2	79.3	65.0	58.5	80.5	63.9	36.1	81.9	67.5	21.0
Progression Factor	0.95	0.61	0.40	0.99	0.96	0.97	1.00	1.00	1.00	1.22	0.94	0.68
Incremental Delay, d2	42.1	0.6	6.3	16.2	7.6	59.5	60.1	11.3	0.1	29.5	44.4	0.1
Delay (s)	102.2	23.2	19.5	94.5	69.8	116.5	140.6	75.2	36.2	129.7	108.1	14.4
Level of Service	F	C	B	F	E	F	F	E	D	F	F	B
Approach Delay (s)		50.0			88.7			83.3			92.4	
Approach LOS		D			F			F			F	

Intersection Summary			
HCM 2000 Control Delay	75.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	1.08		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	102.9%	ICU Level of Service	G
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	620	80	30	740	220	130
Future Volume (vph)	620	80	30	740	220	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200	300		350	0
Storage Lanes		1	1		1	1
Taper Length (ft)			165		50	
Right Turn on Red		Yes				Yes
Link Speed (mph)	35			35	25	
Link Distance (ft)	450			741	500	
Travel Time (s)	8.8			14.4	13.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	6		5	2	4	4
Permitted Phases		6				
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	15.0	15.0	4.0	15.0	6.0	6.0
Minimum Split (s)	22.8	22.8	10.8	22.8	22.0	22.0
Total Split (s)	100.0	100.0	25.0	125.0	55.0	55.0
Total Split (%)	55.6%	55.6%	13.9%	69.4%	30.6%	30.6%
Maximum Green (s)	95.0	95.0	18.5	120.0	49.5	49.5
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	2.5	1.0	1.5	1.5
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	0.0	0.0
Total Lost Time (s)	3.0	3.0	4.5	3.0	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	1.5	2.0	2.0
Recall Mode	C-Min	C-Min	None	C-Min	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 9 (5%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 904: SW 28th Avenue & SR 869/SW 10th Street

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	620	80	30	740	220	130
Future Volume (vph)	620	80	30	740	220	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	4.5	3.0	5.5	5.5
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	1770	3539	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	653	84	32	779	232	137
RTOR Reduction (vph)	0	24	0	0	0	115
Lane Group Flow (vph)	653	60	32	779	232	22
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	6		5	2	4	4
Permitted Phases		6				
Actuated Green, G (s)	127.1	127.1	7.6	141.2	28.3	28.3
Effective Green, g (s)	129.1	129.1	9.6	143.2	28.3	28.3
Actuated g/C Ratio	0.72	0.72	0.05	0.80	0.16	0.16
Clearance Time (s)	5.0	5.0	6.5	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	1.5	2.0	2.0
Lane Grp Cap (vph)	2538	1135	94	2815	278	248
v/s Ratio Prot	0.18		c0.02	c0.22	c0.13	0.01
v/s Ratio Perm		0.04				
v/c Ratio	0.26	0.05	0.34	0.28	0.83	0.09
Uniform Delay, d1	8.8	7.5	82.1	4.8	73.6	64.8
Progression Factor	0.38	0.01	1.21	0.35	1.00	1.00
Incremental Delay, d2	0.2	0.1	2.1	0.2	18.2	0.1
Delay (s)	3.6	0.2	101.5	1.9	91.8	64.9
Level of Service	A	A	F	A	F	E
Approach Delay (s)	3.2			5.9	81.8	
Approach LOS	A			A	F	

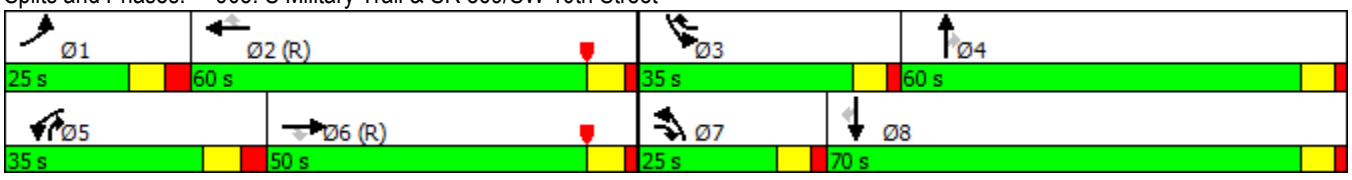
Intersection Summary			
HCM 2000 Control Delay	19.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.38		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	44.3%	ICU Level of Service	A
Analysis Period (min)	15		

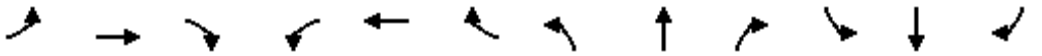
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	300	225	145	340	355	500	170	670	680	490	530	310
Future Volume (vph)	300	225	145	340	355	500	170	670	680	490	530	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	550		500	550		500	300		300	650		650
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	190			200			100			170		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		700			1391			649			537	
Travel Time (s)		13.6			27.1			11.1			9.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	5.0	5.0	6.0	5.0	5.0	6.0	6.0
Minimum Split (s)	14.0	22.0	12.0	14.0	22.0	12.0	12.0	13.0	14.0	12.0	13.0	13.0
Total Split (s)	25.0	50.0	25.0	35.0	60.0	35.0	25.0	60.0	35.0	35.0	70.0	70.0
Total Split (%)	13.9%	27.8%	13.9%	19.4%	33.3%	19.4%	13.9%	33.3%	19.4%	19.4%	38.9%	38.9%
Maximum Green (s)	16.5	43.0	18.5	26.5	53.0	28.5	18.5	53.5	26.5	28.5	63.5	63.5
Yellow Time (s)	5.0	5.0	4.5	5.0	5.0	4.5	4.5	4.5	5.0	4.5	4.5	4.5
All-Red Time (s)	3.5	2.0	2.0	3.5	2.0	2.0	2.0	2.0	3.5	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	6.5	5.0	4.5	6.5	5.0	4.5	4.5	4.5	6.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 34 (19%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	

Splits and Phases: 905: S Military Trail & SR 869/SW 10th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	300	225	145	340	355	500	170	670	680	490	530	310
Future Volume (vph)	300	225	145	340	355	500	170	670	680	490	530	310
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	5.0	4.5	6.5	5.0	4.5	4.5	4.5	6.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
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)	326	245	158	370	386	543	185	728	739	533	576	337
RTOR Reduction (vph)	0	0	94	0	0	34	0	0	124	0	0	225
Lane Group Flow (vph)	326	245	64	370	386	509	185	728	615	533	576	112
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	16.5	55.3	69.4	24.2	63.0	91.2	14.1	43.8	68.0	28.2	57.9	57.9
Effective Green, g (s)	18.5	57.3	73.4	26.2	65.0	95.2	16.1	45.8	72.0	30.2	59.9	59.9
Actuated g/C Ratio	0.10	0.32	0.41	0.15	0.36	0.53	0.09	0.25	0.40	0.17	0.33	0.33
Clearance Time (s)	8.5	7.0	6.5	8.5	7.0	6.5	6.5	6.5	8.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0
Lane Grp Cap (vph)	352	1126	645	499	1277	837	307	900	633	575	1177	526
v/s Ratio Prot	0.09	0.07	0.01	0.11	0.11	c0.10	0.05	0.21	c0.14	c0.16	0.16	
v/s Ratio Perm			0.03			0.22			0.25			0.07
v/c Ratio	0.93	0.22	0.10	0.74	0.30	0.61	0.60	0.81	0.97	0.93	0.49	0.21
Uniform Delay, d1	80.1	44.9	32.9	73.7	41.2	29.4	78.9	63.0	53.0	73.8	47.9	43.1
Progression Factor	0.88	0.82	2.33	0.99	0.54	0.74	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	29.0	0.4	0.0	4.3	0.5	0.7	2.3	5.4	28.4	20.8	0.3	0.2
Delay (s)	99.4	37.4	76.7	77.5	22.9	22.4	81.2	68.4	81.4	94.6	48.2	43.3
Level of Service	F	D	E	E	C	C	F	E	F	F	D	D
Approach Delay (s)		73.7			38.2			75.7			64.2	
Approach LOS		E			D			E			E	

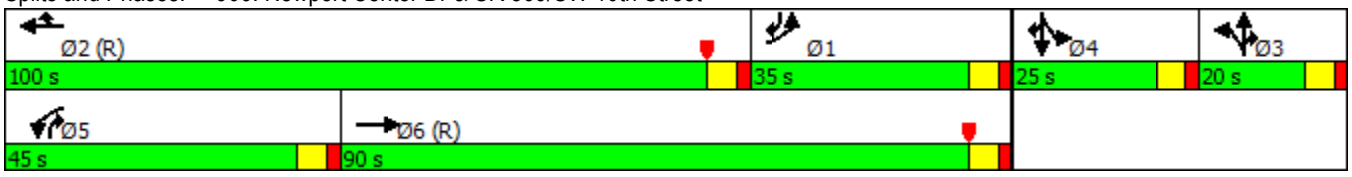
Intersection Summary			
HCM 2000 Control Delay	62.6	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	81.9%	ICU Level of Service	D
Analysis Period (min)	15		

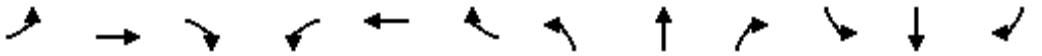
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	365	1540	550	445	1685	435	80	10	130	55	10	95
Future Volume (vph)	365	1540	550	445	1685	435	80	10	130	55	10	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	700		625	750		750	0		150	0		0
Storage Lanes	2		1	2		1	1		0	0		2
Taper Length (ft)	100			100			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		670			1005			500			250	
Travel Time (s)		13.1			19.6			13.6			6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Shared Lane Traffic (%)							44%					
Turn Type	Prot	NA		Prot	NA	Prot	Split	NA	pt+ov	Split	NA	pt+ov
Protected Phases	1	6		5	2	2	3	3	3 5	4	4	4 1
Permitted Phases												
Detector Phase	1	6		5	2	2	3	3	3 5	4	4	4 1
Switch Phase												
Minimum Initial (s)	4.0	7.0		4.0	15.0	15.0	6.0	6.0		6.0	6.0	
Minimum Split (s)	11.0	14.0		11.0	22.0	22.0	12.0	12.0		12.0	12.0	
Total Split (s)	35.0	90.0		45.0	100.0	100.0	20.0	20.0		25.0	25.0	
Total Split (%)	19.4%	50.0%		25.0%	55.6%	55.6%	11.1%	11.1%		13.9%	13.9%	
Maximum Green (s)	29.0	84.0		39.0	94.0	94.0	14.0	14.0		19.3	19.3	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		3.7	3.7	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0	-2.0	0.0	0.0			0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	6.0	6.0			5.7	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0		2.5	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 164 (91%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	

Splits and Phases: 906: Newport Center Dr & SR 869/SW 10th Street





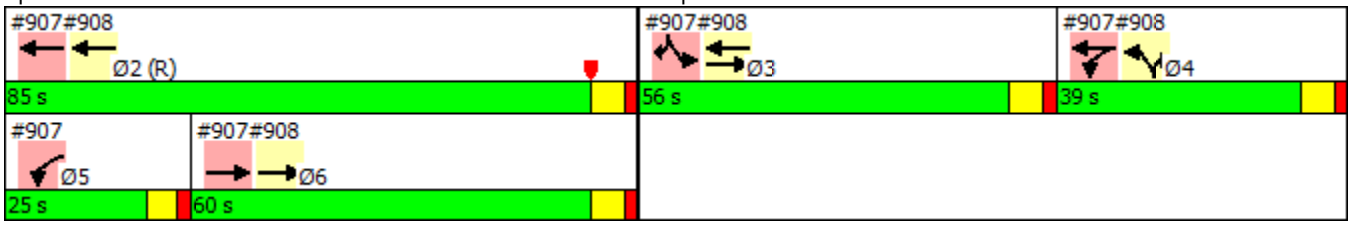
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	365	1540	550	445	1685	435	80	10	130	55	10	95
Future Volume (vph)	365	1540	550	445	1685	435	80	10	130	55	10	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	6.0	6.0	6.0		5.7	5.7
Lane Util. Factor	0.97	0.86		0.97	0.91	1.00	0.95	0.95	1.00		1.00	0.88
Frt	1.00	0.96		1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.96	1.00		0.96	1.00
Satd. Flow (prot)	3367	6155		3433	5085	1524	1681	1704	1583		1578	2030
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	0.96	1.00		0.96	1.00
Satd. Flow (perm)	3367	6155		3433	5085	1524	1681	1704	1583		1578	2030
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)	397	1674	598	484	1832	473	87	11	141	60	11	103
RTOR Reduction (vph)	0	29	0	0	0	200	0	0	83	0	0	69
Lane Group Flow (vph)	397	2243	0	484	1832	273	49	49	58	0	71	34
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Turn Type	Prot	NA		Prot	NA	Prot	Split	NA	pt+ov	Split	NA	pt+ov
Protected Phases	1	6		5	2	2	3	3	3 5	4	4	4 1
Permitted Phases												
Actuated Green, G (s)	30.6	102.3		30.2	101.9	101.9	10.4	10.4	46.6		13.4	50.0
Effective Green, g (s)	32.6	104.3		32.2	103.9	103.9	10.4	10.4	46.6		13.4	44.0
Actuated g/C Ratio	0.18	0.58		0.18	0.58	0.58	0.06	0.06	0.26		0.07	0.24
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0			5.7	
Vehicle Extension (s)	1.5	3.0		2.5	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	609	3566		614	2935	879	97	98	409		117	496
v/s Ratio Prot	0.12	c0.36		c0.14	c0.36	0.18	c0.03	0.03	0.04		c0.04	0.02
v/s Ratio Perm												
v/c Ratio	0.65	0.63		0.79	0.62	0.31	0.51	0.50	0.14		0.61	0.07
Uniform Delay, d1	68.4	25.0		70.6	25.1	19.6	82.3	82.3	51.3		80.7	52.3
Progression Factor	1.00	0.96		1.18	0.46	0.12	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	1.8	0.8		5.0	0.8	0.7	4.1	4.0	0.2		8.6	0.1
Delay (s)	70.0	24.8		88.4	12.3	3.0	86.4	86.2	51.5		89.4	52.3
Level of Service	E	C		F	B	A	F	F	D		F	D
Approach Delay (s)		31.5			23.9			65.8			67.4	
Approach LOS		C			C			E			E	

Intersection Summary			
HCM 2000 Control Delay	30.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.7
Intersection Capacity Utilization	65.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1330	395	775	1835	0	0	0	0	410	0	730
Future Volume (vph)	0	1330	395	775	1835	0	0	0	0	410	0	730
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		506	500		0	0		0	400		680
Storage Lanes	0		1	0		0	0		0	2		1
Taper Length (ft)	50			175			50			300		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1005			387			564			1197	
Travel Time (s)		19.6			7.5			9.6			20.4	
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
Shared Lane Traffic (%)												
Turn Type		NA		Prot	NA					Prot		Prot
Protected Phases		6		5 4	2 4					3		3
Permitted Phases												
Detector Phase		6		5 4	2 4					3		3
Switch Phase												
Minimum Initial (s)		10.0								4.0		4.0
Minimum Split (s)		16.5								10.5		10.5
Total Split (s)		60.0								56.0		56.0
Total Split (%)		33.3%								31.1%		31.1%
Maximum Green (s)		53.5								49.5		49.5
Yellow Time (s)		4.5								4.5		4.5
All-Red Time (s)		2.0								2.0		2.0
Lost Time Adjust (s)		-2.0								-2.0		-2.0
Total Lost Time (s)		4.5								4.5		4.5
Lead/Lag		Lag								Lead		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0								2.0		2.0
Recall Mode		Max								None		None

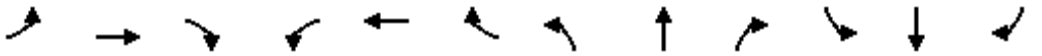
Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 15 (8%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	

Splits and Phases: 907: SR 869/SW 10th Street & I-95 SB Off-Ramp



Lane Group	Ø2	Ø4	Ø5
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Right Turn on Red			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Shared Lane Traffic (%)			
Turn Type			
Protected Phases	2	4	5
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	10.0	4.0	5.0
Minimum Split (s)	16.5	10.5	11.0
Total Split (s)	85.0	39.0	25.0
Total Split (%)	47%	22%	14%
Maximum Green (s)	78.5	32.5	19.0
Yellow Time (s)	4.5	4.5	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lead
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.5	3.0
Recall Mode	C-Max	Min	None

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1330	395	775	1835	0	0	0	0	410	0	730
Future Volume (vph)	0	1330	395	775	1835	0	0	0	0	410	0	730
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.0	4.5					4.5		4.5
Lane Util. Factor		0.81		0.97	0.91					0.97		0.88
Frt		0.97		1.00	1.00					1.00		0.85
Flt Protected		1.00		0.95	1.00					0.95		1.00
Satd. Flow (prot)		7285		3433	5085					3433		2787
Flt Permitted		1.00		0.95	1.00					0.95		1.00
Satd. Flow (perm)		7285		3433	5085					3433		2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1400	416	816	1932	0	0	0	0	432	0	768
RTOR Reduction (vph)	0	28	0	0	0	0	0	0	0	0	0	69
Lane Group Flow (vph)	0	1788	0	816	1932	0	0	0	0	432	0	699
Turn Type		NA		Prot	NA					Prot		Prot
Protected Phases		6		5 4	2 4					3		3
Permitted Phases												
Actuated Green, G (s)		59.1		52.4	117.5					49.5		49.5
Effective Green, g (s)		61.1		49.9	119.5					51.5		51.5
Actuated g/C Ratio		0.34		0.28	0.66					0.29		0.29
Clearance Time (s)		6.5								6.5		6.5
Vehicle Extension (s)		3.0								2.0		2.0
Lane Grp Cap (vph)		2472		951	3375					982		797
v/s Ratio Prot		c0.25		c0.24	0.38					0.13		c0.25
v/s Ratio Perm												
v/c Ratio		0.72		0.86	0.57					0.44		0.88
Uniform Delay, d1		52.0		61.7	16.4					52.5		61.2
Progression Factor		0.60		0.91	1.13					1.00		1.00
Incremental Delay, d2		1.5		6.9	0.2					0.1		10.4
Delay (s)		32.6		62.9	18.8					52.6		71.6
Level of Service		C		E	B					D		E
Approach Delay (s)		32.6			31.9			0.0			64.8	
Approach LOS		C			C			A			E	

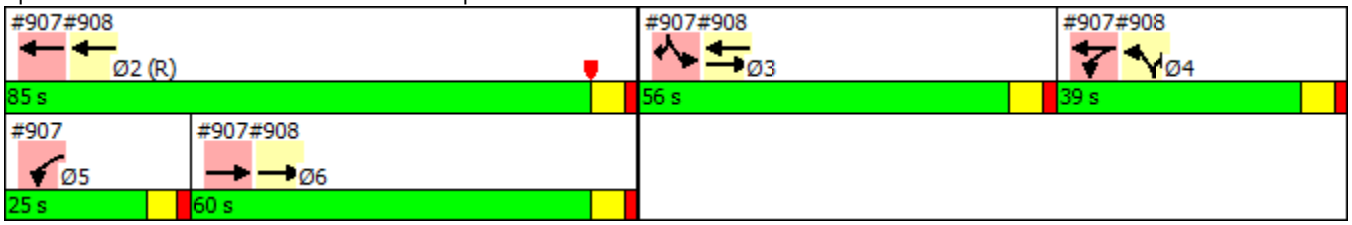
Intersection Summary			
HCM 2000 Control Delay	38.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	68.5%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2	Ø3	Ø5	Ø6
Lane Configurations										
Traffic Volume (vph)	1300	440	0	2210	690	470				
Future Volume (vph)	1300	440	0	2210	690	470				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)		700	200		410	430				
Storage Lanes		0	2		1	3				
Taper Length (ft)			50		300					
Right Turn on Red		Yes				No				
Link Speed (mph)	35			35	40					
Link Distance (ft)	328			710	837					
Travel Time (s)	6.4			13.8	14.3					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Shared Lane Traffic (%)										
Turn Type	NA	Free		NA	Prot	Prot				
Protected Phases	6 3			2 3	4	4	2	3	5	6
Permitted Phases		Free								
Detector Phase	6 3			2 3	4	4				
Switch Phase										
Minimum Initial (s)					4.0	4.0	10.0	4.0	5.0	10.0
Minimum Split (s)					10.5	10.5	16.5	10.5	11.0	16.5
Total Split (s)					39.0	39.0	85.0	56.0	25.0	60.0
Total Split (%)					21.7%	21.7%	47%	31%	14%	33%
Maximum Green (s)					32.5	32.5	78.5	49.5	19.0	53.5
Yellow Time (s)					4.5	4.5	4.5	4.5	4.0	4.5
All-Red Time (s)					2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)					-2.0	-2.0				
Total Lost Time (s)					4.5	4.5				
Lead/Lag					Lag	Lag		Lead	Lead	Lag
Lead-Lag Optimize?										
Vehicle Extension (s)					3.5	3.5	3.0	2.0	3.0	3.0
Recall Mode					Min	Min	C-Max	None	None	Max

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 15 (8%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	

Splits and Phases: 908: I-95 NB On/Off-Ramp & SR 869/SW 10th Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1300	440	0	2210	690	470
Future Volume (vph)	1300	440	0	2210	690	470
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0		4.5	4.5	4.5
Lane Util. Factor	0.91	0.88		0.81	0.94	0.76
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		1.00	0.95	1.00
Satd. Flow (prot)	5085	2787		7544	4990	3610
Flt Permitted	1.00	1.00		1.00	0.95	1.00
Satd. Flow (perm)	5085	2787		7544	4990	3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1368	463	0	2326	726	495
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1368	463	0	2326	726	495
Turn Type	NA	Free		NA	Prot	Prot
Protected Phases	6 3			2 3	4	4
Permitted Phases		Free				
Actuated Green, G (s)	115.1	180.0		134.5	32.5	32.5
Effective Green, g (s)	117.1	180.0		136.5	34.5	34.5
Actuated g/C Ratio	0.65	1.00		0.76	0.19	0.19
Clearance Time (s)					6.5	6.5
Vehicle Extension (s)					3.5	3.5
Lane Grp Cap (vph)	3308	2787		5720	956	691
v/s Ratio Prot	c0.27			c0.31	c0.15	0.14
v/s Ratio Perm		0.17				
v/c Ratio	0.41	0.17		0.41	0.76	0.72
Uniform Delay, d1	15.0	0.0		7.6	68.8	68.2
Progression Factor	0.08	1.00		0.86	1.00	1.00
Incremental Delay, d2	0.0	0.1		0.0	3.6	3.7
Delay (s)	1.2	0.1		6.5	72.4	71.8
Level of Service	A	A		A	E	E
Approach Delay (s)	0.9			6.5	72.2	
Approach LOS	A			A	E	

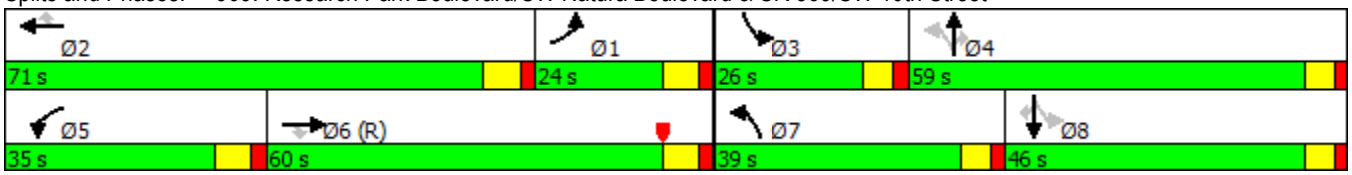
Intersection Summary			
HCM 2000 Control Delay	19.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	46.2%	ICU Level of Service	A
Analysis Period (min)	15		

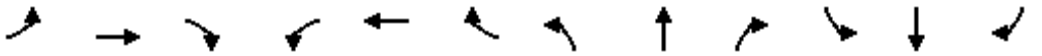
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	255	1200	315	210	1470	95	350	195	180	245	200	390
Future Volume (vph)	255	1200	315	210	1470	95	350	195	180	245	200	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	200		300	260		260	170		170
Storage Lanes	2		1	2		1	1		1	1		0
Taper Length (ft)	50			120			100			75		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		710			1313			500			500	
Travel Time (s)		12.1			22.4			11.4			11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	15.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	22.0	22.0	11.0	22.0	22.0	10.0	12.0	12.0	10.0	12.0	12.0
Total Split (s)	24.0	60.0	60.0	35.0	71.0	71.0	39.0	59.0	59.0	26.0	46.0	46.0
Total Split (%)	13.3%	33.3%	33.3%	19.4%	39.4%	39.4%	21.7%	32.8%	32.8%	14.4%	25.6%	25.6%
Maximum Green (s)	17.0	53.0	53.0	28.0	64.0	64.0	33.0	53.0	53.0	20.0	40.0	40.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	None	C-Min	C-Min	None	Min	Min	None	None	None	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 110 (61%), Referenced to phase 6:EBT, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	

Splits and Phases: 909: Research Park Boulevard/SW Natura Boulevard & SR 869/SW 10th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	255	1200	315	210	1470	95	350	195	180	245	200	390
Future Volume (vph)	255	1200	315	210	1470	95	350	195	180	245	200	390
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.26	1.00	1.00	0.62	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	490	3539	1583	1153	1863	1583
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)	277	1304	342	228	1598	103	380	212	196	266	217	424
RTOR Reduction (vph)	0	0	152	0	0	59	0	0	150	0	0	189
Lane Group Flow (vph)	277	1304	190	228	1598	44	380	212	46	266	217	235
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Actuated Green, G (s)	16.9	76.0	76.0	15.9	75.0	75.0	68.1	42.7	42.7	49.1	29.7	29.7
Effective Green, g (s)	18.9	78.0	78.0	17.9	77.0	77.0	68.1	42.7	42.7	49.1	29.7	29.7
Actuated g/C Ratio	0.10	0.43	0.43	0.10	0.43	0.43	0.38	0.24	0.24	0.27	0.16	0.16
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	360	2203	685	341	2175	677	415	839	375	381	307	261
v/s Ratio Prot	c0.08	0.26		0.07	c0.31		c0.16	0.06		0.08	0.12	
v/s Ratio Perm			0.12			0.03	c0.18		0.03	0.12		0.15
v/c Ratio	0.77	0.59	0.28	0.67	0.73	0.07	0.92	0.25	0.12	0.70	0.71	0.90
Uniform Delay, d1	78.4	38.9	32.9	78.2	43.0	30.3	46.0	55.7	54.0	56.2	71.0	73.7
Progression Factor	0.92	0.86	1.40	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.8	1.1	0.9	3.8	1.3	0.0	24.1	0.1	0.1	4.5	6.0	30.6
Delay (s)	79.8	34.6	46.8	82.0	44.3	30.4	70.2	55.8	54.0	60.6	77.0	104.3
Level of Service	E	C	D	F	D	C	E	E	D	E	E	F
Approach Delay (s)		43.2			48.0			62.3			85.0	
Approach LOS		D			D			E			F	

Intersection Summary			
HCM 2000 Control Delay	54.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	86.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

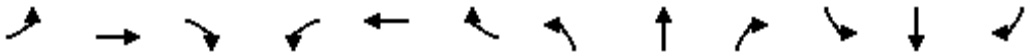
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	5	85	10	0	15	0	2690	55	40	1895	0
Future Volume (vph)	65	5	85	10	0	15	0	2690	55	40	1895	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	0		0	275		0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (ft)	50			50			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		250			265			303			510	
Travel Time (s)		6.8			7.2			4.6			7.7	
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
Shared Lane Traffic (%)	46%											
Turn Type	Split	NA	Perm	Prot		Prot		NA	Perm	pm+pt	NA	
Protected Phases	4	4		3		3		2		1	6	
Permitted Phases			4						2	6		
Detector Phase	4	4	4	3		3		2	2	1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0		6.0		10.0	10.0	4.0	10.0	
Minimum Split (s)	12.0	12.0	12.0	12.0		12.0		17.0	17.0	11.0	17.0	
Total Split (s)	15.0	15.0	15.0	37.0		37.0		108.0	108.0	20.0	128.0	
Total Split (%)	8.3%	8.3%	8.3%	20.6%		20.6%		60.0%	60.0%	11.1%	71.1%	
Maximum Green (s)	9.0	9.0	9.0	31.0		31.0		101.0	101.0	13.0	121.0	
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0		5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0		2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0		7.0	7.0	7.0	7.0	
Lead/Lag	Lag	Lag	Lag	Lead		Lead		Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0		2.0		3.0	3.0	1.5	3.0	
Recall Mode	None	None	None	None		None		C-Min	C-Min	None	C-Min	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	

Splits and Phases: 910: Powerline Road & West Drive

Lane Group	Ø8
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	8
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	22.0
Total Split (s)	52.0
Total Split (%)	29%
Maximum Green (s)	46.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	5	85	10	0	15	0	2690	55	40	1895	0
Future Volume (vph)	65	5	85	10	0	15	0	2690	55	40	1895	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0		6.0		7.0	7.0	7.0	7.0	
Lane Util. Factor	0.95	0.95	1.00	1.00		1.00		0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.96	1.00	0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1697	1583	1770		1583		3539	1583	1770	3539	
Flt Permitted	0.95	0.96	1.00	0.95		1.00		1.00	1.00	0.03	1.00	
Satd. Flow (perm)	1681	1697	1583	1770		1583		3539	1583	51	3539	
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)	68	5	89	11	0	16	0	2832	58	42	1995	0
RTOR Reduction (vph)	0	0	85	0	0	16	0	0	14	0	0	0
Lane Group Flow (vph)	37	36	4	11	0	0	0	2832	44	42	1995	0
Turn Type	Split	NA	Perm	Prot		Prot		NA	Perm	pm+pt	NA	
Protected Phases	4	4		3		3		2		1	6	
Permitted Phases			4						2	6		
Actuated Green, G (s)	7.9	7.9	7.9	4.0		4.0		137.8	137.8	149.1	149.1	
Effective Green, g (s)	7.9	7.9	7.9	4.0		4.0		137.8	137.8	149.1	149.1	
Actuated g/C Ratio	0.04	0.04	0.04	0.02		0.02		0.77	0.77	0.83	0.83	
Clearance Time (s)	6.0	6.0	6.0	6.0		6.0		7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0		2.0		3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	73	74	69	39		35		2709	1211	83	2931	
v/s Ratio Prot	c0.02	0.02		c0.01		0.00		c0.80		0.01	c0.56	
v/s Ratio Perm			0.00						0.03	0.40		
v/c Ratio	0.51	0.49	0.06	0.28		0.01		1.05	0.04	0.51	0.68	
Uniform Delay, d1	84.1	84.1	82.5	86.6		86.1		21.1	5.1	59.1	6.1	
Progression Factor	1.00	1.00	1.00	1.00		1.00		0.35	0.06	1.00	1.00	
Incremental Delay, d2	2.0	1.8	0.1	1.4		0.0		28.2	0.0	1.8	1.3	
Delay (s)	86.2	85.9	82.6	88.0		86.1		35.5	0.3	60.8	7.4	
Level of Service	F	F	F	F		F		D	A	E	A	
Approach Delay (s)		84.1			86.9			34.8			8.5	
Approach LOS		F			F			C			A	

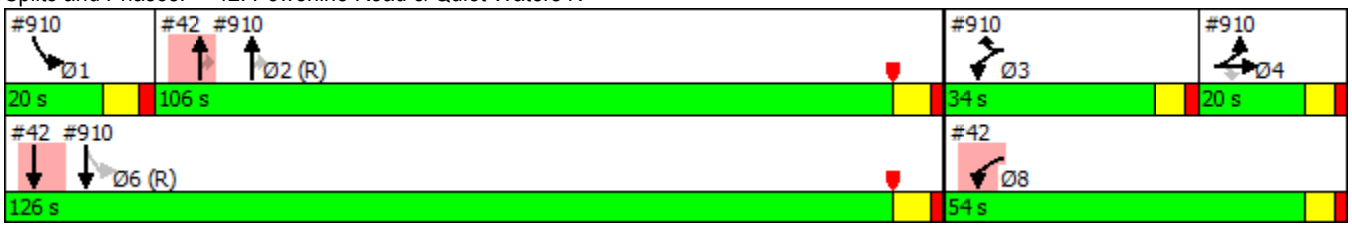
Intersection Summary			
HCM 2000 Control Delay	26.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	1.01		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	100.2%	ICU Level of Service	G
Analysis Period (min)	15		

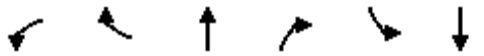
c Critical Lane Group

Lane Group	WBL	WBR	NBT	NBR	SBL	SBT	Ø1	Ø3	Ø4
Lane Configurations									
Traffic Volume (vph)	95	145	2045	45	0	2290			
Future Volume (vph)	95	145	2045	45	0	2290			
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900			
Storage Length (ft)	0	0		135	0				
Storage Lanes	1	0		1	0				
Taper Length (ft)	50				50				
Right Turn on Red		Yes		Yes					
Link Speed (mph)	25		45			45			
Link Distance (ft)	150		396			303			
Travel Time (s)	4.1		6.0			4.6			
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95			
Shared Lane Traffic (%)									
Turn Type	Prot		NA	Perm		NA			
Protected Phases	8		2			6	1	3	4
Permitted Phases				2					
Detector Phase	8		2	2		6			
Switch Phase									
Minimum Initial (s)	4.0		10.0	10.0		10.0	4.0	6.0	6.0
Minimum Split (s)	22.0		17.0	17.0		17.0	11.0	12.0	12.0
Total Split (s)	54.0		106.0	106.0		126.0	20.0	34.0	20.0
Total Split (%)	30.0%		58.9%	58.9%		70.0%	11%	19%	11%
Maximum Green (s)	48.0		99.0	99.0		119.0	13.0	28.0	14.0
Yellow Time (s)	4.0		5.0	5.0		5.0	5.0	4.0	4.0
All-Red Time (s)	2.0		2.0	2.0		2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0		0.0	0.0		0.0			
Total Lost Time (s)	6.0		7.0	7.0		7.0			
Lead/Lag			Lag	Lag			Lead	Lead	Lag
Lead-Lag Optimize?									
Vehicle Extension (s)	3.0		3.0	3.0		3.0	1.5	2.0	2.0
Recall Mode	None		C-Min	C-Min		C-Min	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 34 (19%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	

Splits and Phases: 42: Powerline Road & Quiet Waters N





Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	95	145	2045	45	0	2290
Future Volume (vph)	95	145	2045	45	0	2290
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0		7.0	7.0		7.0
Lane Util. Factor	1.00		0.91	1.00		0.91
Frt	0.92		1.00	0.85		1.00
Flt Protected	0.98		1.00	1.00		1.00
Satd. Flow (prot)	1678		5085	1583		5085
Flt Permitted	0.98		1.00	1.00		1.00
Satd. Flow (perm)	1678		5085	1583		5085
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	100	153	2153	47	0	2411
RTOR Reduction (vph)	35	0	0	6	0	0
Lane Group Flow (vph)	218	0	2153	41	0	2411
Turn Type	Prot		NA	Perm		NA
Protected Phases	8		2			6
Permitted Phases				2		
Actuated Green, G (s)	31.1		119.8	119.8		135.9
Effective Green, g (s)	31.1		119.8	119.8		135.9
Actuated g/C Ratio	0.17		0.67	0.67		0.76
Clearance Time (s)	6.0		7.0	7.0		7.0
Vehicle Extension (s)	3.0		3.0	3.0		3.0
Lane Grp Cap (vph)	289		3384	1053		3839
v/s Ratio Prot	c0.13		0.42			c0.47
v/s Ratio Perm				0.03		
v/c Ratio	0.76		0.64	0.04		0.63
Uniform Delay, d1	70.8		17.5	10.3		10.3
Progression Factor	1.00		0.38	0.37		0.25
Incremental Delay, d2	10.7		0.5	0.0		0.4
Delay (s)	81.5		7.1	3.8		3.1
Level of Service	F		A	A		A
Approach Delay (s)	81.5		7.0			3.1
Approach LOS	F		A			A

Intersection Summary			
HCM 2000 Control Delay	8.9	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	69.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1790	130	255	2615	95	110
Future Volume (vph)	1790	130	255	2615	95	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200	650		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			50		50	
Right Turn on Red		Yes				Yes
Link Speed (mph)	35			35	25	
Link Distance (ft)	1350			968	500	
Travel Time (s)	26.3			18.9	13.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	NA	Perm	Prot	NA	Prot	Free
Protected Phases	6		5	2	4	
Permitted Phases		6				Free
Detector Phase	6	6	5	2	4	
Switch Phase						
Minimum Initial (s)	15.0	15.0	4.0	15.0	6.0	
Minimum Split (s)	22.0	22.0	11.0	22.0	12.0	
Total Split (s)	102.0	102.0	48.0	150.0	30.0	
Total Split (%)	56.7%	56.7%	26.7%	83.3%	16.7%	
Maximum Green (s)	95.0	95.0	41.0	143.0	24.0	
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	3.0	3.0	3.0	3.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	0.0	
Total Lost Time (s)	5.0	5.0	5.0	5.0	6.0	
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	
Recall Mode	C-Max	C-Max	None	C-Max	None	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 34 (19%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 901: Waterways Boulevard & SR 869/SW 10th Street

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1790	130	255	2615	95	110
Future Volume (vph)	1790	130	255	2615	95	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	6.0	4.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	1770	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1884	137	268	2753	100	116
RTOR Reduction (vph)	0	28	0	0	0	0
Lane Group Flow (vph)	1884	109	268	2753	100	116
Turn Type	NA	Perm	Prot	NA	Prot	Free
Protected Phases	6		5	2	4	
Permitted Phases		6				Free
Actuated Green, G (s)	114.3	114.3	31.2	152.5	14.5	180.0
Effective Green, g (s)	116.3	116.3	33.2	154.5	14.5	180.0
Actuated g/C Ratio	0.65	0.65	0.18	0.86	0.08	1.00
Clearance Time (s)	7.0	7.0	7.0	7.0	6.0	
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	
Lane Grp Cap (vph)	3285	1022	326	4364	142	1583
v/s Ratio Prot	0.37		c0.15	c0.54	c0.06	
v/s Ratio Perm		0.07				0.07
v/c Ratio	0.57	0.11	0.82	0.63	0.70	0.07
Uniform Delay, d1	17.9	12.1	70.6	3.9	80.7	0.0
Progression Factor	1.00	1.00	1.04	0.54	1.00	1.00
Incremental Delay, d2	0.7	0.2	11.5	0.5	12.2	0.1
Delay (s)	18.6	12.3	84.8	2.6	92.8	0.1
Level of Service	B	B	F	A	F	A
Approach Delay (s)	18.2			9.9	43.0	
Approach LOS	B			A	D	

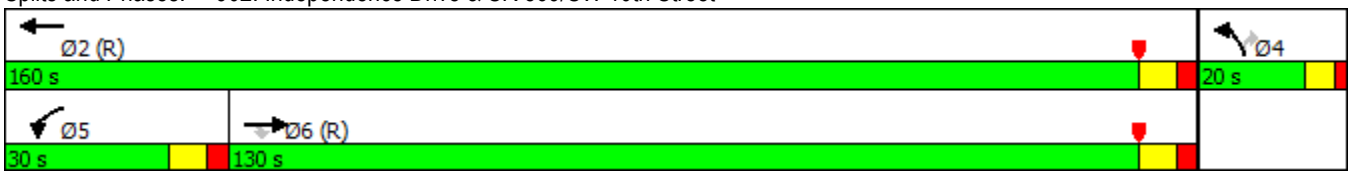
Intersection Summary			
HCM 2000 Control Delay	14.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1830	70	25	2825	45	25
Future Volume (vph)	1830	70	25	2825	45	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		330	500		0	0
Storage Lanes		1	1		1	1
Taper Length (ft)			135		50	
Right Turn on Red		Yes				Yes
Link Speed (mph)	35			35	25	
Link Distance (ft)	631			1330	500	
Travel Time (s)	12.3			25.9	13.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	15.0	15.0	4.0	15.0	6.0	6.0
Minimum Split (s)	23.0	23.0	12.0	23.0	12.0	12.0
Total Split (s)	130.0	130.0	30.0	160.0	20.0	20.0
Total Split (%)	72.2%	72.2%	16.7%	88.9%	11.1%	11.1%
Maximum Green (s)	122.0	122.0	22.0	152.0	14.0	14.0
Yellow Time (s)	5.0	5.0	5.0	5.0	4.0	4.0
All-Red Time (s)	3.0	3.0	3.0	3.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	0.0	0.0
Total Lost Time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Recall Mode	C-Max	C-Max	None	C-Max	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 85 (47%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 902: Independence Drive & SR 869/SW 10th Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1830	70	25	2825	45	25
Future Volume (vph)	1830	70	25	2825	45	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.91	1.00	1.00	0.91	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	5085	1583	1770	5085	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	5085	1583	1770	5085	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1926	74	26	2974	47	26
RTOR Reduction (vph)	0	14	0	0	0	25
Lane Group Flow (vph)	1926	60	26	2974	47	1
Turn Type	NA	Perm	Prot	NA	Prot	Perm
Protected Phases	6		5	2	4	
Permitted Phases		6				4
Actuated Green, G (s)	145.1	145.1	4.8	157.9	8.1	8.1
Effective Green, g (s)	147.1	147.1	6.8	159.9	8.1	8.1
Actuated g/C Ratio	0.82	0.82	0.04	0.89	0.04	0.04
Clearance Time (s)	8.0	8.0	8.0	8.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0	1.5	3.0	2.0	2.0
Lane Grp Cap (vph)	4155	1293	66	4517	79	71
v/s Ratio Prot	0.38		0.01	c0.58	c0.03	
v/s Ratio Perm		0.04				0.00
v/c Ratio	0.46	0.05	0.39	0.66	0.59	0.02
Uniform Delay, d1	4.8	3.1	84.6	2.7	84.3	82.1
Progression Factor	0.04	0.00	0.89	1.17	1.00	1.00
Incremental Delay, d2	0.3	0.1	0.1	0.1	7.8	0.0
Delay (s)	0.5	0.1	75.3	3.2	92.1	82.2
Level of Service	A	A	E	A	F	F
Approach Delay (s)	0.5			3.9	88.6	
Approach LOS	A			A	F	

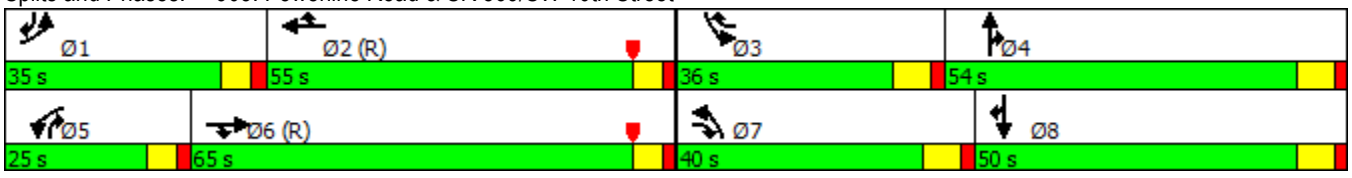
Intersection Summary			
HCM 2000 Control Delay	3.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	69.6%	ICU Level of Service	C
Analysis Period (min)	15		

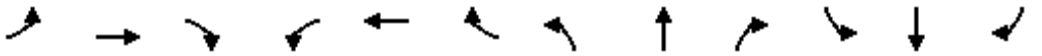
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	490	1035	330	315	1165	430	760	1175	305	535	910	925
Future Volume (vph)	490	1035	330	315	1165	430	760	1175	305	535	910	925
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	600		950	790		740	550		730	460		700
Storage Lanes	2		1	2		1	2		1	2		1
Taper Length (ft)	100			100			90			100		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			45			45	
Link Distance (ft)		1330			1116			870			670	
Travel Time (s)		25.9			21.7			13.2			10.2	
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
Shared Lane Traffic (%)												
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	pt+ov
Protected Phases	1	6	6 7	5	2	2 3	7	4	4 5	3	8	8 1
Permitted Phases												
Detector Phase	1	6	6 7	5	2	2 3	7	4	4 5	3	8	8 1
Switch Phase												
Minimum Initial (s)	5.0	12.0		5.0	12.0		5.0	6.0		5.0	6.0	
Minimum Split (s)	12.0	19.0		12.0	19.0		12.0	13.0		12.0	13.0	
Total Split (s)	35.0	65.0		25.0	55.0		40.0	54.0		36.0	50.0	
Total Split (%)	19.4%	36.1%		13.9%	30.6%		22.2%	30.0%		20.0%	27.8%	
Maximum Green (s)	29.0	59.0		19.0	49.0		33.0	47.0		29.0	43.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0		-2.0	-2.0		-2.0	-2.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0		5.0	5.0		5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0		1.5	2.0	
Recall Mode	None	C-Min		None	C-Min		None	None		None	None	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 67 (37%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	

Splits and Phases: 903: Powerline Road & SR 869/SW 10th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	490	1035	330	315	1165	430	760	1175	305	535	910	925
Future Volume (vph)	490	1035	330	315	1165	430	760	1175	305	535	910	925
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00	0.97	0.91	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	3433	5085	1583	3433	5085	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	516	1089	347	332	1226	453	800	1237	321	563	958	974
RTOR Reduction (vph)	0	0	27	0	0	51	0	0	57	0	0	34
Lane Group Flow (vph)	516	1089	320	332	1226	402	800	1237	264	563	958	940
Turn Type	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	pt+ov	Prot	NA	pt+ov
Protected Phases	1	6	6 7	5	2	2 3	7	4	4 5	3	8	8 1
Permitted Phases												
Actuated Green, G (s)	29.0	59.5	98.5	18.5	49.0	84.0	33.0	47.0	72.5	29.0	43.0	79.0
Effective Green, g (s)	31.0	61.5	100.5	20.5	51.0	86.0	35.0	49.0	74.5	31.0	45.0	81.0
Actuated g/C Ratio	0.17	0.34	0.56	0.11	0.28	0.48	0.19	0.27	0.41	0.17	0.25	0.45
Clearance Time (s)	6.0	6.0		6.0	6.0		7.0	7.0		7.0	7.0	
Vehicle Extension (s)	1.5	3.0		1.5	3.0		1.5	2.0		1.5	2.0	
Lane Grp Cap (vph)	591	1737	883	390	1440	756	667	1384	655	591	1271	712
v/s Ratio Prot	0.15	0.21	0.20	0.10	c0.24	0.25	c0.23	c0.24	0.17	0.16	0.19	c0.59
v/s Ratio Perm												
v/c Ratio	0.87	0.63	0.36	0.85	0.85	0.53	1.20	0.89	0.40	0.95	0.75	1.32
Uniform Delay, d1	72.6	49.6	22.0	78.3	60.9	32.9	72.5	63.0	37.1	73.8	62.4	49.5
Progression Factor	0.95	0.63	0.58	1.05	0.88	0.84	1.00	1.00	1.00	1.24	0.93	0.79
Incremental Delay, d2	12.1	1.6	0.1	15.5	6.5	0.4	103.8	7.6	0.1	21.8	1.8	152.2
Delay (s)	81.4	33.0	12.8	97.3	60.0	28.2	176.3	70.6	37.3	113.2	59.8	191.4
Level of Service	F	C	B	F	E	C	F	E	D	F	E	F
Approach Delay (s)		42.2			59.0			101.9			123.2	
Approach LOS		D			E			F			F	

Intersection Summary			
HCM 2000 Control Delay	84.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.18		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	113.1%	ICU Level of Service	H
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	630	175	170	1010	115	110
Future Volume (vph)	630	175	170	1010	115	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)		200	300		350	0
Storage Lanes		1	1		1	1
Taper Length (ft)			165		50	
Right Turn on Red		Yes				Yes
Link Speed (mph)	35			35	25	
Link Distance (ft)	450			741	500	
Travel Time (s)	8.8			14.4	13.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Shared Lane Traffic (%)						
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	6		5	2	4	4
Permitted Phases		6				
Detector Phase	6	6	5	2	4	4
Switch Phase						
Minimum Initial (s)	15.0	15.0	4.0	15.0	6.0	6.0
Minimum Split (s)	22.8	22.8	10.8	22.8	22.0	22.0
Total Split (s)	90.0	90.0	45.0	135.0	45.0	45.0
Total Split (%)	50.0%	50.0%	25.0%	75.0%	25.0%	25.0%
Maximum Green (s)	85.0	85.0	38.5	130.0	39.5	39.5
Yellow Time (s)	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	1.0	2.5	1.0	1.5	1.5
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	0.0	0.0
Total Lost Time (s)	3.0	3.0	4.5	3.0	5.5	5.5
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	1.5	2.0	2.0
Recall Mode	C-Min	C-Min	None	C-Min	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 172 (96%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	

Splits and Phases: 904: SW 28th Avenue & SR 869/SW 10th Street

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	630	175	170	1010	115	110
Future Volume (vph)	630	175	170	1010	115	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.0	3.0	4.5	3.0	5.5	5.5
Lane Util. Factor	0.95	1.00	1.00	0.95	1.00	1.00
Frt	1.00	0.85	1.00	1.00	1.00	0.85
Flt Protected	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (prot)	3539	1583	1770	3539	1770	1583
Flt Permitted	1.00	1.00	0.95	1.00	0.95	1.00
Satd. Flow (perm)	3539	1583	1770	3539	1770	1583
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	663	184	179	1063	121	116
RTOR Reduction (vph)	0	56	0	0	0	105
Lane Group Flow (vph)	663	128	179	1063	121	11
Turn Type	NA	Perm	Prot	NA	Prot	Prot
Protected Phases	6		5	2	4	4
Permitted Phases		6				
Actuated Green, G (s)	122.8	122.8	23.5	152.8	16.7	16.7
Effective Green, g (s)	124.8	124.8	25.5	154.8	16.7	16.7
Actuated g/C Ratio	0.69	0.69	0.14	0.86	0.09	0.09
Clearance Time (s)	5.0	5.0	6.5	5.0	5.5	5.5
Vehicle Extension (s)	3.0	3.0	3.0	1.5	2.0	2.0
Lane Grp Cap (vph)	2453	1097	250	3043	164	146
v/s Ratio Prot	0.19		c0.10	c0.30	c0.07	0.01
v/s Ratio Perm		0.08				
v/c Ratio	0.27	0.12	0.72	0.35	0.74	0.07
Uniform Delay, d1	10.4	9.2	73.8	2.5	79.5	74.6
Progression Factor	0.95	1.73	0.91	0.53	1.00	1.00
Incremental Delay, d2	0.2	0.2	7.1	0.2	13.8	0.1
Delay (s)	10.2	16.1	74.1	1.6	93.3	74.7
Level of Service	B	B	E	A	F	E
Approach Delay (s)	11.4			12.0	84.2	
Approach LOS	B			B	F	

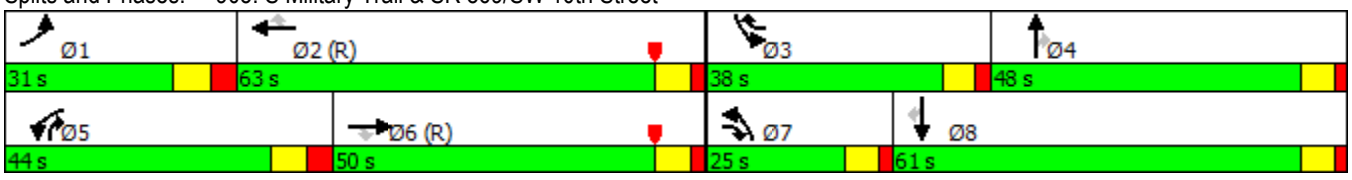
Intersection Summary			
HCM 2000 Control Delay	19.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.45		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	13.0
Intersection Capacity Utilization	44.9%	ICU Level of Service	A
Analysis Period (min)	15		

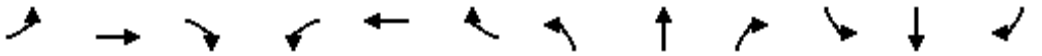
c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	320	185	495	340	540	285	585	390	440	830	615
Future Volume (vph)	330	320	185	495	340	540	285	585	390	440	830	615
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	550		500	550		500	300		300	650		650
Storage Lanes	2		1	2		0	2		1	2		1
Taper Length (ft)	190			200			100			170		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		700			1391			649			537	
Travel Time (s)		13.6			27.1			11.1			9.2	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			8
Detector Phase	1	6	7	5	2	3	7	4	5	3	8	8
Switch Phase												
Minimum Initial (s)	5.0	15.0	5.0	5.0	15.0	5.0	5.0	6.0	5.0	5.0	6.0	6.0
Minimum Split (s)	14.0	22.0	12.0	14.0	22.0	12.0	12.0	13.0	14.0	12.0	13.0	13.0
Total Split (s)	31.0	50.0	25.0	44.0	63.0	38.0	25.0	48.0	44.0	38.0	61.0	61.0
Total Split (%)	17.2%	27.8%	13.9%	24.4%	35.0%	21.1%	13.9%	26.7%	24.4%	21.1%	33.9%	33.9%
Maximum Green (s)	22.5	43.0	18.5	35.5	56.0	31.5	18.5	41.5	35.5	31.5	54.5	54.5
Yellow Time (s)	5.0	5.0	4.5	5.0	5.0	4.5	4.5	4.5	5.0	4.5	4.5	4.5
All-Red Time (s)	3.5	2.0	2.0	3.5	2.0	2.0	2.0	2.0	3.5	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	6.5	5.0	4.5	6.5	5.0	4.5	4.5	4.5	6.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0
Recall Mode	None	C-Min	None	None	C-Min	None	None	None	None	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 88 (49%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	

Splits and Phases: 905: S Military Trail & SR 869/SW 10th Street





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	320	185	495	340	540	285	585	390	440	830	615
Future Volume (vph)	330	320	185	495	340	540	285	585	390	440	830	615
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	5.0	4.5	6.5	5.0	4.5	4.5	4.5	6.5	4.5	4.5	4.5
Lane Util. Factor	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	3433	3539	1583	3433	3539	1583	3433	3539	1583	3433	3539	1583
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)	359	348	201	538	370	587	310	636	424	478	902	668
RTOR Reduction (vph)	0	0	99	0	0	36	0	0	70	0	0	288
Lane Group Flow (vph)	359	348	102	538	370	551	310	636	354	478	902	380
Turn Type	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	pm+ov	Prot	NA	Perm
Protected Phases	1	6	7	5	2	3	7	4	5	3	8	
Permitted Phases			6			2			4			8
Actuated Green, G (s)	21.2	49.0	66.9	31.8	59.6	88.1	17.9	42.2	74.0	28.5	52.8	52.8
Effective Green, g (s)	23.2	51.0	70.9	33.8	61.6	92.1	19.9	44.2	78.0	30.5	54.8	54.8
Actuated g/C Ratio	0.13	0.28	0.39	0.19	0.34	0.51	0.11	0.25	0.43	0.17	0.30	0.30
Clearance Time (s)	8.5	7.0	6.5	8.5	7.0	6.5	6.5	6.5	8.5	6.5	6.5	6.5
Vehicle Extension (s)	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	2.0	2.0	3.0	3.0
Lane Grp Cap (vph)	442	1002	623	644	1211	809	379	869	685	581	1077	481
v/s Ratio Prot	0.10	0.10	0.02	c0.16	0.10	c0.12	0.09	0.18	0.10	c0.14	c0.25	
v/s Ratio Perm			0.05			0.23			0.13			0.24
v/c Ratio	0.81	0.35	0.16	0.84	0.31	0.68	0.82	0.73	0.52	0.82	0.84	0.79
Uniform Delay, d1	76.3	51.3	35.3	70.4	43.5	33.0	78.3	62.5	37.2	72.1	58.4	57.3
Progression Factor	0.88	1.05	0.94	0.70	0.93	1.35	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	10.3	0.9	0.0	5.8	0.4	1.2	12.2	3.2	0.3	8.8	5.8	8.6
Delay (s)	77.1	54.6	33.1	55.1	41.1	45.7	90.5	65.7	37.5	80.9	64.3	65.9
Level of Service	E	D	C	E	D	D	F	E	D	F	E	E
Approach Delay (s)		58.7			47.9			62.6			68.7	
Approach LOS		E			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	60.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	73.5%	ICU Level of Service	D
Analysis Period (min)	15		

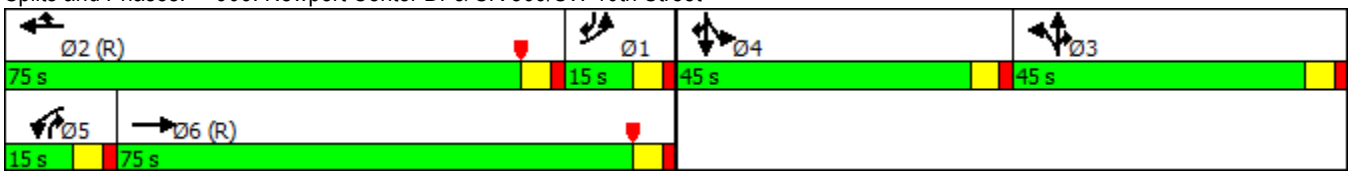
c Critical Lane Group

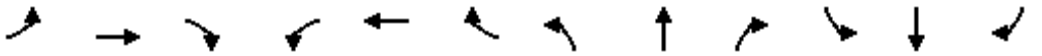
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	1720	85	125	1565	120	435	15	470	150	5	510
Future Volume (vph)	95	1720	85	125	1565	120	435	15	470	150	5	510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	700		625	750		750	0		150	0		0
Storage Lanes	2		1	2		1	1		0	0		2
Taper Length (ft)	100			100			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			25			25	
Link Distance (ft)		670			1005			500			250	
Travel Time (s)		13.1			19.6			13.6			6.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Shared Lane Traffic (%)							48%					
Turn Type	Prot	NA		Prot	NA	Prot	Split	NA	pt+ov	Split	NA	pt+ov
Protected Phases	1	6		5	2	2	3	3	3 5	4	4	4 1
Permitted Phases												
Detector Phase	1	6		5	2	2	3	3	3 5	4	4	4 1
Switch Phase												
Minimum Initial (s)	4.0	7.0		4.0	15.0	15.0	6.0	6.0		6.0	6.0	
Minimum Split (s)	11.0	14.0		11.0	22.0	22.0	12.0	12.0		12.0	12.0	
Total Split (s)	15.0	75.0		15.0	75.0	75.0	45.0	45.0		45.0	45.0	
Total Split (%)	8.3%	41.7%		8.3%	41.7%	41.7%	25.0%	25.0%		25.0%	25.0%	
Maximum Green (s)	9.0	69.0		9.0	69.0	69.0	39.0	39.0		39.3	39.3	
Yellow Time (s)	4.0	4.0		4.0	4.0	4.0	4.0	4.0		3.7	3.7	
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	-2.0	-2.0		-2.0	-2.0	-2.0	0.0	0.0			0.0	
Total Lost Time (s)	4.0	4.0		4.0	4.0	4.0	6.0	6.0			5.7	
Lead/Lag	Lag	Lag		Lead	Lead	Lead	Lag	Lag		Lead	Lead	
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0		2.5	3.0	3.0	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 169 (94%), Referenced to phase 2:WBT and 6:EBT, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated

Splits and Phases: 906: Newport Center Dr & SR 869/SW 10th Street





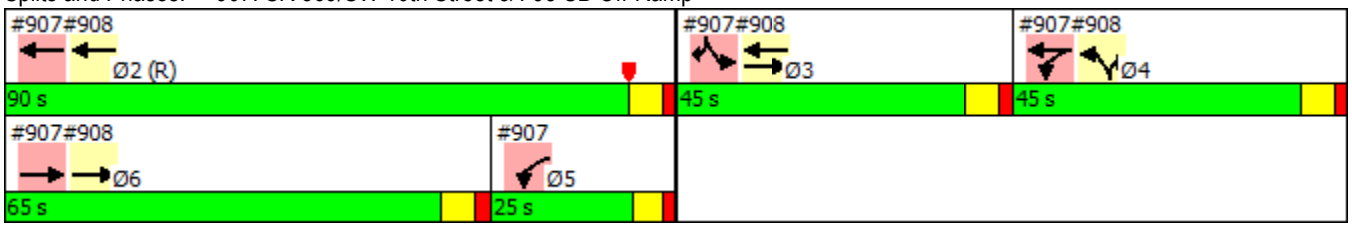
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	1720	85	125	1565	120	435	15	470	150	5	510
Future Volume (vph)	95	1720	85	125	1565	120	435	15	470	150	5	510
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0		4.0	4.0	4.0	6.0	6.0	6.0		5.7	5.7
Lane Util. Factor	0.97	0.86		0.97	0.91	1.00	0.95	0.95	1.00		1.00	0.88
Frt	1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00	1.00	0.95	0.96	1.00		0.95	1.00
Satd. Flow (prot)	3367	6363		3433	5085	1524	1681	1691	1583		1542	2030
Flt Permitted	0.95	1.00		0.95	1.00	1.00	0.95	0.96	1.00		0.95	1.00
Satd. Flow (perm)	3367	6363		3433	5085	1524	1681	1691	1583		1542	2030
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)	103	1870	92	136	1701	130	473	16	511	163	5	554
RTOR Reduction (vph)	0	3	0	0	0	76	0	0	114	0	0	68
Lane Group Flow (vph)	103	1959	0	136	1701	54	246	243	397	0	168	486
Heavy Vehicles (%)	4%	2%	2%	2%	2%	6%	2%	2%	2%	18%	2%	40%
Turn Type	Prot	NA		Prot	NA	Prot	Split	NA	pt+ov	Split	NA	pt+ov
Protected Phases	1	6		5	2	2	3	3	3 5	4	4	4 1
Permitted Phases												
Actuated Green, G (s)	9.1	73.5		8.9	73.3	73.3	37.8	37.8	52.7		36.1	51.2
Effective Green, g (s)	11.1	75.5		10.9	75.3	75.3	37.8	37.8	52.7		36.1	45.2
Actuated g/C Ratio	0.06	0.42		0.06	0.42	0.42	0.21	0.21	0.29		0.20	0.25
Clearance Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0			5.7	
Vehicle Extension (s)	1.5	3.0		2.5	3.0	3.0	3.0	3.0			3.0	
Lane Grp Cap (vph)	207	2668		207	2127	637	353	355	463		309	509
v/s Ratio Prot	0.03	c0.31		0.04	c0.33	0.04	0.15	0.14	c0.25		0.11	c0.24
v/s Ratio Perm												
v/c Ratio	0.50	0.73		0.66	0.80	0.09	0.70	0.68	0.86		0.54	0.95
Uniform Delay, d1	81.8	43.8		82.7	45.8	31.6	65.8	65.6	60.1		64.6	66.4
Progression Factor	0.92	0.84		0.99	1.18	2.22	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.7	1.8		6.0	3.0	0.2	5.9	5.4	14.5		2.0	28.5
Delay (s)	75.9	38.6		87.7	56.8	70.5	71.7	71.0	74.6		66.5	94.9
Level of Service	E	D		F	E	E	E	E	E		E	F
Approach Delay (s)		40.4			59.9			73.0			88.3	
Approach LOS		D			E			E			F	

Intersection Summary			
HCM 2000 Control Delay	58.8	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	21.7
Intersection Capacity Utilization	77.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1690	650	770	1340	0	0	0	0	300	0	470
Future Volume (vph)	0	1690	650	770	1340	0	0	0	0	300	0	470
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		506	500		0	0		0	400		680
Storage Lanes	0		1	0		0	0		0	2		1
Taper Length (ft)	50			175			50			300		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		35			35			40			40	
Link Distance (ft)		1005			395			564			1197	
Travel Time (s)		19.6			7.7			9.6			20.4	
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
Shared Lane Traffic (%)												
Turn Type		NA		Prot	NA					Prot		Prot
Protected Phases		6		5 4	2 4					3		3
Permitted Phases												
Detector Phase		6		5 4	2 4					3		3
Switch Phase												
Minimum Initial (s)		10.0								4.0		4.0
Minimum Split (s)		16.5								10.5		10.5
Total Split (s)		65.0								45.0		45.0
Total Split (%)		36.1%								25.0%		25.0%
Maximum Green (s)		58.5								38.5		38.5
Yellow Time (s)		4.5								4.5		4.5
All-Red Time (s)		2.0								2.0		2.0
Lost Time Adjust (s)		-2.0								-2.0		-2.0
Total Lost Time (s)		4.5								4.5		4.5
Lead/Lag		Lead								Lead		Lead
Lead-Lag Optimize?												
Vehicle Extension (s)		3.0								2.0		2.0
Recall Mode		Max								None		None

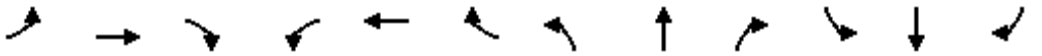
Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 34 (19%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	

Splits and Phases: 907: SR 869/SW 10th Street & I-95 SB Off-Ramp



Lane Group	Ø2	Ø4	Ø5
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Ideal Flow (vphpl)			
Storage Length (ft)			
Storage Lanes			
Taper Length (ft)			
Right Turn on Red			
Link Speed (mph)			
Link Distance (ft)			
Travel Time (s)			
Peak Hour Factor			
Shared Lane Traffic (%)			
Turn Type			
Protected Phases	2	4	5
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	10.0	4.0	5.0
Minimum Split (s)	16.5	10.5	11.0
Total Split (s)	90.0	45.0	25.0
Total Split (%)	50%	25%	14%
Maximum Green (s)	83.5	38.5	19.0
Yellow Time (s)	4.5	4.5	4.0
All-Red Time (s)	2.0	2.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lag	Lag
Lead-Lag Optimize?			
Vehicle Extension (s)	3.0	3.5	3.0
Recall Mode	C-Max	Min	None

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1690	650	770	1340	0	0	0	0	300	0	470
Future Volume (vph)	0	1690	650	770	1340	0	0	0	0	300	0	470
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.5		4.0	4.5					4.5		4.5
Lane Util. Factor		0.81		0.97	0.91					0.97		0.88
Frt		0.96		1.00	1.00					1.00		0.85
Flt Protected		1.00		0.95	1.00					0.95		1.00
Satd. Flow (prot)		7230		3433	5085					3433		2787
Flt Permitted		1.00		0.95	1.00					0.95		1.00
Satd. Flow (perm)		7230		3433	5085					3433		2787
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	0	1779	684	811	1411	0	0	0	0	316	0	495
RTOR Reduction (vph)	0	39	0	0	0	0	0	0	0	0	0	112
Lane Group Flow (vph)	0	2424	0	811	1411	0	0	0	0	316	0	383
Turn Type		NA		Prot	NA					Prot		Prot
Protected Phases		6		5 4	2 4					3		3
Permitted Phases												
Actuated Green, G (s)		58.5		57.5	128.5					38.5		38.5
Effective Green, g (s)		60.5		61.5	130.5					40.5		40.5
Actuated g/C Ratio		0.34		0.34	0.72					0.22		0.22
Clearance Time (s)		6.5								6.5		6.5
Vehicle Extension (s)		3.0								2.0		2.0
Lane Grp Cap (vph)		2430		1172	3686					772		627
v/s Ratio Prot		c0.34		c0.24	0.28					0.09		c0.14
v/s Ratio Perm												
v/c Ratio		1.18dr		0.69	0.38					0.41		0.61
Uniform Delay, d1		59.7		51.1	9.4					59.5		62.7
Progression Factor		0.51		1.30	0.55					1.00		1.00
Incremental Delay, d2		14.1		1.7	0.1					0.1		1.2
Delay (s)		44.4		68.2	5.3					59.7		63.9
Level of Service		D		E	A					E		E
Approach Delay (s)		44.4			28.3			0.0			62.3	
Approach LOS		D			C			A			E	

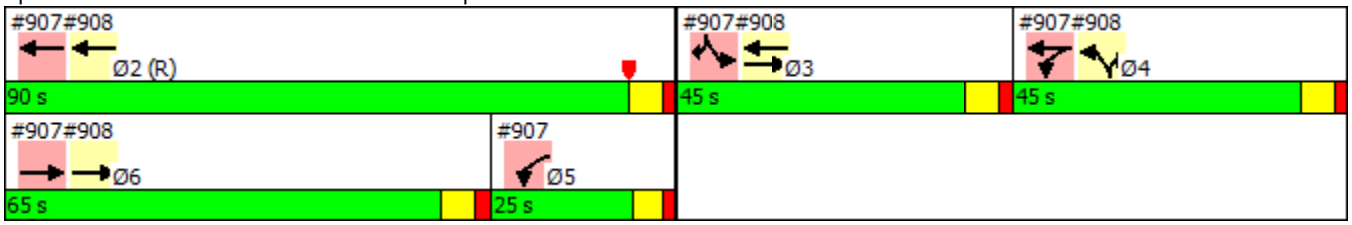
Intersection Summary			
HCM 2000 Control Delay	40.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	17.5
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		

dr Defacto Right Lane. Recode with 1 though lane as a right lane.
c Critical Lane Group

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR	Ø2	Ø3	Ø5	Ø6
Lane Configurations										
Traffic Volume (vph)	1220	770	0	2060	370	680				
Future Volume (vph)	1220	770	0	2060	370	680				
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900				
Storage Length (ft)		700	200		410	430				
Storage Lanes		0	2		1	3				
Taper Length (ft)			50		300					
Right Turn on Red		Yes				No				
Link Speed (mph)	35			35	40					
Link Distance (ft)	320			710	837					
Travel Time (s)	6.2			13.8	14.3					
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95				
Shared Lane Traffic (%)										
Turn Type	NA	Free		NA	Prot	Prot				
Protected Phases	6 3			2 3	4	4	2	3	5	6
Permitted Phases		Free								
Detector Phase	6 3			2 3	4	4				
Switch Phase										
Minimum Initial (s)					4.0	4.0	10.0	4.0	5.0	10.0
Minimum Split (s)					10.5	10.5	16.5	10.5	11.0	16.5
Total Split (s)					45.0	45.0	90.0	45.0	25.0	65.0
Total Split (%)					25.0%	25.0%	50%	25%	14%	36%
Maximum Green (s)					38.5	38.5	83.5	38.5	19.0	58.5
Yellow Time (s)					4.5	4.5	4.5	4.5	4.0	4.5
All-Red Time (s)					2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)					-2.0	-2.0				
Total Lost Time (s)					4.5	4.5				
Lead/Lag					Lag	Lag		Lead	Lag	Lead
Lead-Lag Optimize?										
Vehicle Extension (s)					3.5	3.5	3.0	2.0	3.0	3.0
Recall Mode					Min	Min	C-Max	None	None	Max

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 34 (19%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	

Splits and Phases: 908: I-95 NB On/Off-Ramp & SR 869/SW 10th Street



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1220	770	0	2060	370	680
Future Volume (vph)	1220	770	0	2060	370	680
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	2.0		4.5	4.5	4.5
Lane Util. Factor	0.91	0.88		0.81	0.94	0.76
Frt	1.00	0.85		1.00	1.00	0.85
Flt Protected	1.00	1.00		1.00	0.95	1.00
Satd. Flow (prot)	5085	2787		7544	4990	3610
Flt Permitted	1.00	1.00		1.00	0.95	1.00
Satd. Flow (perm)	5085	2787		7544	4990	3610
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	1284	811	0	2168	389	716
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	1284	811	0	2168	389	716
Turn Type	NA	Free		NA	Prot	Prot
Protected Phases	6 3			2 3	4	4
Permitted Phases		Free				
Actuated Green, G (s)	97.0	180.0		128.5	38.5	38.5
Effective Green, g (s)	101.0	180.0		130.5	40.5	40.5
Actuated g/C Ratio	0.56	1.00		0.72	0.22	0.22
Clearance Time (s)					6.5	6.5
Vehicle Extension (s)					3.5	3.5
Lane Grp Cap (vph)	2853	2787		5469	1122	812
v/s Ratio Prot	c0.25			c0.29	0.08	c0.20
v/s Ratio Perm		0.29				
v/c Ratio	0.45	0.29		0.40	0.35	0.88
Uniform Delay, d1	23.2	0.0		9.6	58.6	67.4
Progression Factor	0.43	1.00		0.43	1.00	1.00
Incremental Delay, d2	0.0	0.1		0.0	0.2	11.3
Delay (s)	10.0	0.1		4.1	58.9	78.7
Level of Service	B	A		A	E	E
Approach Delay (s)	6.2			4.1	71.7	
Approach LOS	A			A	E	

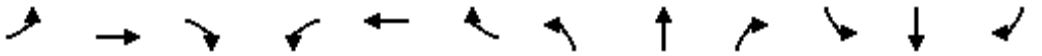
Intersection Summary			
HCM 2000 Control Delay	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	19.5
Intersection Capacity Utilization	46.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	295	1320	285	345	1350	135	305	185	225	275	310	405
Future Volume (vph)	295	1320	285	345	1350	135	305	185	225	275	310	405
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	300		300	200		300	260		260	170		170
Storage Lanes	2		1	2		1	1		1	1		0
Taper Length (ft)	50			120			100			75		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		710			1313			500			500	
Travel Time (s)		12.1			22.4			11.4			11.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Shared Lane Traffic (%)												
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Detector Phase	1	6	6	5	2	2	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	4.0	15.0	15.0	4.0	15.0	15.0	4.0	6.0	6.0	4.0	6.0	6.0
Minimum Split (s)	11.0	22.0	22.0	11.0	22.0	22.0	10.0	12.0	12.0	10.0	12.0	12.0
Total Split (s)	28.0	59.0	59.0	45.0	76.0	76.0	35.0	46.0	46.0	30.0	41.0	41.0
Total Split (%)	15.6%	32.8%	32.8%	25.0%	42.2%	42.2%	19.4%	25.6%	25.6%	16.7%	22.8%	22.8%
Maximum Green (s)	21.0	52.0	52.0	38.0	69.0	69.0	29.0	40.0	40.0	24.0	35.0	35.0
Yellow Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?												
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Recall Mode	None	Min	Min	None	C-Min	C-Min	None	None	None	None	None	None

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 21 (12%), Referenced to phase 2:WBT, Start of Yellow	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	

Splits and Phases: 909: Research Park Boulevard/SW Natura Boulevard & SR 869/SW 10th Street



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	295	1320	285	345	1350	135	305	185	225	275	310	405
Future Volume (vph)	295	1320	285	345	1350	135	305	185	225	275	310	405
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	5.0	5.0	5.0	5.0	5.0	5.0	6.0	6.0	6.0	6.0	6.0	6.0
Lane Util. Factor	0.97	0.91	1.00	0.97	0.91	1.00	1.00	0.95	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	3433	5085	1583	3433	5085	1583	1770	3539	1583	1770	1863	1583
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.10	1.00	1.00	0.63	1.00	1.00
Satd. Flow (perm)	3433	5085	1583	3433	5085	1583	186	3539	1583	1165	1863	1583
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	1435	310	375	1467	147	332	201	245	299	337	440
RTOR Reduction (vph)	0	0	135	0	0	70	0	0	190	0	0	195
Lane Group Flow (vph)	321	1435	175	375	1467	77	332	201	55	299	337	245
Turn Type	Prot	NA	Perm	Prot	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	1	6		5	2		7	4		3	8	
Permitted Phases			6			2	4		4	8		8
Actuated Green, G (s)	19.3	67.2	67.2	23.7	71.6	71.6	69.1	40.5	40.5	56.7	34.1	34.1
Effective Green, g (s)	21.3	69.2	69.2	25.7	73.6	73.6	69.1	40.5	40.5	56.7	34.1	34.1
Actuated g/C Ratio	0.12	0.38	0.38	0.14	0.41	0.41	0.38	0.22	0.22	0.32	0.19	0.19
Clearance Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	6.0	6.0	6.0	6.0	6.0	6.0
Vehicle Extension (s)	1.5	3.0	3.0	1.5	3.0	3.0	1.5	2.0	2.0	1.5	2.0	2.0
Lane Grp Cap (vph)	406	1954	608	490	2079	647	326	796	356	442	352	299
v/s Ratio Prot	0.09	c0.28		c0.11	c0.29		c0.16	0.06		0.08	0.18	
v/s Ratio Perm			0.11			0.05	c0.23		0.03	0.13		0.16
v/c Ratio	0.79	0.73	0.29	0.77	0.71	0.12	1.02	0.25	0.15	0.68	0.96	0.82
Uniform Delay, d1	77.2	47.5	38.4	74.2	44.2	33.1	59.1	57.3	56.0	50.9	72.2	70.0
Progression Factor	0.96	0.65	0.83	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	7.8	1.2	0.2	6.3	2.0	0.4	54.6	0.1	0.1	3.2	36.2	15.6
Delay (s)	82.2	32.1	32.0	80.6	46.2	33.4	113.8	57.4	56.1	54.1	108.4	85.6
Level of Service	F	C	C	F	D	C	F	E	E	D	F	F
Approach Delay (s)		39.9			51.8			81.0			84.0	
Approach LOS		D			D			F			F	

Intersection Summary			
HCM 2000 Control Delay	57.3	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	22.0
Intersection Capacity Utilization	86.9%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

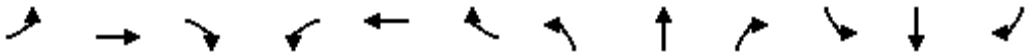
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	20	105	0	95	0	2075	115	95	2165	0
Future Volume (vph)	5	5	20	105	0	95	0	2075	115	95	2165	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		100	0		0	275		0
Storage Lanes	1		1	1		1	0		1	1		0
Taper Length (ft)	50			50			50			50		
Right Turn on Red			Yes			Yes			Yes			Yes
Link Speed (mph)		25			25			45			45	
Link Distance (ft)		250			265			303			510	
Travel Time (s)		6.8			7.2			4.6			7.7	
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
Shared Lane Traffic (%)	10%											
Turn Type	Split	NA	Perm	Prot		Prot		NA	Perm	pm+pt	NA	
Protected Phases	4	4		3		3		2		1	6	
Permitted Phases			4						2	6		
Detector Phase	4	4	4	3		3		2	2	1	6	
Switch Phase												
Minimum Initial (s)	6.0	6.0	6.0	6.0		6.0		10.0	10.0	4.0	10.0	
Minimum Split (s)	12.0	12.0	12.0	12.0		12.0		17.0	17.0	11.0	17.0	
Total Split (s)	20.0	20.0	20.0	34.0		34.0		106.0	106.0	20.0	126.0	
Total Split (%)	11.1%	11.1%	11.1%	18.9%		18.9%		58.9%	58.9%	11.1%	70.0%	
Maximum Green (s)	14.0	14.0	14.0	28.0		28.0		99.0	99.0	13.0	119.0	
Yellow Time (s)	4.0	4.0	4.0	4.0		4.0		5.0	5.0	5.0	5.0	
All-Red Time (s)	2.0	2.0	2.0	2.0		2.0		2.0	2.0	2.0	2.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0		0.0		0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.0	6.0	6.0	6.0		6.0		7.0	7.0	7.0	7.0	
Lead/Lag	Lag	Lag	Lag	Lead		Lead		Lag	Lag	Lead		
Lead-Lag Optimize?												
Vehicle Extension (s)	2.0	2.0	2.0	2.0		2.0		3.0	3.0	1.5	3.0	
Recall Mode	None	None	None	None		None		C-Min	C-Min	None	C-Min	

Intersection Summary	
Area Type:	Other
Cycle Length: 180	
Actuated Cycle Length: 180	
Offset: 34 (19%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow	
Natural Cycle: 110	
Control Type: Actuated-Coordinated	

Splits and Phases: 910: Powerline Road & West Drive

Lane Group	Ø8
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Right Turn on Red	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	
Shared Lane Traffic (%)	
Turn Type	
Protected Phases	8
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	4.0
Minimum Split (s)	22.0
Total Split (s)	54.0
Total Split (%)	30%
Maximum Green (s)	48.0
Yellow Time (s)	4.0
All-Red Time (s)	2.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	
Lead-Lag Optimize?	
Vehicle Extension (s)	3.0
Recall Mode	None

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	5	20	105	0	95	0	2075	115	95	2165	0
Future Volume (vph)	5	5	20	105	0	95	0	2075	115	95	2165	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.0	6.0	6.0	6.0		6.0		7.0	7.0	7.0	7.0	
Lane Util. Factor	0.95	0.95	1.00	1.00		1.00		0.95	1.00	1.00	0.95	
Frt	1.00	1.00	0.85	1.00		0.85		1.00	0.85	1.00	1.00	
Flt Protected	0.95	0.99	1.00	0.95		1.00		1.00	1.00	0.95	1.00	
Satd. Flow (prot)	1681	1755	1583	1770		1583		3539	1583	1770	3539	
Flt Permitted	0.95	0.99	1.00	0.95		1.00		1.00	1.00	0.03	1.00	
Satd. Flow (perm)	1681	1755	1583	1770		1583		3539	1583	59	3539	
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)	5	5	21	111	0	100	0	2184	121	100	2279	0
RTOR Reduction (vph)	0	0	20	0	0	89	0	0	32	0	0	0
Lane Group Flow (vph)	4	6	1	111	0	11	0	2184	89	100	2279	0
Turn Type	Split	NA	Perm	Prot		Prot		NA	Perm	pm+pt	NA	
Protected Phases	4	4		3		3		2		1	6	
Permitted Phases			4						2	6		
Actuated Green, G (s)	5.3	5.3	5.3	19.8		19.8		119.8	119.8	135.9	135.9	
Effective Green, g (s)	5.3	5.3	5.3	19.8		19.8		119.8	119.8	135.9	135.9	
Actuated g/C Ratio	0.03	0.03	0.03	0.11		0.11		0.67	0.67	0.76	0.76	
Clearance Time (s)	6.0	6.0	6.0	6.0		6.0		7.0	7.0	7.0	7.0	
Vehicle Extension (s)	2.0	2.0	2.0	2.0		2.0		3.0	3.0	1.5	3.0	
Lane Grp Cap (vph)	49	51	46	194		174		2355	1053	131	2671	
v/s Ratio Prot	0.00	c0.00		c0.06		0.01		c0.62		0.04	c0.64	
v/s Ratio Perm			0.00						0.06	0.54		
v/c Ratio	0.08	0.12	0.01	0.57		0.06		0.93	0.08	0.76	0.85	
Uniform Delay, d1	85.0	85.1	84.8	76.1		71.8		26.3	10.7	60.2	15.2	
Progression Factor	1.00	1.00	1.00	1.00		1.00		0.39	0.01	1.00	1.00	
Incremental Delay, d2	0.3	0.4	0.0	2.5		0.1		6.4	0.1	20.8	3.7	
Delay (s)	85.2	85.4	84.9	78.6		71.8		16.8	0.2	81.0	18.9	
Level of Service	F	F	F	E		E		B	A	F	B	
Approach Delay (s)		85.0			75.4			15.9			21.5	
Approach LOS		F			E			B			C	

Intersection Summary			
HCM 2000 Control Delay	21.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.87		
Actuated Cycle Length (s)	180.0	Sum of lost time (s)	26.0
Intersection Capacity Utilization	90.1%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group